PLANNING BOARD
PORTSMOUTH, NEW HAMPSHIRE

EILEEN DONDERO FOLEY COUNCIL CHAMBERS
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

6:00 PM Public Hearings begin **November 19, 2026**

AGENDA

REGULAR MEETING 6:00pm

**Members of the public also have the option to join this meeting over Zoom; a unique meeting ID and password will be provided once you register. To register, click on the link below or copy and paste this into your web browser:*

https://us06web.zoom.us/webinar/register/WN_xazlUtlcSSKzI9LP1U56rw

I. APPROVAL OF MINUTES

A. Approval of the October 15, 2026 meeting minutes.

II. DETERMINATIONS OF COMPLETENESS

SUBDIVISION REVIEW

A. The request of **Ryan Trust (Owner)**, for property located at **221 Woodbury Avenue** requesting Preliminary and Final Subdivision Approval to subdivide one lot into two lots with associated site improvements.

SITE PLAN REVIEW

B. The request of **Road to the 140 West LLC (Owner)**, for property located at **140 West Road** requesting Site Plan Approval for site improvements including parking, outdoor dining, lighting, drainage and landscaping.

III. PUBLIC HEARINGS – NEW BUSINESS

The Board's action in these matters has been deemed to be quasi-judicial in nature. If any person believes any member of the Board has a conflict of interest, that issue should be raised at this point or it will be deemed waived.

A. The request of **Ryan Trust (Owner)**, for property located at **221 Woodbury Avenue** requesting Preliminary and Final Subdivision Approval to subdivide one lot into two lots with associated site improvements. Said property is located on Assessor Map 175 Lot 10 and lies within the General Residence A (GRA) District. (LU-26-57)

B. The request of **Ralph 1912 LLC (Owner),** for property located at **175 Fleet Street** requesting Amended Site Plan Review Approval for modifications to the approved site plan and amendments to Conditions of Approval associated with the Planning Board's January 22, 2026, Letter of Decision. Said property is located on Assessor Map 117 Lot 8 and lies within the Character District 5(CD5), Historic and Downtown Overlay Districts. (LU-25-152)

C. The request of **One Market Square LLC (Owner)**, for property located at **1-15 Congress Street/Newbury Way** requesting an Earth Products Removal and Placement permit in accordance with Section 10.1020 of the Zoning Ordinance for the removal of approximately 1,275 cubic yards of material. Said property is located on Assessor Map 117 Lot 14 and lies within the Character District 4 (CD4), Character District 5 (CD5), Historic and Downtown Overlay Districts. (LU-26-145)

D. The request of **Road to the 140 West LLC (Owner)**, for property located at **140 West Road** requesting Site Plan Approval for site improvements including parking, outdoor dining, lighting, drainage and landscaping. Said property is located on Assessor Map 252 Lot 2-1301 and lies within the Industrial (I) District. (LU-26-107)

IV. PRELIMINARY CONCEPTUAL CONSULTATION

A. The request of **EIGHTKPH LLC (Owner),** for property located at **163 Deer Street** requesting Preliminary Consultation for Site Plan Review. Said property is located on Assessor Map 125 Lot 17-2 and lies within the Character District 5 (CD-5), Downtown Overlay, North End Incentive Overlay and Historic Districts. (LUPD-26-4)

V. CITY COUNCIL REFERRALS

A. 107 Ledgewood Drive – Requesting Zoning Map Amendment

B. Heritage Commission

C. Preapproved Plans for Accessory Dwelling Units

VI. OTHER BUSINESS

A. 84 Pleasant Street - Requesting a 1-Year extension to the Site Plan approval, which is set to expire on January 22, 2027. (LU-24-195)

B. Board discussion on Regulatory Amendments

i. Zoning Amendments: Child Care Centers and Residential in Commercial Districts

ii. Zoning Amendments: Expansion of Workforce Housing Options

C. Chairman updates and discussion items

VII. ADJOURNMENT

Scan to sign up for our new **E-Alert System** and choose how you'd like to receive meeting notifications: **email, text, or both!**

City of Portsmouth
Planning Department
1 Junkins Ave, 3rd Floor
Portsmouth, NH
(603)610-7216

Memorandum

To: Planning Board

From: Peter Stith, AICP
Assistant Planning Director

Date: November 13, 2026

Re: Recommendations for the November 19, 2026 Planning Board Meeting

I. APPROVAL OF MINUTES

A. Approval of the October 15, 2026 meeting minutes

Planning Department Recommendation

1) Board members should determine if the draft minutes include all relevant details for the decision-making process that occurred at the October 15, 2026 meeting and vote to approve meeting minutes with edits if needed.

II. DETERMINATION OF COMPLETENESS

SUBDIVISION REVIEW

A. The request of **Ryan Trust (Owner)**, for property located at **221 Woodbury Avenue** requesting Preliminary and Final Subdivision Approval to subdivide one lot into two lots with associated site improvements. Said property is located on Assessor Map 175 Lot 10 and lies within the General Residence A (GRA) District. (LU-26-57)

Planning Department Recommendation

Vote to determine that Item A is complete according to the Subdivision Ordinance, (contingent on the granting of any required waivers under Section III of the agenda) and to accept the application for consideration.

SITE PLAN REVIEW

A. The request of **Road to the 140 West LLC (Owner)**, for property located at **140 West Road** requesting Site Plan Approval for site improvements including parking, outdoor dining, lighting, drainage and landscaping. Said property is located on Assessor Map 252 Lot 2-1301 and lies within the Industrial (I) District. (LU-26-107)

Planning Department Recommendation

Vote to determine that Item A is complete according to the Site Plan Review Regulations, (contingent on the granting of any required waivers under Section III of the agenda) and to accept the application for consideration.

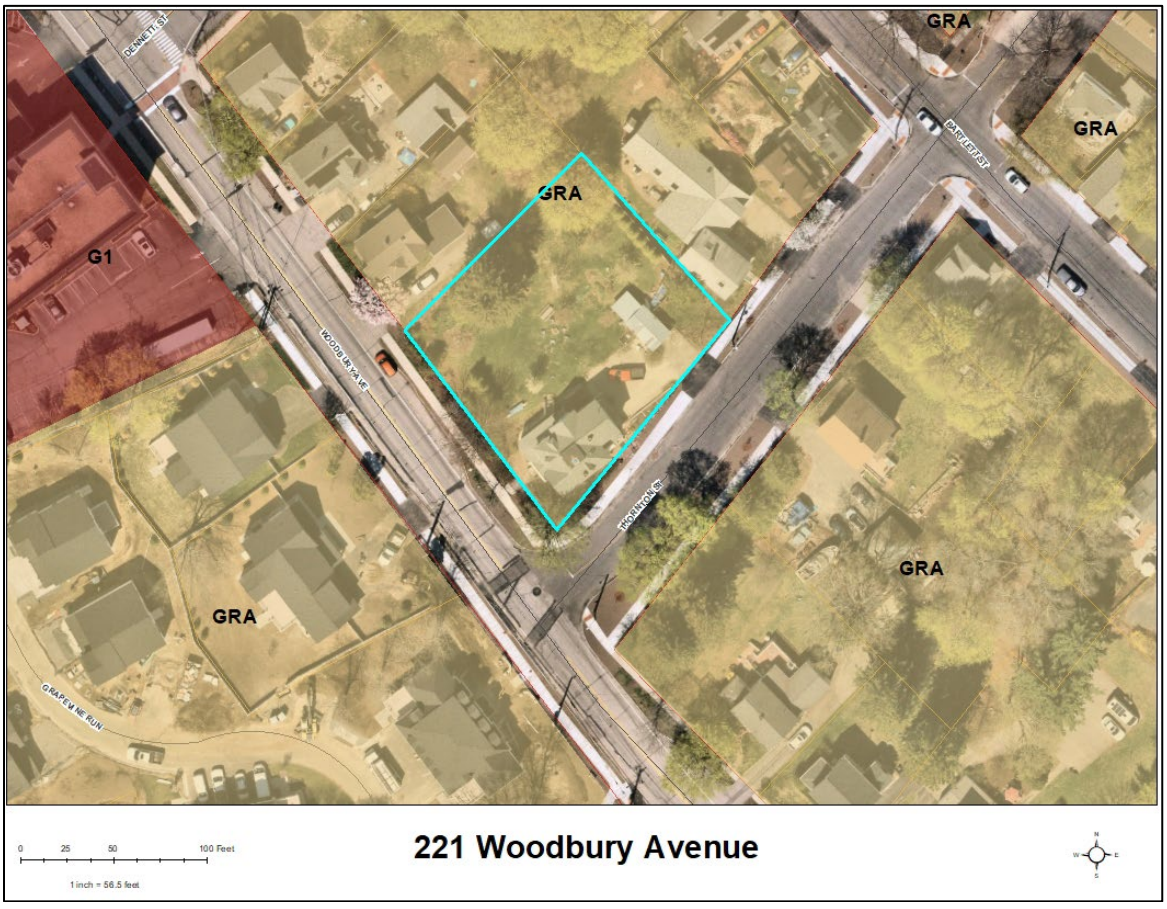
The Board's action in these matters has been deemed to be quasi-judicial in nature.
If any person believes any member of the Board has a conflict of interest,
that issue should be raised at this point or it will be deemed waived.

III. PUBLIC HEARINGS – NEW BUSINESS

A. The request of **Ryan Trust (Owner)**, for property located at **221 Woodbury Avenue** requesting Preliminary and Final Subdivision Approval to subdivide one lot into two lots with associated site improvements. Said property is located on Assessor Map 175 Lot 10 and lies within the General Residence A (GRA) District. (LU-26-57)

Project Background

The applicant requests Preliminary and Final Subdivision Approval to subdivide an existing 17,351 square foot corner parcel containing a two-family dwelling into two residential lots. The existing two-family dwelling will be converted into a single-family dwelling and a second lot is proposed in order to construct a new single-family dwelling. The applicant requests a waiver from the Subdivision Regulations requiring a subdivision review agreement and associated financial surety, including installation and maintenance bonds, citing the limited scope of improvements associated with the proposed two-lot subdivision.



Project Review, Decisions, and Recommendations

The project was before the Board of Adjustment and the Technical Advisory Committee. See below for details.

Board of Adjustment

At their regular meeting of Tuesday, June 16, 2026, the Board of Adjustment considered relief to subdivide the existing parcel into two parcels, for demolition of the existing one-story detached garage and construction of a new two-story detached garage on lot 1; and a new single-family residential structure on lot 2, which requires the following: 1) Variance from Section 10.521 to allow 63 feet of frontage where 100 feet is required.. The Board voted unanimously (7-0) to grant the requested variances as presented.

Technical Advisory Committee

At their regularly scheduled meeting of Tuesday, October 6, 2026, meeting TAC voted to recommend that the Planning Board approve the subdivision with the following conditions:

1) Applicant shall submit the final utility design to the Department of Public Works (DPW) for review prior to Planning Board consideration.

2) Applicant shall have the plans stamped by a licensed land surveyor.

3) Applicant shall request a waiver from the Planning Board regarding the Subdivision Review Regulations requirement for a subdivision review agreement and surety.

The conditions above have been addressed in the Planning Board submittal or added as conditions below.

Planning Department Recommendation Subdivision Waiver

Vote to grant the requested waiver from Section IX for a site review agreement and associated surety and maintenance bonds.

An affirmative vote of six members of the Planning Board is required to grant a waiver. [NOTE: Motion maker must select one of the following options]:

a) Strict conformity would pose an unnecessary hardship to the applicant and waiver would not be contrary to the spirit and intent of the regulations.

[or]

b) Specific circumstances relative to the subdivision, or conditions of the land in such subdivision, indicate that the waiver will properly carry out the spirit and intent of the regulations.

Planning Department Recommendation

Subdivision

1) Vote to find that the Subdivision Application meets the requirements set forth in the Subdivision Rules and Regulations and to adopt the findings of fact as presented.

(Alt.) Vote to find that the Site Plan Application meets the requirements set forth in the Subdivision Rules and Regulations and to adopt the findings of fact as amended.

2) Vote to grant Preliminary and Final Subdivision Approval with the following conditions:

2.1) Property monuments shall be set as required by the Department of Public Works prior to the filing of the plat.

2.2) GIS data shall be provided to the Department of Public Works in the form as required by the City.

2.3) Any easement plans and deeds for which the City is a grantor or grantee shall been reviewed and approved by the Planning and Legal Departments and accepted by City Council.

2.4) The final plat and all easement plans and deeds shall be recorded concurrently at the Registry of Deeds by the City or as deemed appropriate by the Planning Department.

2.5) Two-family dwelling must be discontinued prior to recordation of the subdivision.

2.6) Existing garage must be removed prior to recordation of subdivision.

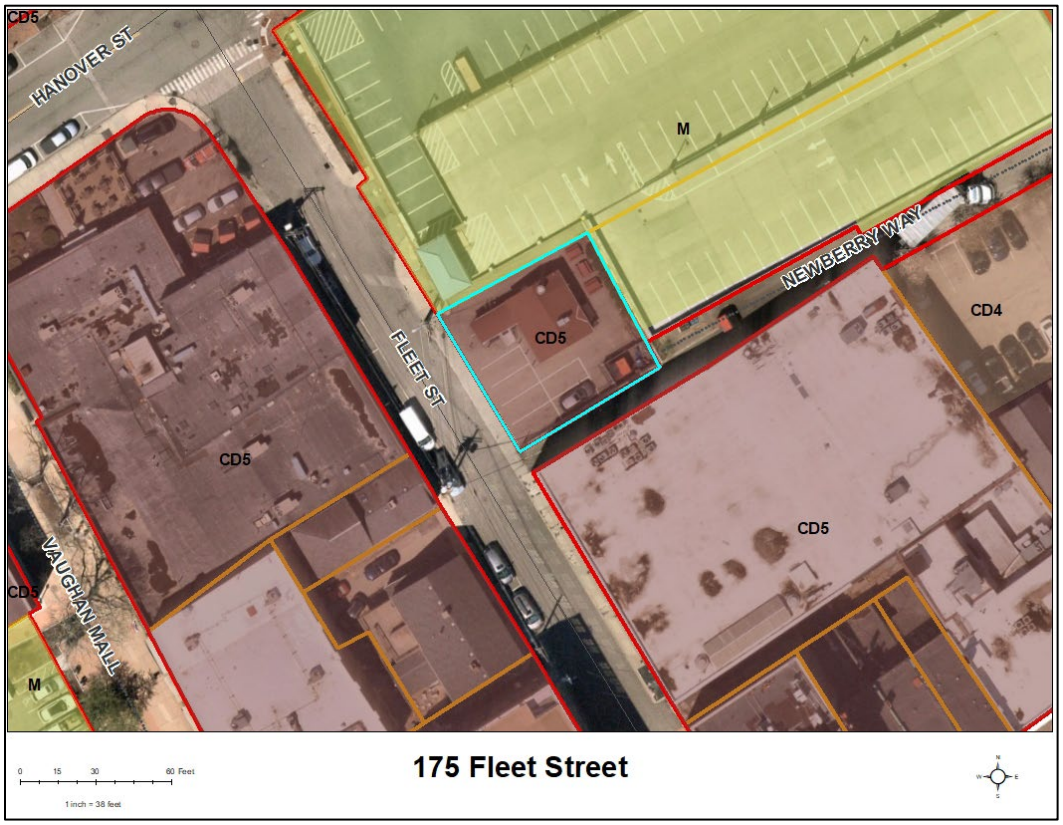
The Board's action in these matters has been deemed to be quasi-judicial in nature. If any person believes any member of the Board has a conflict of interest, that issue should be raised at this point or it will be deemed waived.

III. PUBLIC HEARINGS – NEW BUSINESS

B. The request of **Ralph 1912 LLC (Owner)**, for property located at **175 Fleet Street** requesting Amended Site Plan Review Approval for modifications to the approved site plan and amendments to Conditions of Approval associated with the Planning Board's January 22, 2026, Letter of Decision. Said property is located on Assessor Map 117 Lot 8 and lies within the Character District 5(CD5), Historic and Downtown Overlay Districts. (LU-25-152)

Project Background

The applicant requests Amended Site Plan Approval for the previously approved development at 175 Fleet Street, including modifications to the site plan and certain Conditions of Approval to reflect final design, utility, landscaping, and streetscape coordination changes. The principal amendment request is removal of Condition 2.7 of the Planning Board's January 22, 2026 approval, which requires submission of a structural engineer-stamped shoring plan associated with excavation activities adjacent to Newberry Way.



Planning Department Recommendation
Site Plan Review Approval

1) Vote to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as presented.

(Alt.) Vote to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as amended.

2.) Vote to grant Amended Site Plan Approval to remove prior condition 2.7 from the Planning Board's January 22, 2026 action. All other conditions of approval still apply.

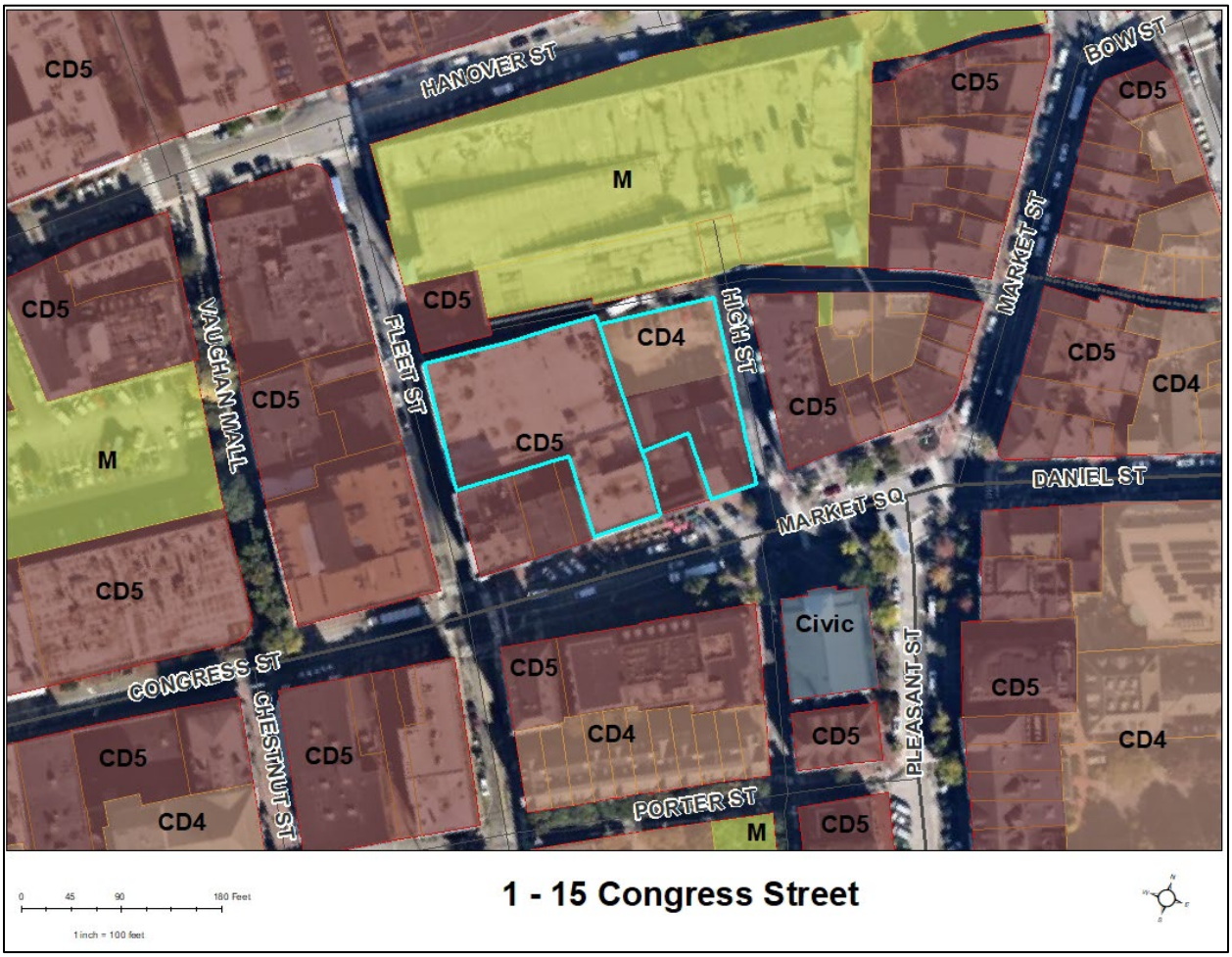
The Board's action in these matters has been deemed to be quasi-judicial in nature. If any person believes any member of the Board has a conflict of interest, that issue should be raised at this point or it will be deemed waived.

III. PUBLIC HEARINGS – NEW BUSINESS

C. The request of **One Market Square LLC (Owner)**, for property located at **1-15 Congress Street/Newbury Way** requesting an Earth Products Removal and Placement permit in accordance with Section 10.1020 of the Zoning Ordinance for the removal of approximately 1,275 cubic yards of material. Said property is located on Assessor Map 117 Lot 14 and lies within the Character District 4 (CD4), Character District 5 (CD5), Historic and Downtown Overlay Districts. (LU-26-145)

Project Background

The applicant requests an Earth Products Removal Permit pursuant to Section 10.1020 of the Zoning Ordinance to allow excavation and removal of approximately 1,275 cubic yards of material within Newberry Way and the adjacent parking area at 1-15 Congress Street. The purpose of the excavation is to establish proposed grades and obtain subsurface information necessary for the design of future pedestrian improvements associated with the Newberry Way corridor. Under Section 10.1023, the Planning Board must find that the proposed activity will not create hazards to the public or adjacent properties, create traffic safety concerns, or adversely affect surrounding property values or neighborhood character. The permit may also include conditions addressing drainage, site stabilization, fencing, hours of operation, transportation routes, and restoration of the site following completion of the work. The applicant proposes restoring the excavated area with pavement and other temporary stabilization measures pending future redevelopment of the corridor. The applicant has indicated they are abandoning the 1-15 Congress site plan approval at this time.



Planning Department Recommendation
Earth Products Removal and Placement
Approval

1) Vote to find that the Earth Products Removal and Placement Application meets the requirements set forth in the Section 10.1023 of the Zoning Ordinance and adopt the findings of fact as presented.

(Alt.) Vote to find that the Earth Products Removal and Placement Application meets the requirements set forth in the Section 10.1023 of the Zoning Ordinance and adopt the findings of fact as amended.

2.) Vote to grant the Earth Products Removal and Placement permit with the following conditions:

2.1) The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City.

2.2) *The applicant shall agree to pay for the services of an oversight engineer, to be selected by the City, to monitor excavation and stabilization of the area.*

2.3) *Applicant shall provide a surety in the amount to cover the stabilization and cost of the oversite engineer.*

The Board's action in these matters has been deemed to be quasi-judicial in nature. If any person believes any member of the Board has a conflict of interest, that issue should be raised at this point or it will be deemed waived.

III. PUBLIC HEARINGS – NEW BUSINESS

D. The request of **Road to the 140 West LLC (Owner)**, for property located at **140 West Road** requesting Site Plan Approval for site improvements including parking, outdoor dining, lighting, drainage and landscaping. Said property is located on Assessor Map 252 Lot 2-1301 and lies within the Industrial (I) District. (LU-26-107)

Project Background

The applicant requests Site Plan Review approval for improvements associated with the operation of the Black Rock Social Club at 140 West Road. Proposed site improvements include an outdoor dining and drinking area, fencing and gates, landscaping, drainage improvements, bicycle parking, relocated dumpsters, and circulation enhancements. The applicant also requests a parking modification pursuant to Section 4.3 of the recently adopted Site Plan Review Regulations and a waiver from the landscaped parking island requirements of Sections 6.6(2) and 6.6(3). The applicant contends that the site's existing supply of 78 parking spaces satisfies the parking demand generated by the approved mix of recreation, restaurant, and office uses, and cites factors supporting the modification including historic parking utilization, availability of lawful on-street parking along West Road, rideshare usage, and the availability of additional overflow parking areas on the site. Technical Advisory Committee reviewed the application and recommended approval subject to conditions and revisions, which have been incorporated into the submitted plans.

The application is one of the first requests under the newly adopted parking flexibility provisions. The applicant is not seeking a reduction below the minimum parking requirement established by the new regulations. Rather, the applicant seeks Planning Board approval to retain the existing parking layout and avoid reconstruction of the parking field. The applicant's parking analysis calculates a requirement of 78 spaces and identifies 78 striped spaces on-site. The applicant also notes that approximately 19 additional overflow parking spaces could be accommodated on the property if needed during special events. TAC had previously raised concerns regarding parking lot layout and landscape islands, but the applicant now relies on the flexibility provisions of Section 4.3 and requests that the Board consider historic parking utilization and site-specific operational characteristics in evaluating the existing parking configuration.



Project Review, Decisions, and Recommendations

The project was before the Board of Adjustment and the Technical Advisory Committee. See below for details.

Board of Adjustment

At their regular meeting of Tuesday, August 25, 2026, the Board of Adjustment considered the following relief to establish an indoor recreation space, restaurant, event space, and outdoor dining area which required the following: 1) Variance from Section 10.440 to allow a) Use #9.43, a restaurant and function room with an occupant load from 250 to 500 where it is not allowed, b) Use #4.30, indoor recreation use where it is not allowed, and c) Use #19.50, outdoor dining as accessory use to a permitted principal use; 2) Variance from Section 10.1113.20 to allow parking spaces between the principal building and street; and 3) Variance from Section 10.1113.41 to allow a 2 foot parking space setback where 50 is required. The Board voted unanimously (5-0) to grant the requested variances as presented.

Technical Advisory Committee

At their regularly scheduled meeting of Tuesday, October 6, 2026, meeting TAC voted to recommend that the Planning Board approve the site plan with the following conditions:

1) *Landscaping proposed within the public right-of-way will require a license agreement for ongoing maintenance.*

2) *Applicant shall confirm whether irrigation meters are proposed. If irrigation is to be installed within the public right-of-way, a license agreement will also be required for the irrigation system.*

3) *The attached pergola does not comply with the required side yard setback and will require a variance unless redesigned to meet zoning requirements.*

4) *Applicant shall provide screening for the transformer or obtain a waiver from the Planning Board.*

5) *Applicant shall revise the truck-turning template to provide adequate turning radius required by the Fire Department.*

6) *The Site Review Regulations require two landscaped parking lot islands. Applicant shall either add the required islands or request a waiver from the Planning Board.*

7) *Applicant shall revise the stormwater design to increase the infiltration trench underdrain to a minimum 6-inch diameter pipe (8-inch preferred) and correct the pipe bedding depth to 12-inches.*

8) *Applicant shall provide bicycle parking.*

9) *City staff will recommend whether a site review agreement and surety should be required as part of the project approval.*

The conditions have been addressed in the submission or added as conditions of approval below.

Planning Department Recommendation
Site Plan Review Approval

1) Vote to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as presented.

(Alt.) Vote to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as amended.

2.) Vote to grant Site Plan Approval with the following conditions:

Conditions to be satisfied subsequent to final approval of site plan but prior to the issuance of a building permit or the commencement of any site work or construction activity:

2.1) If applicable, any easement plans and deeds for which the City is a grantor or grantee shall been reviewed and approved by the Planning and Legal Departments and accepted by City Council.

2.2) The site plan and any easement plans and deeds shall be recorded at the Registry of Deeds by the City or as deemed appropriate by the Planning Department.

2.3) Landscaping proposed within the public right-of-way will require a license agreement for ongoing maintenance.

2.4) If irrigation is to be installed within the public right-of-way, a license agreement will also be required for the irrigation system.

2.5) If future transformer is installed, applicant will screen in accordance with the Site Review Regulations.

2.6) Any site development (new or redevelopment) resulting in 15,000 square feet or greater ground disturbance will require the submittal of a Land Use Development Tracking Form through the Pollutant Tracking and Accounting Program (PTAP) online portal. For more information visit https://www.cityofportsmouth.com/publicworks/stormwater/ptap

Conditions to be satisfied subsequent to commencement of site work and construction activity but prior to release of surety bond or certificate of occupancy.

2.7) *The Engineer of Record shall submit a written report (with photographs and engineer stamp) certifying that the stormwater infrastructure was constructed to the approved plans and specifications and will meet the design performance;*

2.8) A stormwater inspection and maintenance report shall be completed annually through the City's online portal (link here) for review by the City's Stormwater Division/ Public Works Department.

IV. PRELIMINARY CONCEPTUAL CONSULTATION

A. 163 Deer Street

The applicant has provided preliminary site plans for their project. As authorized by NH **RSA 676:4,II**, the Site Plan Regulations require preliminary conceptual consultation for certain proposals, including (1) the construction of 30,000 sq. ft. or more gross floor area, (2) the creation of 20 or more dwelling units, or (3) the construction of more than one principal structure on a lot. Preliminary conceptual consultation precedes review by the Technical Advisory Committee.

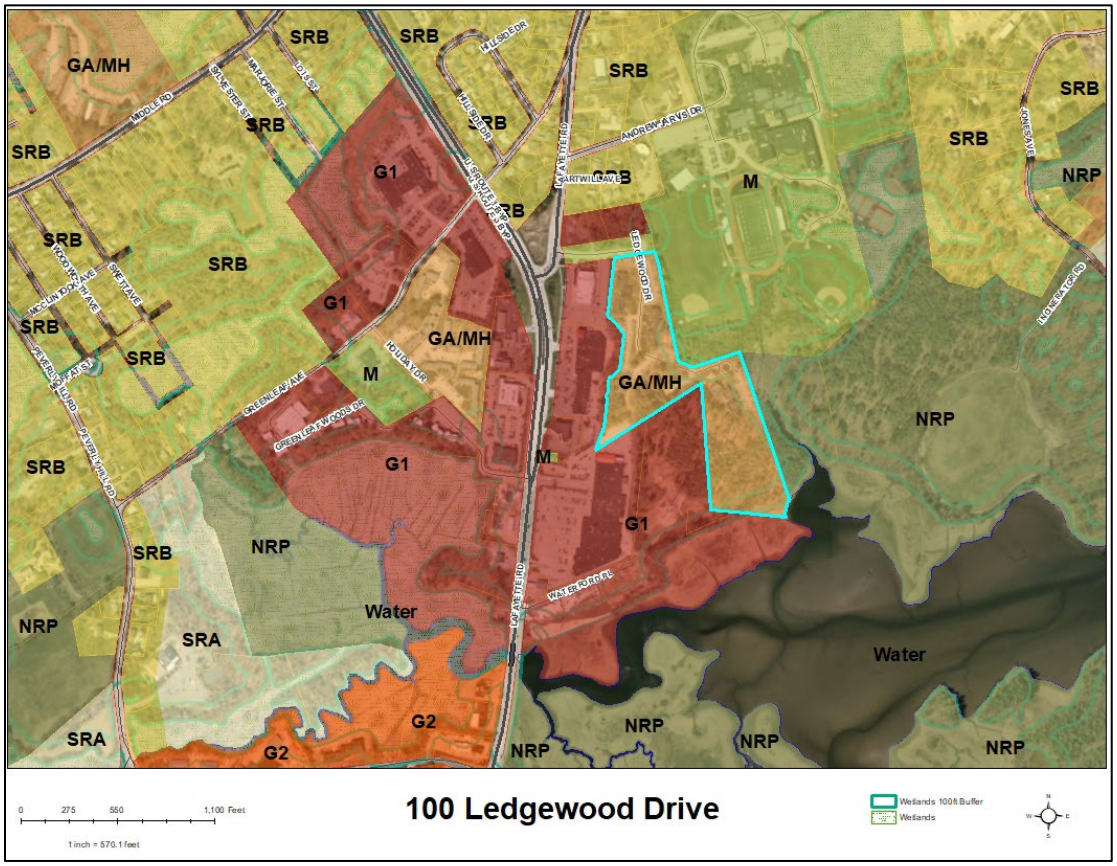
Preliminary conceptual consultation is described in the state statute as follows: *[Preliminary conceptual consultation] … shall be directed at review of the basic concept of the proposal and suggestions which might be of assistance in resolving problems with meeting requirements during final consideration. Such consultation shall not bind either the applicant or the board and statements made by planning board members shall not be the basis for disqualifying said members or invalidating any action taken. The board and the applicant may discuss proposals in conceptual form only and in general terms such as desirability of types of development and proposals under the master plan.*

The preliminary conceptual consultation phase provides the Planning Board with an opportunity to review the outlines of a proposed project before it gets to detailed design (and before the applicant refines the plan as a result of review by the Technical Advisory Committee and public comment at TAC hearings). In order to maximize the value of this phase, Board members are encouraged to engage in dialogue with the proponent to offer suggestions and to raise any concerns so that they may be addressed in a formal application. Preliminary conceptual consultation does not involve a public hearing, and no vote is taken by the Board on the proposal at this stage. Unlike Design Review, completion of Preliminary Conceptual Consultation does not vest the project to the current zoning.

V. CITY COUNCIL REFERRALS

A. **100 Ledgewood Drive** – Requesting Zoning Map Amendment

The applicant requests a zoning map amendment to rezone approximately 15 acres at 100 Ledgewood Drive (Tax Map 229, Lot 7) from Garden Apartment/Mobile Home (GA/MH) to Gateway-1 (G1). The property is currently developed with approximately 150 multifamily dwelling units and is situated adjacent to existing Gateway-1 zoning along the Lafayette Road corridor. The applicant states that the amendment would align the property with surrounding Gateway zoning and the City's housing and land use objectives while preserving opportunities for future residential redevelopment. No specific development proposal is associated with the request. Any future redevelopment would remain subject to all applicable zoning requirements and land use approvals.



Planning Department Recommendation

Vote to recommend that the City Council rezone Tax Map 229 Lot 7 from Garden Apartment/Mobile Home (GA/MH) to Gateway Neighborhood Corridor (G-1).

B. Heritage Commission

At the July 13, 2026 City Council meeting, the Council voted to request the Planning Board review the potential establishment of a Heritage Commission and report back to City Council by September 28, 2026. Below is the excerpt from the Council meeting minutes where this was discussed:

Discussion followed about historic homes, concerns with losing valuable heritage buildings and historical information. A Heritage Commission would help provide additional review processes and preservation of naturally occurring affordable housing, apply for grants and education around preservation.

At the August 20, 2026 Planning Board meeting, the Board discussed several approaches to historic preservation outside of the Historic District. Discussion focused on the respective roles of creating a Heritage Commission, the Historic District Commission (HDC), and the existing Demolition Review Ordinance (DRO). The Board also discussed whether additional preservation tools could be developed to address demolition of historically significant structures located outside of the Historic District.

As discussed at the August meeting, a Heritage Commission would serve primarily in an advisory capacity. Potential functions could include conducting historic resource surveys, maintaining inventories of significant historic properties, advising land use boards, applying for grants, promoting public education, and making recommendations regarding preservation policies. While a Heritage Commission may review and comment on projects affecting historic resources, it would not generally possess independent regulatory authority to deny a demolition request.

The Board also discussed the City's existing regulatory tools. Portsmouth currently maintains both the Historic District Commission and the Demolition Review Ordinance. The HDC exercises regulatory authority within the Historic District, while the DRO provides a path for public notice, review, and possible delay of demolitions outside of the Historic District. The Demolition Review Committee has met only three times during the past nine years, suggesting either relatively limited use of the ordinance or limited objection-triggered reviews.

During its August 20 discussion, the Planning Board also considered whether RSA 674:21 (Innovative Land Use Controls) could provide an alternative framework for historic resource protection. The statute authorizes municipalities to adopt innovative land use regulations and designate a board responsible for administering those regulations. This authority could potentially support development of preservation-oriented design standards, demolition review requirements, neighborhood conservation districts, or other regulations intended to protect historic resources outside the Historic District. Unlike a Heritage Commission, which would generally serve in an advisory capacity,

regulations adopted pursuant to RSA 674:21 could provide direct regulatory authority to the Planning Board. This would require developing standards, review criteria, and findings in order to properly review and act on proposals.

The City Council's objectives should guide the next steps. The draft motions below are offered for the Board's consideration in advising the Council on this referral.

Planning Department Recommendation

Option 1: Establish a Heritage Commission

Vote to recommend the City Council establish a Heritage Commission pursuant to RSA 674:44-a and 44-b to assist with historic resource inventories, preservation planning, public education, grant opportunities, and advisory review of matters affecting historic and cultural resources throughout the City.

Option 2: Recommend Further Study

Vote to recommend the City Council further evaluate the scope, responsibilities, membership, staffing requirements, and relationship to existing boards and commissions before establishing a Heritage Commission, and direct staff to prepare additional information for consideration.

Option 3: Innovative Land Use

Vote to recommend the City Council evaluate the use of Innovative Land Use Controls pursuant to RSA 674:21 as a means of protecting historic resources and neighborhood character outside of the Historic District, including, but not limited to demolition review standards, neighborhood conservation/preservation districts, and design review standards.

C. Preapproved Plans for Accessory Dwelling Units

Background

At the June 22, 2026 meeting, the City Council voted to request the Planning & Sustainability Department, in collaboration with the Housing Committee and Planning Board, review already preapproved ADU plans used by other communities to determine whether the City of Portsmouth can adopt existing plans to be approved for use. Below is the discussion from the meeting minutes related to this request.

Councilor Cook explained her reason for this recommendation. She would like for the City to stay ahead of the trend. She explained that the Housing Blue Ribbon Committee is currently working on their Housing Action Plan and is asking for this to be included in that process and that the Planning & Sustainability and Legal Departments look at this in conjunction with the Housing Committee and the Planning Board. Councilor Moreau suggested we ask for a report back from the Legal Department regarding the use of other communities' preapproved plans. Councilor Tabor would like more explanation about how the plans fall within historic district guidelines. Outside the Historic District, the process and cost of approving an ADU is beneficial. Councilor Bagley mentioned this would make things more available by right of home ownership. The more things we can allow our residents to do by right, the easier it may be for them to stay in their homes. In addition to reaching out to other communities with established ADU plans, he mentioned reaching out to Cole Peterson from Portland, Oregon, a guru regarding ADUs for the past 20 years.

Several states and municipalities have recently implemented programs that provide homeowners with standardized ADU designs that have undergone advance review for code compliance. These programs are intended to reduce architectural design costs, shorten permitting timelines, and simplify the process of constructing an ADU. While site-specific review for zoning compliance, utilities, drainage, and other local requirements is typically still required, the building design itself has already been reviewed and approved.

In 2026, the Massachusetts Executive Office of Housing and Livable Communities launched an ADU Design Challenge and now maintains a library of free downloadable ADU designs. The program was established to make ADUs easier and more affordable by providing ready-to-use plans that can reduce design costs and streamline permitting. The designs were specifically developed to address New England building conditions and housing needs.

The State of Vermont is currently developing the "802 Homes" catalog through its Homes for All initiative. The program will provide community-tested, construction-ready plans, including ADUs and other small-scale housing types, that municipalities may adopt to streamline development review and reduce housing development costs. The

initiative focuses on context-sensitive designs compatible with Vermont's existing communities and village centers.

The City could consider developing a Portsmouth-specific catalog of preapproved ADU designs through its own local ADU Design Challenge seeking submissions from architects, builders, and designers. The designs could be tailored to local zoning requirements, neighborhood context, and the Historic District along with compliance with the building code. Issues that may arise from using other municipalities' plans include licensing, ownership rights, compatibility with New Hampshire building codes, and other local regulations.

The City published an ADU Homeowner's Handbook in 2025 containing numerous ADU prototypes, conceptual floor plans, elevations, and design examples tailored to Portsmouth's housing stock and neighborhood character. While portions of the handbook relating to regulations and permitting requirements may need updating following recent changes to the zoning ordinance due to changes in state law, the design examples remain a useful resource for homeowners considering construction of an ADU. The City may wish to evaluate whether updating and expanding these materials could achieve some of the same objectives as a formal preapproved plan program while avoiding the costs associated with developing and maintaining construction-ready preapproved plans.

The Housing Committee discussed this at their November 5, 2026 regular meeting and by consensus indicated the Planning & Sustainability Department should update the 2025 ADU Handbook to comply with the RSA and identify anything else that may be helpful to include.

Planning Department Recommendation

Vote to report back to City Council that the 2025 ADU Handbook should be updated to comply with the RSA and the Zoning Ordinance.

VI. OTHER BUSINESS

A. 84 Pleasant Street – Site Plan Extension Request

Background
The applicant is requesting an extension of the site plan that was approved on October 16, 2025. The applicant is still working through the post approval process and a building permit has not been issued for this project yet.

Planning Department Recommendation
Vote to grant a one-year extension of the site plan approval to October 16, 2027.

B. Board Discussion of Regulatory Amendments

i. **Zoning Amendments**: Child Care Centers and Residential in Commercial Districts

Background
The proposed zoning amendments update the Portsmouth Zoning Ordinance to comply with recent changes to New Hampshire law concerning multifamily housing and daycare and child care facilities.

The amendments revise the Table of Uses to permit multifamily residential development in commercial zoning districts consistent with RSA 674:80, which requires municipalities to allow multifamily housing on commercially zoned land where adequate infrastructure exists.

The amendments also revise child care regulations to conform with RSA 674:16, VI and RSA 674:81. These changes update ordinance terminology and definitions, permit Family Day Care Homes and Family Group Day Care Homes as required by state law, establish standards for Child Care Centers, and clarify limitations on local review and regulation consistent with RSA 170-E and applicable state licensing requirements.

Planning Department Recommendation
Vote to recommend the City Council schedule first reading on the proposed zoning amendments as presented/as amended.

ii. **Zoning Amendments**: Expansion of Workforce Housing Options

Background

The Housing Committee has voted to refer proposed workforce housing amendments to the Planning Board for review and recommendation to City Council. The amendments modify the workforce housing provisions associated with development incentives in Article 5A (Character Districts) and Article 5B (Gateway Neighborhood Mixed Use Districts).

Under the current ordinance, workforce housing obligations associated with bonus incentives are generally satisfied through the provision of workforce housing units within the development. The proposed amendments would establish additional compliance options, allowing an applicant to satisfy workforce housing requirements through the construction of workforce housing units, payment of a fee in lieu of workforce housing units, conveyance of land to the City for workforce housing purposes, or a combination of these methods. The land conveyance option utilizes the framework established in the existing Gateway Neighborhood Overlay District (GNOD), modified to focus on the ability of the conveyed land to accommodate the number of workforce housing units that would otherwise be required.

The amendments also introduce a new modification section within Article 5A similar to what exists currently in Article 5B. The proposed Article 5A language would authorize the Planning Board to modify provisions of Article 5A through the conditional use permit process when the Board determines that the modification advances the purpose and intent of the Character District regulations and associated public benefits. As drafted, this authority could encompass workforce housing requirements, dimensional standards, or other provisions contained within Article 5A, subject to the findings and approval criteria established in the ordinance.

The proposed amendments are intended to provide greater flexibility in achieving workforce housing objectives while ensuring that projects receiving zoning incentives continue to contribute toward the City's housing goals. The amendments also advance recommendations contained in the City's Housing Action Plan, including the establishment of fee-in-lieu mechanisms and other tools that can support future workforce housing development opportunities.

Planning Department Recommendation

Vote to recommend the City Council schedule first reading on the proposed zoning amendments as presented/as amended.

C. Chairman's Updates and Discussion Items

VII. ADJOURNMENT

PLANNING BOARD
PORTSMOUTH, NEW HAMPSHIRE

EILEEN DONDERO FOLEY COUNCIL CHAMBERS
CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE

6:00 PM Joint Work Session with Conservation Commission begins **October 15, 2026**
7:00 PM Public Hearings begin

MEMBERS PRESENT:	Rick Chellman, Chairman; Anthony Coviello, Vice-Chair; Karen Conard, City Manager; Joseph Almeida, Facilities Manager; Beth Moreau, City Councilor; Members Paul Giuliano, Ryann Wolf; and Alternates Frank Perier and Logan Roy
ALSO PRESENT:	Peter Stith, Planning Department Manager; Peter Britz, Manager of Planning and Sustainability; Deputy City Attorney Trevor McCourt.
MEMBERS EXCUSED:	Andrew Samonas, William Bowen

I. WORK SESSION WITH CONSERVATION COMMISSION

A. Article 10 Zoning Amendments [Timestamp 4:40]

Conservation Commission members Chair Samantha Collins, Vice-Chair Barbara McMillan, Jessica Blasko, Kate Homet, and Lynn Vaccaro were present to discuss the Article 10 zoning amendments with the Planning Board. Peter Britz, Director of Planning and Sustainability, was also present. Chair Chellman said the goal was to come up with a way for certain projects to fit the six mandatory Conditional Use Permit wetland impact criteria. Each section was reviewed and appropriate changes were made. It was decided that the document needed more updating and that a future meeting would be scheduled.

REGULAR MEETING OF THE PLANNING BOARD [Timestamp 1:19:23]

Chair Chellman called the meeting to order at 7:19 p.m. Alternates Frank Perier and Logan Roy took voting seats for the evening.

II. APPROVAL OF MINUTES

B. Approval of the **September 17, 2026** meeting minutes.

Mr. Giuliano moved to approve the September 17, 2026 minutes as presented, seconded by Mr. Almeida. The motion passed unanimously, with Vice-Chair Coviello recusing.

III. DETERMINATIONS OF COMPLETENESS [Timestamp 1:19:53]

DRAFT

SITE PLAN REVIEW

A. The request of **Marissa Valverde (Owner), Copley Properties LLC (Applicant),** for property located at **20 Central Avenue** requesting Site Plan Review approval.

SUBDIVISION REVIEW

B. The request of **Marissa Valverde (Owner), Copley Properties LLC (Applicant),** for property located at **20 Central Avenue** requesting Preliminary and Final Subdivision approval.

Mr. Giuliano moved that the Board determine that both item A and Item B are complete according to the Site Plan and Subdivision Ordinances, (contingent on the granting of any required waivers under Section V of the agenda) and to accept the application for consideration. Ms. Conard seconded. The motion passed unanimously.

IV. PUBLIC HEARINGS – OLD BUSINESS [Timestamp 1:20:37]

A. The request of **One Twenty Four Group Inc (Owner),** for property located at **124 Heritage Avenue** requesting a Wetland Conditional Use Permit from Section 10.1017.50 and amended Site Plan approval for minor site improvements including stormwater conveyance modifications, a garden, ADA accessible ramp, parking lot re-striping, lighting, and landscaping. The project proposes an increase of 498 square feet of impervious surface within the wetland buffer area. Said property is located on Assessor's Map 284 Lot 8 and lies within the Industrial (I) District. (LU-26-61)

SPEAKING TO THE PETITION [Timestamp 1:22:00]

Ben Curcio of Tighe and Bond was present on behalf of the applicant, with Gather Executive Anne Hayes and the applicant Anthony Santana. Mr. Curcio said they wanted to construct a garden for the use their tenant Gather, a non-profit community food assistance organization. He said the garden would replace the lawn in the front of the building and that an ADA ramp was proposed as well as parking re-striping, lighting, and landscaping. He said the proposed changes would be limited to minor impervious surface adjustments for the ADA ramp.

[Timestamp 1:24:37] Mr. Giuliano asked if food would be grown in the garden. Mr. Curcio agreed and said in the winter it would just go fallow. Ms. Hayes said it was currently lawn but the area would be removed and wood chips would be put down, with raised beds over them.

Chair Chellman opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke. Chair Chellman closed the public hearing.

DRAFT

DECISION OF THE BOARD [Timestamp1:25:50]

Wetland Conditional Use Permit

1) Mr. Giuliano moved to find that the Conditional Use Permit Application meets the requirements set forth in Section 10.1017.50 of the Ordinance and adopt the findings of fact as presented. Ms. Conard seconded. The motion passed unanimously.

*2) Mr. Giuliano moved to **grant** the Conditional Use Permit with the following **conditions**:*

2.1) Prior to project completion: In lieu of the requirements of Section 10.1018.40 of the Zoning Ordinance to permanently install wetland boundary markers, applicant shall install an educational sign in the new garden area or area of the swale describing the sensitivity of the adjacent wetlands and the importance of the filtration of stormwater runoff into the revived grassed-swale.

Mr. Roy seconded. The motion passed unanimously.

Site Plan Review Approval

1) Mr. Giuliano moved to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as presented. Ms. Conard seconded. The motion passed unanimously.

2) Mr. Giuliano moved to grant Amended Site Plan Approval as presented. Ms. Conard seconded. The motion passed unanimously.

V. PUBLIC HEARINGS – NEW BUSINESS [Timestamp 1:27:06]

A. The request of **Marissa Valverde (Owner), Copley Properties LLC (Applicant),** for property located at **20 Central Avenue** requesting Preliminary and Final Subdivision approval and Site Plan Review approval for the subdivision of one lot into three lots, each with a single-family dwelling and associated site improvements and a Conditional Use Permit from Section 10.674.10 Highway Noise Overlay District. Said property is located on Assessor Map 209 Lot 30 and lies within the General Residence A (GRA) and Highway Noise Overlay Districts. (LU-26-84)

SPEAKING TO THE PETITION [Timestamp 1:27:42]

Drew Olehowski of Haley Ward was present on behalf of the applicant. He said the property consisted of seven lots but was recognized as only one lot, so they wanted to merge the seven lots into one and subdivide them into three lots, with a single-family home on each lot. He said each lot would connect to the public sewer and water and would have its own rain garden and retention area that would discharge into the City's stormwater system. He said all the screening and buffer requirements were met but they were still working out some conditions they received

DRAFT

from the Technical Advisory Committee. He said no noise and mitigation measures would be required to meet the standards of the Highway Noise Overlay District.

[Timestamp 1:29:43] Mr. Roy asked whether gas or oil would heat the homes. Mr. Olehowski said it would be oil. Mr. Roy asked what the purpose of demolishing and replacing the existing home was. Mr. Olehowski said leaving the existing structure in the center of the lot would not permit enough room to create three lots that meet all the minimum lot standards. Chair Chellman asked if the applicant proposed a new easement across the site with a new configuration of the lots and if so, if he would work with the Legal Department. Mr. Olehowski said an easement plan with several stormwater and utility easements were included in the packet.

Chair Chellman opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke. Chair Chellman closed the public hearing.

DECISION OF THE BOARD [Timestamp 1:31:52]

1) Vice-Chair Coviello moved to find that the Conditional Use Permit Application meets the requirements set forth in Section 10.674 of the Ordinance and adopt the findings of fact as presented. Ms. Conard seconded. The motion passed unanimously.

2) Vice-Chair Coviello moved to grant the Conditional Use Permit as presented. Ms. Conard seconded. The motion passed unanimously.

Subdivision

1) Vice-Chair Coviello moved to find that the Subdivision Application meets the requirements set forth in the Subdivision Rules and Regulations and to adopt the findings of fact as presented. Ms. Conard seconded. The motion passed unanimously.

*2) Vice-Chair Coviello moved to **grant** Preliminary and Final Subdivision Approval with the following **conditions**:*

2.1) Property monuments shall be set as required by the Department of Public Works prior to the filing of the plat.

2.2) GIS data shall be provided to the Department of Public Works in the form as required by the City.

2.3) Any easement plans and deeds for which the City is a grantor or grantee shall been reviewed and approved by the Planning and Legal Departments and accepted by City Council.

2.4) The final plat and all easement plans and deeds shall be recorded concurrently at the Registry of Deeds by the City or as deemed appropriate by the Planning Department.

DRAFT

2.5) Lot merger required prior to recordation of subdivision.

Ms. Conard seconded. The motion passed unanimously.

Site Plan

1) Vice-Chair Coviello moved to find that the Site Plan Application meets the requirements set forth in the Site Plan Regulations Sect ion 2.9 Evaluation Criteria and adopt the findings of fact as presented. Ms. Conard seconded. The motion passed unanimously.

*2) Vice-Chair Coviello moved to **grant** Site Plan Approval with the following **conditions**:*

Conditions to be satisfied subsequent to final approval of site plan but prior to the issuance of a building permit or the commencement of any site work or construction activity:

2.6) If applicable, any easement plans and deeds for which the City is a grantor or grantee shall been reviewed and approved by the Planning and Legal Departments and accepted by City Council.

2.7) The site plan and any easement plans and deeds shall be recorded at the Registry of Deeds by the City or as deemed appropriate by the Planning Department.

2.8) Provide documentation from NHDOT signing off on drainage easement.

2.9) Revise plans to shift Lot 1 drainage further away from Lot 2 so the deck for Lot 3 can be relocated outside of the drainage easement.

2.10) Any site development (new or redevelopment) resulting in 15,000 square feet or greater ground disturbance will require the submittal of a Land Use Development Tracking Form through the Pollutant Tracking and Accounting Program (PTAP) online portal. For more information visit: https://www.cityofportsmouth.com/publicworks/stormwater portal.

Conditions to be satisfied subsequent to commencement of site work and construction activity but prior to release of surety bond or certificate of occupancy:

2.11) All lots will require new driveway permits.

2.12) Foundation drains are to be constructed outside of the structures only. Sump pumps, if required, are to be discharged outside of the structure into a vertical entry pipe attached to the exterior foundation drain and located adjacent to the exterior of the respective structures.

2.13) The Engineer of Record shall submit a written report (with photographs and engineer stamp) certifying that the stormwater infrastructure was constructed to the approved plans and specifications and will meet the design performance;

DRAFT

2.14) A stormwater inspection and maintenance report shall be completed annually through the City's online portal (link here*) for review by the City's Stormwater Division/ Public Works Department.*

Ms. Conard seconded. The motion passed unanimously.

B. The request of **Society for the Protection of Forests (Owner)**, for property located at **400 Little Harbor Road** requesting a Wetland Conditional Use Permit from Section 10.1017.50 to replace an existing set of stairs with a new landing and stairs to conform with current egress requirements. The new landing and stairs will create approximately 55 s.f. of permanent impacts to the wetland buffer. The applicant will be adding four highbush blueberry bushes on site to help mitigate the impacts to the wetland buffer. Said property is located on Assessor Map 203 Lot 8 and lies within the Rural (R) District. (LU-26-68)

SPEAKING TO THE PETITION [Timestamp 1:34:54]

Facilities Manager of the Society for the Protection of Forests Carl Murphy was present. He said the proposed landing would replace an existing set of stairs, with a wetland buffer impact of roughly 55 square feet going over a previously disturbed area.

[Timestamp 1:35:36] Ms. Wolf asked why blueberries were chosen to plant. Mr. Murphy said there was no particular reason except that his wife had a lot of blueberry bushes.

Chair Chellman opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke. Chair Chellman closed the public hearing.

DECISION OF THE BOARD [Timestamp 1:36:20]

Wetland Conditional Use Permit

1) Vice-Chair Coviello moved to find that the Conditional Use Permit Application meets the requirements set forth in Section 10.1017.50 of the Ordinance and adopt the findings of fact as presented. Mr. Almeida seconded. The motion passed unanimously.

2) Vice-Chair Coviello moved to grant the Conditional Use Permit as presented. Mr. Almeida seconded. The motion passed unanimously.

VI. CITY COUNCIL REFERRALS [Timestamp 1:37:00]

A. 0 Elm Street

Mr. Logan said he saw the location and was concerned about the sight distance caused by the crest of the hill. He said it was functioning okay for the existing single house, but there were

DRAFT

multiple lots out there, and if it became a street it would be more of an issue. Ms. Wolf suggested getting legal permission from the people whose properties would have something built on them. Chair Chellman said there were winter conditions to think about as well as the sight distance from the pitch down to a potential road going, so he thought grade and sight distance calculations should be made. Councilor Moreau said the Board should ask what the risk to the City would be. The Board discussed whether it would set a precedent for other paper roads.
[Timestamp 1:46:37] Deputy City Attorney Trevor McCourt was present and explained why paper streets should be treated separately. He said it was a sort of issue where if there are other parcels that will be similarly situated, and one is allowed to go forward, it becomes more difficult for the City to articulate why another one could not go forward. He said it could be an argument used by other property owners in the neighborhood to seek a building permit on their parcels. Councilor Moreau asked how much liability the City would have if the access to the lots was not developed correctly. Attorney McCourt said the risk would be how the access would be provided. He said speed and the ability of a fire truck to access the properties were concerns. He said there were reasons why the City has standards as to which streets had to be constructed, including having experts look at sight distances. Chair Chellman asked if it would be constructed as a driveway or City street if the landowner gave permission. Attorney McCourt said usually when the City approves new construction on private streets, it should be constructed to City standards, which would come up during the driveway application process, but he said it was something the Board should consider now because there was no current access to that property. Vice-Chair Coviello said it would mean more housing and that he was okay with forwarding it to the City Council, and if it were approved, the Board could work on the next steps. It was further discussed. Chair Chellman said there were concerning things on the site regarding multiple houses. He said the grades and actual stopping distance should be checked and a professional opinion should be had about whether there should be more houses than one. He said someone also had to get permission to improve the road and review the turning radius.

[Timestamp 1:56:46] The applicant's representative Attorney Colby Gamester was present, along with developer Stephanie Krapow. Attorney Gamester said precedence was not an immediate concern to them because the majority of the lots were owned by one family who were not interested in selling a small slice to the applicant, so the applicant could enlarge their parcel and build on their own. He said any recommendations that night would be only one of many more steps. He said they wanted to be sure they got approvals before spending money on field work and engineering. He said they were asking for the Board's recommendation to the City Council so that the City could issue a building permit on a private road, after which the applicant would go before the Board of Adjustment and then return for the Highway Noise Overlay District issue and potentially wetlands. He said they would be involved if there were a driveway or curb cut process. He said he did not believe building to City specifications would be necessary because currently it was a private road accessing one lot, and if future development occurred, they would look at it again. He further explained what they wanted to do and said they had permission from the Department of Public Works (DPW) to use a private pump system and hooking into the municipal sewer line on Cutts Street. Councilor Moreau asked if the applicant had all the necessary permissions to build the access road to get to the lot. Attorney Gamester agreed. He said the owner of One Forest St was supportive, and the subject lot was the next one long along the paper street, so it was a clear private road to 0 Elm St and would not hinder the inherent easement right that everyone had beyond or next to 0 Elm St on the paper street.

DRAFT

[Timestamp 2:03:58] Chair Chellman asked if DPW would have a review request if it went through as a private road and if it should be made a condition. Vice-Chair Coviello said they could recommend to the City Council that DPW's review for sight distance, emergency access, utility provisions, and construction management would be needed.

DECISION OF THE BOARD [Timestamp 2:05:17]

Vice-Chair Coviello moved to recommend that this site may have an opportunity for a Single-Family Dwelling and would recommend review from the Fire Departments and Public Works to consider emergency access, site distance, safety and utilities. Mr. Giuliano seconded. The motion passed unanimously.

B. 361 Hanover Street - Landscape and Pole License over City Property [Timestamp 2:06:31]

Councilor Moreau recused herself. Mr. Stith said the Board had asked at the previous meeting for a report from DPW pertaining to the wall. He said DPW and the applicant met on site and DPW provided a memo to the Planning Board with recommended conditions. He said the Staff Memo was to recommend approval with those conditions outlined from DPW's memo, which would include that the City grant a fifty-year landscape and maintenance license to the owner with the following terms: "For the City-owned portion adjacent to Rock St, the parking space area, the remaining green areas will be beautified and maintained by the owner, and that area would allow public access. For the City-owned portion landlocked behind 361 Hanover St due to its elevated position behind the wall, the area is to be beautified and maintained by the owner with exclusive access to the 361 Hanover St residents. The owner agrees to maintain the existing retaining wall during the license parity. The City will convey a license to Eversource for a new pad-mounted transformer and related conduit." Chair Chellman said the Board had a site walk and thought maintaining the wall was important but thought it should include a replacement retaining wall if it needed it during the 50 years. Mr. Roy asked if DPW thought the wall would not have to replaced in the next 50 years. Chair Chellman said it would be better to state that, if the wall failed, the maintenance would include replacing it during the 50 years.

[Timestamp 2:12:12] The applicant's representative Attorney Shane Forsley was present. He said the building addition at the rear of the existing building was a shallow excavation, so there was no deep foundation and no reliance on the existing retaining wall. He said the electrical and communications utilities were buried under the existing transformer and there was no significant deep drainage or water. He said the integrity of the wall was still good even though it was slightly leaning, and DPW did not think it needed to be replaced as of now. Chair Chellman concluded that it the wall failed in 50 years, the applicant or successor would rebuild it. It was further discussed. Mr. Stith read the following amendment: "The City may request at any time an analysis by a licensed professional engineer as to the remaining useful life of the wall, and the owner agrees to maintain the existing wall during the licensed period."

DECISION OF THE BOARD

DRAFT

Vice-Chair Coviello moved to recommend that the City Council approve a landscape license and pole license subject to the Department of Public Works recommendations outlined in the memo dated October 7, 2026 with the following ***additions****:*

To include in the memo under number 1 second bullet add: ***"and replace if necessary"*** *after "maintain the existing retaining wall during the license period."*

Add a new sentence that states:

> *"The City may request at anytime an analysis by a licensed professional engineer to assess the lifespan of the wall and the need for replacement at the owner's expense."*

Mr. Almeida seconded. The motion passed unanimously, with City Councilor Moreau recusing.

C. Cornwall Street [Timestamp 2:18:50]

Chairman Chellman said it was another situation of a paper street except it was a City street. He said the Board had a proposal for a subdivision and there was confusion as to whether the City Street was discontinued. He said the street had some utilities in it that should be maintained and that it stopped at the railroad tracks, the street also had a view corridor along it that he thought was being maintained. He said if the street were discontinued, the proposed houses could be bigger. He said there was a letter of support from a neighbor. Mr. Stith said the project proposed to merge the two lots. Chair Chellman said the street currently acted as a subdivision.

[Timestamp 2:26:32] The applicant's representative engineer John Chagnon was present. He said Cornwall Street was currently shown as one lot on the City map, and there was no line. He said the City was being asked to release their right to the street servitude, i.e. the owner owns both sides so the fee would rest with the owner. He said the City was also being asked to give up any rights to create a future street there, and the sewer line would be put into an easement so that all the City rights and utilities are protected. Chair Chellman said therefore the applicant could merge the two lots if he wanted to. He said this procedure would act to formalize what the tax map currently showed incorrectly. He said nothing being requested on the remaining piece of Cornwall St would leave it as a dead-end piece because it was not maintained.

[Timestamp 2:28:50] Deputy City Attorney Trevor McCourt said if the Board recommended discontinuing this portion of the street, they could include a requirement that the City voluntarily merge the two lots to the extent that there are two lots there so that the Board is not inadvertently creating a nonconforming lot by virtue of having one parcel without enough frontage. Councilor Moreau asked whether an easement was needed due to the sewer line running under it. She said the lot could use that road now as access to the property. Attorney McCourt said if the street was improved, that portion of Cornwall Street that remains could be used.

DECISION OF THE BOARD [Timestamp 2:30:33]

Vice-Chair Coviello moved to recommend the City Council approve the discontinuance of the identified portion of Cornwall Street, subject to recording a municipal utility easement over the existing sewer line in a form acceptable to the City Attorney and further request the City Council

DRAFT

request a voluntary lot merger to align with what is shown on the tax map. Ms. Wolf seconded. The motion passed unanimously.

D. Taft Road [Timestamp 2:31:20]

Mr. Stith said the paper street request was from the owner of 20 Taft Rd. He said the City discontinued the paper street adjacent to the owner's property and that the abutter was also in favor, so each property would get half. He said the owner asked that the utility easement over the sewer line be maintained by the City. Mr. Roy asked what the properties behind the road were and was told they were wetlands. He said the Board should have the permission of those property owners as well. Deputy City Attorney Trevor McCourt said the paper street request was different because a water line went through there but cut through at an angle, which was worth cleaning up. He said the Elwin Park subdivision was also a different one than the one that created The Woodlands subdivision to the south, so the back of 20 Taft Street was the edge of that subdivision. He said the portion of the paper street between 20 Taft St and the north property was created by virtue of that plan being recorded, and when The Woodlands plan was recorded, that portion shown as a paper street was not dedicated as a paper street, so the dedication was wrong. He said the owners of the two properties in the back were the declarants for The Woodlands, and he did not think that trust was still around. It was further discussed. Chair Chellman asked if the map was accurate and if the entire area shown on the map would be discontinued, or just the front portion. Attorney McCourt explained why it was a true paper street that was only dedicated but not accepted and was actually a title exercise. He said the City may be able to assert some rights due to the water line utility. Chair Chellman asked if it went behind the lots that had asked for it to be adjacent. Attorney McCourt said it would not be bad practice to release it all at once instead of just what was in front of the Board now, which was just to the rear of 20 Taft St. He said the City did not own the fee of the piece jutting out to the south.

DECISION OF THE BOARD [Timestamp 2:39:40]

Ms. Conard moved to recommend the City Council approve the discontinuance of the identified portion of Taft Road, subject to recording a municipal utility easement over the existing water line in a form acceptable to the City Attorney. Councilor Moreau seconded. The motion passed unanimously.

E. Heritage Commission [Timestamp 2:43:06]

The Board delayed the conversation until the November meeting.

F. Preapproved Plans for Accessory Dwelling Units

The Board delayed the conversation until the November meeting.

VII. OTHER BUSINESS [Timestamp 2:43:26]

A. 48 Langdon Street - Requesting a **second 6-Month extension** to the Subdivision approval, which is set to expire on November 20, 2026. (LU 25-124)

DRAFT

*Councilor Moreau Recused on item VI. A. Mr. Giuliano moved to **grant** a six-month extension of the subdivision to **May 20, 2027**. Vice-Chair Coviello seconded. The motion passed unanimously.*

B. 921 Islington Street - Requesting a **1-Year extension to** the Site Plan approval, which is set to expire on October 16, 2026.

*Vice-Chair Coviello moved to **grant** a one-year extension of the site plan approval to **October 16, 2027**. Ms. Conard seconded. The motion passed unanimously.*

C. Board Discussion on Regulatory Amendments

Regulatory amendments were discussed earlier in the meeting.

D. Chairman Updates and Discussion Items

Chair Chellman said he and City Staff were working with the Master Plan consultant on several comments they received and that it might be presented at the November meeting.

VIII. ADJOURNMENT

The meeting adjourned at 8:45 p.m.

Submitted,
Joann Breault
Planning Board Meeting Minutes Taker

DRAFT

Findings of Fact | Subdivision Rules and Regulations
City of Portsmouth Planning Board

Date: November 19, 2026
Property Address: 221 Woodbury Avenue
Application #: LU-26-57
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:
Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

	Subdivision Review Criteria	Finding (Meets Standards/ Requirements)	Supporting Information
1	Subdivision Rules and Regulations III. D. 1 The Board shall act to deny any application which is not in compliance with Section IV or V as appropriate. **SECTION IV - REQUIREMENTS FOR PRELIMINARY PLAT**	**Meets** **Does Not Meet**	Applicable standards: The project meets all the applicable Ordinances, Codes, and Regulations.
2	**SECTION V - REQUIREMENTS FOR FINAL PLAT**	**Meets** **Does Not Meet**	The final plan will be submitted on mylar. The plan includes all of the information required for final approval and meets the standard for recording at the registry of deeds.
3	**SECTION VI - GENERAL REQUIREMENTS**	**Meets** **Does Not Meet**	The application has been reviewed by the Board of Adjustment for frontage and by the Technical Advisory Committee (TAC) for conformance with the General Requirements. The application was recommended for approval on October 6, 2026 at the Technical Advisory Committee Meeting.

DRAFT

	Subdivision Review Criteria	Finding (Meets Standards/ Requirements)	Supporting Information
4	**SECTION VII - DESIGN STANDARDS**	**Meets** **Does Not Meet**	The application has been reviewed by the Technical Advisory Committee (TAC) for conformance with these minimum requirements. The application was recommended for approval on October 6, 2026 at the Technical Advisory Committee Meeting.
5	**Other Board Findings:**		

DRAFT

Planning Department
Portsmouth City Hall
1 Junkins Avenue
Portsmouth, NH 03801

To: City of Portsmouth Planning Board

From: Martin Ryan

Date: November 19, 2026

Re: Request for Planning Board Review
Ryan Trust
221 Woodbury Ave, Tax Map 175-10
General Residence A Zoning

Dear Mr. Rick Chellman, Planning Board Chair & Planning Board Members:

We respectfully submit this memorandum and accompany application materials for consideration by the Planning Board at its regular meeting on **November 19, 2026**.

Property:

Located at 221 Woodbury Avenue, the subject property is a 17,351-square-foot corner parcel with approximately 135 feet of Woodbury Avenue frontage and approximately 145 feet of Thornton Street frontage (see C2 Existing Site Plan). Existing structures include a well-maintained two-family residence constructed circa 1900 and a detached garage.

The applicants have owned, resided at, and stewarded the property for 30 years. The objective of this application is to subdivide the existing oversized parcel into two (2) conforming residential lots. This will enable the applicants to construct a single-level, accessible dwelling on the newly created lot, allowing them to age in place within their longtime neighborhood and community while preserving the historic character and residential density of the area.

While the proposed subdivision creates two appropriately sized lots that is consistent with the neighborhood's land use patterns, the project did require the approval of a frontage variance for the newly created lot.

+

Attachments: The following materials are presented.

A. City Tax Map
B. Drawing Set
   T1- Title Sheet
   C1- Historic Map & Figure Ground
   C2- Existing Site Plan
   C3- Proposed Site Plan
   C4- Site Diagram
   C5 – Site Data
   C6- Site Drainage Plan
   C7 – Resubdivision Plan
   A1- Site Elevation
   A2- Site Elevations
   P1- Context Photographs
   P2- Context Photographs

C. Zoning Board of Adjustment Letter
D. Technical Advisory Committee Letter
E. Subdivision Waiver Request
F. Subdivision Application Checklist
G. DPW Approval of Drainage Plan

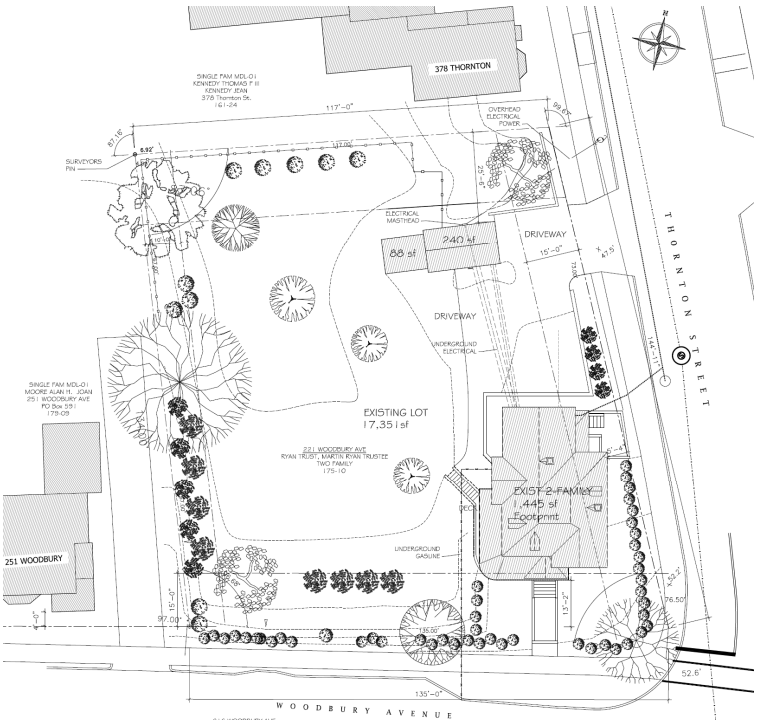


Figure #1 Existing Site Plan, (see attached existing plan, 11/19/26).

+

Site Plan Review:

The Zoning Board of Adjustment reviewed this application on June 16th and unanimously approved the single variance requesting relief from the frontage requirement.

The project has been to two TAC work sessions and completed the Technical Advisory Committee hearing. As a result of these meetings, the following specific items were requested:

1. **Utility Design Review:**
   The final utility design was coordinated with and submitted to the Department of Public Works (DPW) prior to this Planning Board hearing *(see attached DPW confirmation email)*.

2. **Stamped Survey Plans:**
   All boundary and subdivision plans have been stamped and certified by a Licensed Land Surveyor (LLS) *(see Sheet C7, Resubdivision Plan)*.

3. **Subdivision Agreement & Surety Waiver:**
   A formal waiver request has been submitted pursuant to the Subdivision Review Regulations regarding the requirement for a formal subdivision review agreement and financial guarantee/surety *(see Attachment D, Subdivision Waiver Request)*.

The TAC Letter of Decision requires the application to adhere to Section 2.5 of the Site Plan Review Regulations. The application addresses the required supporting documentation as follows:

- **Comprehensive Plan Set:**
  A complete, updated drawing set is included with this submission. The plans detail all existing boundary conditions, proposed property lines, grading, stormwater infrastructure, utility connections, parking layouts, landscaping, and applicable zoning setback dimensions.

- **Access & Driveway Easements:**
  A reciprocal shared driveway easement has been delineated on the proposed site plan for permitting and access purposes. The final easement deed will be recorded at the Rockingham County Registry of Deeds prior to the issuance of a building permit.

- **Stormwater & Drainage Analysis:**
  Given the modest scale and minimal net increase in impervious coverage, a fully modeled watershed drainage analysis is not warranted. In close consultation with the DPW, the site design incorporates comprehensive Low Impact Development (LID) stormwater management best practices, including:
  - Bioretention basins and rain gardens;
  - An underdrain conveyance system;
  - Foundation perimeter crushed-stone drip strips;
  - Roof gutters and downspout rain leaders discharging directly to rain gardens;
  - Optimized pervious/impervious surface ratios; and

- An integrated stormwater inlet connecting overflow directly into the municipal stormwater network.

- **Traffic Impact Assessment:**
  The subject property currently supports a two-family dwelling. Because the proposed reconfiguration will maintain comparable residential density without increasing the net number of dwelling units on the overall tract, no measurable change in vehicular trip generation or traffic patterns will occur. Accordingly, the applicant respectfully requests that a formal traffic study requirement be waived.

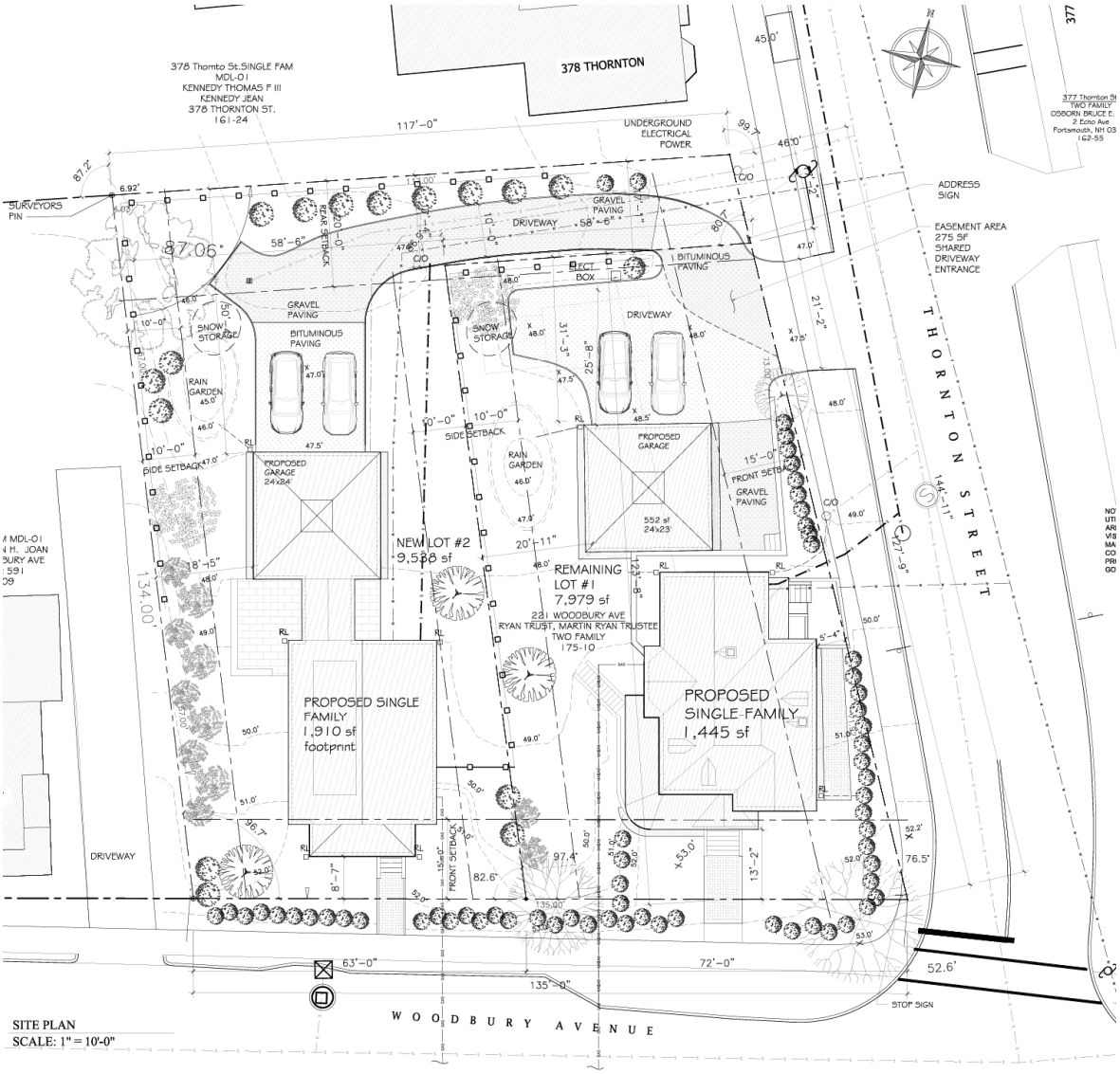


Figure *#2 Proposed Site Plan, (see attached proposed plan, 11/19/26)*

+

Parking:

Each dwelling unit, the existing and the proposed single-family structure, will be supported by a standard two-car garage with a footprint of 24' x 24'. The resulting off-street parking, accommodated via the driveways and garages, exceeds the regulatory thresholds of Section 10.1112.31 (*Parking Requirements for Residential Uses*).

Vehicular and Pedestrian Traffic:

To ensure independent vehicle access, both the proposed and existing single-family residences will utilize separate curb cuts and dedicated driveways. Each driveway configuration is intentionally designed with an integrated turnaround area, enabling vehicles to execute a safe three-point turn and exit onto the public right-of-way in a forward-facing direction, thereby eliminating the need to back out into the street.

The proposed driveway entrances on Thornton Street have been strategically positioned to minimize the visual impact of parked vehicles and driveway infrastructure, ensuring that vehicular traffic does not dominate the streetscape or the site's aesthetic character. Additionally, the layout prioritizes neighborhood safety by incorporating an on-site turnaround that prevents vehicles from reversing into street traffic, ensuring all egress onto Thornton Street is executed in a safe, forward-facing direction.

Sidewalks were installed in 2025, providing safe pedestrian access along Thornton Street and Woodbury Avenue.

Screening and Landscaping:

To enhance the overall aesthetic of the streetscape and respect adjacent properties, the site design incorporates robust perimeter screening. This will feature a combination of high-quality privacy fencing and a curated mix of native evergreen trees and deciduous shrubs. This multi-tiered landscape buffer is strategically designed to provide year-round visual screening, soften the built environment, and harmonize the development with the neighborhood's existing character. A landscaping plan will be incorporated into the building permit for the new house.

Water and Sewage:

Municipal water and sewer services for the proposed residence will connect directly to the existing infrastructure on Woodbury Avenue. A new sewer tie-in will extend into the site from the 6-inch PVC sewer main, with its exact configuration subject to Portsmouth DPW approval. A dedicated 1-inch domestic water service line will be installed to serve the new home. Crucially, the existing home’s utility connections will remain entirely separate, continuing to utilize the independent water and sewer lines currently serving the property from Thornton Street.

+

Stormwater management:

Given the modest scale and minimal net increase in impervious coverage, a fully modeled watershed drainage analysis is not warranted. In close consultation with the DPW, the site design incorporates comprehensive Low Impact Development (LID) stormwater management best practices (see above).

Site Lighting:

To prevent light pollution in the surrounding neighborhood, all proposed site lighting will be wall-mounted and designed at minimal levels. This configuration is optimized to deliver a safe, welcoming pedestrian experience without the use of free-standing fixtures or flood lights.

Trash Collection:

Solid waste disposal for both the existing and new dwellings will be managed through the Portsmouth curbside collection service. Bins will be placed along Thornton Street frontage for pickup.

Site Utilities:

Electrical service currently originates from an overhead utility pole at the northeast corner of the site, running overhead to the existing garage where it is metered before continuing underground to the existing residence.

As part of this project, the garage will be demolished, and all electrical and communication lines for the existing residence will be transitioned to a fully underground service originating from the same northeast utility pole.

To serve the proposed new residence, a separate, independent utility service will be established from the same pole and routed entirely underground. All final services for both structures will be located underground, eliminating overhead lines across the site.

Snow Removal:

The proposed snow removal strategy utilizes on-site plowing to clear all asphalt driveways and access points. Accumulated snow will be stockpiled in the dedicated, demarcated snow storage areas shown on the site plans. These storage zones are strategically located adjacent to the driveways to minimize transport distances and ensure that melt runoff is directed toward approved drainage systems without impacting adjacent properties.

Zoning Relief:

The proposed subdivision was formally presented to the Portsmouth Zoning Board of Adjustment (ZBA) for review. The applicant requested a dimensional variance to permit 63 linear feet (LF) of frontage for the newly created lot, where a minimum of 100 LF is required under the current zoning district regulations.

+

All other applicable dimensional and setback requirements for both lots were fully satisfied. Following a review of the application materials and public testimony, the ZBA found that the request met the criteria for municipal relief and voted unanimously (6-0) to grant the variance.

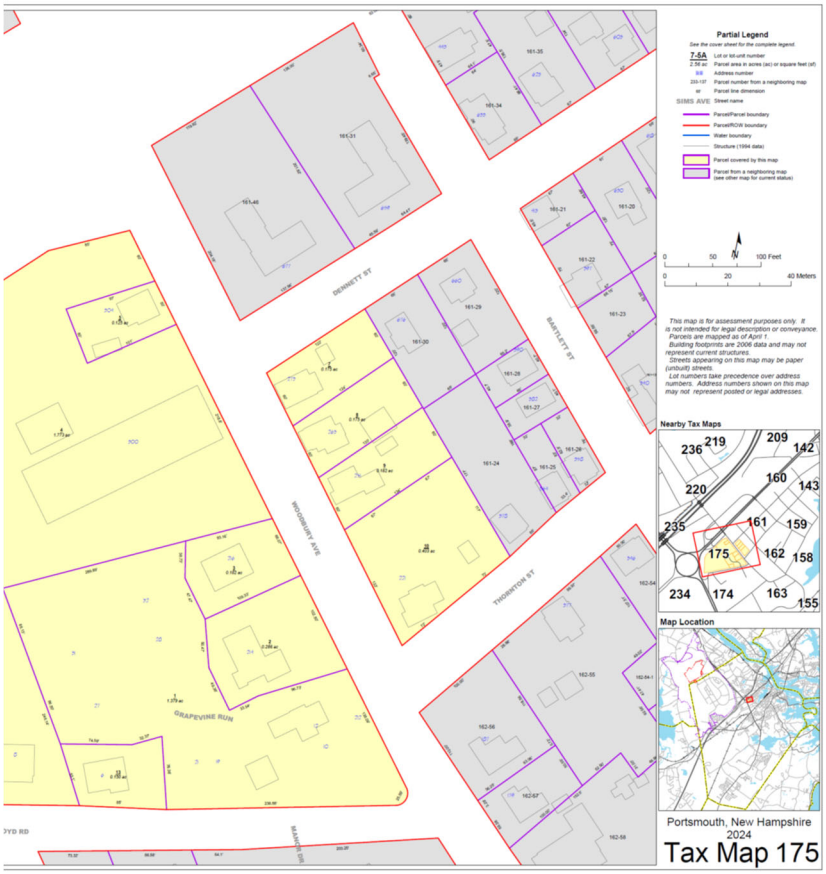


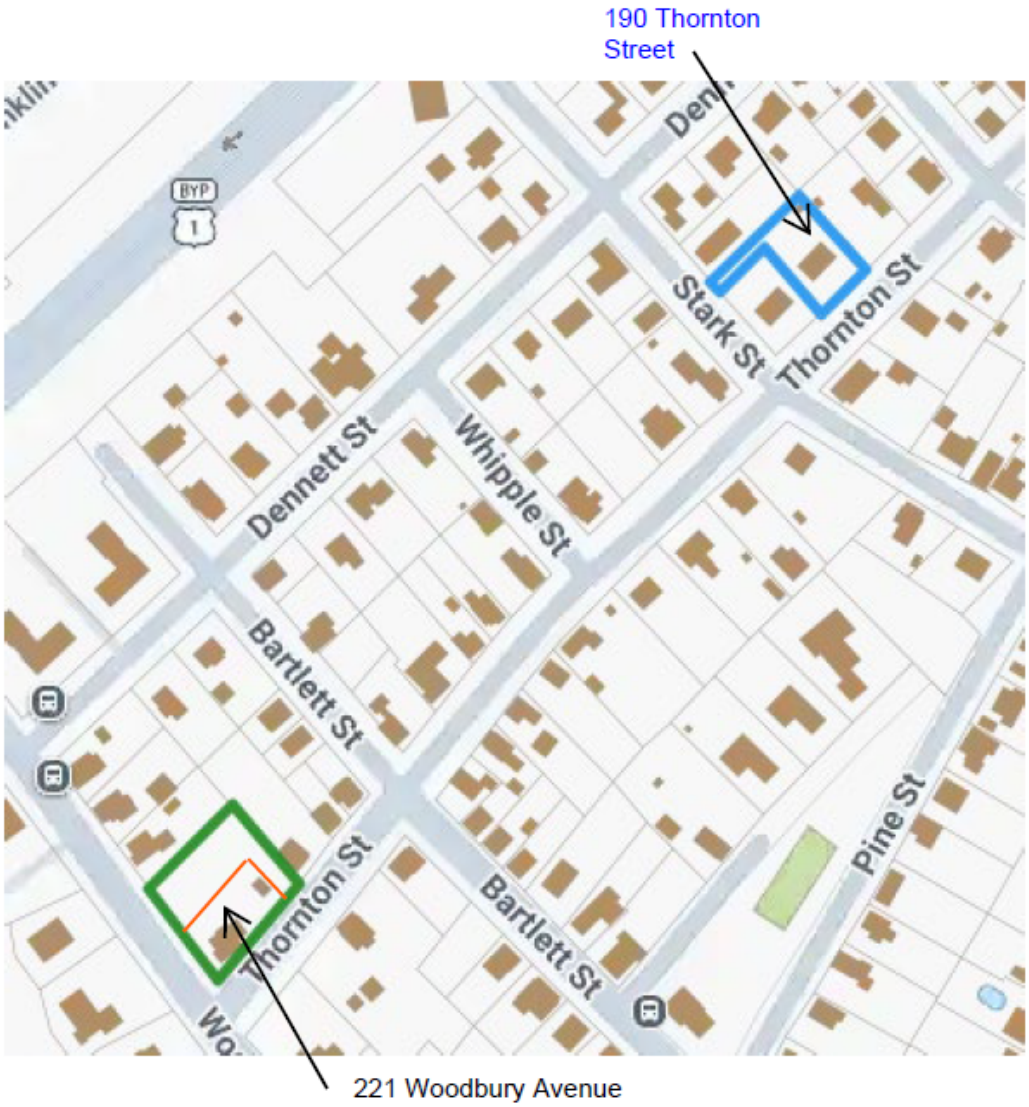
Figure 3. Tax Map.

Site Layout:

The proposed subdivision is intentionally designed to preserve the established aesthetic of the neighborhood. By integrating rear-loading garages or setback driveways, the development

+

ensures that prominent vehicular infrastructure does not dominate the residential facades, thereby keeping the architectural integrity and streetscape view at the forefront of the design.



SUBDIVISION PRECEDENT

Figure 4. Precedent for Lot Configuration.

By relocating these visual elements to the interior of the lot, the proposed lot configuration successfully preserves the existing streetscape and the historic charm of the area. This approach maintains the historic character of the ‘urban street wall’. Additionally, this driveway configuration eliminates the danger of backing into street traffic. A comparable precedent for this L-shaped lot and driveway configuration can be found at 190 Thornton Street.

+

In this case, if the subdivision is granted, there would be no change in the essential characteristics of the neighborhood. A second dwelling lot is entirely appropriate and consistent with the existing subdivision in which this property sits. It does not increase the amount of residential density beyond what is permitted by right. Thus, the fundamental residential character of the neighborhood will not be altered, and the health, safety, and welfare of the public will not be threatened.

Thank you for your consultation on this matter.

Respectfully Submitted,

Martin Ryan

Martin Ryan

+

Partial Legend

See the cover sheet for the complete legend.

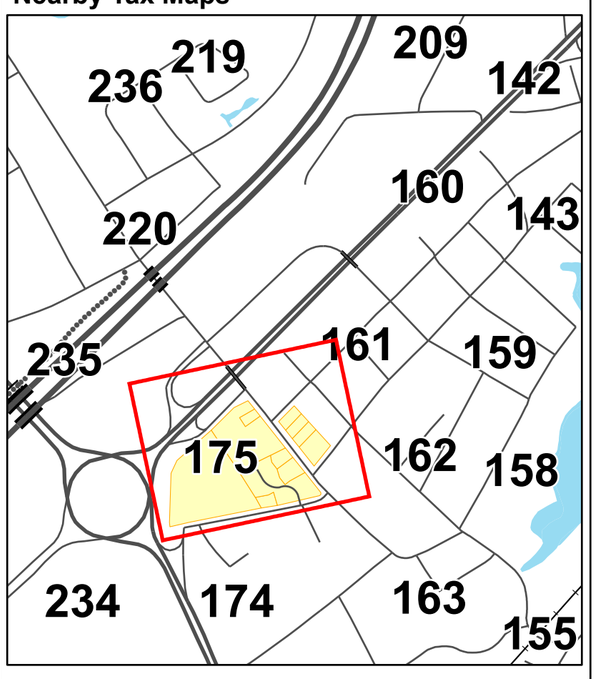
7-5A	Lot or lot-unit number
2.56 ac	Parcel area in acres (ac) or square feet (sf)
	Address number
233-137	Parcel number from a neighboring map
68'	Parcel line dimension
SIMS AVE	Street name
	Parcel/Parcel boundary
	Parcel/ROW boundary
	Water boundary
	Structure (1994 data)
	Parcel covered by this map
	Parcel from a neighboring map (see other map for current status)

0 50 100 Feet

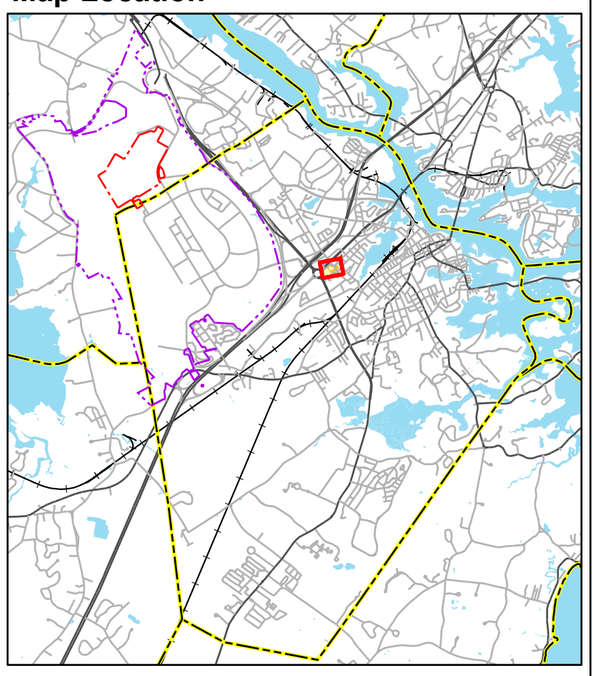
0 20 40 Meters

This map is for assessment purposes only. It is not intended for legal description or conveyance.
Parcels are mapped as of April 1.
Building footprints are 2006 data and may not represent current structures.
Streets appearing on this map may be paper (unbuilt) streets.
Lot numbers take precedence over address numbers. Address numbers shown on this map may not represent posted or legal addresses.

Nearby Tax Maps



Map Location



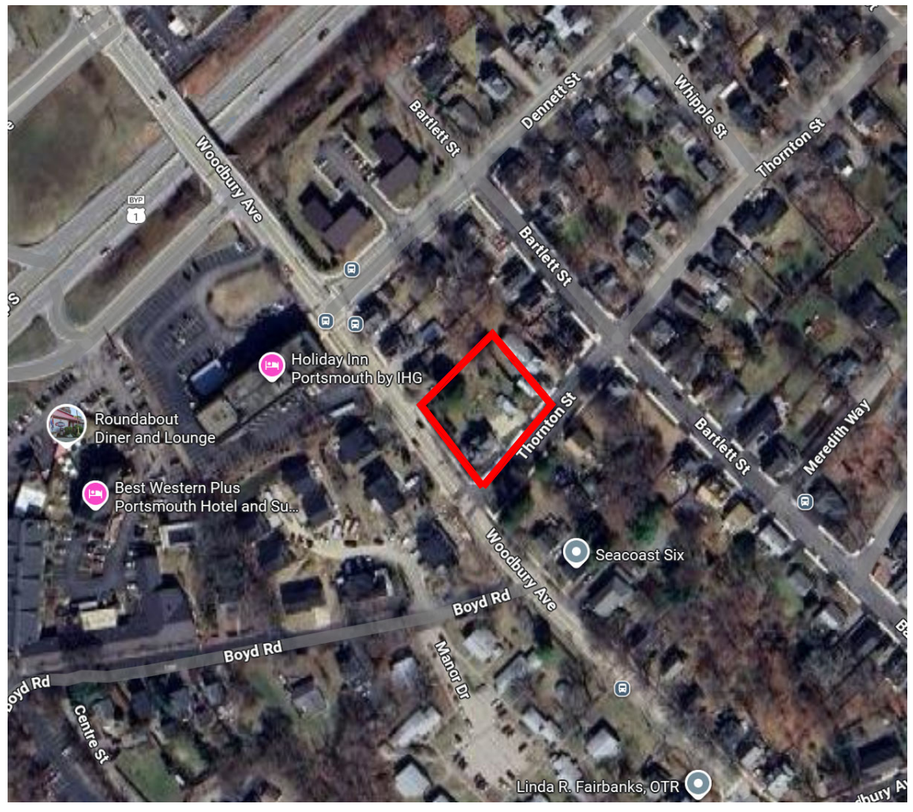
Portsmouth, New Hampshire
2024

Tax Map 175

221 WOODBURY AVENUE
PORTSMOUTH, NH 03801
SUBDIVISION PROPOSAL PLAN
PLANNING BOARD MEETING
OWNER- RYAN TRUST
NOVEMBER 19, 2026

DRAWING LIST

NO	TITLE
T1	TITLE SHEET
C1	HISTORIC MAPS & FIGURE GROUND
C2	EXISTING SITE PLAN
C3	PROPOSED SITE PLAN
C4	SITE DIAGRAMS
C5	SITE DATA
C6	SITE DRAINAGE PLAN
C7	RESUBDIVISION PLAN
A1	SITE ELEVATIONS
A2	SITE ELEVATIONS
P1	CONTEXT PHOTOGRAPHS
P2	CONTEXT PHOTOGRAPHS



AERIAL VIEW
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L RYAN
No. 2808
STATE OF NEW HAMPSHIRE

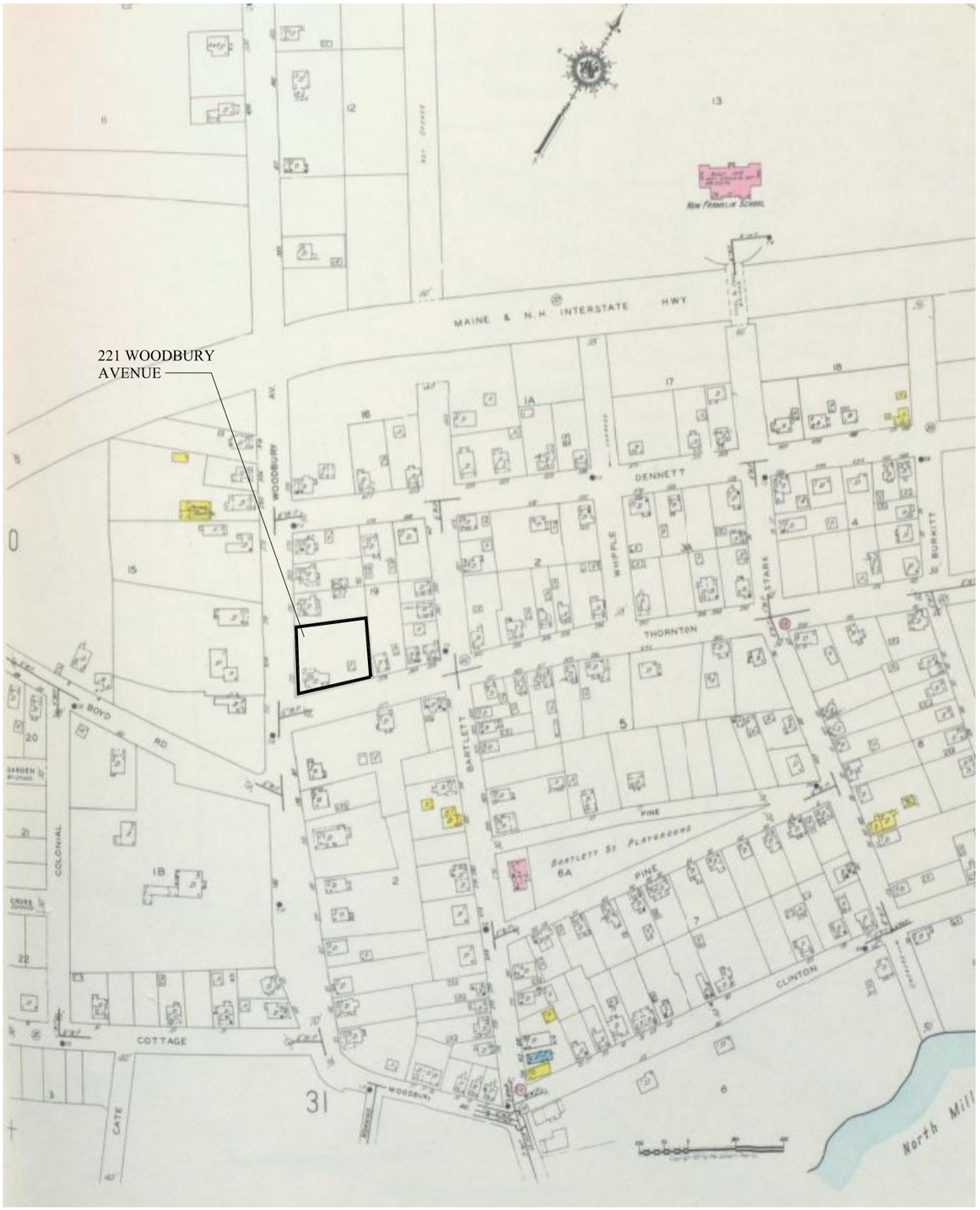
NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

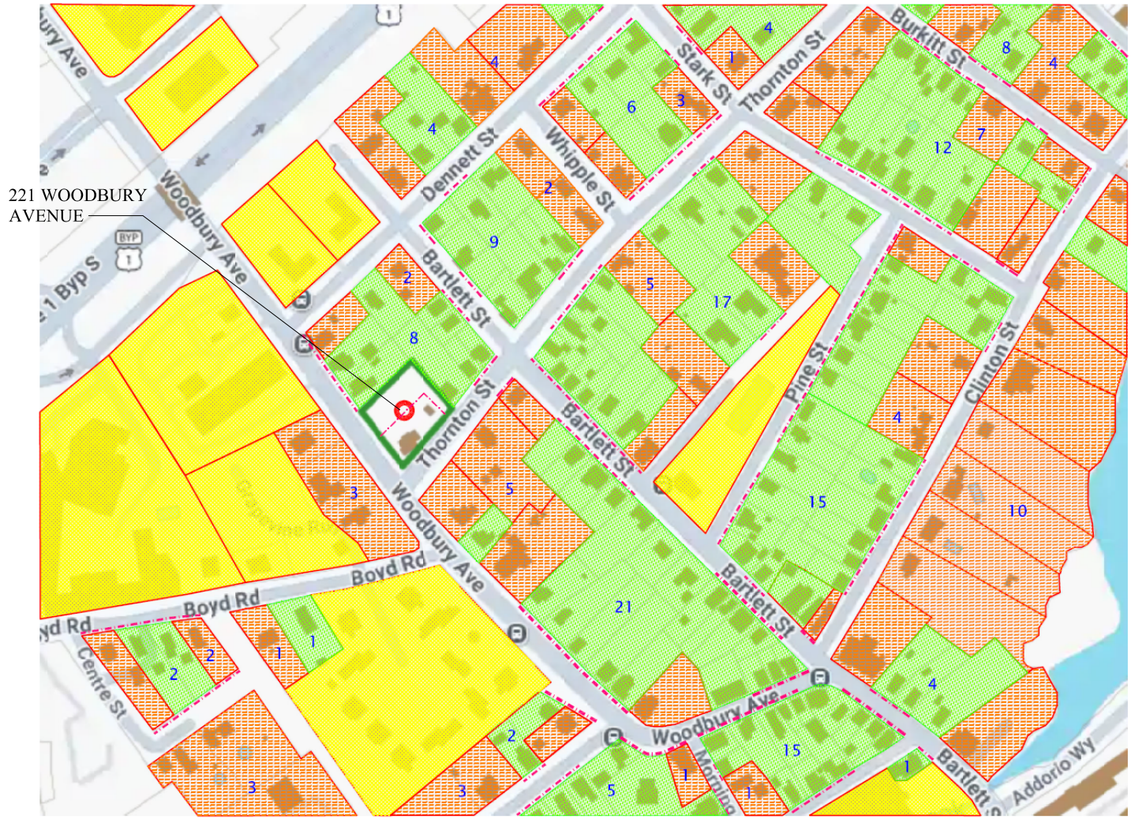
DATE: 10-23-26
DESIGN: MLR
DRAWN: MLR
CHECKED:
SCALE:
JOB:

TITLE
SHEET

T1



SANBORNE MAP 1920
SCALE: NTS



GREEN– LOTS WITH LESS THAN THE 100LF REQUIRED STREET FRONTAGE (TOTAL 134 LOTS)
ORANGE– LOTS THAT MEET THE 100 LF STREET FRONTAGE REQUIREMENT (TOTAL 60 LOTS)
YELLOW– COMMERCIAL OR MULT–FAMILY LOTS
FRONTAGE EQUAL OR LESS THAN 63 LF (82 TOTAL)
SITE– 221 WOODBURY AVENUE
204 LOTS TOTAL SHOWN

FIGURE GROUND
SCALE: NTS



HOYT PLAN 1890
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L. RYAN
No. 2808
STATE OF NEW HAMPSHIRE

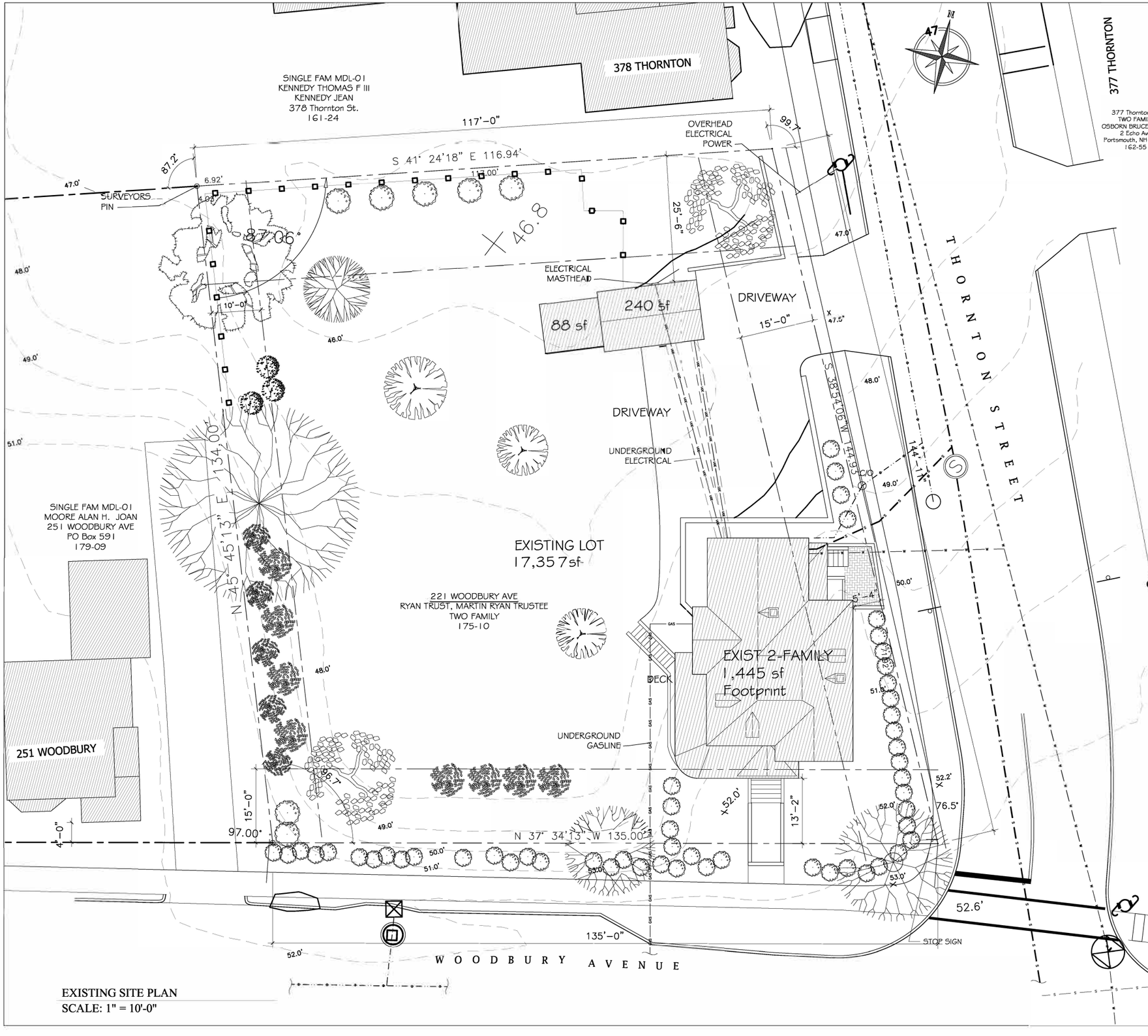
NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE:	10–23–26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

HISTORIC MAPS
& FIGURE GROUND

C1



EXISTING SITE PLAN
SCALE: 1" = 10'-0"

SITE NOTES:

OWNER OF RECORD: RYAN TRUST

ADDRESS: 221 WOODBURY AVE

PORTSMOUTH, NEW HAMPSHIRE

PARCEL: AS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 175 AS LOT 16.

PARCEL AREA = ~17,357 SF = 0.4 ACRES

ZONING DISTRICT: GENERAL RESIDENTIAL A (GRA)

ZONING DIMENSIONS AND DENSITY REQUIREMENTS:

		REQUIRED	EXISTING
A)	MINIMUM LOT SIZE	7,500 SF	17,357 SF
B)	MINIMUM LOT FRONTAGE		
	WOODBURY AVE	100 LF	135.0 LF
	THORNTON STREET	100 LF	144.9 LF
C)	MINIMUM FRONT SETBACK		
	WOODBURY AVE	15 LF	13.1 LF
	THORNTON STREET	15 LF	5.33 LF
D)	MINIMUM LOT DEPTH	70 LF	135 LF
E)	MINIMUM SIDE SETBACK	10 LF	66 LF
F)	MINIMUM REAR SETBACK	20 LF	25.5 LF
G)	MAXIMUM LOT COVERAGE		
	25%	4,337 SF	1,767 SF
			10.18%
H)	MINIMUM OPEN SPACE		
	30%	5,205 SF	13,018 SF
			89.82%

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L RYAN
No. 2808
THE STATE OF NEW HAMPSHIRE

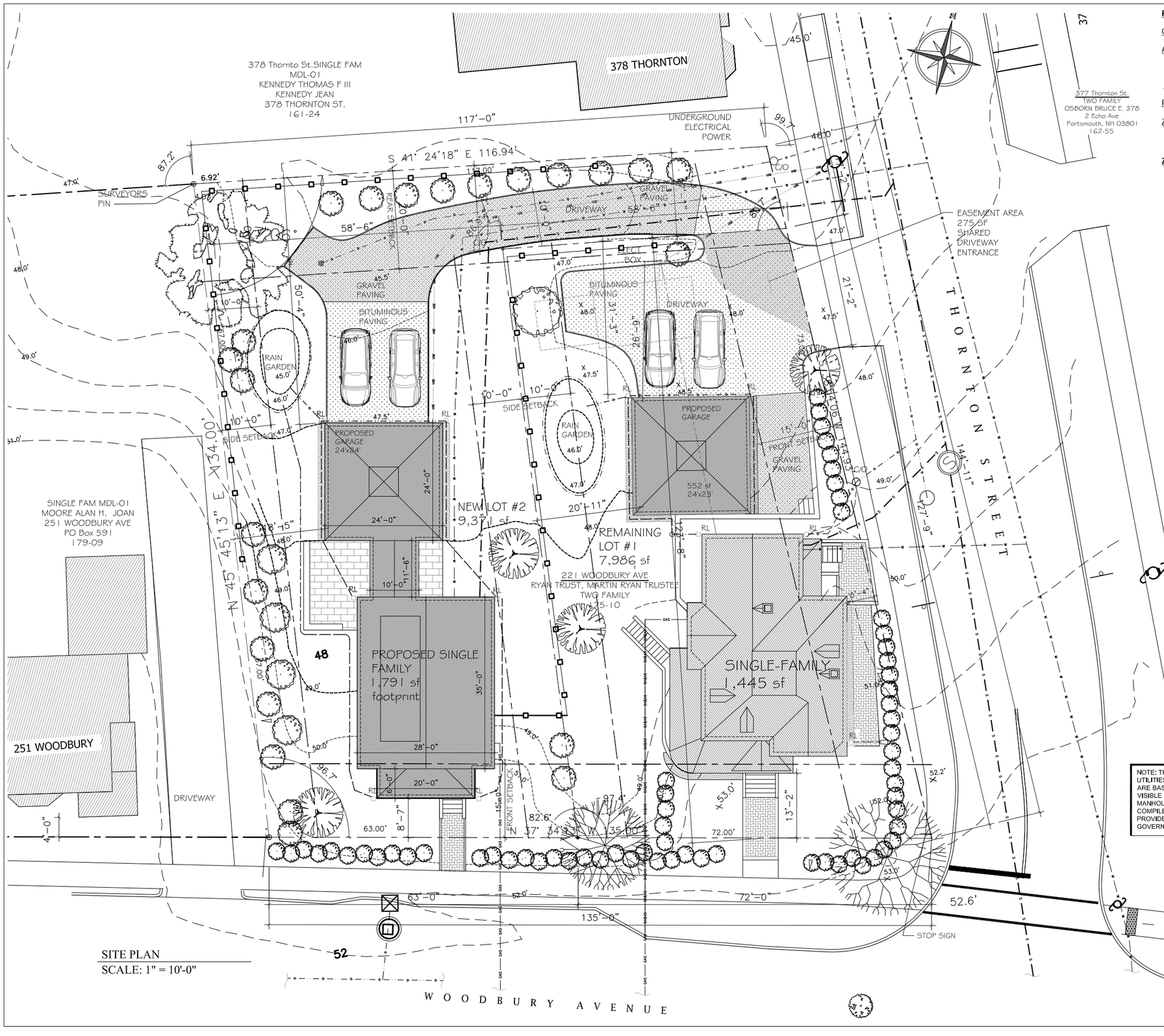
NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE:	10-24-26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

EXISTING SITE PLAN

C2



PROPOSED SITE NOTES:

OWNER OF RECORD: RYAN TRUST

ADDRESS: 221 WOODBURY AVE

PORTSMOUTH, NEW HAMPSHIRE

PARCEL: AS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 175 AS LOT 16.

PARCEL AREA = ~17,357 SF = 0.4 ACRES

ZONING DISTRICT: GENERAL RESIDENTIAL A (GRA)

ZONING DIMENSIONS AND DENSITY REQUIREMENTS:

	REQUIRED	EXISTING	LOT #1	LO T#2
A) MINIMUM LOT SIZE----------	7,500 SF	17,357 SF	7,986 SF	9,371 SF
B) MINIMUM LOT FRONTAGE				
WOODBURY AVE----------	100 LF	135.0 LF	72.0 LF	**63.0 LF***
THORNTON STREET-------	100 LF	144.9 LF	127.8 LF	N/A
C) MINIMUM FRONT SETBACK				
WOODBURY AVE----------	15 LF	13.1 LF	13.1 LF	9.33 LF
THORNTON STREET-------	15 LF	5.33 LF	5.4 LF	N/A
D) MINIMUM LOT DEPTH----------	70 LF	139 LF	123 LF	136 LF
E) MINIMUM SIDE SETBACK----------	10 LF	66 LF	19.1 LF	18.4 LF
F) MINIMUM REAR SETBACK----------	20 LF	25.5 LF	29.8 LF	49 LF
G) MAXIMUM LOT COVERAGE				
25% --------	4,337 SF	1,812 SF	1,997 SF 25%	1,791 SF 19%
H) MINIMUM OPEN SPACE				
30% ---------	5,205 SF	13,018 SF	5,982 SF 75%	7,628 SF 81%

NOTE: THE EASEMENT SHOWN HERE IS FOR PERMITTING PURPOSES ONLY. THE FINAL EASEMENT PLAN SHALL BE PREPARED BY A LICENSED SURVEYOR AND RECORDED AT THE ROCKINGHAM COUNTY REGISTRY OF DEEDS PRIOR TO ISSUING BUILDING PERMITS

NOTE: THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (I.E. CATCH BASINS, MANHOLES, WATER GATES, ETC.) AND INFORMATION COMPILED FROM PLANS OF RECORD, AND PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENT AGENCIES.

LEGEND

- IRON ROD/ PIPE FOUND
- BENCHMARK
- SEWER MANHOLE
- DRAIN MANHOLE
- UTILITY POLE
- CATCH BASIN
- HYDRANT
- GATE VALVE
- SIGN
- RL RAIN LEADER
- PROPERTY LINE
- EDGE OF PAVEMENT
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WATER LINE
- STORM DRAIN LINE
- UNDER-DRAIN
- SANITARY SEWER LINE
- OVERHEAD UTILITY LINE
- UNDERGROUND ELECTRIC LINE
- 24" WIDE DRIP EDGE
- BITUMINOUS PAVING
- GRAVEL PAVING
- HARDSCAPING

GRAPHIC SCALE
0 5 10 20
(IN FEET)

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L. RYAN
No. 2808
STATE OF NEW HAMPSHIRE

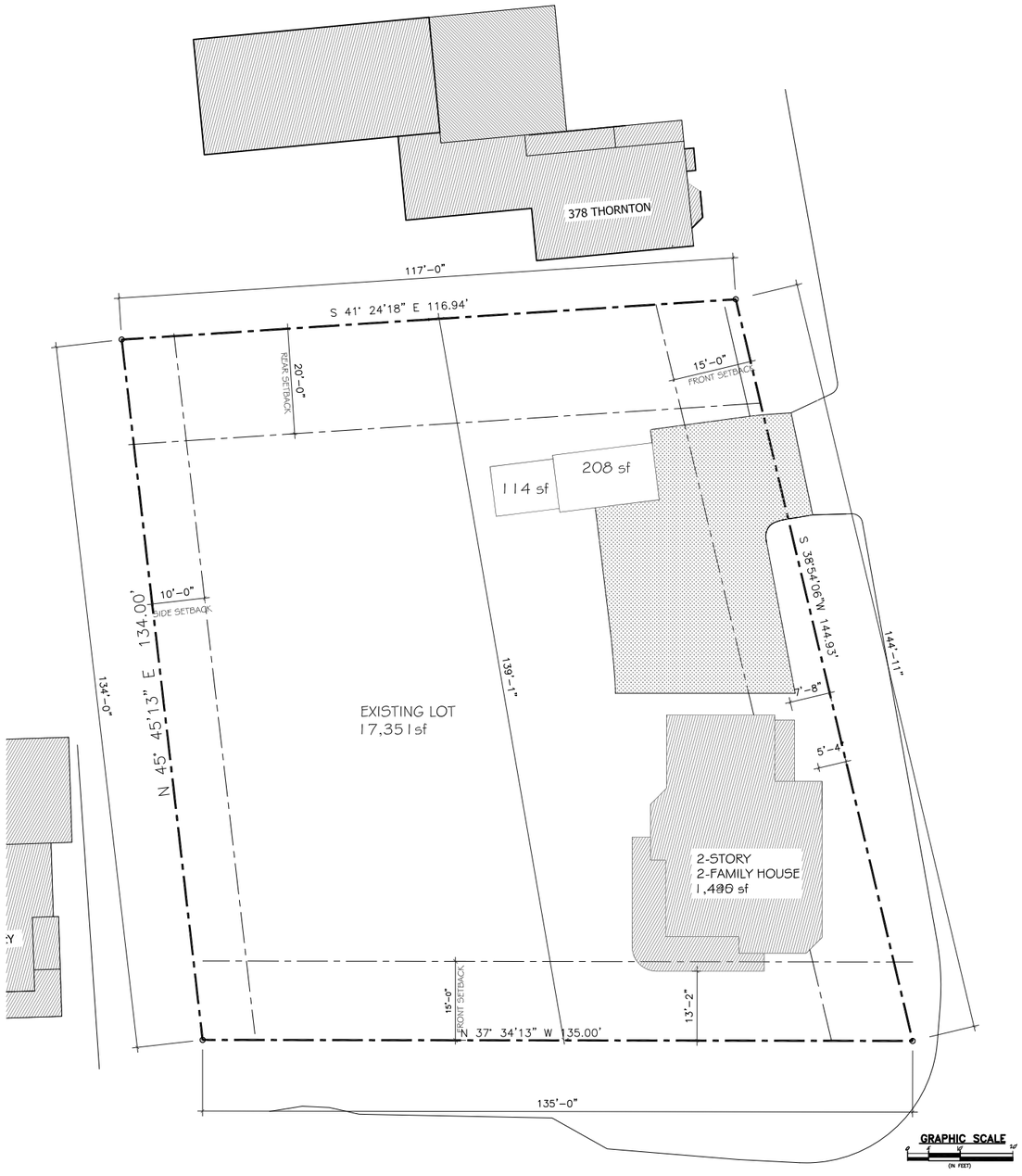
NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

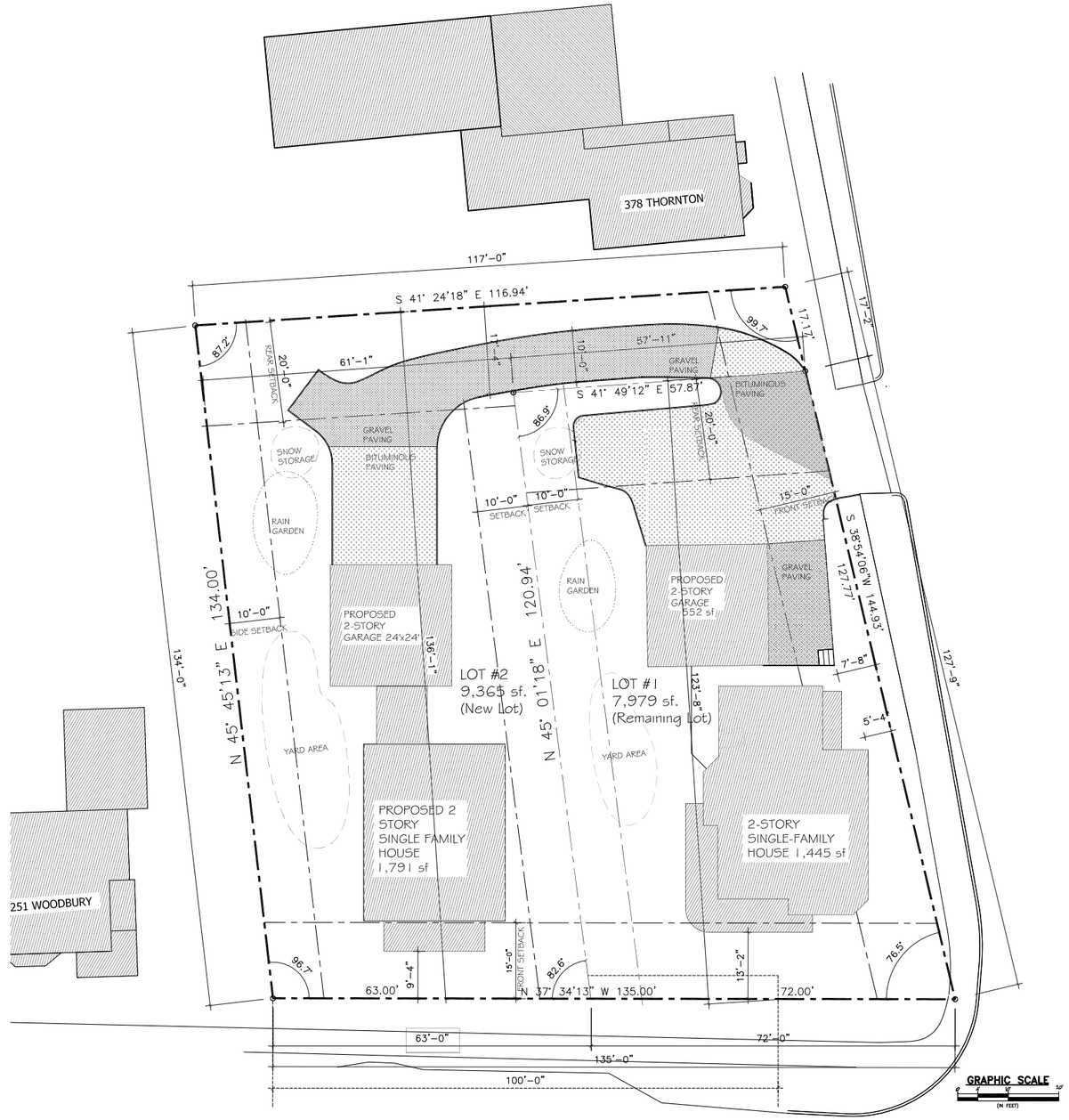
DATE:	10-21-26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

PROPOSED SITE PLAN

C3



EXISTING SITE DIAGRAM
SCALE: NTS



PROPOSED SITE DIAGRAM
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L RYAN
No. 2803
STATE OF NEW HAMPSHIRE

NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE:	10-24-26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

SITE
DIAGRAMS

C4

NOTE: THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (I.E. CATCH BASINS, MANHOLES, WATER GATES, ETC.) AND INFORMATION COMPILED FROM PLANS OF RECORD, AND PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENT AGENCIES.

IMPERVIOUS SURFACES		PERVIOUS SURFACES	TOTALS		
STRUCTURES -	3,907 SF	LANDSCAPING -	9,426 SF	IMPERVIOUS -	6,629 SF = 38.2%
BITUMINOUS PAVING -	1,812 SF	GRAVEL PAVING -	1,296 SF	PERVIOUS -	10,722 SF = 61.8%
HARDSCAPE -	710 SF				
TOTAL -	6,629 SF	TOTAL -	10,722 SF	TOTAL -	17,351 SF

LOT #1-IMPERVIOUS SURFACES		LOT #1 -PERVIOUS SURFACES	
STRUCTURES -	1,997 SF	LANDSCAPING -	4,028 SF
BITUMINOUS PAVING -	1,281 SF	GRAVEL PAVING -	330 SF
HARDSCAPE -	343 SF		
TOTAL -	3,621 SF	TOTAL -	4,358 SF

LOT #1-TOTALS	
IMPERVIOUS -	3,621 SF = 45.3%
PERVIOUS -	4,358 SF = 54.7%
TOTAL -	7,979 SF

LOT #2 -IMPERVIOUS SURFACES		LOT #2 -PERVIOUS SURFACES	
STRUCTURES -	1,791 SF	LANDSCAPING -	5,920 SF
BITUMINOUS PAVING -	631 SF	GRAVEL PAVING -	976 SF
HARDSCAPE -	320 SF		
TOTAL -	2,642 SF	TOTAL -	6,677 SF

LOT #2 -TOTALS	
IMPERVIOUS -	2,642 SF = 30.0%
PERVIOUS -	6,896 SF = 70.0%
TOTAL -	9,538 SF

UTILITY LEGEND

- W — W — W — WATER LINE
- S — S — S — STORM DRAIN LINE
- UNDER-DRAIN
- S — S — S — SANITARY SEWER LINE
- UGE — UGE — UNDERGROUND ELECTRIC LINE

GRAPHIC SCALE
0 5 10 20
(IN FEET)

SITE DATA PLAN
SCALE: 1" = 10'-0"

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT MARTIN L. RYAN No. 2808 STATE OF NEW HAMPSHIRE

NOV. 19, 2026
PLANNING BOARD
MEETING

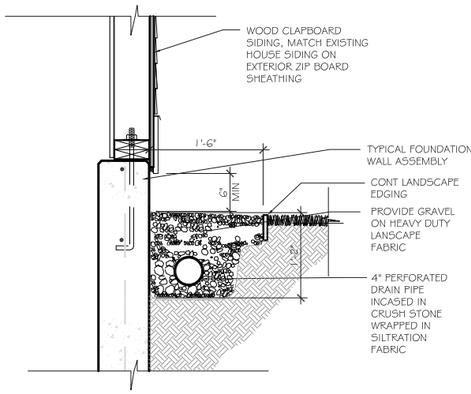
221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE: 10-24-26
DESIGN: MLR
DRAWN: MLR
CHECKED:
SCALE:
JOB:

SITE DATA

C5

NOTE: THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND ARE BASED UPON THE FIELD LOCATION OF ALL VISIBLE STRUCTURES (I.E. CATCH BASINS, MANHOLES, WATER GATES, ETC.) AND INFORMATION COMPILED FROM PLANS OF RECORD, AND PLANS PROVIDED BY UTILITY COMPANIES AND GOVERNMENT AGENCIES.



DRIP EDGE
SCALE: 1" = 1'-0"

378 THORNTON

117'-0"

99.7'

46.0'

87.2'

6.92'

4.03'

SURVEYORS PIN

47.0'

C/O

GRAVEL PAVING

DRIVEWAY

BITUMINOUS PAVING

46.0'

48.0'

45.5'

45.2'

ELECT BOX

3.1'-3"

GRAVEL PAVING

BITUMINOUS PAVING

DRIVEWAY

48.0'

47.5'

73.00'

RAIN GARDEN 45.0'

46.0'

RL

47.5'

GRAVEL STRIP

RAIN GARDEN 46.0'

47.0'

PROPOSED GARAGE

552 sf 24x23'

GRAVEL STRIP

GRAVEL PAVING

48.5'

49.0'

NEW LOT #2 9,371 sf

GRAVEL STRIP

REMAINING LOT #1 7,986 sf

18'-5"

134.00'

STONE WALL

48.0'

49.0'

67.00'

48

PROPOSED SINGLE FAMILY 1,791 sf footprint

SINGLE-FAMILY 1,445 sf

GAS

51.0'

71.7'

50.0'

52.2'

53.0'

13'-2"

97.4'

82.6'

135.00'

52.6'

52.0'

53.0'

52.6'

THORNTON STREET

WOODBURY AVENUE

DRIVEWAY

DRAINAGE PLAN
SCALE: 1" = 10'-0"

LEGEND

- IRON ROD/ PIPE FOUND
- BENCHMARK
- SEWER MANHOLE
- DRAIN MANHOLE
- UTILITY POLE
- CATCH BASIN
- HYDRANT
- GATE VALVE
- SIGN
- RAIN LEADER
- PROPERTY LINE
- EDGE OF PAVEMENT
- EXISTING CONTOUR
- PROPOSED CONTOUR
- WATER LINE
- STORM DRAIN LINE
- UNDER-DRAIN
- SANITARY SEWER LINE
- OVERHEAD UTILITY LINE
- UNDERGROUND ELECTRIC LINE
- 24" WIDE DRIP EDGE
- BITUMINOUS PAVING
- GRAVEL PAVING
- HARDSCAPING

GRAPHIC SCALE

1"=10'-0" 0 5' 10' 20' (IN FEET)

1"=1'-0" 0 1' 2' (IN FEET)

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT MARTIN L RYAN No. 2806 THE STATE OF NEW HAMPSHIRE

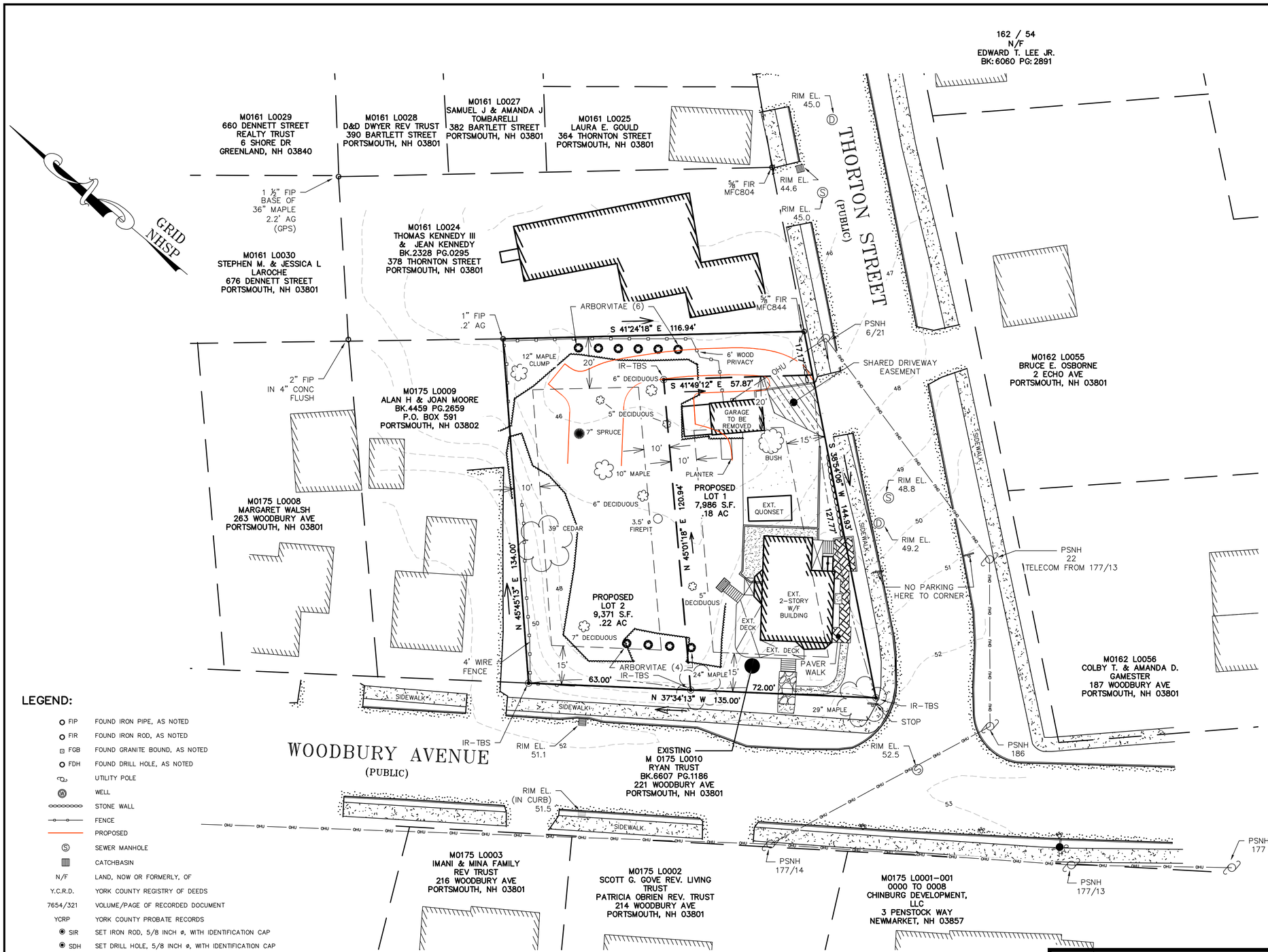
NOV. 19, 2026
PLANNING BOARD
MEETING

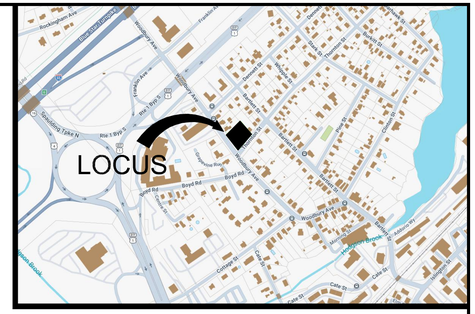
221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE:	10-24-26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

SITE DRAINAGE PLAN

C6





LOCATION MAP
1"=500'

NOTES:

1.) THIS PLAN IS THE RESULT OF A FIELD SURVEY OF MAP 175 LOT 10 BY CHRIS WLBER LLS, COA #552, P.O. BOX 90 ELIOT, ME 03903, SEPTEMBER 2026 AND PURSUANT TO A AGREEMENT WITH ATTAR ENGINEERING, INC.

THIS PLAN MEETS THE MINIMUM POSITIONAL TOLERANCES FOR URBAN SURVEYS PER NH LAN 503.04.

BEARINGS DEPICTED HEREON ARE BASED ON GRID NORTH, NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM, NAD83 AS DERIVED THROUGH GPS OBSERVATIONS.

ELEVATION INFORMATION IS REFERENCED TO NAVD 88 VERTICAL DATUM PER THE ABOVE GPS OBSERVATIONS.

ALL DISTANCES DEPICTED ON THIS PLAN ARE IN U.S. SURVEY FEET.

2.) THE OWNERS OF LAND ADJOINING THE ROADS DEPICTED HEREON, MAY HAVE OWNERSHIP RIGHTS EXTENDING INTO THE ROAD. THIS DOCUMENT DOES NOT INTEND TO LIMIT, DENY, OR LOCATE THESE RIGHTS. THE BOUNDARIES AS SHOWN ARE THE BOUNDARIES DESCRIBED IN THE DEEDS AND PLANS REFERENCED HEREON AND DO NOT NECESSARILY REFLECT THE EXTENT OF TITLE THAT PASSES BY IMPLICATION OR OPERATION OF LAW.

3.) THIS PLAN WAS PREPARED TO SHOW THE EXISTING CONDITIONS AND BOUNDARY PRESENT ON THE LOCUS PROPERTY 221 WOODBURY AVENUE, PORTSMOUTH, NEW HAMPSHIRE 03801. (MAP 175 / LOT 10)

4.) AS PART OF THIS SURVEY, ATTAR ENGINEERING HAS NOT IDENTIFIED THE EXISTENCE OR LOCATION OF ANY UNDERGROUND UTILITIES. PRIOR TO THE CONSTRUCTION OF ANY SORT, IT IS THE SOLE RESPONSIBILITY OF THE PROPERTY OWNER OR CONTRACTOR TO CONTACT DIG SAFE TO IDENTIFY AND MARK UP THE LOCATION OF ALL UTILITIES.

5.) ZONING & DIMENSIONAL REQUIREMENTS

ZONE – GENERAL RESIDENCE A

MINIMUM LOT AREA – 7,500 S.F.
MINIMUM LOT AREA PER DWELLING UNIT – 7,500 S.F.
MINIMUM CONTINUOUS STREET FRONTAGE – 100'
MINIMUM DEPTH – 70'

MINIMUM YARD DIMENSIONS
FRONT – 15'
SIDE – 10'
REAR – 20'

MAXIMUM STRUCTURE DIMENSIONS
SLOPED ROOF HEIGHT – 35'
FLAT ROOF HEIGHT – 30'
ROOF APPURTENANCE HEIGHT – 8'
BUILDING COVERAGE – 25%

MINIMUM OPEN SPACE – 30%

6.) SEE APPROVED REQUEST OF ZONING BOARD OF ADJUSTMENT LU-26-57 TO REDUCE REQUIRED FRONTAGE OF 100 FEET TO 63 FEET WITHIN GENERAL RESIDENCE DISTRICT A.

7.) 1' ELEVATION CONTOURS BASED ON 2022-2023 NOAA NGS TOPOBATHY LIDAR: COASTAL MAINE DATASET.

REFERENCE PLANS:

1.) "PLAN OF LOTS OF LAND OF THE CITY OF PORTSMOUTH." PREPARED BY A.C. HOYT SURVEYOR, DATED JUNE 21ST, 1890. RECORDED ROCKINGHAM COUNTY REGISTRY OF DEEDS #00150.

APPROVED BY THE CITY OF PORTSMOUTH
PLANNING BOARD

CHAIRMAN _____ DATE _____

LEGEND:

FIP	FOUND IRON PIPE, AS NOTED
FIR	FOUND IRON ROD, AS NOTED
FGB	FOUND GRANITE BOUND, AS NOTED
FDH	FOUND DRILL HOLE, AS NOTED
	UTILITY POLE
W	WELL
	STONE WALL
	FENCE
	PROPOSED
S	SEWER MANHOLE
	CATCHBASIN
N/F	LAND, NOW OR FORMERLY, OF
Y.C.R.D.	YORK COUNTY REGISTRY OF DEEDS
7654/321	VOLUME/PAGE OF RECORDED DOCUMENT
YCRP	YORK COUNTY PROBATE RECORDS
SIR	SET IRON ROD, 5/8 INCH ø, WITH IDENTIFICATION CAP
SDH	SET DRILL HOLE, 5/8 INCH ø, WITH IDENTIFICATION CAP

GRAPHIC SCALE
0 20 40 60 80 (FEET)

NO	DESCRIPTION	DATE
	REVISIONS	

STATE OF NEW HAMPSHIRE
No. 847
CHRISTEN
WILBER
SIGNATURE
LICENSED LAND SURVEYOR

C7

DEED REF. BK.6607, PG.1186
TAX MAP 175, LOT 10

RESUBDIVISION PLAN

LAND OF RYAN TRUST
LOCATED AT 221 WOODBURY AVENUE
PORTSMOUTH, NEW HAMPSHIRE 03801
ROCKINGHAM COUNTY

PREPARED FOR
MARTIN RYAN
221 WOODBURY AVENUE
PORTSMOUTH, NEW HAMPSHIRE 03801

ATTAR ENGINEERING, INC.
CIVIL ◆ STRUCTURAL ◆ MARINE ◆ SURVEYING
1284 STATE ROAD – ELIOT, MAINE 03903
PHONE: (207)439-6023 FAX: (207)439-2128

SCALE:	APPROVED BY:	DRAWN BY:
1" = 20'		CBW
DATE:		REVISION DATE:
10/16/26		– : –
JOB NO: 26017	FILE: WOODBURYAVE.DWG	SHEET: 1 OF 1



1 WOODBURY AVENUE ELEVATION



2 WEST ELEVATION

GRAPHIC SCALE

0 4' 8' 12'

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN RYAN
No. 7806
STATE OF NEW HAMPSHIRE

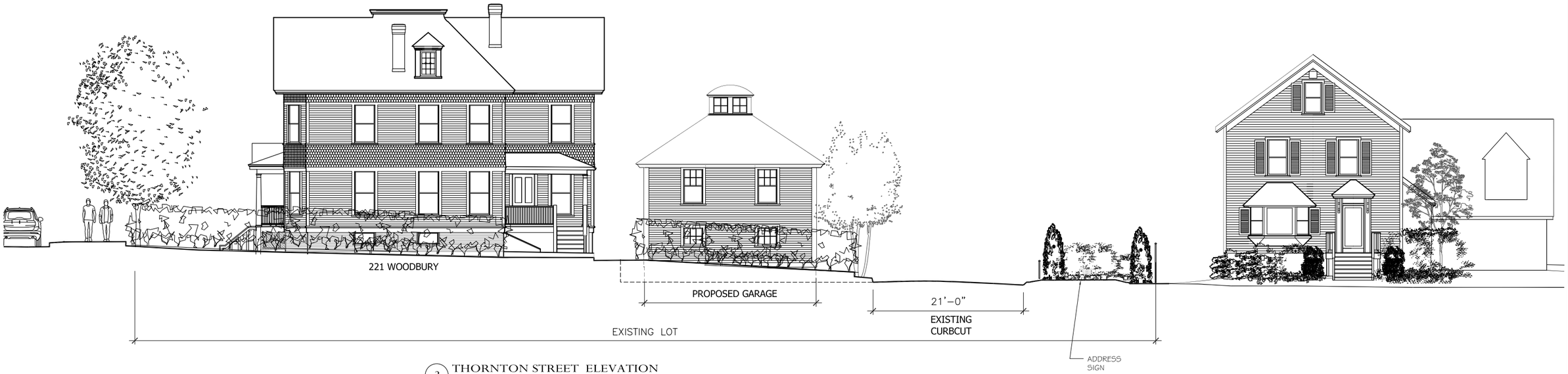
NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE:	10-24-26
DESIGN:	MLR
DRAWN:	MLR
CHECKED:	
SCALE:	
JOB:	

SITE
ELEVATIONS

A1



3 THORNTON STREET ELEVATION



4 NORTH ELEVATION

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN L RYAN
No. 7808
THE STATE OF NEW HAMPSHIRE

NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE: 10-24-26
DESIGN: MLR
DRAWN: MLR
CHECKED:
SCALE:
JOB:

SITE
ELEVATIONS

A2



PHOTOGRAPH #1



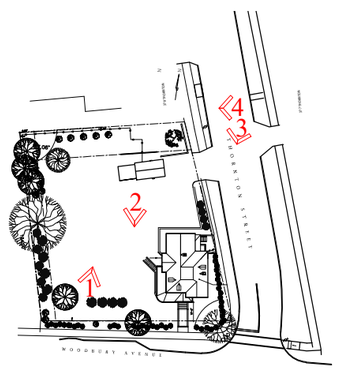
PHOTOGRAPH #2



PHOTOGRAPH #3



PHOTOGRAPH #4



SITE KEY PLAN
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

NOV. 19, 2026
PLANNING BOARD
MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
PROPOSAL

DATE:	08-01-21
DESIGN:	
DRAWN:	
CHECKED:	
SCALE:	
JOB:	

CONTEXT
PHOTOGRAPHS

P1



PHOTOGRAPH #5



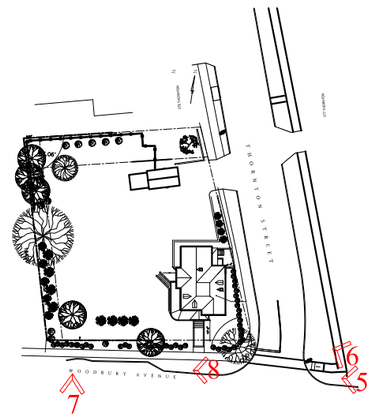
PHOTOGRAPH #6



PHOTOGRAPH #7



PHOTOGRAPH #8



SITE KEY PLAN
SCALE: NTS

MARTIN RYAN ARCHITECT
221 Woodbury Ave
Portsmouth, NH 03801

LICENSED ARCHITECT
MARTIN RYAN
No. 2808
STATE OF NEW HAMPSHIRE

NOV. 19, 2026
PLANNING BOARD MEETING

221 WOODBURY AVE
PORTSMOUTH, NH
SUBDIVISION PLAN

DATE: 08-01-21
DESIGN:
DRAWN:
CHECKED:
SCALE:
JOB:

CONTEXT PHOTOGRAPHS

P2

CITY OF PORTSMOUTH
Planning & Sustainability Department
1 Junkins Avenue
Portsmouth, New Hampshire 03801
(603) 610-7216

ZONING BOARD OF ADJUSTMENT

June 23, 2026

Ryan Trust
Martin Ryan TTEE
221 Woodbury Avenue
Portsmouth, New Hampshire 03801

RE: **Board of Adjustment Request for property located at 221 Woodbury Avenue, Portsmouth NH 03801 (LU-26-57)**

Dear Property Owner:

The Zoning Board of Adjustment, at its regularly scheduled meeting of **June 16, 2026**, considered your application for the property located at 221 Woodbury Avenue whereas relief is needed to subdivide the existing parcel into two parcels, for demolition of the existing one-story detached garage and construction of a new two-story detached garage on lot 1; and a new single-family residential structure on lot 2, which requires the following: 1) Variance from Section 10.521 to allow 63 feet of frontage where 100 feet is required. Said property is shown on Assessor Map 175 Lot 10 and lies within the General Residence A (GRA) District. As a result of said consideration, the Board voted to **grant** the request as presented and advertised.

The Board's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Board's decision during this appeal period shall be at the applicant's risk. Please contact the Planning & Sustainability Department for more details about the appeals process.

Approvals may also be required from other City Commissions or Boards. Once all required approvals have been received, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work.

This approval shall expire unless a building permit is issued within a period of two (2) years from the date granted unless an extension is granted in accordance with Section 10.236 of the Zoning Ordinance.

The Findings of Fact associated with this decision are available: attached here or as an attachment in the Viewpoint project record associated with this application and on the Zoning Board of Adjustment Meeting website:

https://www.portsmouthnh.gov/planportsmouth/zoning-board-adjustment/zoning-board-adjustment-archived-meetings-and-material

The minutes and audio recording of this meeting are available by contacting the Planning & Sustainability Department.

Very truly yours,



Beth Margeson, Chair of the Zoning Board of Adjustment

cc: Shanti Wolph, Chief Building Inspector

Rosann Maurice-Lentz, City Assessor

CITY OF PORTSMOUTH
Planning &
Sustainability
Department
1 Junkins Avenue
Portsmouth, New
Hampshire 03801
(603) 610-7216

TECHNICAL ADVISORY COMMITTEE

October 9, 2026

Ryan Trust
Martin Ryan TTEE
221 Woodbury Avenue
Portsmouth, New Hampshire 03801

RE: Request for Preliminary and Final Subdivision approval for property located at 221 Woodbury Avenue, Portsmouth NH 03801 (LU-26-57)

Dear Property Owner:

The Technical Advisory Committee, at its regularly scheduled meeting of Tuesday, October 6, 2026, considered your application for Preliminary and Final Subdivision Approval to subdivide one lot into two lots with associated site improvements. Said property is shown on Assessor Map 175 Lot 10 and lies within the General Residence A (GRA) District. As a result of said consideration, the Committee voted to to **recommend approval** to the Planning Board with the following **conditions**:

1) Applicant shall submit the final utility design to the Department of Public Works (DPW) for review prior to Planning Board consideration.

2) Applicant shall have the plans stamped by a licensed land surveyor.

3) Applicant shall request a waiver from the Planning Board regarding the Subdivision Review Regulations requirement for a subdivision review agreement and surety.

This matter will be placed on the agenda for the Planning Board meeting scheduled for **Thursday, November 19, 2026**. One (1) hard copy of all plans and supporting reports and exhibits as well as an updated electronic file (in a PDF format) must be filed in the Planning & Sustainability Department and uploaded to the online permit system no later than **Wednesday, October 28, 2026**.

Per Section 2.5 of the Site Plan Regulations, a site plan review application to the Planning Board must include all applicable information and supporting materials including but not limited to the following items:

- *Full updated plan set*
- *Draft Easements*
- *Drainage Analysis*
- *Traffic Studies*
- *Etc.*

All comments, corrections, and conditions identified as "Items to be addressed before Planning Board submittal' must be resolved/corrected for the Planning Board application submittal to be deemed complete.

The minutes and audio recording of this meeting are available by contacting the Planning & Sustainability Department.

Very truly yours,

Peter Britz,
Planning and Sustainability Director

cc:

221 Woodbury Avenue
Portsmouth, NH 03801

603-502-8635
MLR10000@yahoo.com

October 6, 2026

City of Portsmouth Planning
Department 1 Jenkins Avenue
Portsmouth, NH 03801

Waiver Request Letter

Re: Subdivision 221 Woodbury Avenue
Tax Map 175, Lot 10
Portsmouth, NH 03801

Planning Board Members:

We respectfully request a waiver of the bond requirements set forth in Section IX (Development Prerequisite to Final Approval) of the City of Portsmouth's Subdivision Rules and Regulations (revised November 2020), specifically the improvements and installation bond and maintenance bond requirements.

Given the modest size and scale of this proposed subdivision, we believe these bonding requirements are not warranted.

Thank you for your consideration of this request.

Thank you. Sincerely,

Martin Ryan

Martin Ryan

City of Portsmouth, New Hampshire

Subdivision Application Checklist

This subdivision application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Planning Board review. A pre-application conference with a member of the planning department is strongly encouraged as additional project information may be required depending on the size and scope. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all subdivision review requirements. Please refer to the Subdivision review regulations for full details.

Applicant Responsibilities (Section III.C): Applicable fees are due upon application submittal along with required number of copies of the Preliminary or final plat and supporting documents and studies. Please consult with Planning staff for submittal requirements.

Owner: RYAN TRUST & RYAN MARTIN TRUSTEE Date Submitted: April 22, 2026

Applicant: Martin Ryan

Phone Number: 603-502-8635 E-mail: mlr10000@yahoo.com

Site Address 1: 221 Woodbury Ave Map: 175 Lot: 10

Site Address 2: _____ Map: 175 Lot: 10

Application Requirements			
☑	**Required Items for Submittal**	**Item Location (e.g. Page or Plan Sheet/Note #)**	**Waiver Requested**
✔	Completed Application form. **(III.C.2-3)**	Subdivision Application Memo	N/A
✔	All application documents, plans, supporting documentation and other materials provided in digital Portable Document Format (PDF) on compact disc, DVD or flash drive. **(III.C.4)**	Subdivision Application Memo & 221 Woodbury Avenue Drawing Set	N/A

Requirements for Preliminary/Final Plat				
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Required for Preliminary / Final Plat**	**Waiver Requested**
✔	Name and address of record owner, any option holders, descriptive name of subdivision, engineer and/or surveyor or name of person who prepared the plat. **(Section IV.1/V.1)**	Subdivision Application Memo & 221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	N/A

Requirements for Preliminary/Final Plat				
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Required for Preliminary / Final Plat**	**Waiver Requested**
✔	**Preliminary Plat** Names and addresses of all adjoining property owners. **(Section IV.2)** **Final Plat** Names and addresses of all abutting property owners, locations of buildings within one hundred (100) feet of the parcel, and any new house numbers within the subdivision. **(Section V.2)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	N/A
✔	North point, date, and bar scale. **(Section IV.3/V3)**	Required on all Plan Sheets	☑ Preliminary Plat ☑ Final Plat	N/A
☐	Zoning classification and minimum yard dimensions required. **(Section IV.4/V.4)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	N/A
✔	**Preliminary Plat** Scale (not to be smaller than one hundred (100) feet = 1 inch) and location map (at a scale of 1" = 1000'). **(Section IV.5)** **Final Plat** Scale (not to be smaller than 1"=100'), Location map (at a scale of 1"=1,000') showing the property being subdivided and its relation to the surrounding area within a radius of 2,000 feet. Said location map shall delineate all streets and other major physical features that my either affect or be affected by the proposed development. **(Section V.5)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	N/A
✔	Location and approximate dimensions of all existing and proposed property lines including the entire area proposed to be subdivided, the areas of proposed lots, and any adjacent parcels in the same ownership. **(Section IV.6)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	
☐	Dimensions and areas of all lots and any and all property to be dedicated or reserved for schools, parks, playgrounds, or other public purpose. Dimensions shall include radii and length of all arcs and calculated bearing for all straight lines. **(Section V.6/ IV.7)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	N/A
✔	Location, names, and present widths of all adjacent streets, with a designation as to whether public or private and approximate location of existing utilities to be used. Curbs and sidewalks shall be shown. **(Section IV.8/V.7)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	

Requirements for Preliminary/Final Plat				
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Required for Preliminary / Final Plat**	**Waiver Requested**
✔	Location of significant physical features, including bodies of water, watercourses, wetlands, railroads, important vegetation, stone walls and soils types that my influence the design of the subdivision. **(Section IV.9/V.8)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	
✔	**Preliminary Plat** Proposed locations, widths and other dimensions of all new streets and utilities, including water mains, storm and sanitary sewer mains, catch basins and culverts, street lights, fire hydrants, sewerage pump stations, etc. **(Section IV.10)** **Final Plat** Proposed locations and profiles of all proposed streets and utilities, including water mains, storm and sanitary sewer mains, catchbasins and culverts, together with typical cross sections. Profiles shall be drawn to a horizontal scale of 1"=50' and a vertical scale of 1"=5', showing existing centerline grade, existing left and right sideline grades, and proposed centerline grade. **(Section V.9)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	
✔	When required by the Board, the plat shall be accompanied by profiles of proposed street grades, including extensions for a reasonable distance beyond the subject land; also grades and sizes of proposed utilities. **(Section IV.10)**	221 Woodbury Avenue Drawing Set	☑ Preliminary Plat ☑ Final Plat	
☐	Base flood elevation (BFE) for subdivisions involving greater than five (5) acres or fifty (50) lots. **(Section IV.11)**	N/A	☑ Preliminary Plat ☑ Final Plat	
☐	For subdivisions of five (5) lots or more, or at the discretion of the Board otherwise, the preliminary plat shall show contours at intervals no greater than two (2) feet. Contours shall be shown in dotted lines for existing natural surface and in solid lines for proposed final grade, together with the final grade elevations shown in figures at all lot corners. If existing grades are not to be changed, then the contours in these areas shall be solid lines. **(Section IV.12/ V.12)**	N/A	☑ Preliminary Plat ☑ Final Plat	

Requirements for Preliminary/Final Plat				
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Required for Preliminary / Final Plat**	**Waiver Requested**
☐	Dates and permit numbers of all necessary permits from governmental agencies from which approval is required by Federal or State law. **(Section V.10)**	N/A	☐ Preliminary Plat ☑ Final Plat	
☐	For subdivisions involving greater than five (5) acres or fifty (50) lots, the final plat shall show hazard zones and shall include elevation data for flood hazard zones. **(Section V.11)**	N/A	☐ Preliminary Plat ☑ Final Plat	
☐	Location of all permanent monuments. **(Section V.12)**	221 Woodbury Avenue Drawing Set	☐ Preliminary Plat ☑ Final Plat	

General Requirements[1]			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☐ ☑ ☐ ☑ ☐	**1. Basic Requirements: (VI.1)** a. Conformity to Official Plan or Map b. Hazards c. Relation to Topography d. Planned Unit Development	221 Woodbury Avenue Drawing Set	
☐ ☑ ☑ ☐	**2. Lots: (VI.2)** a. Lot Arrangement b. Lot sizes c. Commercial and Industrial Lots	221 Woodbury Avenue Drawing Set	
☐ ☑ ☐ ☑ ☐ ☑ ☐ ☐ ☐ ☐ ☐ ☑ ☐ ☐ ☐ ☑	**3. Streets: (VI.3)** a. Relation to adjoining Street System b. Street Rights-of-Way c. Access d. Parallel Service Roads e. Street Intersection Angles f. Merging Streets g. Street Deflections and Vertical Alignment h. Marginal Access Streets i. Cul-de-Sacs j. Rounding Street Corners k. Street Name Signs l. Street Names m. Block Lengths n. Block Widths o. Grade of Streets p. Grass Strips	221 Woodbury Avenue Drawing Set-several items to be engineered pending approval	
☑	**4. Curbing: (VI.4)**	221 Woodbury Avenue Drawing Set	
☑	**5. Driveways: (VI.5)**	221 Woodbury Avenue Drawing Set	
☐	**6. Drainage Improvements: (VI.6)**	TBD	
☑	**7. Municipal Water Service: (VI.7)**	TBD for new lot	
☑	**8. Municipal Sewer Service: (VI.8)**	TBD for new lot	
☐ ☐ ☐	**9. Installation of Utilities: (VI.9)** a. All Districts b. Indicator Tape	TBD for new lot	
☑	**10. On-Site Water Supply: (VI.10)**	TBD for new lot	
☑	**11. On-Site Sewage Disposal Systems: (VI.11)**	TBD for new lot	
☐ ☑ ☑ ☐ ☑	**12. Open Space: (VI.12)** a. Natural Features b. Buffer Strips c. Parks d. Tree Planting	221 Woodbury Avenue Drawing Set	
☐ ☐ ☐ ☐ ☐	**13. Flood Hazard Areas: (VI.13)** a. Permits b. Minimization of Flood Damage c. Elevation and Flood-Proofing Records d. Alteration of Watercourses	N/A	
☐	**14. Erosion and Sedimentation Control (VI.14)**	several items to be engineered pending approval	

☑	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☐ ☐ ☐	**15. Easements (VI.15)** a. Utilities b. Drainage	items to be engineered pending approval	
☐	**16. Monuments: (VI.16)**	TBD for new lot	
☐	**17. Benchmarks: (VI.17)**	TBD for new lot	
☐	**18. House Numbers (VI.18)**	TBD for new lot	

Design Standards			
	Required Items for Submittal	**Indicate compliance and/or provide explanation as to alternative design**	**Waiver Requested**
☑	**1. Streets have been designed according to the design standards required under Section (VII.1).** a. Clearing b. Excavation c. Rough Grade and Preparation of Sub-Grade d. Base Course e. Street Paving f. Side Slopes g. Approval Specifications h. Curbing i. Sidewalks j. Inspection and Methods	221 Woodbury Avenue Drawing Set- several items to be engineered pending approval	
☐	**2. Storm water Sewers and Other Drainage Appurtenances have been designed according to the design standards required under Section (VII.2).** a. Design b. Standards of Construction	several items to be engineered pending approval	
☐	**3. Sanitary Sewers have been designed according to the design standards required under Section (VII.3).** a. Design b. Lift Stations c. Materials d. Construction Standards	several items to be engineered pending approval	
☐	**4. Water Mains and Fire Hydrants have been designed according to the design standards required under Section (VII.4).** a. Connections to Lots b. Design and Construction c. Materials d. Notification Prior to Construction	several items to be engineered pending approval	

Applicant's/Representative's Signature:_____ **Date:** April 22, 2026

[1] See City of Portsmouth, NH Subdivision Rules and Regulations for details.

Inbox
Sent
Drafts
Trash
Spam
Folders

Back

RE: 221 Woodbury- Utility Design

Inbox

Dave J. Desfosses
To: me, Cc: Zachary, and 1 other · Wed, Oct 21 at 3:16 PM

Ok, thank you…

OK to proceed.

From: martin ryan <mlr10000@yahoo.com>
Sent: Wednesday, October 21, 2026 8:36 AM
To: Dave J. Desfosses <djdesfosses@portsmouthnh.gov>
Cc: Zachary M. Cronin <zmcronin@portsmouthnh.gov>; Peter M. Stith <pmstith@portsmouthnh.gov>
Subject: Re: 221 Woodbury- Utility Design

Dave- my bad- see attached with sewer layer on.

Thanks,

Martin Ryan, Architect

221 Woodbury Avenue

Portsmouth, NH 03801

603-502-8635

On Wednesday, October 21, 2026 at 07:17:40 AM EDT, Dave J. Desfosses <djdesfosses@portsmouthnh.gov> wrote:

Your sewer line going out to the street on the new house is now missing somehow. The rest looks correct..

From: martin ryan <mlr10000@yahoo.com>
Sent: Tuesday, October 20, 2026 10:12 AM
To: Dave J. Desfosses <djdesfosses@portsmouthnh.gov>
Cc: Zachary M. Cronin <zmcronin@portsmouthnh.gov>; Peter M. Stith <pmstith@portsmouthnh.gov>
Subject: Re: 221 Woodbury- Utility Design

Dave- please see attached, revised drainage plan with utilities.

Thanks,

Martin Ryan, Architect
221 Woodbury Avenue

New York, NY
61°F
Sunny
Allow location to see weather near you
Allow

More

Findings of Fact | Site Plan Review
City of Portsmouth Planning Board

Date: November 19, 2026
Property Address: 175 Fleet Street
Application #: LU-25-152
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Site Plan Regulations Section 2.9 Evaluation Criteria - in order to grant site plan review approval, the TAC and the Planning Board shall find that the application satisfies evaluation criteria pursuant to NH State Law and listed herein. In making a finding, the TAC and the Planning Board shall consider all standards provided in Articles 3 through 11 of these regulations.

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	**Finding (Meets Standard/Criteria)**	**Supporting Information**
1	Compliance with all City Ordinances and Codes and these regulations. Applicable standards:	**Meets** **Does Not Meet**	Applicable standards: In our opinion the Project amendment complies with the intent and language of the Ordinance requirements; see the Site Plan Set for details.
2	Provision for the safe development, change or expansion of use of the site.	**Meets** **Does Not Meet**	The site development has been vetted and approved. The amendment allows for the final design to be executed safely.
3	Adequate erosion control and stormwater management practices and other mitigative measures, if needed, to prevent adverse effects on downstream water quality and flooding of the property or that of another.	**Meets** **Does Not Meet**	The site is becoming LESS impervious. The plans show the procedures that will be utilized to provide erosion control during construction.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
4	Adequate protection for the quality of groundwater.	**Meets** **Does Not Meet**	Runoff is captured in city collection system. No groundwater withdrawal proposed as the water supply is city. No nearby production wells.
5	Adequate and reliable water supply sources.	**Meets** **Does Not Meet**	Water supply is Public - City. Supply confirmed by TAC review. Plumbing fixtures will be water conserving.
6	Adequate and reliable sewage disposal facilities, lines, and connections.	**Meets** **Does Not Meet**	Sewer connection is Public - City. Connection(s) reviewed by TAC.
7	Absence of undesirable and preventable elements of pollution such as smoke, soot, particulates, odor, wastewater, stormwater, sedimentation or any other discharge into the environment which might prove harmful to persons, structures, or adjacent properties.	**Meets** **Does Not Meet**	The proposed take-out restaurant is similar to other adjacent restaurant uses and will not contribute in a significant manner to the types of impacts associated with the items listed. Proposal has been reviewed and approved by TAC.
8	Adequate provision for fire safety, prevention and control.	**Meets** **Does Not Meet**	Building separation reviewed by Portsmouth Fire Department at TAC and approved.
9	Adequate protection of natural features such as, but not limited to, wetlands.	**Meets** **Does Not Meet**	Urban site, no wetlands or buffers.
10	Adequate protection of historical features on the site.	**Meets** **Does Not Meet**	The existing building footprint will be preserved, and the new building façades are HDC Approved.
11	Adequate management of the volume and flow of traffic on the site and adequate traffic controls to protect public safety and prevent traffic congestion.	**Meets** **Does Not Meet**	The addition of two take-out restaurants does not create a traffic impact. The team has worked with TAC to address the closing of the wide-open curb cut and the addition of new sidewalk.
12	Adequate traffic controls and traffic management measures to prevent an unacceptable increase in safety hazards and traffic congestion off-site.	**Meets** **Does Not Meet**	No parking is provided at the site, minimizing potential conflicts. The City's Traffic Engineer did not have any comments during the TAC review.
13	Adequate insulation from external noise sources.	**Meets** **Does Not Meet**	Construction will match the required building code requirements.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
14	Existing municipal solid waste disposal, police, emergency medical, and other municipal services and facilities adequate to handle any new demands on infrastructure or services created by the project.	**Meets** **Does Not Meet**	Trash will be collected in the proposed trash collection area; which has City Council approval. TAC Review included Fire and Police Departments; all concerns addressed in design.
15	Provision of usable and functional open spaces of adequate proportions, including needed recreational facilities that can reasonably be provided on the site	**Meets** **Does Not Meet**	Site development increases and makes conforming open space – calculations provided. Improvements include off-site sidewalk and landscape improvements to site and adjacent public spaces.
16	Adequate layout and coordination of on-site accessways and sidewalks in relationship to off-site existing or planned streets, accessways, bicycle paths, and sidewalks.	**Meets** **Does Not Meet**	Adequate pedestrian access for the site development is provided from Fleet Street.
17	Demonstration that the land indicated on plans submitted with the application shall be of such character that it can be used for building purposes without danger to health.	**Meets** **Does Not Meet**	Land is suitable for the intended purpose; currently used as a take-out restaurant. The site is an urban building site, and plans follow ordinance and guidelines; see TAC approval.
18	Adequate quantities, type or arrangement of landscaping and open space for the provision of visual, noise and air pollution buffers.	**Meets** **Does Not Meet**	Landscaping improvements proposed, meeting open space requirements and improving the property.
19	Compliance with applicable City approved design standards.	**Meets** **Does Not Meet**	See HDC and TAC approvals.
	Other Board Findings:		

DRAFT

28 October 2026

Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Amended Site Plan Approval at 175 Fleet Street, Proposed Gilley's Addition; LU 25 - 152

Dear Mr. Chellman and Planning Board Members:

On behalf of Ralph 1912 LLC, we submit the following for **Amended Site Plan Approval** for the above-mentioned project at 175 Fleet Street for your review and approval. We request that we be placed on the Planning Board agenda for your **November 19, 2026,** Planning Board Meeting. The project consists of a proposed addition to the existing Gilley's Restaurant at 175 Fleet Street and the addition of two take-out restaurants permanently situated on the site with the associated and required site improvements. The addition will add ADA compliant bathrooms to the site. The added food service structures will broaden the appeal of the destination, serve a larger client base, and will anchor the newly created pedestrian friendly Newberry Way. The site is in a desirable downtown location within walking distance of amenities such as the Parking Garage, Music Loft, and Music Hall. We believe that the downtown area will be better served if the site is expanded. The amendment seeks to move the Gilley's Addition to construction; Planning Board approval is required to amend the current Conditions of Approval, revise some of the site utilities, and work with the city to create a plan of action for the proposed Newberry Way improvements.

The Site Plan was approved at the January 22, 2026 Planning Board meeting. The final building design and coordination with the city for the upcoming Fleet Street reconstruction necessitate amendments to the approved plan; as well as the Planning Board Conditions of Approval. The Conditions of Approval are repeated below with comments included in **bold** text:

2.1) If applicable, any easement plans and deeds for which the City is a grantor or grantee shall be reviewed and approved by the Planning and Legal Departments and accepted by City Council. **The project requested a License and Landscape Agreement to facilitate trash storage and removal and allow for landscaping in the vicinity of the High Hanover Parking Garage. The request was approved at the May 18, 2026 City Council meeting.**

2.2) The site plan and any easement plans and deeds shall be recorded at the Registry of Deeds by the City or as deemed appropriate by the Planning Department. **The recording Site plan has been submitted to the Planning Department for review and approval.**

2.3) All work and improvements proposed on city property (Garbage totes, bike racks, and landscaping) will require City Council approval. **The project requested a License and**

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

Landscape Agreement to facilitate trash storage and removal and allow for landscaping in the vicinity of the High Hanover Parking Garage. The request was approved at the May 18, 2026 City Council meeting.

2.4) The two kiosks will need to be individually licensed per health department requirements. **This requirement has been noted on Sheet C201 in the *Approved Conditions* box at the top of the plan in the center.**

2.5) Applicant shall submit a lighting plan showing lumens and adequate lighting remains on after hours, to be reviewed approved by the Planning Department. **The Lighting Plan, Sheet C203 has been added to the plan set, with the lighting fixture specifications included in this submission.**

2.6) Any fencing as required by the liquor commission or used to divide the site is required to go to the HDC. **This requirement has been noted on Sheet C201 in the *Approved Conditions* box at the top of the plan in the center.**

2.7) A shoring plan stamped by a structural engineer shall be provided to ensure there will be no undermining of any structure along Newbury Way. **We request that this requirement be removed from the Site Plan Conditions of Approval as the applicant is filing a permit application for Earth Products Removal in order to coordinate the excavation and to address approval requirements under a separate application. The Earth Products Removal application will be submitted simultaneously for the November Planning Board meeting.**

2.8) A Construction Management and Mitigation Plan (CMMP) required. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City's Legal and Planning Departments unless City staff determines that such plan is not needed. **A CMMP Application has been filed and is in the system as CMMP – 26 – 2; however, under the condition city staff may determine that such a plan is not needed.**

2.9) No amplified music permitted. **This requirement has been noted on Sheet C201 in the *Approved Conditions* box at the top of the plan in the center.**

The Site Plans have been revised in the following manner:

- Final building HVAC Design revisions
- Fleet Street Utility connection revisions
- Minor grading revisions

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

The following plans are included in our submission with updated information in bold text as follows:

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning. **The drawing list and submittal date has been updated.**
- Standard Boundary Survey & Existing Conditions Plan V101 – This plan shows the existing property boundary and the site conditions in detail. **Existing utilities have been updated.**
- Site Plan C201 – This plan shows the site development layout with the impervious coverage table, zoning development standards, approval conditions, and labelling notations. **The make-up air unit has been added to the site. The condensers have been edited. The Impervious Table has been updated – though a slight increase in coverage from the approved plan (decrease from existing still) the site complies. The city's electrical subsurface junction box has been added. Notes 13-16 have been shifted to the *Conditions of Approval* box.**
- Landscape Plan L01D – This plan shows the proposed landscape areas and the site lighting. **Landscaping has been updated in the area of the proposed make-up air units. Detail Sheets have been added.**
- Grading & Utility Plan C202 – This plan shows proposed site utilities and grading. **The Fleet Street utility improvements (future) have been added and the connections to the buildings updated. Minor grading to accommodate revised door locations is shown. The electrical conduit looping run up Newberry Way for electrical utility resilience has been added.**
- Lighting Plan C203 – This plan shows the proposed site lighting **and has been added to the plan set.**
- Detail Plans C501 to C502 – These plans shows proposed site details. **No changes to C501; on C502 the bike rack detail was removed since it was added to the Landscape Plans.**

Also attached to this submission is additional material to aid in the review of the application:

- ✓ Planning Board Approval Document
- ✓ Lighting Specifications
- ✓ Fleet Street License Agreement
- ✓ License Area Plan

If any additional information is required please let me know. We look forward to Planning Board review of this submission and look forward to an in-person presentation at your meeting. Amended Site Plan approval is hereby requested.

Sincerely,



John R. Chagnon, PE

P:\NH\5010156-McNabb_Properties\004-175 Fleet St., Portsmouth-JRC\03-WIP_Files\City of Portsmouth Site Plan\175 Fleet Site Plan Amendment Cover Letter 10-26-2026.docx

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

CITY OF PORTSMOUTH
Planning & Sustainability Department
1 Junkins Avenue
Portsmouth, New Hampshire 03801
(603) 610-7216

PLANNING BOARD

January 29, 2026

Ralph 1912, LLC
10 Pleasant Street, Unit 300
Portsmouth, New Hampshire 03801

RE: Requesting Site Plan review approval for property located at 175 Fleet Street, Portsmouth, NH (LU-25-152)

Dear Property Owner:

The Planning Board, at its regularly scheduled meeting of **Thursday, January 22, 2026**, considered your application for Site Plan Review approval for the addition of two new food service structures with associated site improvements Said property is shown on Assessor Map 117 Lot 8 and lies within the Character District 5 (CD5) and Historic District**.** As a result of said consideration, the Board voted 1) to find that the Site Plan application meets the requirements set forth in the Site Plan Regulations Section 2.9 Evaluation Criteria and adopt the findings of fact as presented, and 2) to **grant** Site Plan Approval with the following **conditions**:

Conditions to be satisfied subsequent to final approval of site plan but prior to the issuance of a building permit or the commencement of any site work or construction activity:

2.1) If applicable, any easement plans and deeds for which the City is a grantor or grantee shall been reviewed and approved by the Planning and Legal Departments and accepted by City Council.

2.2) The site plan and any easement plans and deeds shall be recorded at the Registry of Deeds by the City or as deemed appropriate by the Planning Department.

2.3) All work and improvements proposed on city property (Garbage totes, bike racks, and landscaping) will require City Council approval.

2.4) The two kiosks will need to be individually licensed per health department requirements.

2.5) Applicant shall submit a lighting plan showing lumens and adequate lighting remains on after hours, to be reviewed approved by the Planning Department.

2.6) Any fencing as required by the liquor commission or used to divide the site is required to go to the HDC.

2.7) A shoring plan stamped by a structural engineer shall be provided to ensure there will be no undermining of any structure along Newbury Way.

2.8) A Construction Management and Mitigation Plan (CMMP) required. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval

by the City's Legal and Planning Departments unless City staff determines that such plan is not needed.

2.9) No amplified music permitted.

The Board's decision may be appealed up to thirty (30) days after the vote. Any action taken by the applicant pursuant to the Board's decision during this appeal period shall be at the applicant's risk. Please contact the Planning Department for more details about the appeals process.

This site plan approval shall not be effective until a site plan review agreement has been signed satisfying the requirements of Section 2.12 of the City's Site Review Approval Regulations.

Unless otherwise indicated above, applicant is responsible for applying for and securing a building permit from the Inspection Department prior to starting any project work.

The Planning & Sustainability Director must certify that all outstanding conditions of approval have been completed prior to issuance of a building permit unless otherwise indicated above.

This site plan approval shall expire unless a building permit is issued within a period of one (1) year from the date granted by the Planning Board unless an extension is granted by the Planning Board in accordance with Section 2.14 of the Site Review Regulations.

The Findings of Fact associated with this decision are available: attached here or as an attachment in the Viewpoint project record associated with this application and on the Planning Board Meeting website:

https://www.cityofportsmouth.com/planportsmouth/planning-board/planning-board-archived-meetings-and-material

The minutes and audio recording of this meeting are available by contacting the Planning & Sustainability Department.

Very truly yours,



Rick Chellman, Chairman of the Planning Board

cc: Shanti Wolph, Chief Building Inspector
Rosann Maurice-Lentz, City Assessor

Peter H. Rice, Director of Public Works
Tracy Kozak, Arcove

Rubber 3D

inter•lux

IP67 3D

General: Rubber is a broad family of flexible lighting fixtures created to resolve even the most challenging architectural details and applications (columns, curved walls), both indoor and outdoor. Rubber is available in multiple solutions: from a 3D version with a diffused output that bends in every direction, to 2D Mini (only 0.2" wide) options that bend sideways, to get to the unique 3D Optic.

3D Optic has dedicated optics every inch which make this 360° bendable product a real lighting machine, unique in its category and with an unprecedented attention to its design and look.

Fixture Body: Polyurethane resin blended into a PVC flexible channel. Rubber 3D bends 360° (Min. Bending Radius 9.9").
Mounting/Casing: Multiple mounting solutions available: straight PVC or Aluminum channels and mounting clips with or without wireway; articulated channel to follow any shape the product is bent to.
Drive-over: Walk-Over only.
Dimensions/Weight: 39.5" (0.61 lbs) – 197" (3.01 lbs) – 315"(4.81 lbs) – 394" (6.01 lbs)

Driver: Remote, 24V DC Dimmable 0-10V or Non-Dim.
Wattages: 1.5 W/ft Individual fixture wattage: 5W (39.5") – 25W (197") – 50W (394")
2.9 W/ft Individual fixture wattage: 9.8W (39.5") – 48W (197") – 76.8W (315")
Cable: Fixture comes with 0.82' of cable (Power cable required, ordered separately).

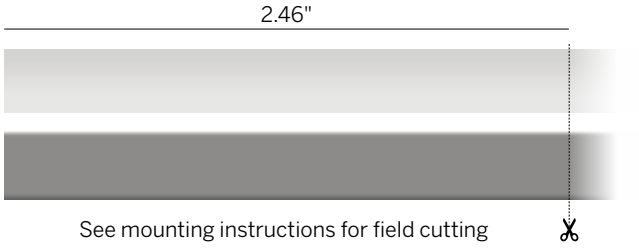
IP rating: IP67 for temporary flooding up to 3.28' depth for up to a maximum of 30 mins.
IK rating: IK 07
ETL Certification: ETL, wet location

Optics: Fixed, diffused.
Color temperatures: 2200K – 2700K – 3000K – 3500K – 4000K.
CRI: 90

Lumen Maintenance: L70 projections tested at Tj 65° C and Ta 25°.
L70 (TM21 Projected 85C) 54,000 hours

Warranty: 5-year Limited Warranty on fixtures. 1-year Limited Warranty on Remote Drivers.





Delivered Lumens*	39.5"	197"	315.1"	393.9"	lm/ft
WH [1.5 CV]	270	1350	N/A	2700	82
WH [2.9 CV]	506	2528	4044	N/A	154
CON [2.9 CV]	250	1187	1899	N/A	76

*Values shown for 3000K

Ordering Information

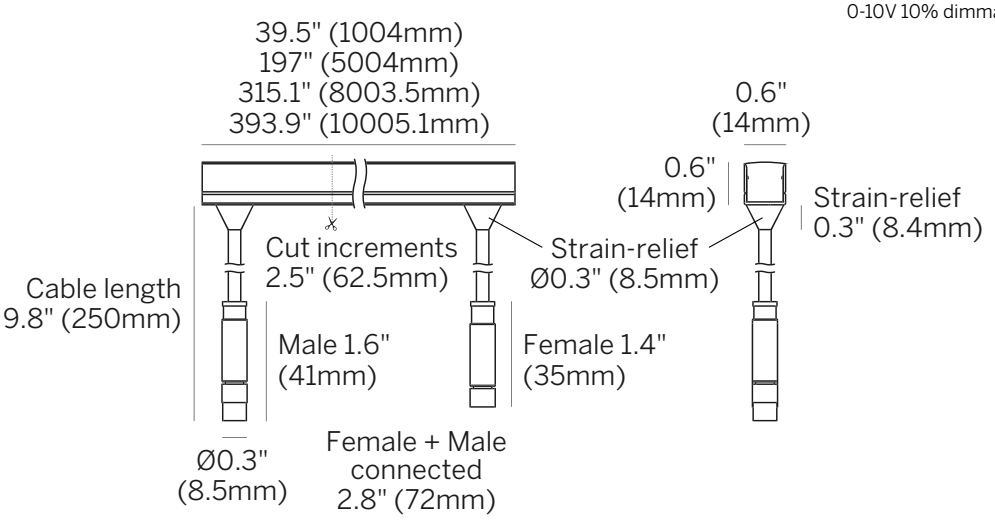
								(Required)[5]		
RUB		3D				GE				
Product	**Trim/Finish**	**Type**	**Length**	**Wattage/Operation**	**Color Temp**	**Optic**	**+**	**Profile**	**Cable**	**Driver**
RUB = Rubber	WH = White Finish CON = Concrete Finish[1]	3D = 3D	39 = 39.5" 197 = 197" 315 = 315.1"[2] 394 = 393.9"[3]	1.5 CV = 1.5W/ft / Remote Constant Voltage 24V DC (WH ONLY) 2.9 CV = 2.9W/ft / Remote Constant Voltage 24V DC	22 = 2200K[4] 27 = 2700K[4] 30 = 3000K 35 = 3500K[4] 40 = 4000K[4]	GE = General Illumination		99549 C-K100007 83034 C-K100009 C-F400001 C-F400002 C-F400003 C-F400004 C-K100011 83351 C-K400168 C-K400169 C-F500004 C-F500005 C-K100032 99539 99521	E-W200001 E-W200002	OT96-D010 DI96-24V-JBX-DPH-D010 LUT96-L3D0

[1] 3000K ONLY
[2] 2.9W/ft ONLY
[3] White, 1.5W/ft ONLY
[4] N/A CON
[5] See page 2

Rubber 3D

inter•lux

1.5W/ft or 3W/ft 24V DC



DRIVER OPTIONS (pick one)

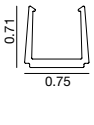
C.V. Power supply options (remote only)

OT96-D010
Dry location 96W 24V
0-10V 10% dimmable

DI96-24V-JBX-DPH-D010
Wet location 96W 24V
Forward Phase or 0-10V
dimmable

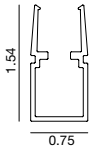
LUT96-L3D0
Dry location 96W 24V
Lutron EcoSystem
0.1% dimmable

Profile



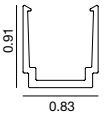
99549 Anod. Al.
C-K100007 Black A.A.
Linear profile
Length 39.4 in

IK10

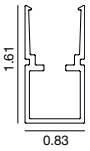


83034* Anod. Al.
C-K100009* Black A.A.
Linear profile with connector cavity
Length 39.4 in

IK10



C-F400001 Anod. Al.
C-F400002 Black A.A.
Clip with toothed spring
Length 2 in



C-F400003 Anod. Al.
C-F400004 Black A.A.
Clip with toothed spring with connector cavity
Length 2 in



C-K100011
Flexible Profile 39.64 x 0.51 x 0.63 in

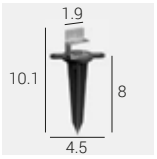
St. Steel

Cables



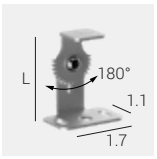
E-W200001
male connector
78.7 in

E-W200002
female connector
78.7 in



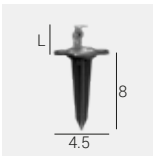
83351
Spike with bracket (requires linear profile or clip ordered separately)

PVC



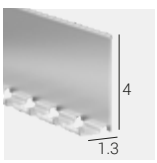
C-K400168 (2"L)
C-K400169 (4"L)
Spike with bracket (requires linear profile or clip ordered separately)

St. Steel



C-F500004 (2"L)
C-F500005 (4"L)
Metal Tilting bracket on a spike (requires linear profile or clip ordered separately)

St. Steel

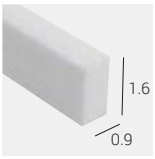


C-K100032
Flexible Anti-glare Shield 80.1" L (requires linear profile or clip ordered separately)

St. Steel



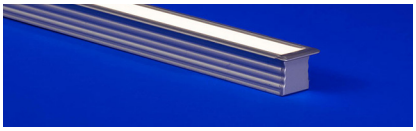
99539
Pair of end caps and silicone tube

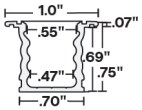


***99521**
Polystyrene Concrete-pour preparation kit for 83034 / C-K100009 profiles only (not to be used on curved runs) 1.6"H x 0.9"W x 39.8"L

ESSENTIALS FLUR™- ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed





- Deep flanged recessed fixture
- Features high quality LED strips encapsulated in polyurethane in a rigid extrusion providing a robust fixture
- Encapsulation available in clear or translucent
- Suitable for indoor and outdoor locations (IK10)
- Offered with an optional mounting tray
- Features two wire feed options
- Stainless steel mounting clips
- Features painted end caps to match extrusion finish or clear end caps to achieve seamless appearance of long runs
- Suitable for installation in the storage area of a clothes closet when specified with LEDs at 4.0 watts or less per foot per NEC regulations

INFORMATION REQUIRED FOR LIGHTING SCHEDULE

1	2	3	4	5	6
PRODUCT	WATTS/ FT	CCT	RATED	EFFICIENCY	LENS
			ENC		

ADDITIONAL INFORMATION REQUIRED TO ORDER

7	8	9	10	11	12	13	14	15	16	17
WIRE INPUT/ OUTPUT	CONNECTOR / WIRE IN	CONNECTOR / WIRE OUT	INPUT END CAP	OUTPUT END CAP	WIRE COLOR	WIRE TYPE	MOUNTING	FINISH	LENGTH (IN)	EXACT/ OPTIMAL
			STD	STD			SST			

Sample Part Number: **FL3SW-5.0-30-ENC-WO-TL-P1-BW-BW-STD-STD-BK-CL2-SST-ST-48"-E**

1 PRODUCT

FL3SW
FL3SW-USA

Select USA option for BAA and BABA projects.

See following pages for compatible power supplies.

2 WATTS/FT

1.5	1.5W/ft
3.0	3.0W/ft
4.0	4.0W/ft
5.0	5.0W/ft
1.5HE	1.5W/ft HE
3.0HE	3.0W/ft HE
6.0HE	6.0W/ft HE

3 CCT

24	2400K
27	2700K
30	3000K
35	3500K
40	4000K

4 RATED

ENC IP67

5 EFFICIENCY

STD	Standard
WO	White Optics

WhiteOptics - Internal coating, greater lumen output

6 LENS

CL	Clear
TL	Translucent

For representation of LED visibility, see Diode Visibility section on following pages.
For beam angles, see Photometric Performance section on following pages

7 WIRE INPUT/OUTPUT

SINGLE (Input only)

S1	End Feed
S2	Bottom Feed

PASS THROUGH (Input/output)

P1	End Feed
P2	Bottom Feed

For continuous mounting, consider bottom feed

8 CONNECTOR/WIRE IN

BW	Bare Wire (Standard 24")
BRL	Barrel
CON6	Connector 6"
CON24	Connector 24"

BW: Standard length is 24", Max length is 120". Request custom length by writing in part number next to BW (example: BW48)

9 CONNECTOR/WIRE OUT

CLS	Closed End (No feed)

BW	Bare Wire (Standard 24")
BRL	Barrel
CON6	Connector 6"
CON24	Connector 24"

BW: Standard length is 24", Max length is 120". Request custom length by writing in part number next to BW (example: BW48)

10 INPUT END CAP

STD Standard

STD - End cap matches fixture finish chosen

11 OUTPUT END CAP

STD Standard

STD - End cap matches fixture finish chosen

12 WIRE COLOR

WH	White
BK	Black
N/A	For Barrel

13 WIRE TYPE

CL2	Class 2
CL2P	Plenum Rated
N/A	For Barrel

CL2P only available with bare wire leads (BW)

14 MOUNTING

SST Stainless Steel

15 FINISH

ST	Satin
BK	Black
CU	Custom

Custom finishes require a longer lead time, consult factory

16 LENGTH (IN)

Minimum length is 12", maximum length is 98" not including end caps. Contact us for lengths under 12".

17 EXACT/OPTIMAL

O	Optimal Illumination
E	Exact Specified Length

Exact fixtures match the exact length you specify, but they may have dim spots at the ends. Optimal fixtures are slightly shorter than the length specified, but provide full illumination from end to end. See Exact/Optimal Fixture Length charts.

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTLlighting | www.QTLlighting

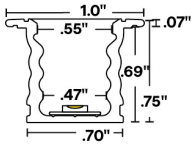
Specification subject to change. Rev-01-20-26

5 year warranty | Field modifications void warranty | Data subject to change, all data has +/- 5% tolerance | Compatible for use with QTL power supplies | Florida Fish and Wildlife Conservation Commission (FWC) rated Strips: Red and Amber | IK10 rated | Patent # D798,471 S

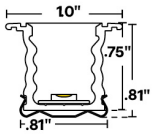
ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

1 PRODUCT - DIMENSIONS



Profile



Profile with stainless steel mounting clip

2 DELIVERED LUMENS

[Calculated L70 = 40000 hrs]
Tested with FL3SW-**-30-ENC-STD

	1.5 W/FT		1.5HE W/FT		3.0 W/FT		3.0HE W/FT		4.0 W/FT		5.0 W/FT		6.0HE W/FT	
	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI
CL	78	98	101	98	136	98	185	98	169	98	206	98	350	98
TL	49	98	64	98	86	98	117	98	107	98	130	98	221	98

[Calculated L70 = 40000 hrs]
Tested with FL3SW-**-30-ENC-WO

	1.5 W/FT		1.5HE W/FT		3.0 W/FT		3.0HE W/FT		4.0 W/FT		5.0 W/FT		6.0HE W/FT	
	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI
CL	87	98	112	98	151	98	205	98	188	98	229	98	389	98
TL	58	98	75	98	102	98	138	98	126	98	154	98	261	98

TEMPERATURE RATINGS

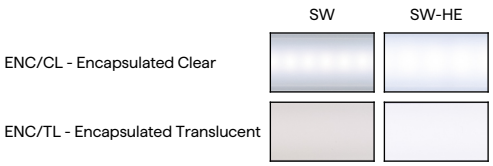
	1.5 W/FT		1.5 HE W/FT		3.0 W/FT		3.0 HE W/FT		4.0 W/FT		5.0 W/FT		6.0 HE W/FT	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Ambient Operating Temp - Recessed	-4°F	125°F	-4°F	130°F	-4°F	120°F	-4°F	125°F	-4°F	110°F	-4°F	95°F	-4°F	95°F
Ambient Operating Temp - Surface	**	**	**	**	**	**	**	**	**	**	**	**	**	**

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

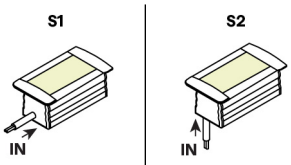
24VDC Linear Fixtures - Recessed

6 DIODE VISIBILITY

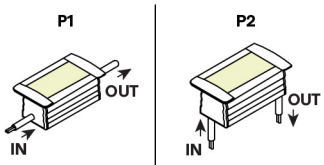


7 WIRE INPUT/OUTPUT

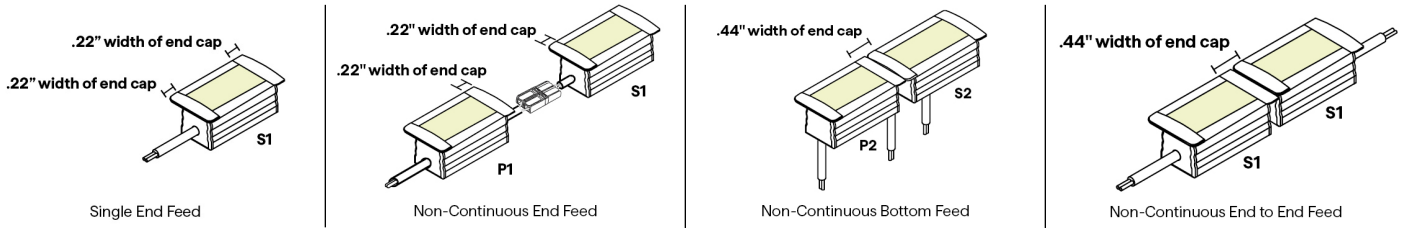
SINGLE (Input only)



PASS THROUGH (Input/Output)

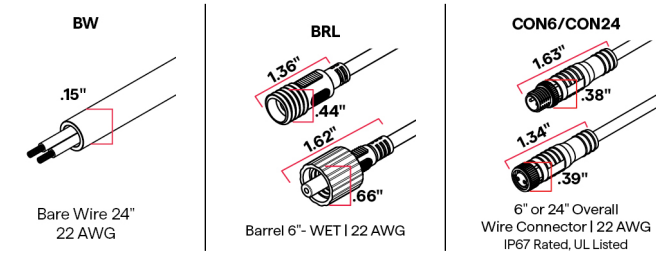


CONFIGURATION OPTIONS



8/9 CONNECTOR/WIRE – IN/OUT

Connector/Wire In or Out not needed to specify product. Standard configuration is BW for Wire In and CLS for Wire out

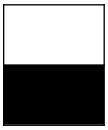


© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

12 WIRE COLOR

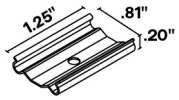


White

Black

14 MOUNTING

SST



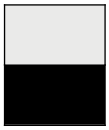
Stainless Steel Clip

2 clips provided for 4' or less; 4 clips provided for greater than 4'

To order separately use SST-01

Each clip comes with a #4 x 5/8" Flat Head screw

15 FINISH



Satin

Black

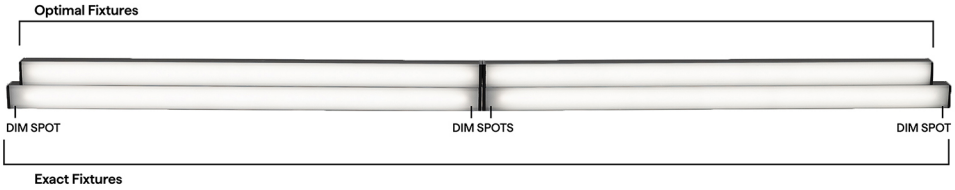
Custom finishes require a longer lead time, consult factory

17 EXACT/OPTIMAL FIXTURE LENGTH

E/O Length Calculator →

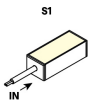
E/O Explained →

Exact fixtures are the exact length specified. Optimal fixtures' length is rounded down based on LED cut points to allow the fixture to be illuminated end to end. For runs with multiple fixtures that need to fill a specific length, it's recommended to order all optimal fixtures with an exact fixture at the end of the run.

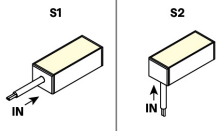
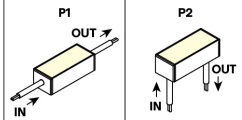


SW ENC LENGTHS BY INCH

EXACT LENGTH

Requested Length	Potential dim spot on either end of a S1 fixture 
12"	0.5"
13"	0.5"
14"	0.5"
15"	0.5"
16"	0.5"
17"	0.5"
18"	0.5"
19"	0.5"
20"	0.5"
21"	0.5"
22"	0.5"
23"	0.5"
24"	0.5"
36"	0.5"
48"	0.5"
60"	0.5"
72"	0.5"
84"	0.5"
96"	0.5"

OPTIMAL LENGTH

Requested Nominal Length	S1 & S2 	P1 & P2 
12"	11.41"	11.66"
13"	12.41"	12.66"
14"	13.41"	13.66"
15"	14.41"	14.66"
16"	15.41"	15.66"
17"	16.41"	16.66"
18"	17.41"	17.66"
19"	18.41"	18.66"
20"	19.41"	19.66"
21"	20.41"	20.66"
22"	21.41"	21.66"
23"	22.41"	22.66"
24"	23.41"	23.66"
36"	35.41"	35.66"
48"	47.41"	47.66"
60"	59.41"	59.66"
72"	71.41"	71.66"
84"	83.41"	83.66"
96"	95.41"	95.66"

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTLlighting | www.QTLlighting

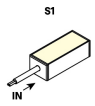
Specification subject to change. Rev-01-20-26

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

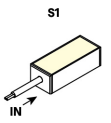
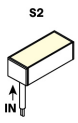
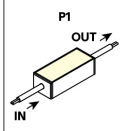
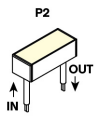
24VDC Linear Fixtures - Recessed

SW-HE ENC LENGTHS BY INCH

EXACT LENGTH

Requested Length	Potential dim spot on either end of a S1 fixture
	
12"	1"
13"	0.5"
14"	1"
15"	0.5"
16"	1"
17"	0.5"
18"	1"
19"	0.5"
20"	1"
21"	0.5"
22"	1"
23"	0.5"
24"	1"
36"	1"
48"	1"
60"	1"
72"	1"
84"	1"
96"	1"

OPTIMAL LENGTH

Requested Nominal Length	S1 & S2		P1 & P2	
				
12"	10.41"		10.66"	
13"	12.41"		12.66"	
14"	12.41"		12.66"	
15"	14.41"		14.66"	
16"	14.41"		14.66"	
17"	16.41"		16.66"	
18"	16.41"		16.66"	
19"	18.41"		18.66"	
20"	18.41"		18.66"	
21"	20.41"		20.66"	
22"	20.41"		20.66"	
23"	22.41"		22.66"	
24"	22.41"		22.66"	
36"	34.41"		34.66"	
48"	46.41"		46.66"	
60"	58.41"		58.66"	
72"	70.41"		70.66"	
84"	82.41"		82.66"	
96"	94.41"		94.66"	

COMPATIBLE POWER SUPPLIES

See power supplies cut sheets for more information. Data subject to change, all data has +/- 5% tolerance.

DIM TO LEVEL	INDOOR		OUTDOOR	
	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+
Dim to Black	Q6M-DC+CAP QTM-DC+CAP iQ-PH+QD1	Q6M-DC+CAP QTM-DC+CAP iQ-PH+QD1	QOM-DC+CAP QOM-PH	QOM-DC+CAP QOM-PH
0.1%	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-BOWTIE+DIMMER QZ-DMX QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-BOWTIE+DIMMER QZ-DMX QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	Q-SET-QZ-DMX Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QOM-eLED+DALI-DT6 QOM-eLED+PS-DALI-DT6 QZ-DMX QZ-PH/0-10V	Q-SET-QZ-DMX Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QOM-eLED+DALI-DT6 QOM-eLED+PS-DALI-DT6 QZ-DMX QZ-PH/0-10V
1%	QTM-eLED(E) QZ-DALI-DT6	QTM-eLED(E) QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QZ-DALI-DT6
10%	Non-Dim Power Supply with SW App Dongle	Non-Dim Power Supply with SW App Dongle	Q-HEX-mini-DC Q-SET-mLED	

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

DIMMING PROTOCOL	INDOOR		OUTDOOR	
	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+
Non-Dim	QT-CAB-eLED-ND QTM-eLED-ND QZ-ND	QT-CAB-eLED-ND QTM-eLED-ND QZ-ND	Q-SET-QZ-ND Q-SET-eLED-ND QOM-eLED-ND QZ-ND	Q-SET-QZ-ND Q-SET-eLED-ND QOM-eLED-ND QZ-ND
Phase	Q6M-DC+CAP QT-CAB-QZ-PH/0-10V QTM-DC+CAP QTM-eLED(E) QZ-BOWTIE+DIMMER QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP iQ-PH+QD1	Q6M-DC+CAP QT-CAB-QZ-PH/0-10V QTM-DC+CAP QTM-eLED(E) QZ-BOWTIE+DIMMER QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP iQ-PH+QD1	Q-HEX-mini-DC Q-SET-QZ-PH/0-10V Q-SET-mLED QOM-DC+CAP QOM-PH QZ-PH/0-10V	Q-SET-QZ-PH/0-10V QOM-DC+CAP QOM-PH QZ-PH/0-10V
0-10V	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QZ-PH/0-10V	Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QZ-PH/0-10V
Lutron Athena	QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6-AWN	QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6-AWN		
ECO System	QTM-eLED(E)	QTM-eLED(E)		
DMX	QZ-DMX	QZ-DMX	Q-SET-QZ-DMX QZ-DMX	Q-SET-QZ-DMX QZ-DMX
DALI-2: DT6	QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-DALI-DT6	QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QOM-eLED+DALI-DT6 QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QOM-eLED+DALI-DT6 QZ-DALI-DT6
SCENE App Dimmed	Non-Dim Power Supply with SW App Dongle	Non-Dim Power Supply with SW App Dongle		

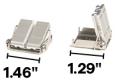
COMPATIBLE MOUNTING ACCESSORIES

HINGE - HMB-M



Adjustable mounting bracket - Medium

HINGE - HMB-L



Adjustable mounting bracket - Large

HINGE - HMB-XL



Adjustable mounting bracket - XLarge

Q-PIVOT



Small mounting accessory

Q-ANGLE



Adjustable mounting accessory

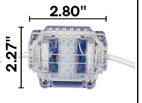
COMPATIBLE WIRING ACCESSORIES

Q-mini-J



UL Listed, miniature junction box, DRY/DMP (WET rated with silicone)

Q-mini-J5



UL Listed, miniature junction box, DRY/DMP (WET rated with silicone)

BARREL-EXT



8ft barrel cable extender DRY ONLY

BARREL FOUR-FER



Splits lead from one to four LED Barrel connector fixtures, DRY/DMP

CON120-EXT



10ft Con cable extender DRY/DMP/WET

CON FOUR-FER



Splits lead from one to four LED Con connectors DRY/DMP/WET

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

Specification subject to change. Rev-01-20-26

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

COMPATIBLE CONTROL ACCESSORIES

SCENE APP DONGLE



Wi-Fi or Bluetooth Connectivity

COMPATIBLE APPS

NFC APP



Read and write DMX addresses and adjust voltage

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

RAVEN™

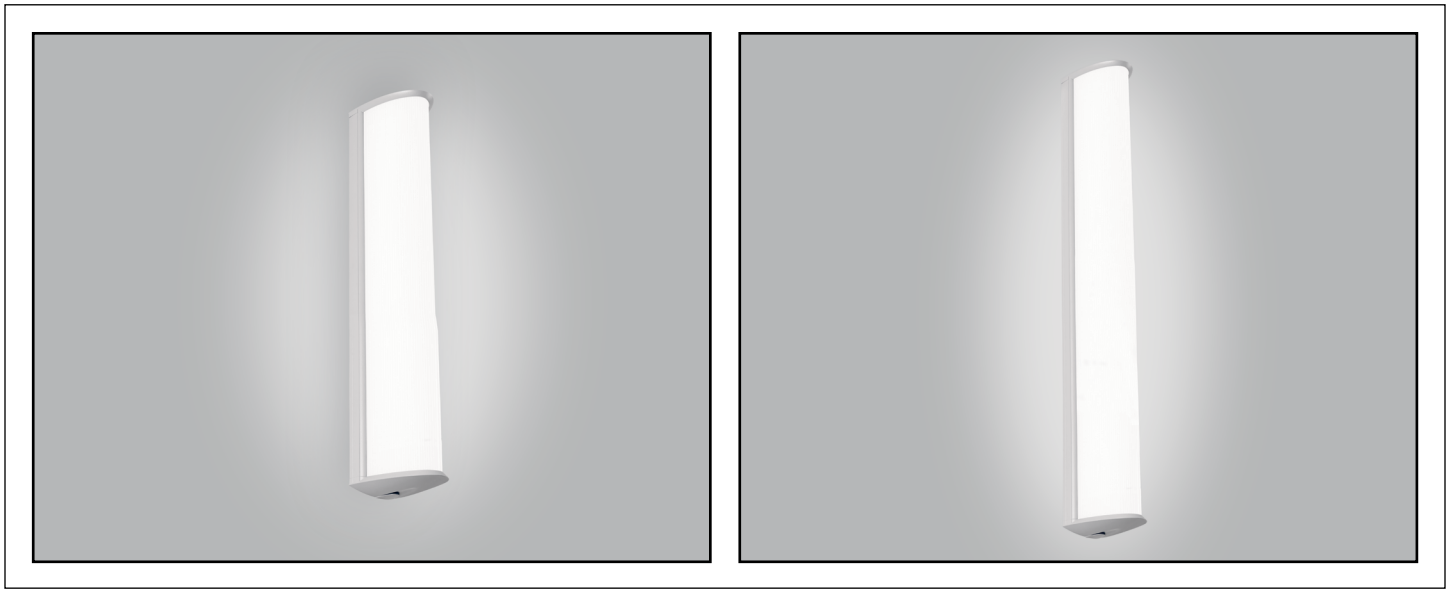
0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

VISA LIGHTING

VisaLighting.com/products/Raven

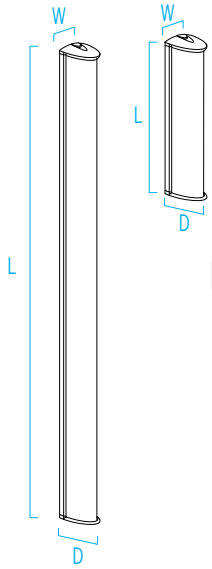
Type: Project: Location:



DIMENSIONS[1]

L = Length D = Depth W = Width WT = Weight

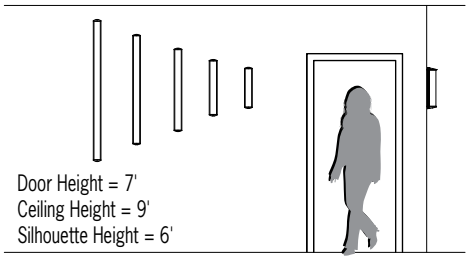
	0W1350	0W1352	0W1354	0W1356	0W1358
L	18-1/2" (470 mm)	24-3/4" (629 mm)	36-1/2" (927 mm)	48-3/8" (1229 mm)	60-1/8" (1527 mm)
D	4" (102 mm)				
W	3 -3/8" (86 mm)				



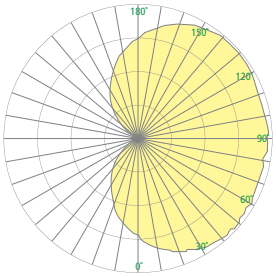
FEATURES

- Integral driver
- Vertical or horizontal mounting
- Mounts to 2 X 4 electrical junction box (by others) with provided hardware. Requires auxiliary mounting fasteners (provided). Orient junction box to match fixture's linear dimension (horizontal or vertical)
- Tamper resistant fasteners
- High impact extruded aluminum backplate/side rails, die-cast end caps; gasketed and sealed construction
- Extruded clear prismatic performance lens and extruded white acrylic diffuser
- High impact extruded white acrylic, F1 rated; UL-94 HB Flame Class rated
- No VOC powder coat finish
- ETL listed for wet location mounting 4' above grade

RELATIVE SCALE DRAWING



PHOTOMETRICS



ADA XPS ETL Listed 5 Year Warranty

RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

Fill in shaded boxes using information listed below

		–			
			MVOLT		
MODEL[1] 0W1350 0W1352 0W1354 0W1356 0W1358 See page 1	**SOURCE**[2] • L30K(H) • L30K(L) L35K(H) L35K(L) • L40K(H) • L40K(L)		**VOLTAGE** MVOLT	**FINISH** See last page for finish order codes	**OPTION**[3] XPS

SOURCE[2] (Select One)

Dimmable 0-10V to 1%, Minimum 80CRI, within 3-step MacAdam

Source	CCT	0W1350		0W1352		0W1354		0W1356		0W1358	
		Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts
• **L30K(H)**	3000K	1100	10	1400	13	2800	26	3300	29	3900	35
• **L30K(L)**	3000K	750	7	800	7	1900	17	2200	19	2800	23
L35K(H)	3500K	1100	10	1400	13	2800	26	3300	29	3900	35
L35K(L)	3500K	750	7	800	7	1900	17	2200	19	2800	23
• **L40K(H)**	4000K	1100	10	1400	13	2900	26	3400	29	4100	35
• **L40K(L)**	4000K	750	7	800	7	2000	17	2300	19	2800	23

OPTION[3]

⚠ Option availability may be interdependent with Other Options

XPS	Express 10 day shipping. Items marked with a bullet (•) are not available with **XPS**

VOLTAGE

MVOLT	120-277V, 50/60 Hz

LUMEN MAINTENANCE RATING

L80 (reported)	>50,000hrs

Tamper Resistant Fastener



RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

RAVEN PRODUCT FAMILY

Accent Bars	**Outdoor**	• 0W1348 • 0W1340 • 0W1342 • 0W1344 • 0W1346
	Indoor	• CV1818 • CV1800 • CV1802 • CV1804 • CV1806
No Accent Bars	**Outdoor**	• 0W1350 • 0W1352 • 0W1354 • 0W1356 • 0W1358
	Indoor	• CV1820 • CV1822 • CV1824 • CV1826 • CV1828

See Visalighting.com/products/Raven for more information

SUGGESTED VARIATIONS

- 2700k–5000k color temperatures
- Increase fixture length up to 8' (indoor only)

RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

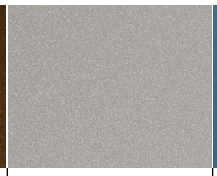
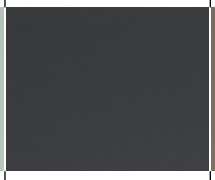
Outdoor models no Accent Bars

VISA LIGHTING

FINISHES

Specify color code when ordering. For accurate color matching, individual paint and finish samples are available upon request.
For more information about our finishes visit visalighting.com/finishes

Powder Coat Paint Finishes (Standard)

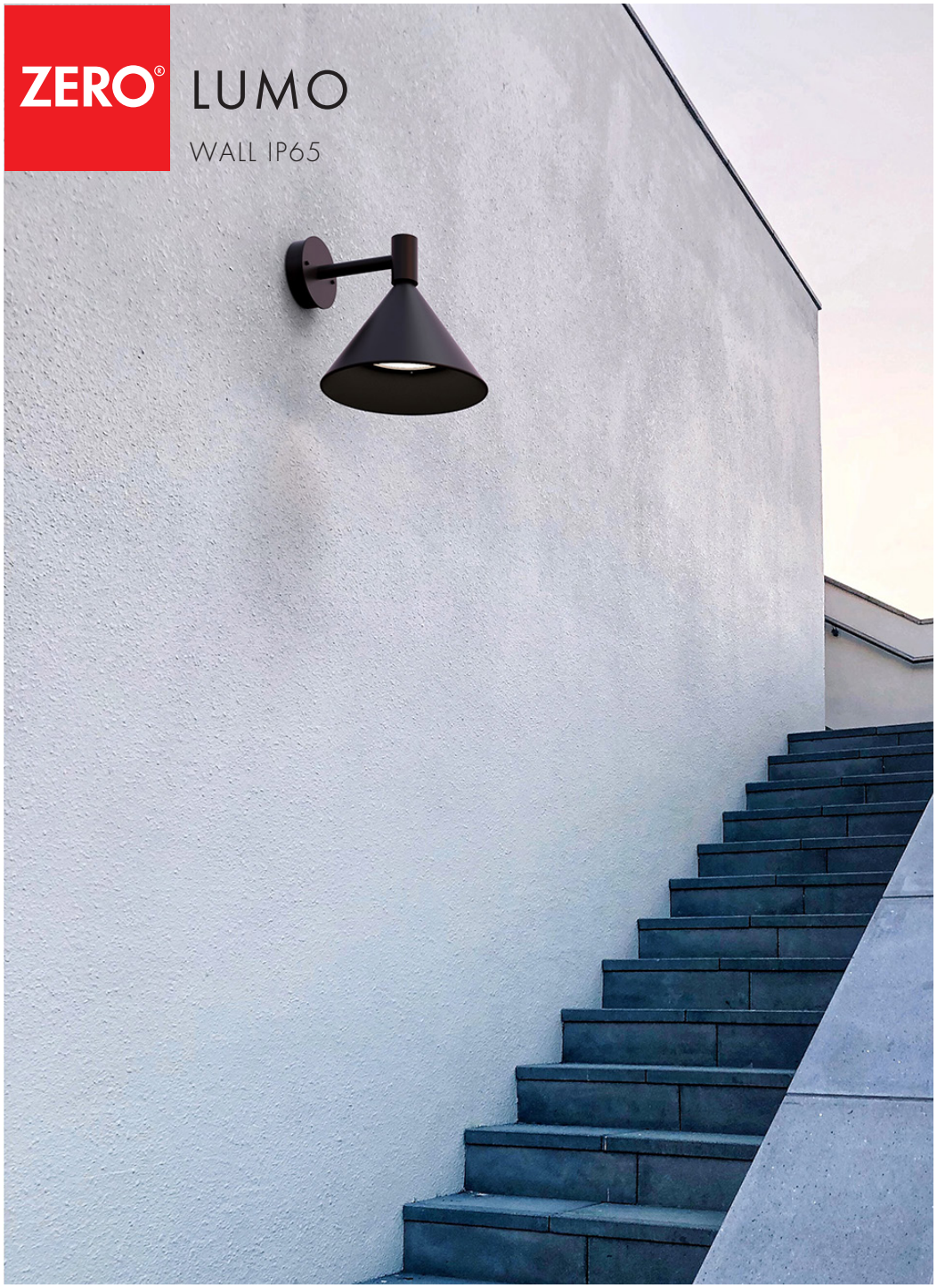
						
AGGY Agate Grey	**ALGN** Alpine Green	**BJBG** Baja Beige	**BMAT** Bronze Matte	**BRNZ** Bronze	**BSIL** Blade Silver	**CVBL** Cove Blue
						
DEOR Deoro Gold	**GLWT** Glacier White	**GSIL** Graphite Siver	**HRGR** Harbor Grey	**JTBK** Jet Black	**OCBL** Ocean Blue	**SHGR** Shoreline Grey
						
SBGN Sagebrush Green	**SLGR** Slate Grey	**SSTP** Sierra Taupe	**TRCN** Terracotta Canyon	**TRWT** Traffic White	**VBLK** Velvet Black	**VNRD** Vineyard Red

This document contains information which is the property of Visa Lighting, and may not, in whole or in part, be duplicated, disclosed, or used for design or manufacturing purposes without the prior written permission of Visa Lighting. ©Visa Lighting. Design Modification Rights Reserved. Visa Lighting reserves the right to change specifications for product improvement without notification.

ZERO®

LUMO

WALL IP65

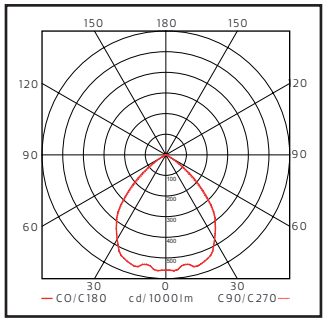




ZERO® LUMO

WALL IP65





Finish

Painted die-cast aluminum in black RAL 9005. Diffuser in prismatic acrylic.
Other colours on request.

LED info

System power: 10W. Luminaire Luminous Flux 660LM. CCT 3000K.
SDCM 3. CRI 90. L70/50000H.
Can be delivered with 2700K, 4000K on request.

Installation

On wall.

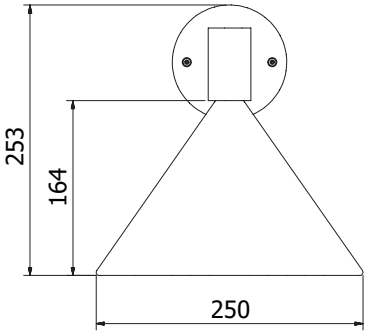
Connection

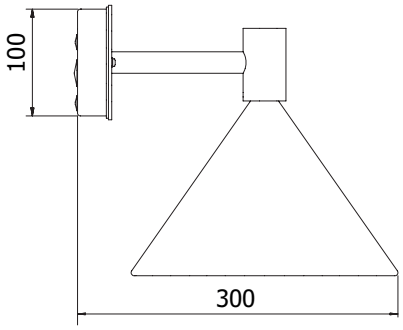
Terminal block 5x,2,5mm^2.

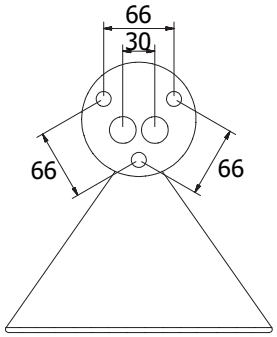
Design

Thomas Bernstrand 2023.

IK10







IP65 | 50Hz | 230V

ZERO® LUMO

WALL IP65



PRODUCT SPECIFICATION

POWER/LM	KELVIN	CRI	MODEL	COLOUR	ART.
10W/660LM	3000	>90	On/Off	Black	12140106-30
10W/660LM	3000	>90	DALI	Black	12140106D30

ZERO®

LUMO

WALL IP65



Head office:
Friluftsvägen 2
SE-382 34 Nybro, Sweden
+46(0)481 800 00
info@zero.se

Showroom Stockholm:
Södermalmsallén 36,
SE-118 28 Stockholm, Sweden
+46(0)8-545 850 00

info@zero.se

Rubber 3D

inter•lux

IP67 3D

General: Rubber is a broad family of flexible lighting fixtures created to resolve even the most challenging architectural details and applications (columns, curved walls), both indoor and outdoor. Rubber is available in multiple solutions: from a 3D version with a diffused output that bends in every direction, to 2D Mini (only 0.2" wide) options that bend sideways, to get to the unique 3D Optic.

3D Optic has dedicated optics every inch which make this 360° bendable product a real lighting machine, unique in its category and with an unprecedented attention to its design and look.

Fixture Body: Polyurethane resin blended into a PVC flexible channel. Rubber 3D bends 360° (Min. Bending Radius 9.9").
Mounting/Casing: Multiple mounting solutions available: straight PVC or Aluminum channels and mounting clips with or without wireway; articulated channel to follow any shape the product is bent to.
Drive-over: Walk-Over only.
Dimensions/Weight: 39.5" (0.61 lbs) – 197" (3.01 lbs) – 315"(4.81 lbs) – 394" (6.01 lbs)

Driver: Remote, 24V DC Dimmable 0-10V or Non-Dim.
Wattages: 1.5 W/ft Individual fixture wattage: 5W (39.5") – 25W (197") – 50W (394")
2.9 W/ft Individual fixture wattage: 9.8W (39.5") – 48W (197") – 76.8W (315")
Cable: Fixture comes with 0.82' of cable (Power cable required, ordered separately).

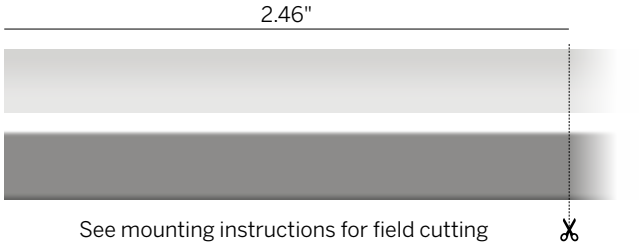
IP rating: IP67 for temporary flooding up to 3.28' depth for up to a maximum of 30 mins.
IK rating: IK 07
ETL Certification: ETL, wet location

Optics: Fixed, diffused.
Color temperatures: 2200K – 2700K – 3000K – 3500K – 4000K.
CRI: 90

Lumen Maintenance: L70 projections tested at Tj 65° C and Ta 25°.
L70 (TM21 Projected 85C) 54,000 hours

Warranty: 5-year Limited Warranty on fixtures. 1-year Limited Warranty on Remote Drivers.





Delivered Lumens*	39.5"	197"	315.1"	393.9"	lm/ft
WH [1.5 CV]	270	1350	N/A	2700	82
WH [2.9 CV]	506	2528	4044	N/A	154
CON [2.9 CV]	250	1187	1899	N/A	76

*Values shown for 3000K

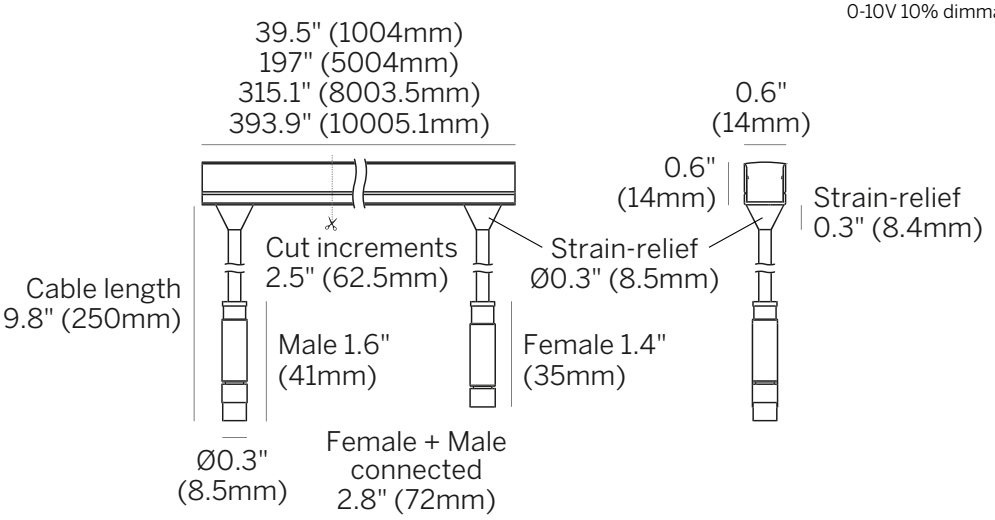
Ordering Information										(Required)[5]
RUB		3D				GE				
Product	**Trim/Finish**	**Type**	**Length**	**Wattage/Operation**	**Color Temp**	**Optic**	**+**	**Profile**	**Cable**	**Driver**
RUB = Rubber	WH = White Finish CON = Concrete Finish[1]	3D = 3D	39 = 39.5" 197 = 197" 315 = 315.1"[2] 394 = 393.9"[3]	1.5 CV = 1.5W/ft / Remote Constant Voltage 24V DC (WH ONLY) 2.9 CV = 2.9W/ft / Remote Constant Voltage 24V DC	22 = 2200K[4] 27 = 2700K[4] 30 = 3000K 35 = 3500K[4] 40 = 4000K[4]	GE = General Illumination		99549 C-K100007 83034 C-K100009 C-F400001 C-F400002 C-F400003 C-F400004 C-K100011 83351 C-K400168 C-K400169 C-F500004 C-F500005 C-K100032 99539 99521	E-W200001 E-W200002	OT96-D010 DI96-24V-JBX-DPH-D010 LUT96-L3D0

[1] 3000K ONLY
[2] 2.9W/ft ONLY
[3] White, 1.5W/ft ONLY
[4] N/A CON
[5] See page 2

Rubber 3D

inter•lux

1.5W/ft or 3W/ft 24V DC



DRIVER OPTIONS (pick one)

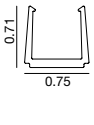
C.V. Power supply options (remote only)

OT96-D010
Dry location 96W 24V
0-10V 10% dimmable

DI96-24V-JBX-DPH-D010
Wet location 96W 24V
Forward Phase or 0-10V
dimmable

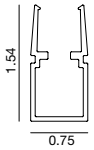
LUT96-L3D0
Dry location 96W 24V
Lutron EcoSystem
0.1% dimmable

Profile



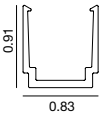
99549 Anod. Al.
C-K100007 Black A.A.
Linear profile
Length 39.4 in

IK10

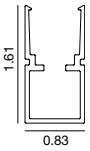


83034* Anod. Al.
C-K100009* Black A.A.
Linear profile with connector cavity
Length 39.4 in

IK10



C-F400001 Anod. Al.
C-F400002 Black A.A.
Clip with toothed spring
Length 2 in



C-F400003 Anod. Al.
C-F400004 Black A.A.
Clip with toothed spring with connector cavity
Length 2 in



C-K100011
Flexible Profile 39.64 x 0.51 x 0.63 in

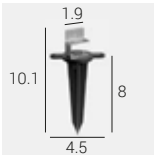
St. Steel

Cables



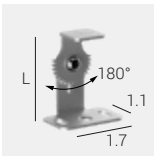
E-W200001
male connector
78.7 in

E-W200002
female connector
78.7 in



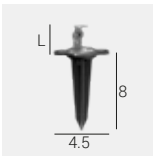
83351
Spike with bracket (requires linear profile or clip ordered separately)

PVC



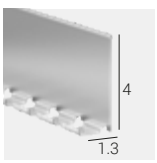
C-K400168 (2"L)
C-K400169 (4"L)
Spike with bracket (requires linear profile or clip ordered separately)

St. Steel



C-F500004 (2"L)
C-F500005 (4"L)
Metal Tilting bracket on a spike (requires linear profile or clip ordered separately)

St. Steel

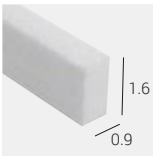


C-K100032
Flexible Anti-glare Shield 80.1" L (requires linear profile or clip ordered separately)

St. Steel



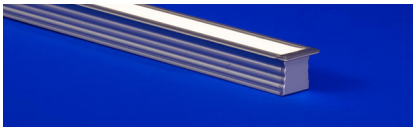
99539
Pair of end caps and silicone tube

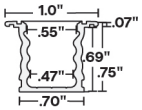


***99521**
Polystyrene Concrete-pour preparation kit for 83034 / C-K100009 profiles only (not to be used on curved runs) 1.6"H x 0.9"W x 39.8"L

ESSENTIALS FLUR™- ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed





- Deep flanged recessed fixture
- Features high quality LED strips encapsulated in polyurethane in a rigid extrusion providing a robust fixture
- Encapsulation available in clear or translucent
- Suitable for indoor and outdoor locations (IK10)
- Offered with an optional mounting tray
- Features two wire feed options
- Stainless steel mounting clips
- Features painted end caps to match extrusion finish or clear end caps to achieve seamless appearance of long runs
- Suitable for installation in the storage area of a clothes closet when specified with LEDs at 4.0 watts or less per foot per NEC regulations

INFORMATION REQUIRED FOR LIGHTING SCHEDULE

1	2	3	4	5	6
PRODUCT	WATTS/ FT	CCT	RATED	EFFICIENCY	LENS
			ENC		

ADDITIONAL INFORMATION REQUIRED TO ORDER

7	8	9	10	11	12	13	14	15	16	17
WIRE INPUT/ OUTPUT	CONNECTOR / WIRE IN	CONNECTOR / WIRE OUT	INPUT END CAP	OUTPUT END CAP	WIRE COLOR	WIRE TYPE	MOUNTING	FINISH	LENGTH (IN)	EXACT/ OPTIMAL
			STD	STD			SST			

Sample Part Number: **FL3SW-5.0-30-ENC-WO-TL-P1-BW-BW-STD-STD-BK-CL2-SST-ST-48"-E**

1 PRODUCT

FL3SW
FL3SW-USA

Select USA option for BAA and BABA projects.

See following pages for compatible power supplies.

2 WATTS/FT

1.5	1.5W/ft
3.0	3.0W/ft
4.0	4.0W/ft
5.0	5.0W/ft
1.5HE	1.5W/ft HE
3.0HE	3.0W/ft HE
6.0HE	6.0W/ft HE

3 CCT

24	2400K
27	2700K
30	3000K
35	3500K
40	4000K

4 RATED

ENC IP67

5 EFFICIENCY

STD	Standard
WO	White Optics

WhiteOptics - Internal coating, greater lumen output

6 LENS

CL	Clear
TL	Translucent

For representation of LED visibility, see Diode Visibility section on following pages.
For beam angles, see Photometric Performance section on following pages

7 WIRE INPUT/OUTPUT

SINGLE (Input only)

S1	End Feed
S2	Bottom Feed

PASS THROUGH (Input/output)

P1	End Feed
P2	Bottom Feed

For continuous mounting, consider bottom feed

8 CONNECTOR/WIRE IN

BW	Bare Wire (Standard 24")
BRL	Barrel
CON6	Connector 6"
CON24	Connector 24"

BW: Standard length is 24", Max length is 120". Request custom length by writing in part number next to BW (example: BW48)

9 CONNECTOR/WIRE OUT

CLS	Closed End (No feed)

BW	Bare Wire (Standard 24")
BRL	Barrel
CON6	Connector 6"
CON24	Connector 24"

BW: Standard length is 24", Max length is 120". Request custom length by writing in part number next to BW (example: BW48)

10 INPUT END CAP

STD Standard

STD - End cap matches fixture finish chosen

11 OUTPUT END CAP

STD Standard

STD - End cap matches fixture finish chosen

12 WIRE COLOR

WH	White
BK	Black
N/A	For Barrel

13 WIRE TYPE

CL2	Class 2
CL2P	Plenum Rated
N/A	For Barrel

CL2P only available with bare wire leads (BW)

14 MOUNTING

SST Stainless Steel

15 FINISH

ST	Satin
BK	Black
CU	Custom

Custom finishes require a longer lead time, consult factory

16 LENGTH (IN)

Minimum length is 12", maximum length is 98" not including end caps. Contact us for lengths under 12".

17 EXACT/OPTIMAL

O	Optimal Illumination
E	Exact Specified Length

Exact fixtures match the exact length you specify, but they may have dim spots at the ends. Optimal fixtures are slightly shorter than the length specified, but provide full illumination from end to end. See Exact/Optimal Fixture Length charts.

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTLlighting | www.QTLlighting

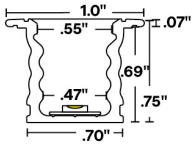
Specification subject to change. Rev-01-20-26

5 year warranty | Field modifications void warranty | Data subject to change, all data has +/- 5% tolerance | Compatible for use with QTL power supplies | Florida Fish and Wildlife Conservation Commission (FWC) rated Strips: Red and Amber | IK10 rated | Patent # D798,471 S

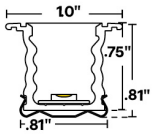
ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

1 PRODUCT - DIMENSIONS



Profile



Profile with stainless steel mounting clip

2 DELIVERED LUMENS

[Calculated L70 = 40000 hrs]
Tested with FL3SW-**-30-ENC-STD

	1.5 W/FT		1.5HE W/FT		3.0 W/FT		3.0HE W/FT		4.0 W/FT		5.0 W/FT		6.0HE W/FT	
	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI
CL	78	98	101	98	136	98	185	98	169	98	206	98	350	98
TL	49	98	64	98	86	98	117	98	107	98	130	98	221	98

[Calculated L70 = 40000 hrs]
Tested with FL3SW-**-30-ENC-WO

	1.5 W/FT		1.5HE W/FT		3.0 W/FT		3.0HE W/FT		4.0 W/FT		5.0 W/FT		6.0HE W/FT	
	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI	LM/FT	CRI
CL	87	98	112	98	151	98	205	98	188	98	229	98	389	98
TL	58	98	75	98	102	98	138	98	126	98	154	98	261	98

TEMPERATURE RATINGS

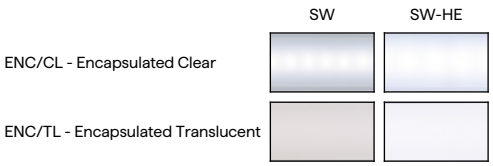
	1.5 W/FT		1.5 HE W/FT		3.0 W/FT		3.0 HE W/FT		4.0 W/FT		5.0 W/FT		6.0 HE W/FT	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Ambient Operating Temp - Recessed	-4°F	125°F	-4°F	130°F	-4°F	120°F	-4°F	125°F	-4°F	110°F	-4°F	95°F	-4°F	95°F
Ambient Operating Temp - Surface	**	**	**	**	**	**	**	**	**	**	**	**	**	**

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

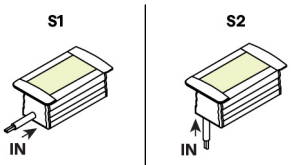
24VDC Linear Fixtures - Recessed

6 DIODE VISIBILITY

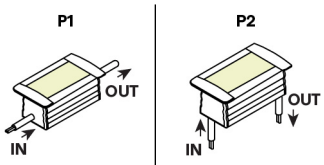


7 WIRE INPUT/OUTPUT

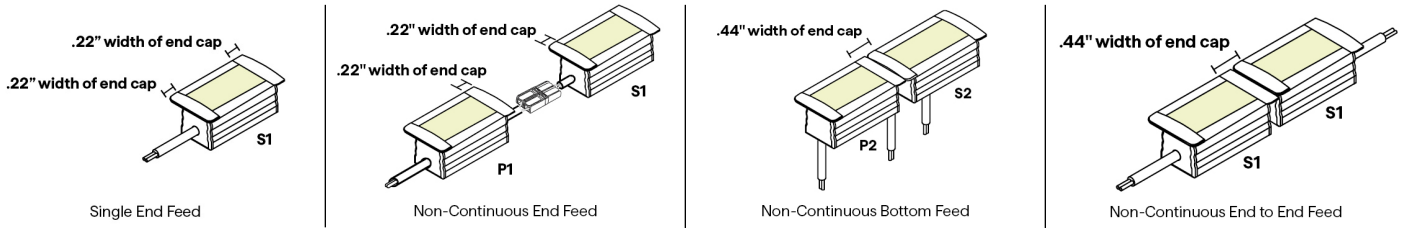
SINGLE (Input only)



PASS THROUGH (Input/Output)

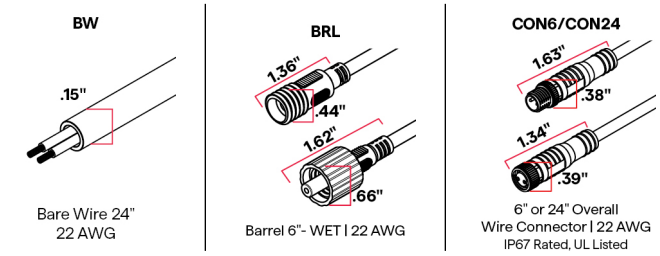


CONFIGURATION OPTIONS



8/9 CONNECTOR/WIRE – IN/OUT

Connector/Wire In or Out not needed to specify product. Standard configuration is BW for Wire In and CLS for Wire out

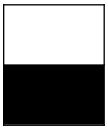


© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

12 WIRE COLOR

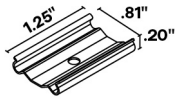


White

Black

14 MOUNTING

SST



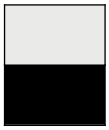
Stainless Steel Clip

2 clips provided for 4' or less; 4 clips provided for greater than 4'

To order separately use SST-01

Each clip comes with a #4 x 5/8" Flat Head screw

15 FINISH



Satin

Black

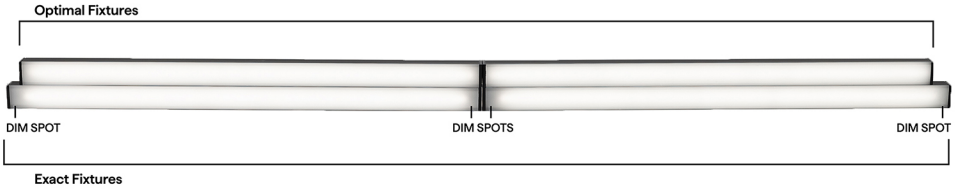
Custom finishes require a longer lead time, consult factory

17 EXACT/OPTIMAL FIXTURE LENGTH

E/O Length Calculator →

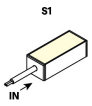
E/O Explained →

Exact fixtures are the exact length specified. Optimal fixtures' length is rounded down based on LED cut points to allow the fixture to be illuminated end to end. For runs with multiple fixtures that need to fill a specific length, it's recommended to order all optimal fixtures with an exact fixture at the end of the run.

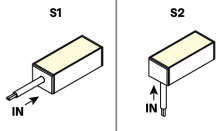
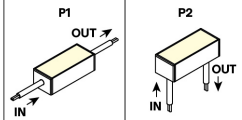


SW ENC LENGTHS BY INCH

EXACT LENGTH

Requested Length	Potential dim spot on either end of a S1 fixture 
12"	0.5"
13"	0.5"
14"	0.5"
15"	0.5"
16"	0.5"
17"	0.5"
18"	0.5"
19"	0.5"
20"	0.5"
21"	0.5"
22"	0.5"
23"	0.5"
24"	0.5"
36"	0.5"
48"	0.5"
60"	0.5"
72"	0.5"
84"	0.5"
96"	0.5"

OPTIMAL LENGTH

Requested Nominal Length	S1 & S2 	P1 & P2 
12"	11.41"	11.66"
13"	12.41"	12.66"
14"	13.41"	13.66"
15"	14.41"	14.66"
16"	15.41"	15.66"
17"	16.41"	16.66"
18"	17.41"	17.66"
19"	18.41"	18.66"
20"	19.41"	19.66"
21"	20.41"	20.66"
22"	21.41"	21.66"
23"	22.41"	22.66"
24"	23.41"	23.66"
36"	35.41"	35.66"
48"	47.41"	47.66"
60"	59.41"	59.66"
72"	71.41"	71.66"
84"	83.41"	83.66"
96"	95.41"	95.66"

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTLlighting | www.QTLlighting

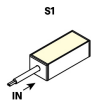
Specification subject to change. Rev-01-20-26

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

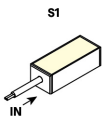
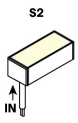
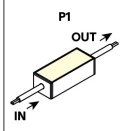
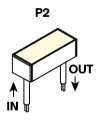
24VDC Linear Fixtures - Recessed

SW-HE ENC LENGTHS BY INCH

EXACT LENGTH

Requested Length	Potential dim spot on either end of a S1 fixture
	
12"	1"
13"	0.5"
14"	1"
15"	0.5"
16"	1"
17"	0.5"
18"	1"
19"	0.5"
20"	1"
21"	0.5"
22"	1"
23"	0.5"
24"	1"
36"	1"
48"	1"
60"	1"
72"	1"
84"	1"
96"	1"

OPTIMAL LENGTH

Requested Nominal Length	S1 & S2		P1 & P2	
				
12"	10.41"		10.66"	
13"	12.41"		12.66"	
14"	12.41"		12.66"	
15"	14.41"		14.66"	
16"	14.41"		14.66"	
17"	16.41"		16.66"	
18"	16.41"		16.66"	
19"	18.41"		18.66"	
20"	18.41"		18.66"	
21"	20.41"		20.66"	
22"	20.41"		20.66"	
23"	22.41"		22.66"	
24"	22.41"		22.66"	
36"	34.41"		34.66"	
48"	46.41"		46.66"	
60"	58.41"		58.66"	
72"	70.41"		70.66"	
84"	82.41"		82.66"	
96"	94.41"		94.66"	

COMPATIBLE POWER SUPPLIES

See power supplies cut sheets for more information. Data subject to change, all data has +/- 5% tolerance.

DIM TO LEVEL	INDOOR		OUTDOOR	
	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+
Dim to Black	Q6M-DC+CAP QTM-DC+CAP iQ-PH+QD1	Q6M-DC+CAP QTM-DC+CAP iQ-PH+QD1	QOM-DC+CAP QOM-PH	QOM-DC+CAP QOM-PH
0.1%	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-BOWTIE+DIMMER QZ-DMX QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-BOWTIE+DIMMER QZ-DMX QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	Q-SET-QZ-DMX Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QOM-eLED+DALI-DT6 QOM-eLED+PS-DALI-DT6 QZ-DMX QZ-PH/0-10V	Q-SET-QZ-DMX Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QOM-eLED+DALI-DT6 QOM-eLED+PS-DALI-DT6 QZ-DMX QZ-PH/0-10V
1%	QTM-eLED(E) QZ-DALI-DT6	QTM-eLED(E) QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QZ-DALI-DT6
10%	Non-Dim Power Supply with SW App Dongle	Non-Dim Power Supply with SW App Dongle	Q-HEX-mini-DC Q-SET-mLED	

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

DIMMING PROTOCOL	INDOOR		OUTDOOR	
	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+	SW24/1.5-4.0	SW24/5.0, SW-HE, SW-HE+
Non-Dim	QT-CAB-eLED-ND QTM-eLED-ND QZ-ND	QT-CAB-eLED-ND QTM-eLED-ND QZ-ND	Q-SET-QZ-ND Q-SET-eLED-ND QOM-eLED-ND QZ-ND	Q-SET-QZ-ND Q-SET-eLED-ND QOM-eLED-ND QZ-ND
Phase	Q6M-DC+CAP QT-CAB-QZ-PH/0-10V QTM-DC+CAP QTM-eLED(E) QZ-BOWTIE+DIMMER QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP iQ-PH+QD1	Q6M-DC+CAP QT-CAB-QZ-PH/0-10V QTM-DC+CAP QTM-eLED(E) QZ-BOWTIE+DIMMER QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP iQ-PH+QD1	Q-HEX-mini-DC Q-SET-QZ-PH/0-10V Q-SET-mLED QOM-DC+CAP QOM-PH QZ-PH/0-10V	Q-SET-QZ-PH/0-10V QOM-DC+CAP QOM-PH QZ-PH/0-10V
0-10V	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	QT-CAB-QZ-PH/0-10V QT-CAB-eLED+0-10V QT-CAB-eLED+0-10V-AWN QTM-eLED+0-10V QTM-eLED+0-10V-AWN QZ-PH/0-10V QZ-STICK-PH/0-10V QZLP	Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QZ-PH/0-10V	Q-SET-QZ-PH/0-10V Q-SET-eLED+0-10V QOM-eLED+0-10V QZ-PH/0-10V
Lutron Athena	QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6-AWN	QT-CAB-eLED+0-10V-AWN QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+0-10V-AWN QTM-eLED+DALI-DT6-AWN		
ECO System	QTM-eLED(E)	QTM-eLED(E)		
DMX	QZ-DMX	QZ-DMX	Q-SET-QZ-DMX QZ-DMX	Q-SET-QZ-DMX QZ-DMX
DALI-2: DT6	QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-DALI-DT6	QT-CAB-eLED+DALI-DT6 QT-CAB-eLED+DALI-DT6-AWN QTM-eLED+DALI-DT6 QTM-eLED+DALI-DT6-AWN QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QOM-eLED+DALI-DT6 QZ-DALI-DT6	Q-SET+QZ-DALI-DT6 QOM-eLED+DALI-DT6 QZ-DALI-DT6
SCENE App Dimmed	Non-Dim Power Supply with SW App Dongle	Non-Dim Power Supply with SW App Dongle		

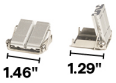
COMPATIBLE MOUNTING ACCESSORIES

HINGE - HMB-M



Adjustable mounting bracket - Medium

HINGE - HMB-L



Adjustable mounting bracket - Large

HINGE - HMB-XL



Adjustable mounting bracket - XLarge

Q-PIVOT



Small mounting accessory

Q-ANGLE



Adjustable mounting accessory

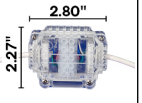
COMPATIBLE WIRING ACCESSORIES

Q-mini-J



UL Listed, miniature junction box, DRY/DMP (WET rated with silicone)

Q-mini-J5



UL Listed, miniature junction box, DRY/DMP (WET rated with silicone)

BARREL-EXT



8ft barrel cable extender DRY ONLY

BARREL FOUR-FER



Splits lead from one to four LED Barrel connector fixtures, DRY/DMP

CON120-EXT



10ft Con cable extender DRY/DMP/WET

CON FOUR-FER



Splits lead from one to four LED Con connectors DRY/DMP/WET

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

Specification subject to change. Rev-01-20-26

ESSENTIALS FLUR™-ENCAPSULATED (03) STATIC WHITE

24VDC Linear Fixtures - Recessed

COMPATIBLE CONTROL ACCESSORIES

SCENE APP DONGLE



Wi-Fi or Bluetooth Connectivity

COMPATIBLE APPS

NFC APP



Read and write DMX addresses and adjust voltage

© 2026 QTL. All rights reserved | 155 Hill St. Milford, CT 06460 | 203-367-8777 | sales@QTL.lighting | www.QTL.lighting

RAVEN™

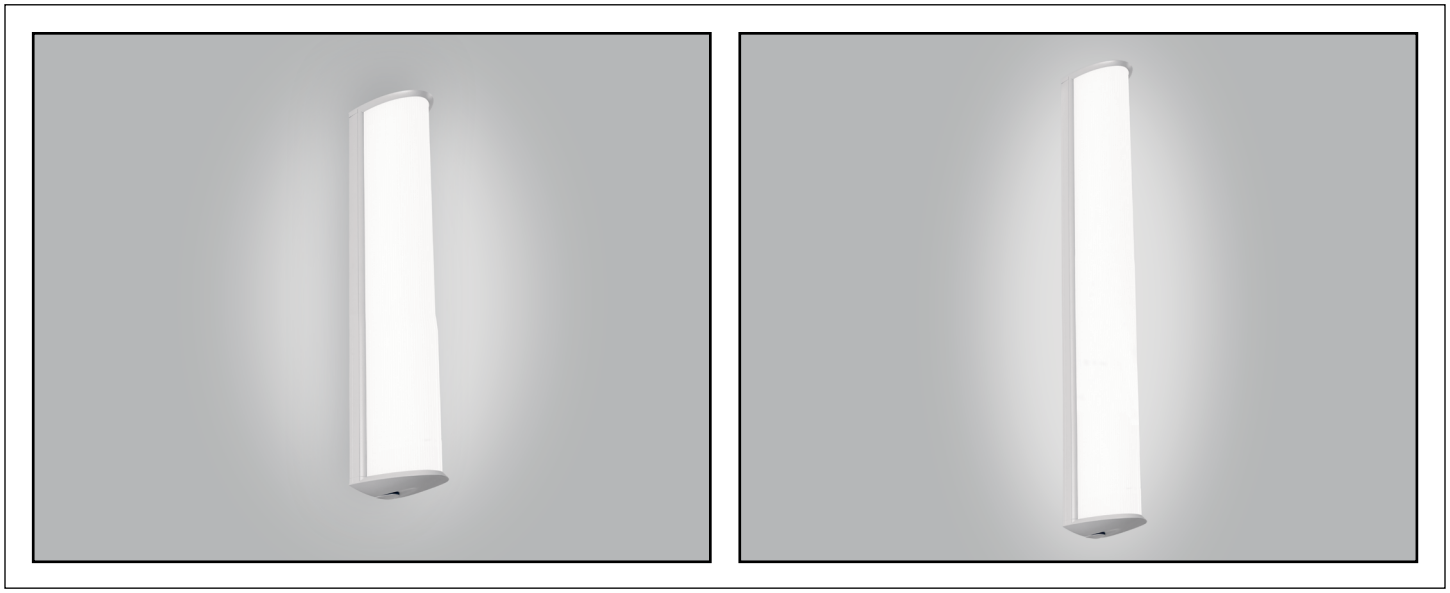
0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

VISA LIGHTING

VisaLighting.com/products/Raven

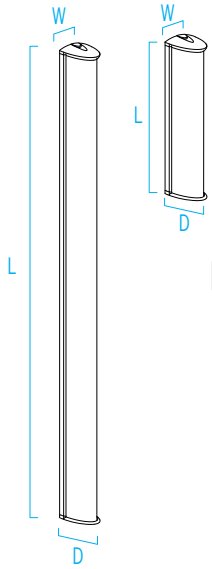
Type: Project: Location:



DIMENSIONS[1]

L = Length D = Depth W = Width WT = Weight

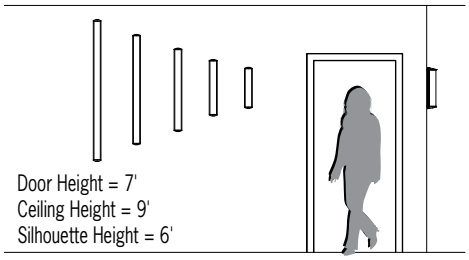
	0W1350	0W1352	0W1354	0W1356	0W1358
L	18-1/2" (470 mm)	24-3/4" (629 mm)	36-1/2" (927 mm)	48-3/8" (1229 mm)	60-1/8" (1527 mm)
D	4" (102 mm)				
W	3 -3/8" (86 mm)				



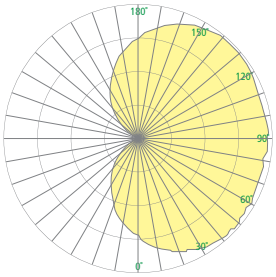
FEATURES

- Integral driver
- Vertical or horizontal mounting
- Mounts to 2 X 4 electrical junction box (by others) with provided hardware. Requires auxiliary mounting fasteners (provided). Orient junction box to match fixture's linear dimension (horizontal or vertical)
- Tamper resistant fasteners
- High impact extruded aluminum backplate/side rails, die-cast end caps; gasketed and sealed construction
- Extruded clear prismatic performance lens and extruded white acrylic diffuser
- High impact extruded white acrylic, F1 rated; UL-94 HB Flame Class rated
- No VOC powder coat finish
- ETL listed for wet location mounting 4' above grade

RELATIVE SCALE DRAWING



PHOTOMETRICS



ADA XPS ETL Listed 5 Year Warranty

RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

Fill in shaded boxes using information listed below

		–			
			MVOLT		
MODEL[1] 0W1350 0W1352 0W1354 0W1356 0W1358 See page 1	**SOURCE**[2] • L30K(H) • L30K(L) L35K(H) L35K(L) • L40K(H) • L40K(L)		**VOLTAGE** MVOLT	**FINISH** See last page for finish order codes	**OPTION**[3] XPS

SOURCE[2] (Select One)

Dimmable 0-10V to 1%, Minimum 80CRI, within 3-step MacAdam

Source	CCT	0W1350		0W1352		0W1354		0W1356		0W1358	
		Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts	Delivered Lumens	Power/ Watts
• **L30K(H)**	3000K	1100	10	1400	13	2800	26	3300	29	3900	35
• **L30K(L)**	3000K	750	7	800	7	1900	17	2200	19	2800	23
L35K(H)	3500K	1100	10	1400	13	2800	26	3300	29	3900	35
L35K(L)	3500K	750	7	800	7	1900	17	2200	19	2800	23
• **L40K(H)**	4000K	1100	10	1400	13	2900	26	3400	29	4100	35
• **L40K(L)**	4000K	750	7	800	7	2000	17	2300	19	2800	23

OPTION[3]

⚠ Option availability may be interdependent with Other Options

XPS	Express 10 day shipping. Items marked with a bullet (•) are not available with **XPS**

VOLTAGE

MVOLT	120-277V, 50/60 Hz

LUMEN MAINTENANCE RATING

L80 (reported)	>50,000hrs

Tamper Resistant Fastener



RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

Outdoor models no Accent Bars

RAVEN PRODUCT FAMILY

Accent Bars	**Outdoor**	• 0W1348 • 0W1340 • 0W1342 • 0W1344 • 0W1346
	Indoor	• CV1818 • CV1800 • CV1802 • CV1804 • CV1806
No Accent Bars	**Outdoor**	• 0W1350 • 0W1352 • 0W1354 • 0W1356 • 0W1358
	Indoor	• CV1820 • CV1822 • CV1824 • CV1826 • CV1828

See Visalighting.com/products/Raven for more information

SUGGESTED VARIATIONS

- 2700k–5000k color temperatures
- Increase fixture length up to 8' (indoor only)

RAVEN (cont.)

0W1350/0W1352/0W1354/0W1356/0W1358

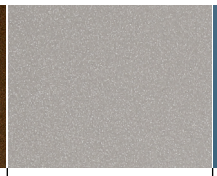
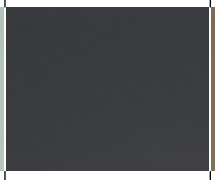
Outdoor models no Accent Bars

VISA LIGHTING

FINISHES

Specify color code when ordering. For accurate color matching, individual paint and finish samples are available upon request.
For more information about our finishes visit visalighting.com/finishes

Powder Coat Paint Finishes (Standard)

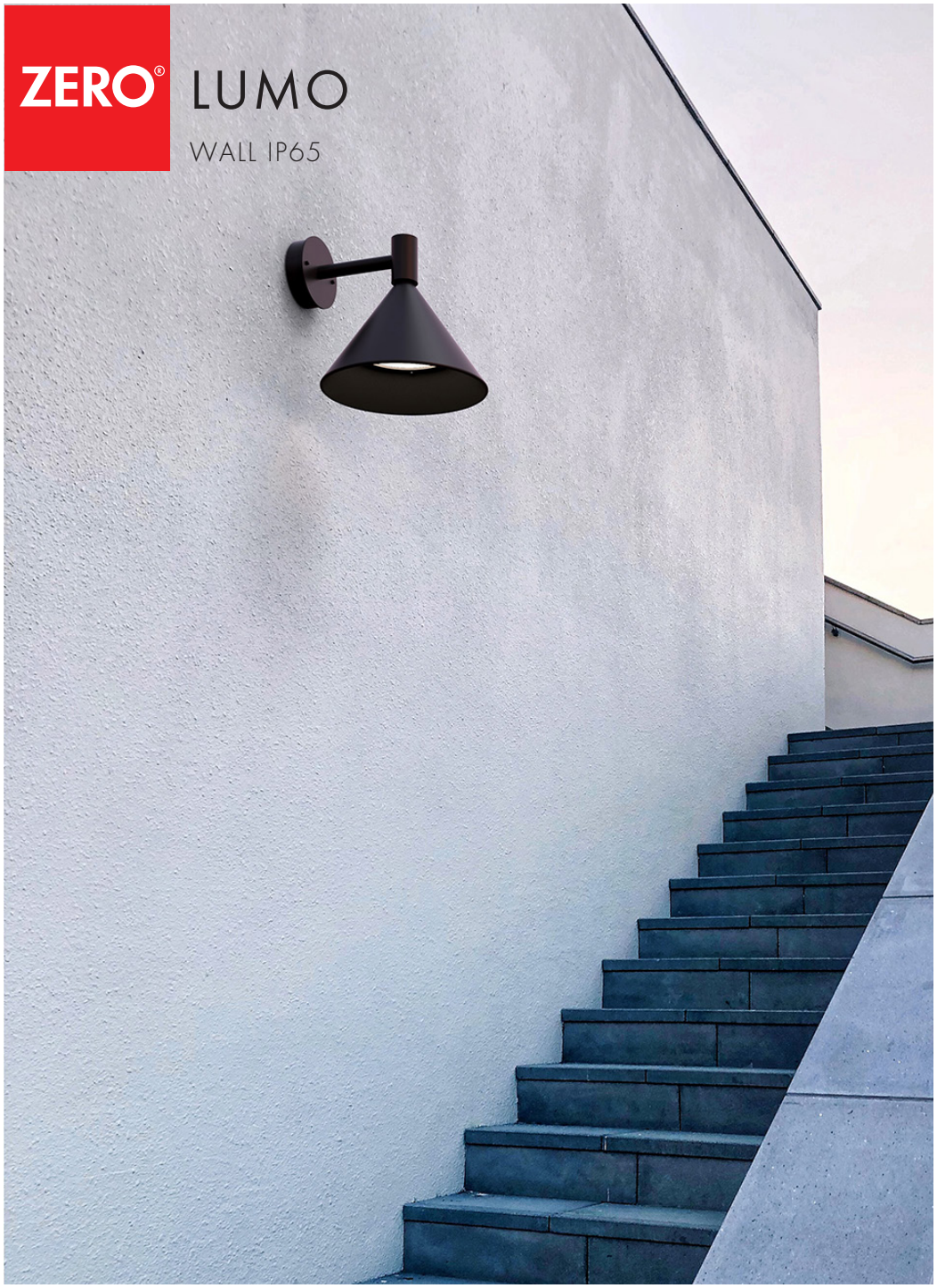
						
AGGY Agate Grey	**ALGN** Alpine Green	**BJBG** Baja Beige	**BMAT** Bronze Matte	**BRNZ** Bronze	**BSIL** Blade Silver	**CVBL** Cove Blue
						
DEOR Deoro Gold	**GLWT** Glacier White	**GSIL** Graphite Siver	**HRGR** Harbor Grey	**JTBK** Jet Black	**OCBL** Ocean Blue	**SHGR** Shoreline Grey
						
SBGN Sagebrush Green	**SLGR** Slate Grey	**SSTP** Sierra Taupe	**TRCN** Terracotta Canyon	**TRWT** Traffic White	**VBLK** Velvet Black	**VNRD** Vineyard Red

This document contains information which is the property of Visa Lighting, and may not, in whole or in part, be duplicated, disclosed, or used for design or manufacturing purposes without the prior written permission of Visa Lighting. ©Visa Lighting. Design Modification Rights Reserved. Visa Lighting reserves the right to change specifications for product improvement without notification.

ZERO®

LUMO

WALL IP65

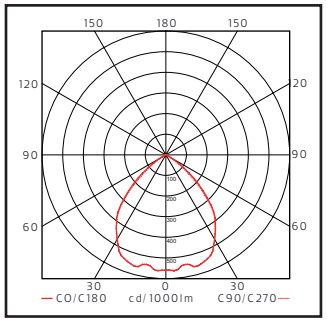




ZERO® LUMO

WALL IP65





Finish

Painted die-cast aluminum in black RAL 9005. Diffuser in prismatic acrylic.
Other colours on request.

LED info

System power: 10W. Luminaire Luminous Flux 660LM. CCT 3000K.
SDCM 3. CRI 90. L70/50000H.
Can be delivered with 2700K, 4000K on request.

Installation

On wall.

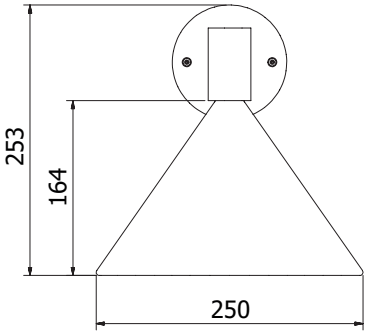
Connection

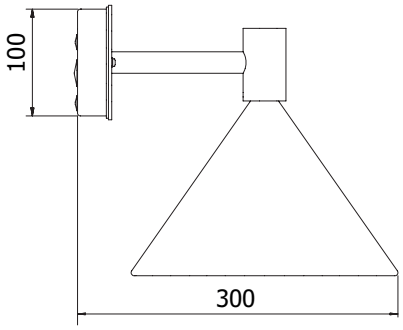
Terminal block 5x,2,5mm^2.

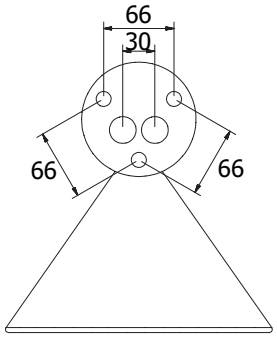
Design

Thomas Bernstrand 2023.

IK10







IP65 | 50Hz | 230V

ZERO® LUMO

WALL IP65



PRODUCT SPECIFICATION

POWER/LM	KELVIN	CRI	MODEL	COLOUR	ART.
10W/660LM	3000	>90	On/Off	Black	12140106-30
10W/660LM	3000	>90	DALI	Black	12140106D30

ZERO®

LUMO

WALL IP65



Head office:
Friluftsvägen 2
SE-382 34 Nybro, Sweden
+46(0)481 800 00
info@zero.se

Showroom Stockholm:
Södermalmsallén 36,
SE-118 28 Stockholm, Sweden
+46(0)8-545 850 00

info@zero.se

175 FLEET STREET LICENSE AND LANDSCAPE AGREEMENT

The City of Portsmouth, a municipal corporation with a principle place of business of 1 Junkins Avenue, Portsmouth, New Hampshire (hereinafter "City"), for good and valuable consideration, hereby grants this revocable license to RALPH 1912, LLC, 10 Pleasant Street, # 300, Portsmouth, NH 03801 (hereinafter "Licensee") for development of a project known as "Gilley's Diner" located at 175 Fleet Street at City Tax Map 117, Lot 8 ("Property"), to allow the placement and maintenance of bike racks, a Waste Station and landscaping on City property Tax Map 117, Lot 1 ("Lot 1") and landscaping on City Property Tax Map 117, Lot 16 ('Lot 16") as shown on the attached Exhibits A and B (License Area Plan (A) and Landscape Plan (B)), in accordance with the following terms and conditions:

1. **Use**

   This License authorizes Licensee to access, install, use, replace and maintenance a bike rack, landscaping and an enclosed Waste Station for garbage and recycling totes on City Property Lot 1 and landscaping on City Property Lot 16 more fully described below and depicted in Exhibits A and B attached.

2. **License Areas**

   A. **License Area A:** Enclosed Area for Waste Station for garbage and recycling totes located on City Property Lot 1. The Waste Station shall be used to solely serve Licensee and the property located at City Tax Map 117, Lot 12. Nothing herein grants Licensee the right to sublease the Waste Station Area or the garbage and recycling totes contained therein. Additional users may be included if approved in writing by the City;

   B. **License Area B:** Bike Rack located on City Property Lot 1; and

   C. **License Areas C1 and C2:** License Area C1 is the landscape area located on City Property Lot 1 and License Area C2 is the landscape area located on City Property Lot 16.

Note that the License Areas labeled A, B, C1 and C2 above are for the purposes of this License only and these labels are not reflected in the plans attached as Exhibits A and B.

3. **Upkeep and Maintenance for Waste Station**

Licensee agrees to maintain the Waste Station enclosure and its environs and the garbage and recycling totes in a clean and sanitary condition, and as much as is practicable, free from odors at all times. Licensee agrees to comply with any reasonable requests of the City with respect to the upkeep and maintenance of the Waste Station enclosure and garbage and recycling totes. The garbage and recycling totes shall be removed from the enclosed area as needed in order to ensure that the totes and the Waste Station enclosure is clean, sanitary and free from odors.

Maintenance shall include, but not be limited to:

1. Daily supervision and sweeping of the Waste Station enclosure is required and Licensee shall immediate clean-up spills and contain overflow of totes in order to ensure secure closure of all totes;

2. Cleaning equipment and materials shall be available and stored within the Waste Station enclosure; and

3. All garbage and recycling totes contained within the enclosed area shall be durable, cleanable, insect and rodent resistant, leak-proof and non-absorbent and must have tight-fitting lids that are kept closed at all times and kept in a clean condition. Accumulation of debris and insect or rodent harborage will not be allowed, and effective cleaning must be maintained in, around and under all totes and the environs of the Waste Station and its enclosure.

4. **Upkeep and Maintenance of the Waste Station Enclosure**

Licensee agrees to maintain the Waste Station enclosure structure in good condition during the term of this License. Should the enclosure require repairs, Licensee shall be responsible for the cost of such repairs. The repairs shall be coordinated with and approved by the City. Licensee shall be responsible for removing any graffiti, posters and like materials from the exterior of the enclosure.

5. **Installation, Upkeep and Maintenance of License Areas C1 and C2**

Licensee is granted a non-exclusive revocable license to allow Licensee access to City Property License Areas C1 (Lot 1) and License Area C2 (Lot 16) for the purpose of installing, maintaining and replacing plantings and other landscaping upon certain portions Lot 1 and Lot 16 that abut Licensee's property located at

175 Fleet Street at City Tax Map 117, Lot 8 and as shown on the attached License Plan (Exhibit A) and Landscape Plan (Exhibit B).

Licensee is responsible for installing, maintaining and replacing plantings and other landscaping In License Areas C1 and C2 at its sole cost and shall use reasonable efforts to keep these License Areas in a clean and attractive condition, which includes the replacement of original plantings and landscaping that have failed to thrive during the term of this License.

Notwithstanding the foregoing, should the City determine that Licensee has neglected or refused to keep License Areas C1 and C2 and its plantings and landscaping in a clean and attractive condition, the City shall have the right to clean the area and install, maintain and replace plantings and landscaping that have failed to thrive at Licensee's sole cost and expense.

6. **Annual Fee**.

Licensee will pay an annual license fee to the City in the amount approved by resolution of the City Council during the annual budget adoption process or otherwise adopted by the City Council pursuant to Chapter 1, Article XVI, Section 1.1601 and 1.1602. At the time of the execution of this License, the fee is One Thousand Five Hundred Dollars ($1,500). The fee will be paid annually by January 1st.

7. **Remediation and Reimbursement**

In the event that Licensee fails to comply with its obligations under this License, Licensee agrees that it shall reimburse the City for the cost of remediating any situation caused by failure of the Licensee to comply with the terms of this License, including but not limited to the cost of cleaning the Waste Station enclosure area in which the totes are located, removal of the totes and proper disposal of materials in or around the Waste Station enclosure area and for any damage to municipal property caused by the Licensee's use of the License Areas.

8. **Utilities**

Licensee is responsible for the supply, maintenance and cost of all utilities necessary to operate and maintain the cleanliness of the License Areas in accordance with the responsibilities as outlined above.

9. **No Hazardous Materials**

Licensee shall not allow the License Area A to be used for the storage or disposal of hazardous or toxic materials.

10. **Right to Access and Inspect**

The City shall at all times have the right and authority to access and inspect the License Areas.

11. **Indemnification**

Licensee hereby agrees to indemnify and hold harmless the City and its respective officials, employees and agents from any and all liability of any kind associated in any way with the exercise of the rights granted under this License. This indemnification clause shall survive the termination of this License.

12. **Insurance**

Licensee agrees to maintain not less than $2,000,000.00 in general liability insurance applicable to the maintenance of the License Areas on municipal property and shall name the City as an additional insured. A certificate indicating the existence of this insurance shall be kept on file with the Legal Department at all times.

13. **Assignment**

In the event that Licensee transfers or assigns its business operations to another business, including but not limited to another restaurant, this License may be transferred or assigned, provided that the City first grants written consent which shall not be unreasonably withheld. Licensee shall not permit others to use the License Area A for disposal of any waste other than those listed in paragraph 2 A without prior written consent of the City.

14. **Term and Cure**

This License is for a period of ten (10) years beginning May 19, 2026 and ending May 18, 2036 unless sooner terminated due to default. An event of default shall be Licensee's failure to perform or fulfill any of the obligations or conditions of this License. Licensee shall be notified of any default in writing and will be provided a reasonable opportunity to cure. In the event that the City issues more than three notices of default within a 60-day period, the City shall have the right to modify or revoke this License. Notwithstanding the City's rights and remedies of revocation and reimbursement set forth above, the City, after inspection of the License Areas and issuance of a notice of default, will have the right to assess a $100 per occurrence administration fee for its costs associated with the issuance of any notice of default.

15. **Renewal**

Licensee shall have the option to renew this License for an addition five-year term under the following conditions:

(a) The City has issued not more than 10 notices of default during the 10-year term; and

(b) Licensee has made a written request to the City Manager no later than 6 months before the expiration of this License.

CITY OF PORTSMOUTH

Dated: 5/26/2026

By: _____
Karen S. Conard, City Manager

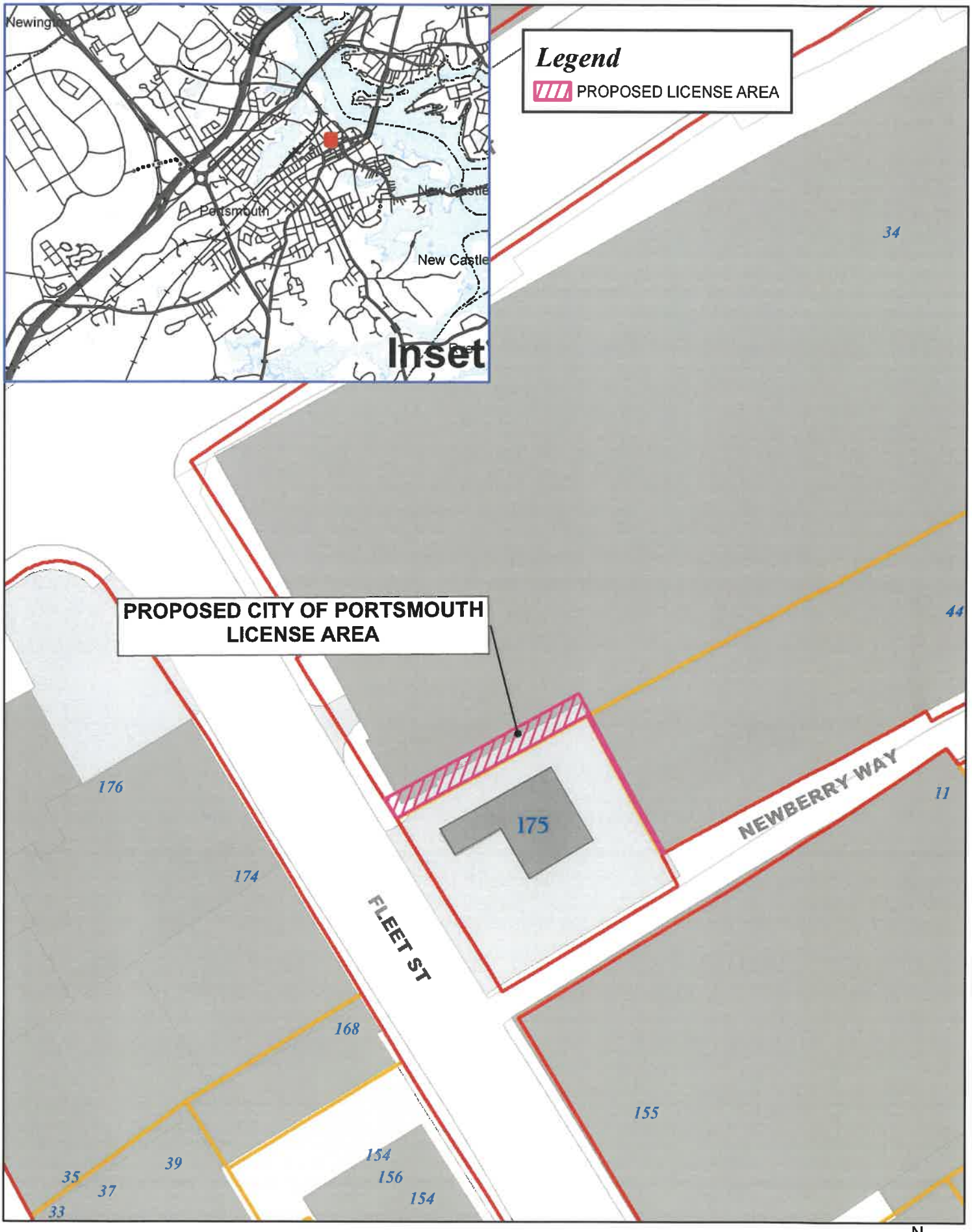
Pursuant to vote of the Portsmouth City Council on May 18, 2026

Ralph 1912, LLC

Dated: 5/26/2026

By: _____
Mark McNabb, Member

I\jferrini\license/175Fleetgilleys



175 FLEET STREEET
PROPOSED CITY OF PORTSMOUTH LICENSE AREA

Map prepared by Portsmouth Department of Public Works

N

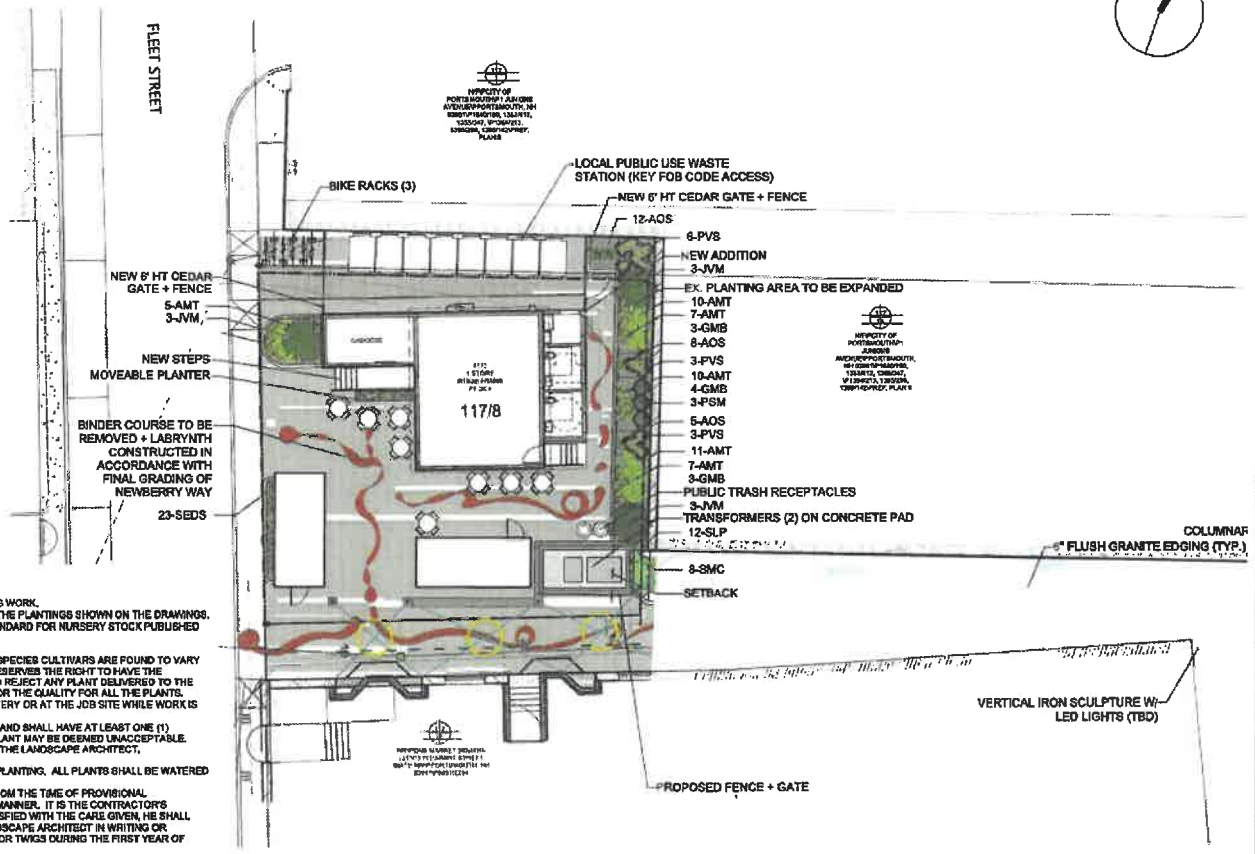
Printed: 5/8/2026

Plant List - Trees and Shrubs

ID	Qty	Botanical Name	Common Name	Scheduled Size
JVM	6	Juniperus virginiana 'Manhattan Blue'	Manhattan Blue Eastern Red Cedar	6-8'
PSV	3	Pinus strobus 'Glauca'	Glauca White Pine	8'
SMC	8	Sabina x pfitzeriana 'Mayan Gospel'	Mayan Gospel Sabina	3 Gal.

Plant List - Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size
AMT	44	Amsonia tabernaemontana	Blue Star Flower	1 Gal.
AOS	31	Aster oblongifolius 'October Skies'	October Skies Aster	1 Gal.
GMB	10	Geranium macrorrhizum 'Bevan's Variety'	Bevan's Cranesbill	1 Gal.
PVS	3	Panicum virgatus 'Shenandoah'	Shenandoah Switch Grass	2 Gal.
SLP	12	Sedum 'rupestre'	Angelina	1 QT
SMC	13	Sedum spurium 'Tricolor'	Tricolor Stonecrop	1 QT



LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THE DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANT SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
5. ALL PLANT MATERIALS SHALL BE EXACTLY AS SPECIFIED BY THE LANDSCAPE ARCHITECT. IF PLANT SPECIES CULTIVARS ARE FOUND TO VARY FROM THAT SPECIFIED AT ANY TIME DURING THE GUARANTEE PERIOD, THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO HAVE THE CONTRACTOR REPLACE THAT PLANT MATERIAL. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT DELIVERED TO THE SITE FOR AESTHETIC REASONS BEFORE PLANTING. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE QUALITY FOR ALL THE PLANTS.
6. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, UPON DELIVERY OR AT THE JOB SITE WHILE WORK IS ON-GOING TO CONFORMITY TO SPECIFIED QUALITY, SIZE AND VARIETY.
7. PLANTS FURNISHED IN CONTAINERS SHALL HAVE THE ROOTS WELL ESTABLISHED IN THE SOIL MASS AND SHALL HAVE AT LEAST ONE (1) GROWING SEASON, ROOT-BOUND PLANTS OR INADEQUATELY SIZED CONTAINERS TO SUPPORT THE PLANT MAY BE DEEMED UNACCEPTABLE.
8. NO PLANT SHALL BE PUT IN THE GROUND BEFORE GRADING HAS BEEN FINISHED AND APPROVED BY THE LANDSCAPE ARCHITECT.
9. ALL PLANTS SHALL BE INSTALLED AND DETAILED PER PROJECT SPECIFICATIONS.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN IF NECESSARY, DURING THE FIRST GROWING SEASON.
11. ALL PLANTS SHALL BE GUARANTEED BY THE CONTRACTOR FOR NOT LESS THAN ONE FULL YEAR FROM THE TIME OF PROVISIONAL ACCEPTANCE. DURING THIS TIME, THE OWNER SHALL MAINTAIN ALL PLANT MATERIALS IN THE ABOVE MANNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSPECT THE PLANTS TO ENSURE PROPER CARE. IF THE CONTRACTOR IS DISSATISFIED WITH THE CARE GIVEN, HE SHALL IMMEDIATELY, AND IN SUFFICIENT TIME TO PERMIT THE CONDITION TO BE RECTIFIED, NOTIFY THE LANDSCAPE ARCHITECT IN WRITING OR OTHERWISE FORFEIT HIS CLAIM. LANDSCAPE CONTRACTOR SHALL PRUNE PLANTINGS OF DEAD LIMBS OR TWIGS DURING THE FIRST YEAR OF GROWTH.
12. FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT WILL BE MADE UPON THE CONTRACTOR'S REQUEST AFTER ALL CORRECTIVE WORK HAS BEEN COMPLETED.
13. LANDSCAPE CONTRACTOR SHOULD REPLACE DEAD PLANTINGS IMMEDIATELY UPON OWNER DIRECTION WITHIN THE WARRANTY PERIOD AND AGAIN AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL HAVE REPLACED ANY PLANT MATERIAL THAT IS MISSING, NOT TRUE TO SIZE AS SPECIFIED, THAT HAVE DIED, THAT HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING OR INADEQUATE OR IMPROPER CARE, OR THAT ARE, IN THE OPINION OF THE LANDSCAPE ARCHITECT, IN UNHEALTHY OR UNSIGHTLY CONDITION.
14. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT FOR INTERIOR LANDSCAPED ISLANDS OR WHERE OTHER PLANT MATERIAL IS CALLED FOR.
15. ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH DEFINED AND CUT EDGES TO SEPARATE TURF GRASS AREAS.
16. FOR ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN, WHETHER ON OR OFF-SITE, REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC., THEN APPLY GRASS SEED OR PINE BARK MULCH AS DEPICTED ON PLANS.
17. LANDSCAPE CONTRACTOR SHALL FEED AND PRUNE EX. TREES, ON OR JUST OFF SITE, THAT HAVE EXPERIENCED ROOT BASE INTRUSION OR DAMAGE DURING CONSTRUCTION IMMEDIATELY AND FOR THE DURATION OF THE WARRANTY PERIOD AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
18. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY SNOW FENCING AT THE EDGE OF THE EX. TREE CANOPY. THE CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS WITHIN THE LANDSCAPED AREAS. ANY DAMAGE TO EXISTING TREES, SHRUBS OR LAWN SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
19. ALL MULCH AREAS SHALL RECEIVE A 3" LAYER OF SHREDDED PINE BARK MULCH.
20. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.

terra firma landscape architecture

GILLEY'S ADDITION

LANDSCAPE PLAN

L-01D

117/1
N/F
CITY OF PORTSMOUTH
1 JUNKINS AVENUE
PORTSMOUTH, NH 03801
1640/190, 1352/412, 1355/347,
1354/213, 1395/296, 1355/142
REF. PLAN 9

117/16
N/F
CITY OF PORTSMOUTH
1 JUNKINS AVENUE
PORTSMOUTH, NH 03801
1640/190, 1352/412, 1355/347,
1354/213, 1395/296, 1355/142
REF. PLAN 9

NORTH
NAD83(2011)
N
GRID
NH SPC

PROPOSED CITY OF PORTSMOUTH LICENSE AREA

FLEET STREET

#175
1 STORY
WOOD FRAME
FF 20.8

117/8
EXISTING BUILDING TO REMAIN 741 S.F.

PROPOSED 1 STORY ADDITION 173 S.F.

CABOOSE

INTERIOR WALK-IN FREEZER

PSNH 20/5A

ROOF OVERHANG (TYP.)

SETBACK LINE

LICENSE AREA PLAN

GRAPHIC SCALE

10 5 0 10 20 30 40 FEET
3 0 5 10 METERS

GILLEY'S DINER
175 FLEET STREET
PORTSMOUTH, N.H.

STATE OF NEW HAMPSHIRE
No. 738
JOHN R. CHAGNON
SIGNATURE
LICENSED LAND SURVEYOR

SCALE: 1"=10'
JUNE 2026

HALEYWARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

FB 309 PG 68
5010156.004

P:\N=\5010156-McNabb_Properties\004-175 Fleet St., Portsmouth - JRC\02-CAD_Files\Civil\5010156.004 C SP 2025.dwg, 7/1/2026 9:12:38 AM

IMPERVIOUS SURFACE AREAS
(TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
MAIN STRUCTURES	741	1258
PAVEMENT	2,942	2,142
CONCRETE	0	96
STAIRS	66	81
RETAINING WALL	149	81
CURB	0	58
TOTAL	3898	3716
LOT SIZE	4,017	4,017
% LOT COVERAGE	97.0%	92.5%

OPEN SPACE: 301 S.F. / 4,017 S.F. = 7.5%

ZONING DEVELOPMENT STANDARD

CD5 (CD-5, DOD, HDC): CHARACTER DISTRICT 5

	REQUIRED	PROVIDED
Height	2-3 stories with short 4th = 45'	1 Story
Penthouses	may exceed bldg height by 2'	N/A
Roof appurtenance	may exceed bldg height by 10'	N/A
Façade Types	shop front	
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial
Setbacks (ft) *	* 10.5A42.12 Yards may be increased above the max permitted for truncated corners or other subtractive massing techniques, alleys, vehicular accessways, increased sidewalk width or community spaces.	
Front (principle) max	5'	2.2'
Front (secondary) max	5'	N/A
Side	NR	
Rear, min	>of: 5' from rear line or 10' from cl alley	19.1'
Front lotline buildout	80% min	80 +/-
Lot area (sf)	NR	
LOT area per dwelling	NR	
Coverage, maximum	95%	92.5%
Footprint, max* 10.5a43.40	20,000	1,258
*10.5A43.43 increase for indoor parking if >50% gr.floor parking & 30% lot is community space	50,000 ground (30,000 upper)	N/A
Ground floor area per use, max	15,000	1,258
Open space, minimum	5%	7.5%
Permitted uses (cd4 & cd5)	commercial, live/work, mixed-use, flex space, community, office, retail, restaurant (<500occ)	Commercial

APPROVED CONDITIONS:

A. (2.5.4.2E): ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.

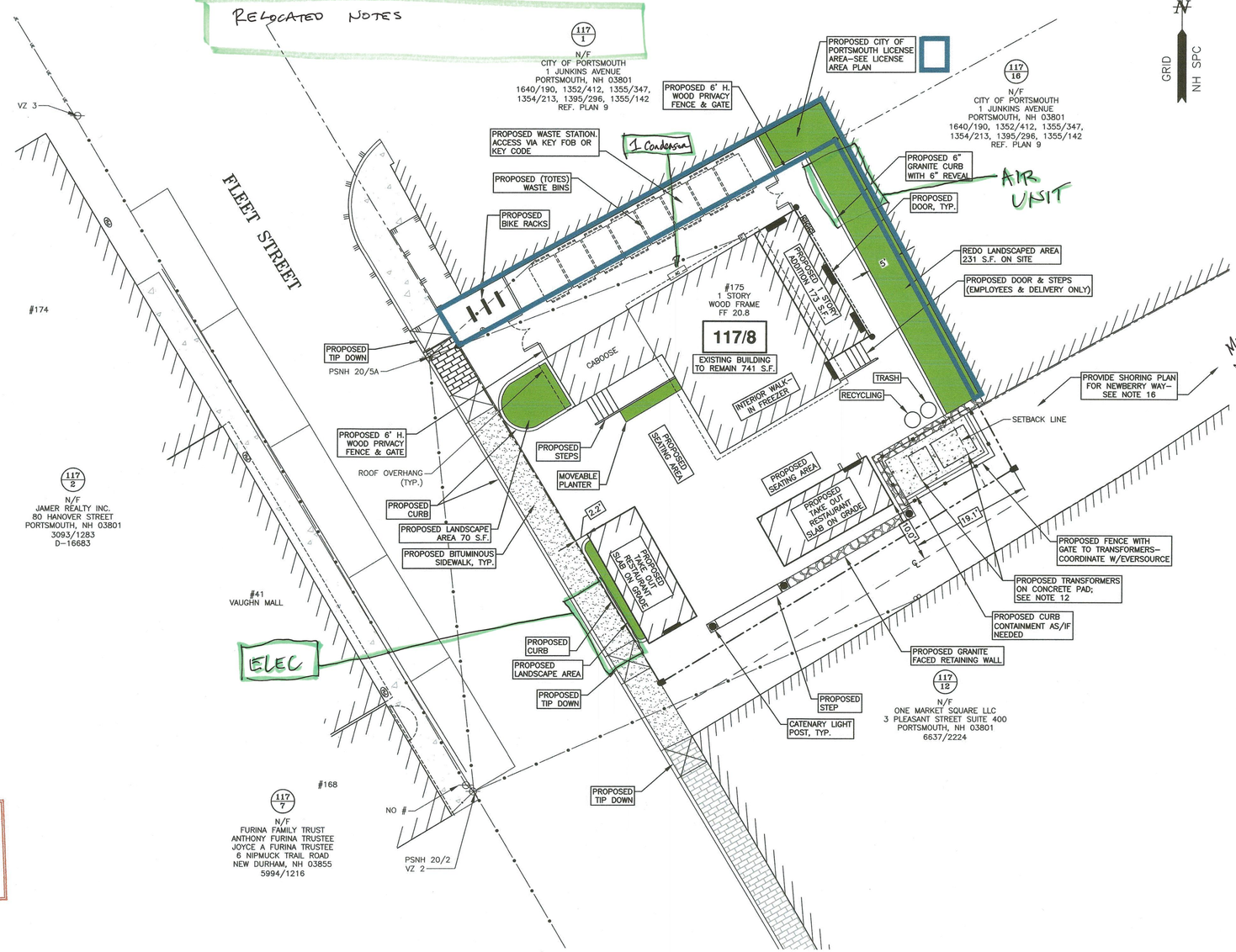
B. (2.13.3):
a. THIS SITE SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

b. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL THE FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

C. SEE NOTES 14 & 15.

D. NO AMPLIFIED MUSIC PERMITTED.

RELOCATED NOTES



GRAPHIC SCALE

10 5 0 10 20 30 40 FEET
3 0 5 10 METERS

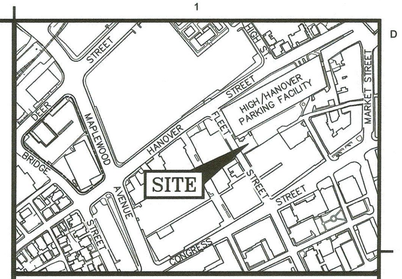
"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

JOHN R. CHAGNON, LLS — DATE 5.20.25

STATE OF NEW HAMPSHIRE — No. 738 — JOHN R. CHAGNON — SIGNATURE — LICENSED LAND SURVEYOR

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN — DATE



LOCATION MAP — SCALE: 1" = 300'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 117 AS LOT 8.

2) OWNER OF RECORD: 6637/2224
RALPH 1912 LLC
10 PLEASANT STREET, SUITE 300
PORTSMOUTH, NH 03801

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
4,017 S.F. (0.0922 ACRES)

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 5 (CD5) DISTRICT, HISTORIC DISTRICT & DOWNTOWN OVERYLAY DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE ADDITION TO AN EXISTING DINER AND CREATION OF A FOOD TRUCK COURT ON ASSESSOR'S TAX MAP 117, LOT 8 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY OVER ASSESSOR'S MAP 117 LOT 12 AS SHOWN HEREON AND DESCRIBED IN RCRD 1041/244.

10) PARCEL IS SUBJECT TO AND BENEFITED BY A PARTY WALL AGREEMENT ADJACENT TO THE EASTERLY LOT LINE AS DESCRIBED IN RCRD 1059/52. PARTY WALL APPEARS TO HAVE BEEN REMOVED AS PART OF THE CONSTRUCTION OF THE HILL / HANOVER PARKING FACILITY ON ASSESSOR'S MAP 117 LOT 16.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

12) FINAL LOCATION OF TRANSFORMERS TO BE COORDINATED WITH EVERSOURCE AND THE CITY OF PORTSMOUTH.

13) WASTE STATION WILL REQUIRE CITY COUNCIL APPROVAL.

14) THE TWO KIOSKS WILL NEED TO BE INDIVIDUALLY LICENSED PER HEALTH DEPARTMENT REQUIREMENTS.

15) ANY FENCING AS REQUIRED BY THE LIQUOR COMMISSION OR USED TO DIVIDE THE SITE IS REQUIRED TO GO TO THE HDC.

16) A SHORING PLAN STAMPED BY A STRUCTURAL ENGINEER SHALL BE PROVIDED TO ENSURE THERE WILL BE NO UNDERMINING OF ANY STRUCTURE ALONG NEWBERRY WAY.

No.	DATE	DESCRIPTION	BY	CHK
4	05/20/25	COA, LICENSE AREA, SITE DETAILS	SJR	JRC
3	12/19/25	STRUCTURES, RETAINING WALLS	SJR	JRC
2	12/02/25	SIDEWALK, NOTES	SJR	JRC
1	11/17/25	LANDSCAPE AREA, NOTES	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

AMENDED
SITE PLAN
MARK-UP

STATE OF NEW HAMPSHIRE — JOHN R. CHAGNON No. 7551 — LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2025	1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR	CHECKED BY: JRC
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: C201	DWG No.: 4

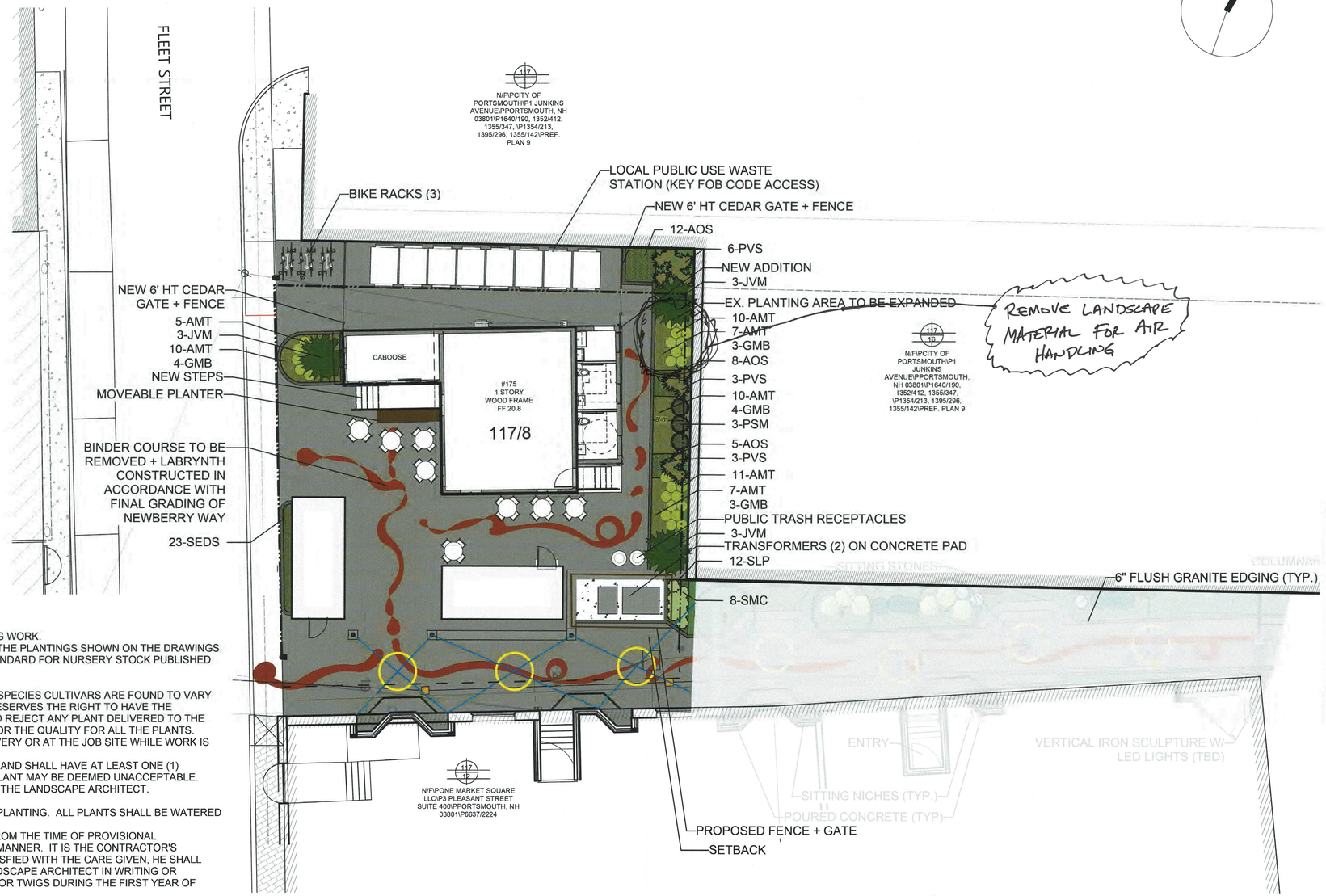
P:\5010\5010156-Michaels_Properties\Dgn\5-175 Fleet St, Portsmouth-HCS\5-CAD_Files\CAD\5010156004-C-SP-3453.dwg, 5/7/2026 3:07:57 PM

Plant List - Trees and Shrubs

ID	Qty	Botanical Name	Common Name	Scheduled Size
JVM	9	Juniperus virginiana 'Manhattan Blue'	Manhattan Blue Eastern Red Cedar	8-10'
PSM	3	Pinus strobus 'Minuta'	Minuta White Pine	3'
SMC	8	Spiraea japonica 'Magic Carpet'	Magic Carpet Spirea	2 Gal.

Plant List - Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size
AMT	60	Amsonia tabernaemontana	Blue Star Flower	1 Gal.
AOS	25	Aster oblongifolius 'October Skies'	October Skies Aster	1 Gal.
GMB	14	Geranium macrorrhizum 'Bevans Variety'	Bigroot Geraniums	1 Gal.
PVS	12	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gal.
SEDS	23	Sedum sexangulare	Stonecrop	2 QT
SLP	12	Sedum ternatum 'Larinem Park'	Larinem Park Stonecrop	2 QT



LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THE DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANT SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
5. ALL PLANT MATERIALS SHALL BE EXACTLY AS SPECIFIED BY THE LANDSCAPE ARCHITECT. IF PLANT SPECIES CULTIVARS ARE FOUND TO VARY FROM THAT SPECIFIED AT ANY TIME DURING THE GUARANTEE PERIOD, THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO HAVE THE CONTRACTOR REPLACE THAT PLANT MATERIAL. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT DELIVERED TO THE SITE FOR AESTHETIC REASONS BEFORE PLANTING. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE QUALITY FOR ALL THE PLANTS.
6. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, UPON DELIVERY OR AT THE JOB SITE WHILE WORK IS ON-GOING TO CONFORMITY TO SPECIFIED QUALITY, SIZE AND VARIETY.
7. PLANTS FURNISHED IN CONTAINERS SHALL HAVE THE ROOTS WELL ESTABLISHED IN THE SOIL MASS AND SHALL HAVE AT LEAST ONE (1) GROWING SEASON. ROOT-BOUND PLANTS OR INADEQUATELY SIZED CONTAINERS TO SUPPORT THE PLANT MAY BE DEEMED UNACCEPTABLE.
8. NO PLANT SHALL BE PUT IN THE GROUND BEFORE GRADING HAS BEEN FINISHED AND APPROVED BY THE LANDSCAPE ARCHITECT.
9. ALL PLANTS SHALL BE INSTALLED AND DETAILED PER PROJECT SPECIFICATIONS.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN IF NECESSARY, DURING THE FIRST GROWING SEASON.
11. ALL PLANTS SHALL BE GUARANTEED BY THE CONTRACTOR FOR NOT LESS THAN ONE FULL YEAR FROM THE TIME OF PROVISIONAL ACCEPTANCE. DURING THIS TIME, THE OWNER SHALL MAINTAIN ALL PLANT MATERIALS IN THE ABOVE MANNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSPECT THE PLANTS TO ENSURE PROPER CARE. IF THE CONTRACTOR IS DISSATISFIED WITH THE CARE GIVEN, HE SHALL IMMEDIATELY, AND IN SUFFICIENT TIME TO PERMIT THE CONDITION TO BE RECTIFIED, NOTIFY THE LANDSCAPE ARCHITECT IN WRITING OR OTHERWISE FORFEIT HIS CLAIM. LANDSCAPE CONTRACTOR SHALL PRUNE PLANTINGS OF DEAD LIMBS OR TWIGS DURING THE FIRST YEAR OF GROWTH.
12. FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT WILL BE MADE UPON THE CONTRACTOR'S REQUEST AFTER ALL CORRECTIVE WORK HAS BEEN COMPLETED.
13. LANDSCAPE CONTRACTOR SHOULD REPLACE DEAD PLANTINGS IMMEDIATELY UPON OWNER DIRECTION WITHIN THE WARRANTY PERIOD AND AGAIN AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL HAVE REPLACED ANY PLANT MATERIAL THAT IS MISSING, NOT TRUE TO SIZE AS SPECIFIED, THAT HAVE DIED, THAT HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING OR INADEQUATE OR IMPROPER CARE, OR THAT ARE, IN THE OPINION OF THE LANDSCAPE ARCHITECT, IN UNHEALTHY OR UNSIGHTLY CONDITION.
14. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT FOR INTERIOR LANDSCAPED ISLANDS OR WHERE OTHER PLANT MATERIAL IS CALLED FOR.
15. ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH DEFINED AND CUT EDGES TO SEPARATE TURF GRASS AREAS.
16. FOR ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN, WHETHER ON OR OFF-SITE, REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC., THEN APPLY GRASS SEED OR PINE BARK MULCH AS DEPICTED ON PLANS.
17. LANDSCAPE CONTRACTOR SHALL FEED AND PRUNE EX. TREES, ON OR JUST OFF SITE, THAT HAVE EXPERIENCED ROOT BASE INTRUSION OR DAMAGE DURING CONSTRUCTION IMMEDIATELY AND FOR THE DURATION OF THE WARRANTY PERIOD AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
18. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY SNOW FENCING AT THE EDGE OF THE EX. TREE CANOPY THE CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS WITHIN THE LANDSCAPED AREAS. ANY DAMAGE TO EXISTING TREES, SHRUBS OR LAWN SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
19. ALL MULCH AREAS SHALL RECEIVE A 2" LAYER OF SHREDDED PINE BARK MULCH.
20. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.

AMENDED MARK-UP

terra firma
landscape architecture
163.a court street portsmouth, nh 03801
office 603.430.8988 terrence@terrafirmalandarch.com

No.	Date	By	Revision Notes
K	4/6/2026		75% CDS
J	12/5/2025		GILLEY'S UPDATE
I	12/19/2024		PAVING UPDATE
H	11/26/2024		HAVEN COURT UPDATE
G	11/1/2024		ALLEY PAVING
F	10/11/2024		PLANTING UPDATE
E	9/30/2024		CATENARY LIGHT ADJUSTMENT
D	9/12/2024		SITE AMENTITIES AND MATERIALS UPDATED
C	8/2/2024		ALLEY DOOR LOCATION UPDATES
B	7/31/2024		SHEET UPDATES
A	7/24/2024		SOUTH ALLEY UPDATES

No.	Date	Issue Notes

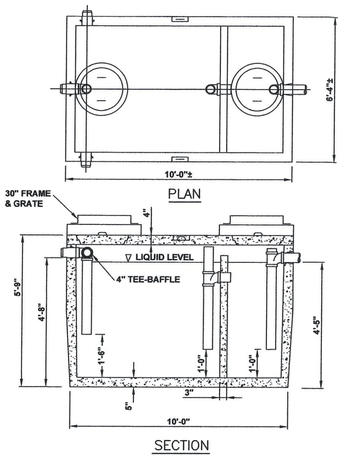
Design Firm: terra firma landscape architecture
163.a Court Street
Portsmouth, NH 03801

Consultant:

Project Title: GILLEY'S ADDITION

Sheet Title: LANDSCAPE PLAN

Project Manager:	Project ID: ONE MARKET SQUARE
Drawn By: TC	Scale: 1"=20'-0"
Reviewed By: TP	Sheet No. L-1
Date: 12/19/2025	of 1
CAD File Name: newberry41626.vwx	



1000 GALLON CONCRETE GREASE INTERCEPTOR-TWO COMPARTMENT

NTS

NOTES:

1. DETAIL PROVIDES GENERAL REQUIREMENTS BY THE CITY OF PORTSMOUTH.
2. COORDINATE WITH THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS FOR THE FOLLOWING ITEMS (BUT NOT LIMITED TO): APPROVALS, TESTING, INSTALLATION, INSPECTIONS, PUMPING & MAINTENANCE, AND LOCATION OF INSTALLTION.
3. FRAMES & COVERS: MANHOLE FRAMES AND COVERS SHALL BE OF HEAVY DUTY DESIGN AND PROVIDE A 30" CLEAR OPENING. A 3 INCH (MIN. HEIGHT) WORD "SEWER" SHALL BE PLAINLY CAST INTO THE CENTER OF EACH COVER.

SPECIFICATIONS:

1. REINFORCED STEEL SHALL CONFORM TO LATEST ASTM SPECIFICATIONS ASTM-A615 GRADE 60.
2. CONCRETE SHALL HAVE A DESIGN STRENGTH OF 5,000 PSI AT 28 DAYS MINIMUM W/AIR ENTRAINMENT OF 4% TO 6%.
3. DESIGN LOAD SHALL BE AASHTO-HS20-44, ASTM C-890-06.
4. DESIGN SHALL COMPLY WITH ASTM C-1227-08 AND ASTM C-913-08.
5. TANK PENETRATIONS SHALL BE INTEGRALLY CAST.
6. FLEXIBLE SLEEVES SHALL BE PROVIDED AT ALL PIPE CONNECTIONS.
7. JOINTS SHALL BE SEALED WITH TWO LAYERS OF BUTYL RUBBER SEALANT.
8. INLET SHALL PENETRATE A MINIMUM OF 9" BELOW THE LIQUID LEVEL, BUT NOT DEEPER THAN THE OUTLET BAFFLE.
9. OUTLET SHALL EXTEND BELOW THE SURFACE OF THE LIQUID LEVEL EQUAL TO 40% OF THE LIQUID LEVEL DEPTH (19").
10. TANK SHALL BE PUMPED AS NEEDED.
11. TANK SHALL BE VACUUM TESTED PRIOR TO OPERATION.

UTILITY NOTES:

1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.

2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.

3) CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.

4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.

5) ALL WATERMAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION AND BEFORE ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTSMOUTH.

6) ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.

7) ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH

8) CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.

~~9) ANY CONNECTION TO EXISTING WATERMAIN SHALL BE CONSTRUCTED BY THE CITY OF PORTSMOUTH.~~

10) EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.

11) ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.

12) THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.

13) ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

14) ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

15) THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATED TO THE OWNER PRIOR TO THE COMPLETION OF PROJECT.

16) THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED IN THESE DRAWING TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.

17) CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.

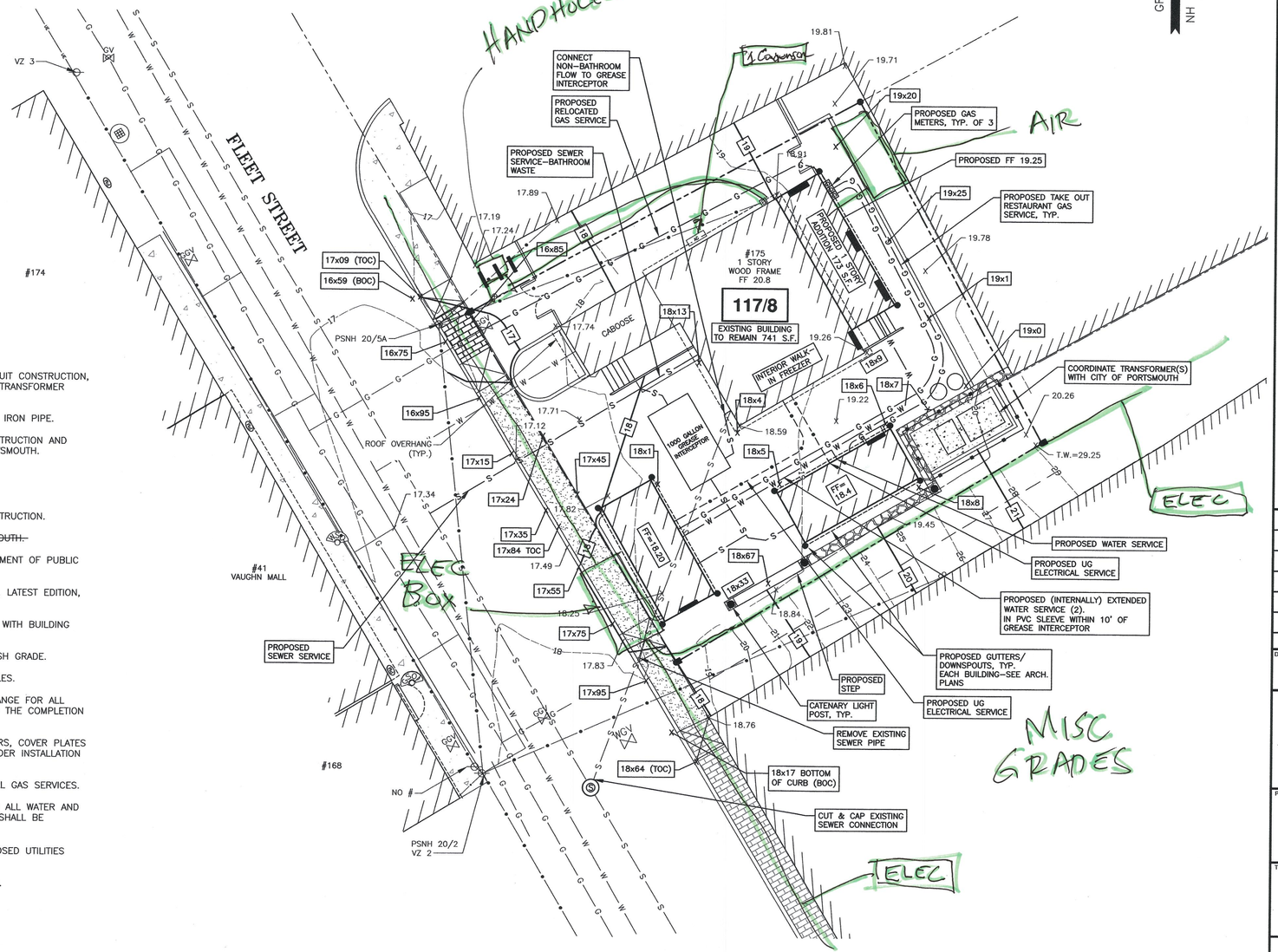
18) A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS WATER ABOVE SEWER.

19) SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.

20) GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.

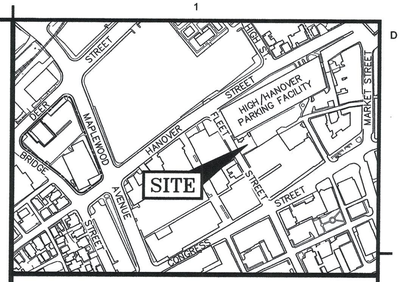
21) COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.

22) ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.



GRAPHIC SCALE

10 5 0 10 20 30 40 FEET
3 0 5 10 METERS



LOCATION MAP SCALE: 1" = 300'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

No.	DATE	DESCRIPTION	BY	CHK
5	05/11/26	GRADES, GUTTERS & DOWNSPOUTS	SJR	JRC
4	12/19/25	SITE LAYOUT & UTILITIES	SJR	JRC
3	12/05/25	GREASE INTERCEPTOR, SEWER	SJR	JRC
2	12/02/25	UTILITY NOTE 9	SJR	JRC
1	11/17/25	UTILITIES, GRADING	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd, Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

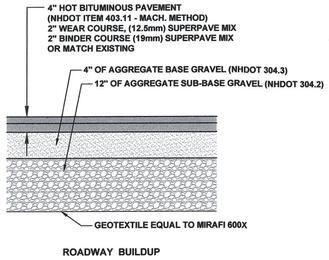
AMENDED
GRADING & UTILITY PLAN
MARK-UP

STATE OF NEW HAMPSHIRE - JOHN R CHAGNON 14951 - LICENSED PROFESSIONAL ENGINEER

DATE: OCTOBER 2025	SCALE: 1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR / CHECKED BY: JRC
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: C202	DWG No.: 5

P:\PORTSMOUTH\DRAWINGS\PROJECTSHEETS\5010156.004-C-GP-2025.dwg, 5/7/2026 3:07:41 PM

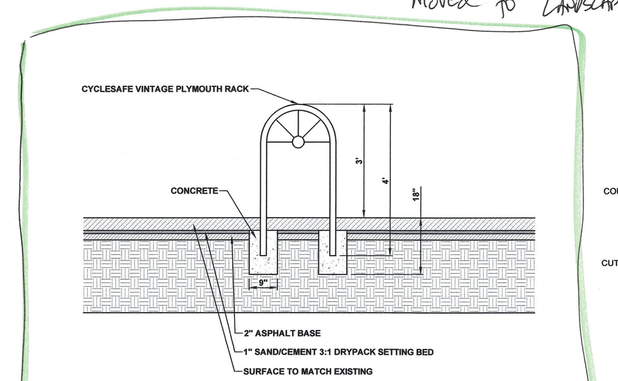
Moved to Landscape Plan



ROADWAY BUILDUP

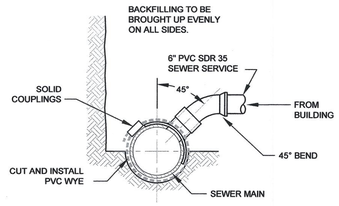
TYPICAL ROADWAY BUILDUP DETAIL

NTS



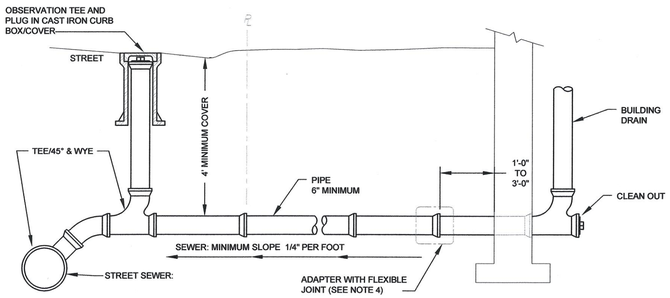
BIKE RACK DETAIL

NTS



SECTION

SEWER SERVICE CONNECTION

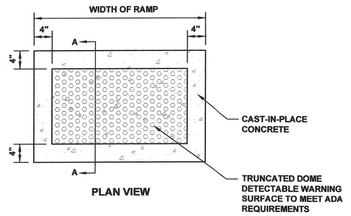


SEWER SERVICE

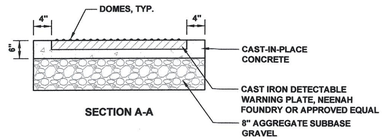
SEWER SERVICE DETAILS

NTS

INSTALL PER PORTSMOUTH REQUIREMENTS



PLAN VIEW



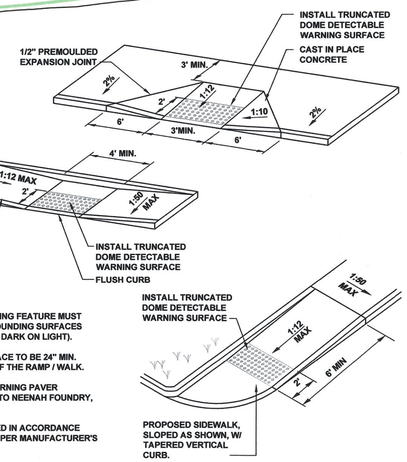
SECTION A-A

NOTES:

1. DETECTABLE WARNINGS SHALL BE AN INTEGRAL PART OF THE RAMP AND COMPLY WITH ALL SECTIONS OF THE ADA ACCESSIBILITY GUIDELINES AND ALL SECTIONS OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL DETECTABLE WARNING AREAS SHALL START 6-10" FROM THE FLOW LINE OF THE CURB, BE 24" IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY. MATCH ROADWAY RADIUS, TYP.

TYPICAL DETECTABLE WARNING SURFACE DETAIL

NTS

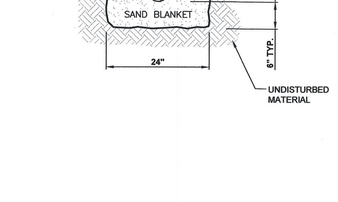


NOTES:

1. THE TEXTURE OF THE WARNING FEATURE MUST CONTRAST WITH THE SURROUNDING SURFACES (EITHER LIGHT ON DARK, OR DARK ON LIGHT).
2. SIZE OF DETECTABLE SURFACE TO BE 24" MIN. HEIGHT x THE FULL WIDTH OF THE RAMP / WALK.
3. CAST IRON DETECTABLE WARNING PAVER SURFACE SHALL BE EQUAL TO NEENAH FOUNDRY, UN-PAINTED.
4. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH ADA GUIDELINES, AND PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

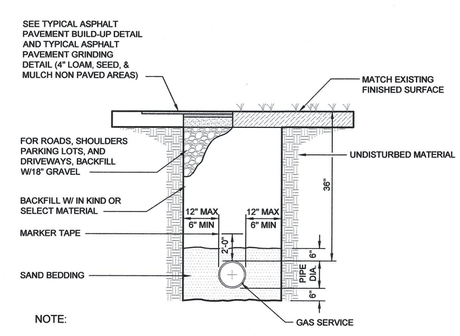
TYPICAL HANDICAP CURB RAMP DETAILS

NTS



TYPICAL UNDERGROUND ELECTRICAL TRENCH DETAIL

NTS

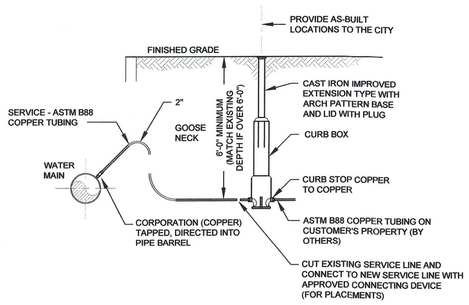


NOTE:

1. COMPACT ALL GRANULAR MATERIAL AND BACKFILL TO 95%.
2. SIDE CLEARANCE APPLICABLE TO BACKHOE OPERATIONS.

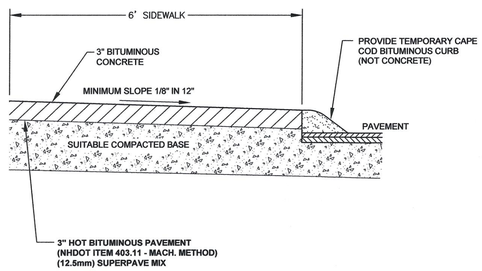
TYPICAL GAS TRENCH DETAIL

NTS



TYPICAL WATER SERVICE CONNECTION DETAIL

NTS



BITUMINOUS SIDEWALK w/ BITUMINOUS CURB

NTS

NOTES:
1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

No.	DATE	DESCRIPTION	BY	CHK.
2	12/05/25	BITUMINOUS SIDEWALK/CURB	SJR	JRC
1	11/17/25	UTILITY DETAILS	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

AMENDED
DETAILS
MARK-UP PLAN

JOHN R. CHAGNON NO. 13651 LICENSED PROFESSIONAL ENGINEER - STATE OF NEW HAMPSHIRE

DATE	SCALE
OCTOBER 2025	1" = 10'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	SJR	JRC

PROJECT No.	FIELD BOOK & PAGE
5010156.004	FB 309 PG 68

SHEET No. C502 — DWG No. 2

P:\HW\2010156.MA\Hatch_Properties\004-175 Fleet St., Portsmouth - (MC)\2-CAD_Files\CAD\2010156.004-C-DP-2025 NEW.dwg, 12/4/2025 9:59:59 AM

GILLEY'S ADDITION

175 FLEET STREET, PORTSMOUTH, NEW HAMPSHIRE

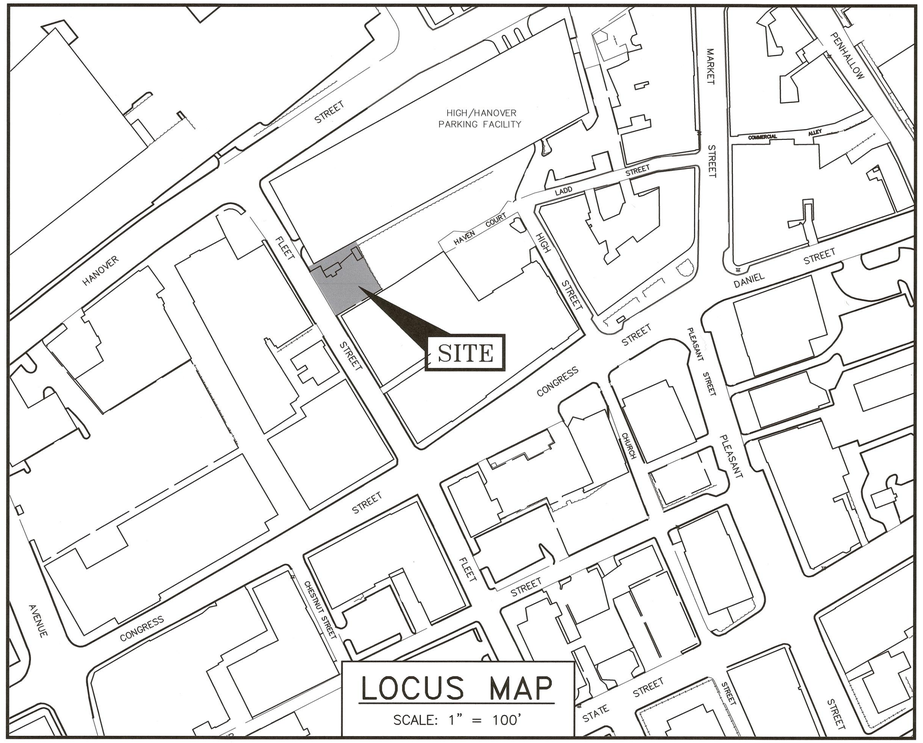
AMENDED PERMIT PLANS

OWNER/APPLICANT
RALPH 1912, LLC
10 PLEASANT STREET SUITE 300
PORTSMOUTH, N.H. 03801
TEL. (603) 427-0725

CIVIL ENGINEER & LAND SURVEYOR:
HALEY WARD, INC.
200 GRIFFIN ROAD, UNIT 14
PORTSMOUTH, N.H. 03801
TEL. (603) 430-9282

ARCHITECT:
ARCOVE LLC
767 ISLINGTON STREET
PORTSMOUTH, NH 03801
TEL. (603) 731-5187

LANDSCAPE ARCHITECT:
TERRA FIRMA LANDSCAPE ARCHITECTURE
163A COURT STREET
PORTSMOUTH, NH 03801
TEL. (603) 430-8388



LOCUS MAP
SCALE: 1" = 100'



Map 10.5A21A
Character Districts and Civic Districts

Legend
- Downtown Overlay District
- Historic District

Character Districts
- CD5 Character District 5
- CD4 Character District 4
- CD4-W Character District 4-W
- CD4-L1 Character District 4-L1
- CD4-L2 Character District 4-L2

Civic District
- Civic District

Municipal District
- Municipal District

INDEX OF SHEETS

V101	STANDARD BOUNDARY SURVEY & EXISTING CONDITIONS PLAN
C201	SITE PLAN
L01D	LANDSCAPE PLAN
C202	GRADING & UTILITY PLAN
C203	LIGHTING PLAN
C501-C502	DETAILS

PORTSMOUTH APPROVAL CONDITIONS NOTE:
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

UTILITY CONTACTS

ELECTRIC:
EVERSOURCE
1700 LAFAYETTE ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 436-7708
ATTN: NICHOLAS KOSKO X3327565

NATURAL GAS:
UNITIL
325 WEST ROAD
PORTSMOUTH, N.H. 03801
TEL. (603) 294-5144
ATTN: DAVE BEAULIEU

CABLE:
XFINITY BY COMCAST
180 GREENLEAF AVE.
PORTSMOUTH, N.H. 03801
Tel. (603) 266-2278
ATTN: MIKE COLLINS

SEWER & WATER:
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, N.H. 03801
TEL. (603) 427-1530
ATTN: DOUG SPARKS

COMMUNICATIONS:
CONSOLIDATED COMMUNICATIONS
1575 GREENLAND ROAD
GREENLAND, N.H. 03840
Tel. (603) 427-5525
ATTN: BENJAMIN WILLS

DIG SAFE
ME - NH - RI - VT
1-888-344-7233
CALL TOLL FREE

PERMIT LIST:
PORTSMOUTH SITE PLAN: LU-25-152 APPROVED 1/22/26
PORTSMOUTH HDC: LU-25-152 APPROVED 1/7/26

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
	GRANITE BOUND w/IRON ROD FOUND

EXISTING	PROPOSED	
FM	FM	FORCE MAIN
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	PG	GAS LINE
D	D	STORM DRAIN
FD	FD	FOUNDATION DRAIN
W	W	WATER LINE
FS	FS	FIRE SERVICE LINE
UE	UGE	UNDERGROUND ELECTRIC SUPPLY
		UNDERGROUND ELECTRIC SERVICE
OHW	OHW	OVERHEAD ELECTRIC/WIRES
		RETAINING WALL
		EDGE OF PAVEMENT (EP)
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
		UTILITY POLE
E	E	ELECTRIC METER
		TRANSFORMER ON CONCRETE PAD
		WATER SHUT OFF/CURB STOP
C.O.	C.O.	PIPE CLEANOUT
	GV	GATE VALVE
	HYD	HYDRANT
CB	CB	CATCH BASIN
S	SMH	SEWER MANHOLE
D	DMH	DRAIN MANHOLE
M	WMH	WATER METER MANHOLE
#5		TEST BORING
TP 1		TEST PIT
LA		LANDSCAPED AREA
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
CMP	CMP	CORRUGATED METAL PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
HYD	HYD	HYDRANT
℄	℄	CENTERLINE
EP	EP	EDGE OF PAVEMENT
EL.	EL.	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL
TBR	TBR	TO BE REMOVED

GILLEY'S ADDITION
175 FLEET STREET
PORTSMOUTH, N.H.
AMENDED PERMIT PLANS

HALEYWARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PLAN SET SUBMITTAL DATE: 28 OCTOBER 2026

5010156.004

P:\NH\5010156-McNabb, Properties\004-175 Fleet St., Portsmouth-JRC\02-CAD_Files\Civil\5010156.004-C-CVR-AMENDED-2026.dwg, 10/27/2026 12:22:18 PM, \\SVPPSM-FS01\Portsmouth Plotter Canon TX3000

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
RR SPK	RAILROAD SPIKE
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
	BOUND FOUND
S S	SEWER LINE
G G	GAS LINE
D D	STORM DRAIN
W W	WATER LINE
UE UE	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC/WIRES
100	CONTOUR
97x3	SPOT ELEVATION
	EDGE OF PAVEMENT (EP)
	UTILITY POLE
	WATER SHUT OFF/CURB STOP
	GAS SHUT OFF
GV	GATE VALVE
HYD	HYDRANT
G W E	METER (GAS, WATER, ELECTRIC)
	CATCH BASIN
	TELEPHONE MANHOLE
	SEWER MANHOLE
	DRAIN MANHOLE
EL.	ELEVATION
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
INV	INVERT
TBM	TEMPORARY BENCH MARK
TYP	TYPICAL
VGC/SGC	VERTICAL/SLOPED GRANITE CURB

PLAN REFERENCES:

1) PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM, SCALE: 1 IN = 20 FT, DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.

2) LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1IN. = 20FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.

3) LOT PLAN NOS. 7–13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.

4) PLAN OF LOT NOS. 173 – 181 FLEET ST. PORTSMOUOTH, N.H., SCALE: 1IN. = 20FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.

5) LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1IN. = 20FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.

6) PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1IN. = 40FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537.

7) PLAN OF LOT 26 – 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1IN. = 10FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED.

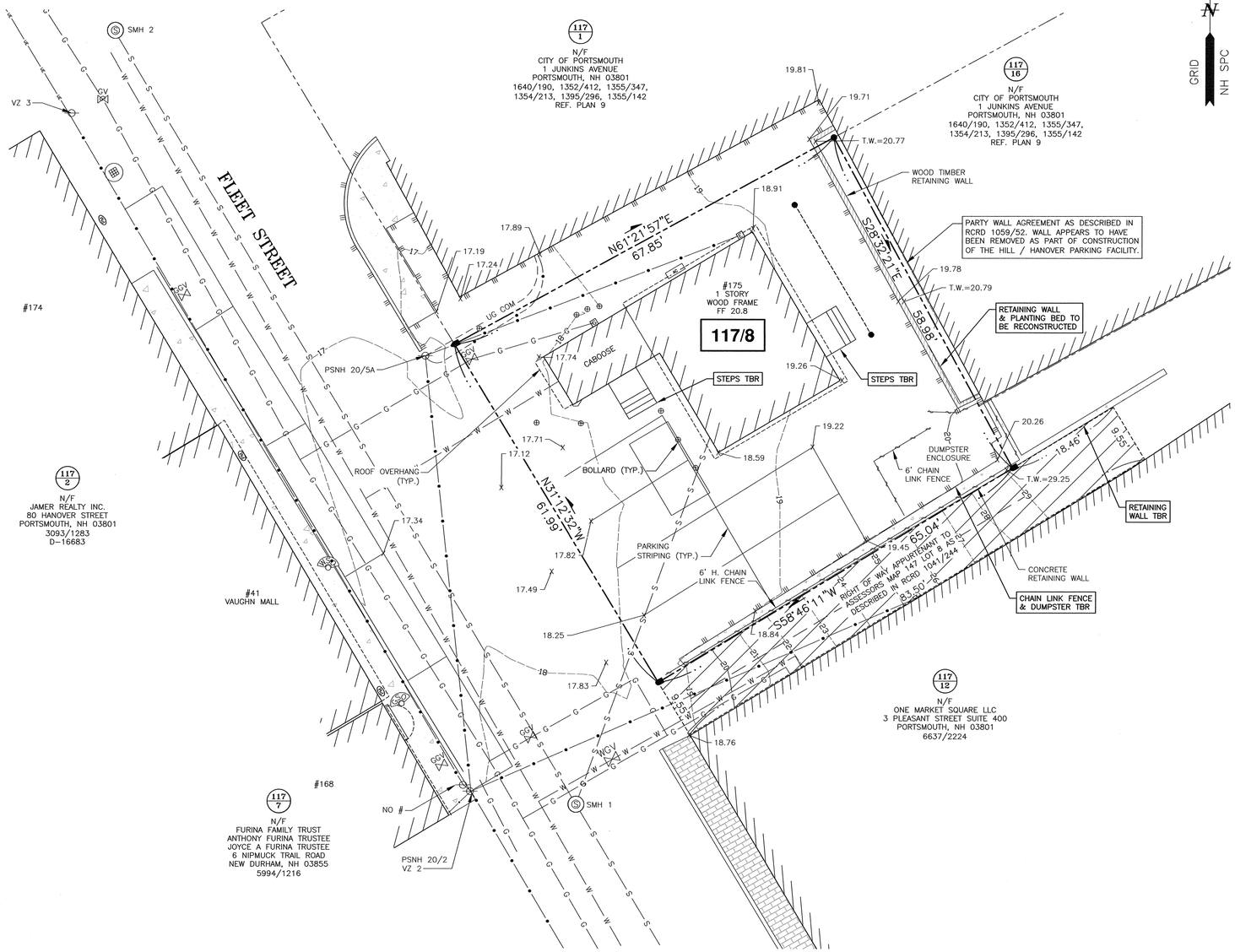
8) PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C–16161.

9) EXISTING CONDITIONS PLAN HIGH/HANOVER PARKING FACILITY, HANOVER STREET, PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, SCALE: 1" = 20', DATED: 5/5/99, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., NOT RECORDED.

10) SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C–34500.

11) STANDARD BOUNDARY SURVEY TAX MAP 17 LOTS 14 & 15, OWNER OF RECORD: PETER H. JARVIS & SONS, LLC, PROPERTY LOCATED AT: 1 CONGRESS STREET & HIGH STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW HAMPSHIRE, DATED: NOVEMBER 2021, SCALE: 1" = 20', PREPARED BY AMBIT ENGINEERING, INC., RCRD D–43095.

12) SITE PLAN FOR HOUSE–GOODMAN LIMITED PARTNERSHIP 43–49 CONGRESS STREET PORTSMOUTH, N.H. PREPARED BY: RICHARD P. MILLETTE AND ASSOCIATES, SCALE: 1"=10', DATED: NOVEMBER 15, 1983, NOT RECORDED.

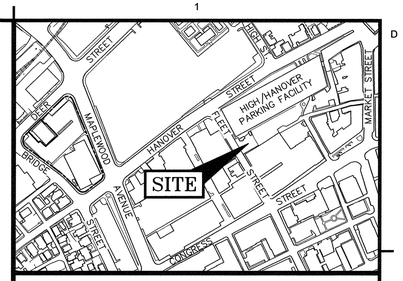


SEWER STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	INVERT IN	INVERT OUT
SMH 1	EX	18.71		
SMH 2	EX	16.07		

GRAPHIC SCALE

10 5 0 10 20 30 40 FEET
3 0 5 10 METERS



LOCATION MAP SCALE: 1" = 300'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 117 AS LOT 8.

2) OWNERS OF RECORD:
RALPH 1912 LLC
10 PLEASANT STREET, SUITE 300
PORTSMOUTH, NH 03801
6637/2224

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
4,017 S.F.
0.0922 ACRES

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 5 (CD5) DISTRICT, HISTORIC DISTRICT & DOWNTOWN OVERYLAY DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULTS OF A STANDARD BOUNDARY SURVEY AND EXISTING CONDITIONS OF ASSESSOR'S TAX MAP 117, LOT 8 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY OVER ASSESSOR'S MAP 117 LOT 12 AS SHOWN HEREON AND DESCRIBED IN RCRD 1041/244.

10) PARCEL IS SUBJECT TO AND BENEFITED BY A PARTY WALL AGREEMENT ADJACENT TO THE EASTERLY LOT LINE AS DESCRIBED IN RCRD 1059/52. PARTY WALL APPEARS TO HAVE BEEN REMOVED AS PART OF THE CONSTRUCTION OF THE HILL / HANOVER PARKING FACILITY ON ASSESSOR'S MAP 117 LOT 16.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

No.	DATE	DESCRIPTION	BY	CHK.
3	07/02/26	ELECTRICAL SERVICES	SJR	JRC
2	05/11/26	DEMOLITION	SJR	JRC
1	10/24/25	OWNER OF RECORD, ABUTTER, TOPO	SJR	JRC
0	11/26/24	ISSUED FOR COMMENT	CSA	PAY

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd, Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

STANDARD BOUNDARY SURVEY
& EXISTING CONDITIONS PLAN

DATE: OCTOBER 2025	SCALE: 1" = 10'
DRAWN BY: CSA	DESIGNED BY: ---
CHECKED BY: PAY	
PROJECT No.: 5010156.3406	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: V101	DWG No.: 3

STATE OF NEW HAMPSHIRE
No. 1122
PHILLIP A. YETMAN
LICENSED LAND SURVEYOR

"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

PHILIP A. YETMAN, LLS 1122 — 7/2/2026 DATE

P:\NH\5010156-McHale_Properties\204-175 Fleet St, Portsmouth-JRC\02-CAD_Files\D5010156.04-C3P-2025.dwg, 7/6/2026 8:41:57 AM

IMPERVIOUS SURFACE AREAS
(TO PROPERTY LINE)

STRUCTURE	PRE-CONSTRUCTION IMPERVIOUS (S.F.)	POST-CONSTRUCTION IMPERVIOUS (S.F.)
MAIN STRUCTURES	741	1258
PAVEMENT	2,942	2,142
CONCRETE	0	169
STAIRS	66	81
RETAINING WALL	149	81
CURB	0	58
TOTAL	3898	3789
LOT SIZE	4,017	4,017
% LOT COVERAGE	97.0%	94.3%

OPEN SPACE: 228 S.F. / 4,017 S.F. = 5.7%

ZONING DEVELOPMENT STANDARD

CD5 (CD-5, DOD, HDC): CHARACTER DISTRICT 5

	REQUIRED	PROVIDED
Height	2-3 stories with short 4th = 45'	1 Story
Penthouses	may exceed bldg height by 2'	N/A
Roof appurtenance	may exceed bldg height by 10'	N/A
Façade Types	shop front	
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial
Setbacks (ft) *	* 10.5A42.12 Yards may be increased above the max permitted for truncated corners or other subtractive massing techniques, alleys, vehicular accessways, increased sidewalk width or community spaces.	
Front (principle) max	5'	2.2'
Front (secondary) max	5'	N/A
Side	NR	
Rear, min	>of: 5' from rear line or 10' from cl alley	19.1'
Front lotline buildout	80% min	80 +/-
Lot area (sf)	NR	
LOT area per dwelling	NR	
Coverage, maximum	95%	92.5%
Footprint, max* 10.5a43.40	20,000	1,258
*10.5A43.43 increase for indoor parking if >50% gr.floor parking & 30% lot is community space	50,000 ground (30,000 upper)	N/A
Ground floor area per use, max	15,000	1,258
Open space, minimum	5%	7.5%
Permitted uses (cd4 & cd5)	commercial, live/work, mixed-use, flex space, community, office, retail, restaurant (<500occ)	Commercial

APPROVED CONDITIONS:

A. (2.5.4.2E): ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.

B. (2.13.3):

a. THIS SITE SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

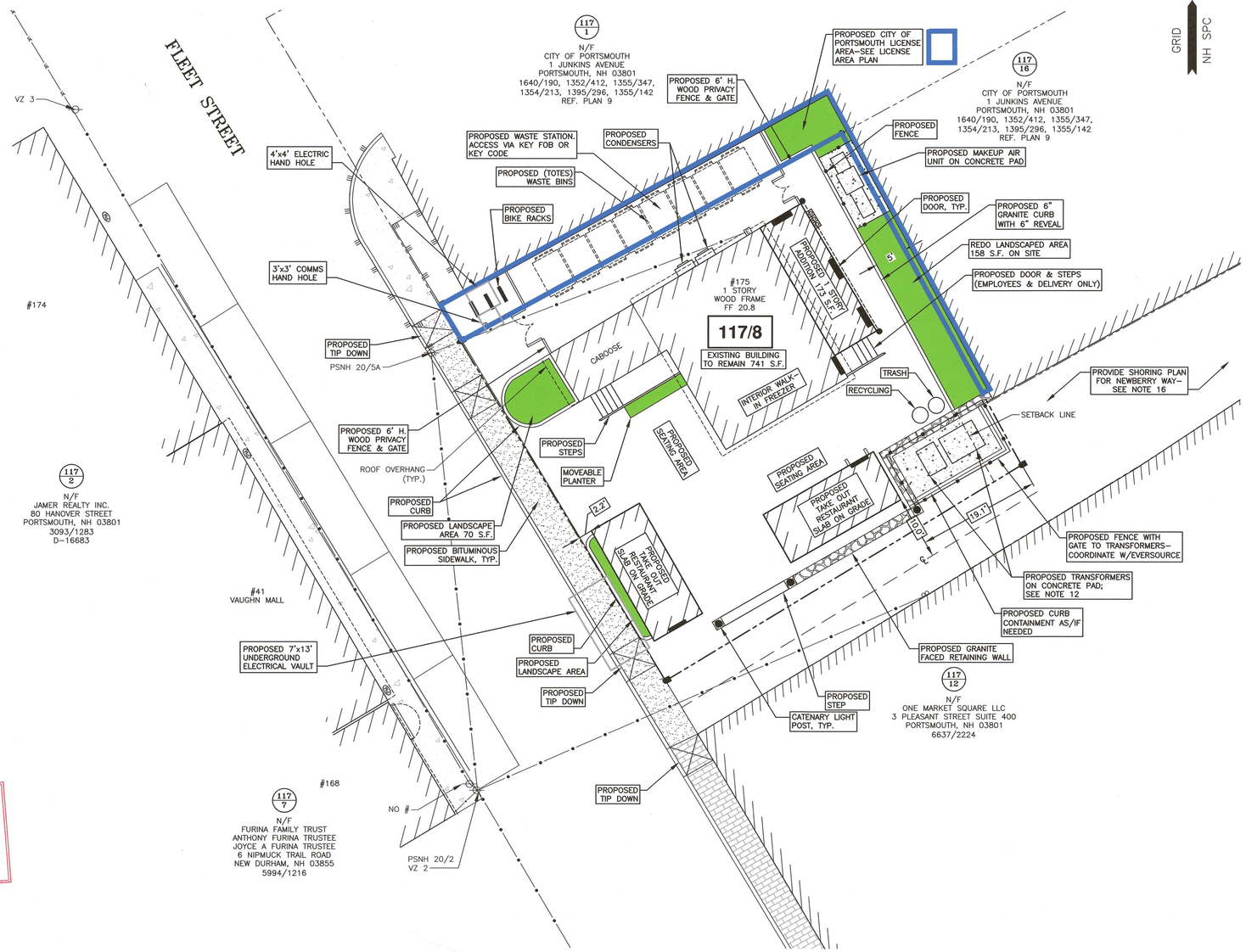
b. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL THE FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

(2.4): THE TWO KIOSKS WILL NEED TO BE INDIVIDUALLY LICENSED PER HEALTH DEPARTMENT REQUIREMENTS.

(2.6): ANY FENCING AS REQUIRED BY THE LIQUOR COMMISSION OR USED TO DIVIDE THE SITE IS REQUIRED TO GO TO THE HDC.

~~(2.7): A SHORING PLAN STAMPED BY A STRUCTURAL ENGINEER SHALL BE PROVIDED TO ENSURE THERE WILL BE NO UNDERMINING OF ANY STRUCTURE ALONG NEWBERRY WAY.~~

(2.9): NO AMPLIFIED MUSIC PERMITTED.



"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

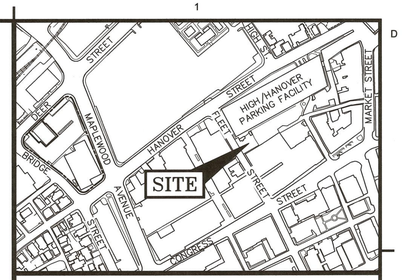
7.16.26

JOHN R. CHAGNON, LLS DATE

STATE OF NEW HAMPSHIRE No. 738 JOHN R. CHAGNON LICENSED LAND SURVEYOR SIGNATURE

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



LOCATION MAP SCALE: 1" = 300'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S TAX MAP 117 AS LOT 8.

2) OWNER OF RECORD: 6637/2224
RALPH 1912 LLC
10 PLEASANT STREET, SUITE 300
PORTSMOUTH, NH 03801

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) EXISTING LOT AREA:
4,017 S.F. (0.0922 ACRES)

5) PARCEL IS LOCATED IN THE CHARACTER DISTRICT 5 (CD5) DISTRICT, HISTORIC DISTRICT & DOWNTOWN OVERYLAY DISTRICT.

6) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE ADDITION TO AN EXISTING DINER AND CREATION OF A FOOD TRUCK COURT ON ASSESSOR'S TAX MAP 117, LOT 8 IN THE CITY OF PORTSMOUTH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

9) PARCEL IS BENEFITED BY A RIGHT OF WAY OVER ASSESSOR'S MAP 117 LOT 12 AS SHOWN HEREON AND DESCRIBED IN RCRD 1041/244.

10) PARCEL IS SUBJECT TO AND BENEFITED BY A PARTY WALL AGREEMENT ADJACENT TO THE EASTERLY LOT LINE AS DESCRIBED IN RCRD 1059/52. PARTY WALL APPEARS TO HAVE BEEN REMOVED AS PART OF THE CONSTRUCTION OF THE HILL / HANOVER PARKING FACILITY ON ASSESSOR'S MAP 117 LOT 16.

11) ABUTTER INFORMATION TAKEN FROM THE CITY OF PORTSMOUTH ASSESSORS GIS WEBSITE.

12) FINAL LOCATION OF TRANSFORMERS TO BE COORDINATED WITH EVERSOURCE AND THE CITY OF PORTSMOUTH.

No.	DATE	DESCRIPTION	BY	CHK.
6	07/16/26	HVAC, CONDENSERS	SJR	JRC
5	07/02/26	ELECTRIC/COMMS	SJR	JRC
4	05/20/25	COA, LICENSE AREA, SITE DETAILS	SJR	JRC
3	12/19/25	STRUCTURES, RETAINING WALLS	SJR	JRC
2	12/02/25	SIDEWALK, NOTES	SJR	JRC
1	11/17/25	LANDSCAPE AREA, NOTES	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

SITE PLAN

STATE OF NEW HAMPSHIRE JOHN R CHAGNON No. 7381 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2025	1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR	CHECKED BY: JRC
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: C201	DWG No.: 6

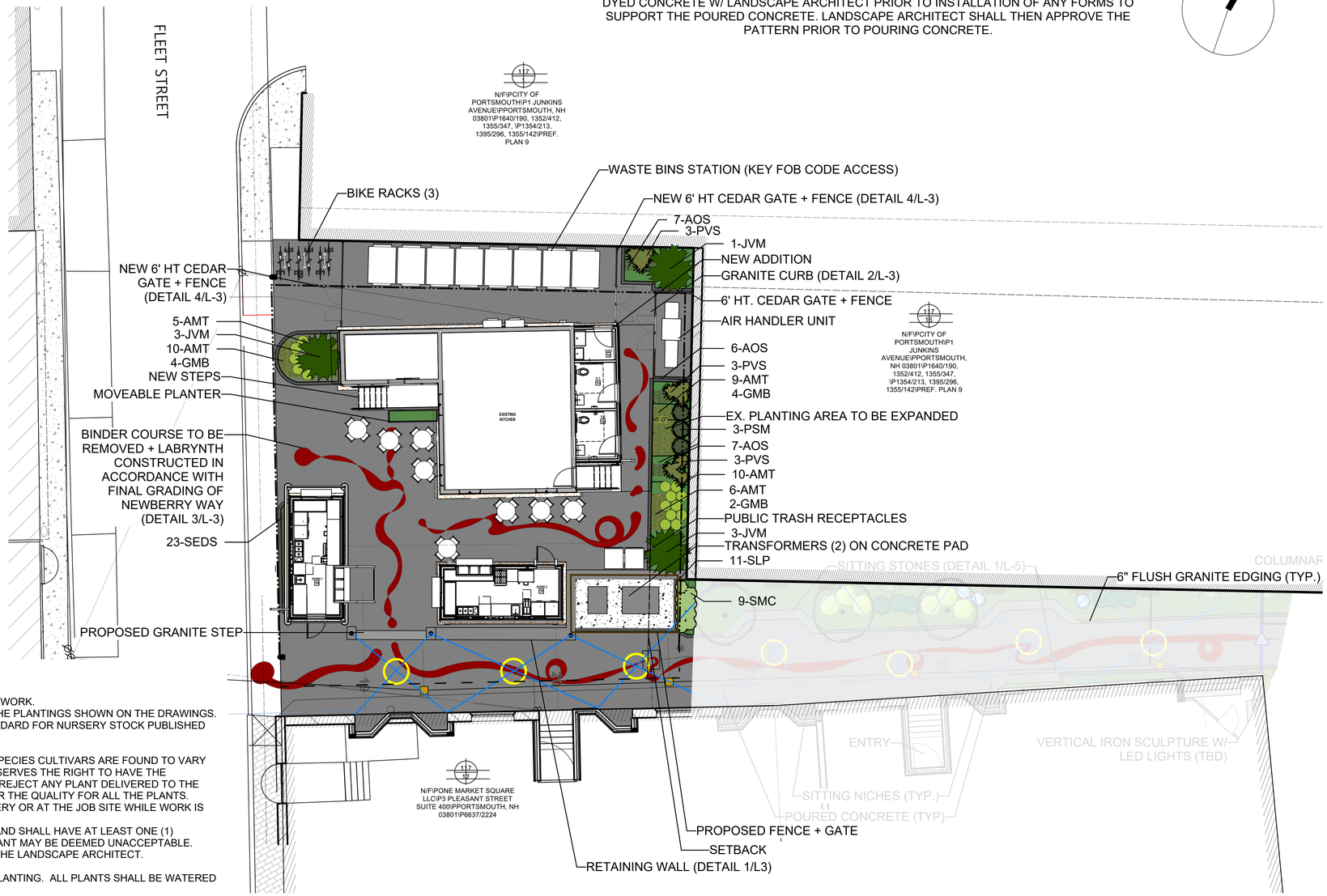
P:\NH\5010156.MA\Mdb_Properties\004-175 Fleet St., Portsmouth (RC)\02-CAD_Files\Civil\5010156.004-C-SP-3203.dwg 7/16/2026 8:29:47 AM

Plant List - Trees and Shrubs

ID	Qty	Botanical Name	Common Name	Scheduled Size
JVM	7	Juniperus virginiana 'Manhattan Blue'	Manhattan Blue Eastern Red Cedar	8-10'
PSM	3	Pinus strobus 'Minuta'	Minuta White Pine	3'
SMC	9	Spiraea japonica 'Magic Carpet'	Magic Carpet Spirea	2 Gal.

Plant List - Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size
AMT	40	Amsonia tabernaemontana	Blue Star Flower	1 Gal.
AOS	20	Aster oblongifolius 'October Skies'	October Skies Aster	1 Gal.
GMB	10	Geranium macrorrhizum 'Bevans Variety'	Bigroot Geraniums	1 Gal.
PVS	9	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gal.
SEDS	23	Sedum sexangulare	Stonecrop	2 QT
SLP	11	Sedum ternatum 'Larinem Park'	Larinem Park Stonecrop	2 QT



LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THE DRAWINGS.
3. ALL MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANT SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
5. ALL PLANT MATERIALS SHALL BE EXACTLY AS SPECIFIED BY THE LANDSCAPE ARCHITECT. IF PLANT SPECIES CULTIVARS ARE FOUND TO VARY FROM THAT SPECIFIED AT ANY TIME DURING THE GUARANTEE PERIOD, THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO HAVE THE CONTRACTOR REPLACE THAT PLANT MATERIAL. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT DELIVERED TO THE SITE FOR AESTHETIC REASONS BEFORE PLANTING. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE QUALITY FOR ALL THE PLANTS.
6. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, UPON DELIVERY OR AT THE JOB SITE WHILE WORK IS ON-GOING TO CONFORMITY TO SPECIFIED QUALITY, SIZE AND VARIETY.
7. PLANTS FURNISHED IN CONTAINERS SHALL HAVE THE ROOTS WELL ESTABLISHED IN THE SOIL MASS AND SHALL HAVE AT LEAST ONE (1) GROWING SEASON. ROOT-BOUND PLANTS OR INADEQUATELY SIZED CONTAINERS TO SUPPORT THE PLANT MAY BE DEEMED UNACCEPTABLE.
8. NO PLANT SHALL BE PUT IN THE GROUND BEFORE GRADING HAS BEEN FINISHED AND APPROVED BY THE LANDSCAPE ARCHITECT.
9. ALL PLANTS SHALL BE INSTALLED AND DETAILED PER PROJECT SPECIFICATIONS.
10. ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN IF NECESSARY, DURING THE FIRST GROWING SEASON.
11. ALL PLANTS SHALL BE GUARANTEED BY THE CONTRACTOR FOR NOT LESS THAN ONE FULL YEAR FROM THE TIME OF PROVISIONAL ACCEPTANCE. DURING THIS TIME, THE OWNER SHALL MAINTAIN ALL PLANT MATERIALS IN THE ABOVE MANNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSPECT THE PLANTS TO ENSURE PROPER CARE. IF THE CONTRACTOR IS DISSATISFIED WITH THE CARE GIVEN, HE SHALL IMMEDIATELY, AND IN SUFFICIENT TIME TO PERMIT THE CONDITION TO BE RECTIFIED, NOTIFY THE LANDSCAPE ARCHITECT IN WRITING OR OTHERWISE FORFEIT HIS CLAIM. LANDSCAPE CONTRACTOR SHALL PRUNE PLANTINGS OF DEAD LIMBS OR TWIGS DURING THE FIRST YEAR OF GROWTH.
12. FINAL ACCEPTANCE BY THE LANDSCAPE ARCHITECT WILL BE MADE UPON THE CONTRACTOR'S REQUEST AFTER ALL CORRECTIVE WORK HAS BEEN COMPLETED.
13. LANDSCAPE CONTRACTOR SHOULD REPLACE DEAD PLANTINGS IMMEDIATELY UPON OWNER DIRECTION WITHIN THE WARRANTY PERIOD AND AGAIN AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL HAVE REPLACED ANY PLANT MATERIAL THAT IS MISSING, NOT TRUE TO SIZE AS SPECIFIED, THAT HAVE DIED, THAT HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING OR INADEQUATE OR IMPROPER CARE, OR THAT ARE, IN THE OPINION OF THE LANDSCAPE ARCHITECT, IN UNHEALTHY OR UNSIGHTLY CONDITION.
14. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT FOR INTERIOR LANDSCAPED ISLANDS OR WHERE OTHER PLANT MATERIAL IS CALLED FOR.
15. ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH DEFINED AND CUT EDGES TO SEPARATE TURF GRASS AREAS.
16. FOR ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN, WHETHER ON OR OFF-SITE, REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC., THEN APPLY GRASS SEED OR PINE BARK MULCH AS DEPICTED ON PLANS.
17. LANDSCAPE CONTRACTOR SHALL FEED AND PRUNE EX. TREES, ON OR JUST OFF SITE, THAT HAVE EXPERIENCED ROOT BASE INTRUSION OR DAMAGE DURING CONSTRUCTION IMMEDIATELY AND FOR THE DURATION OF THE WARRANTY PERIOD AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
18. EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY SNOW FENCING AT THE EDGE OF THE EX. TREE CANOPY THE CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS WITHIN THE LANDSCAPED AREAS. ANY DAMAGE TO EXISTING TREES, SHRUBS OR LAWN SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
19. ALL MULCH AREAS SHALL RECEIVE A 2" LAYER OF SHREDDED PINE BARK MULCH.
20. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH PROJECT SPECIFICATIONS.

terra firma
landscape architecture
163.a court street · portsmouth, nh 03801
office 603.430.8388 | terrence@terrafirmalandarch.com



No.	Date	By	Revision Notes
M	7/19/2026		GILLEY'S ADDENDUM #2
L	5/20/2026		GILLEYS RFI-002
K	4/6/2026		75% CDS
J	12/5/2025		GILLEY'S UPDATE
I	12/19/2024		PAVING UPDATE
H	11/26/2024		HAVEN COURT UPDATE
G	11/1/2024		ALLEY PAVING
F	10/11/2024		PLANTING UPDATE
E	9/30/2024		CATENARY LIGHT ADJUSTMENT
D	8/12/2024		SITE AMENTITIES AND MATERIALS UPDATED
C	8/2/2024		ALLEY DOOR LOCATION UPDATES
B	7/31/2024		SHEET UPDATES

No.	Date	Issue Notes

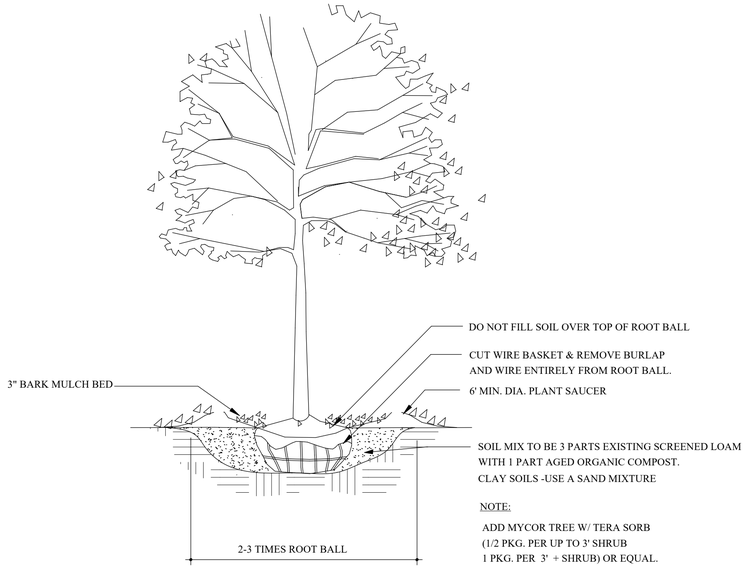
Design Firm
terra firma landscape architecture
163.a Court Street
Portsmouth, NH 03801

Consultant

Project Title
GILLEY'S ADDITION

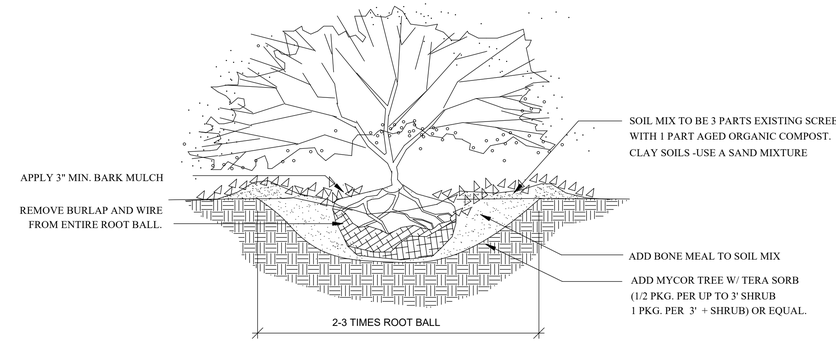
Sheet Title
LANDSCAPE PLAN

Project Manager	Project ID: ONE MARKET SQUARE
Drawn By: TC	Scale: 1"=20'-0"
Reviewed By: TP	Sheet No.: L-1 of 1
Date: 12/19/2025	
CAD File Name: newberry41626.vwx	



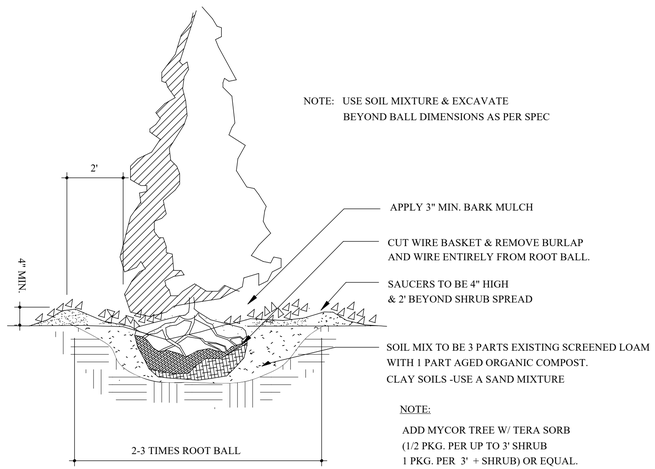
1 L-2

TREE PLANTING (2"+ Cal.)
SCALE: NTS



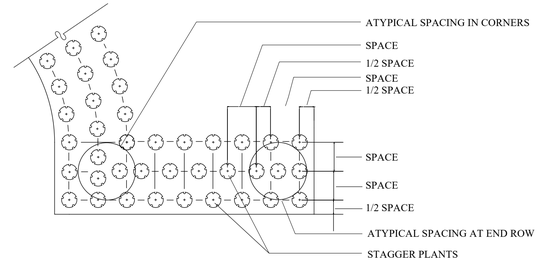
3 L-2

B&B SHRUB PLANTING
SCALE: NTS



2 L-2

PYRAMIDAL EVERGREEN TREE PLANTING
SCALE: NTS

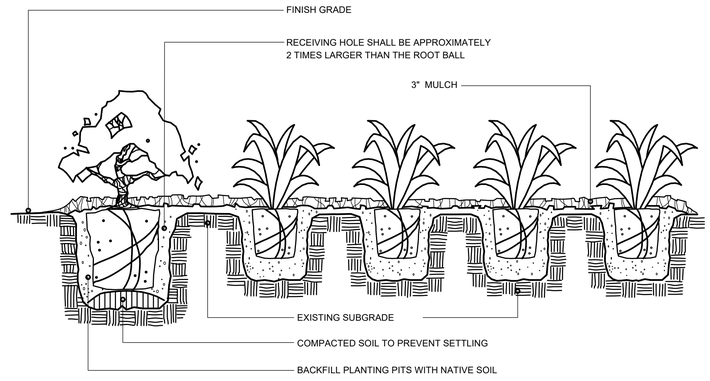


NOTES:

1. PLACE PLANTS IN BED AS SHOWN, SPACING AS SPECIFIED IN PLANT SCHEDULE.
2. GROUNDCOVER SHALL BE TRIANGULAR SPACED IN ROWS PARALLEL TO STRAIGHT EDGES AND SHALL BE EVENLY SPACED IN ROWS PARALLEL TO CURVE EDGES.

4 L-2

GROUND COVER SPACING DETAIL
SCALE: NTS



NOTE: SHRUBS SHALL BE PLANTED A MINIMUM OF 1" & NO MORE THAN 2" ABOVE FINISH GRADE, DEPENDING UPON SITE CONDITIONS.

5 L-2

SHRUB/GROUND COVER PLANTING DETAIL
SCALE: NTS

terra firma
landscape architecture
163.a court street | portsmouth, nh 03801
office 603.430.8388 | terrence.l@terrafirmalandarch.com



No.	Date	By	Revision Notes
M	7/19/2026		GILLEY'S ADDENDUM #2
L	5/20/2026		GILLEY'S RFI-002
K	4/6/2026		75% CDS
J	12/5/2025		GILLEY'S UPDATE
I	12/19/2024		PAVING UPDATE
H	11/26/2024		HAVEN COURT UPDATE
G	11/1/2024		ALLEY PAVING
F	10/11/2024		PLANTING UPDATE
E	9/30/2024		CATENARY LIGHT ADJUSTMENT
D	8/12/2024		SITE AMENITIES AND MATERIALS UPDATED
C	8/2/2024		ALLEY DOOR LOCATION UPDATES
B	7/31/2024		SHEET UPDATES
A	7/24/2024		SOUTH ALLEY UPDATES

No. | Date | Issue Notes

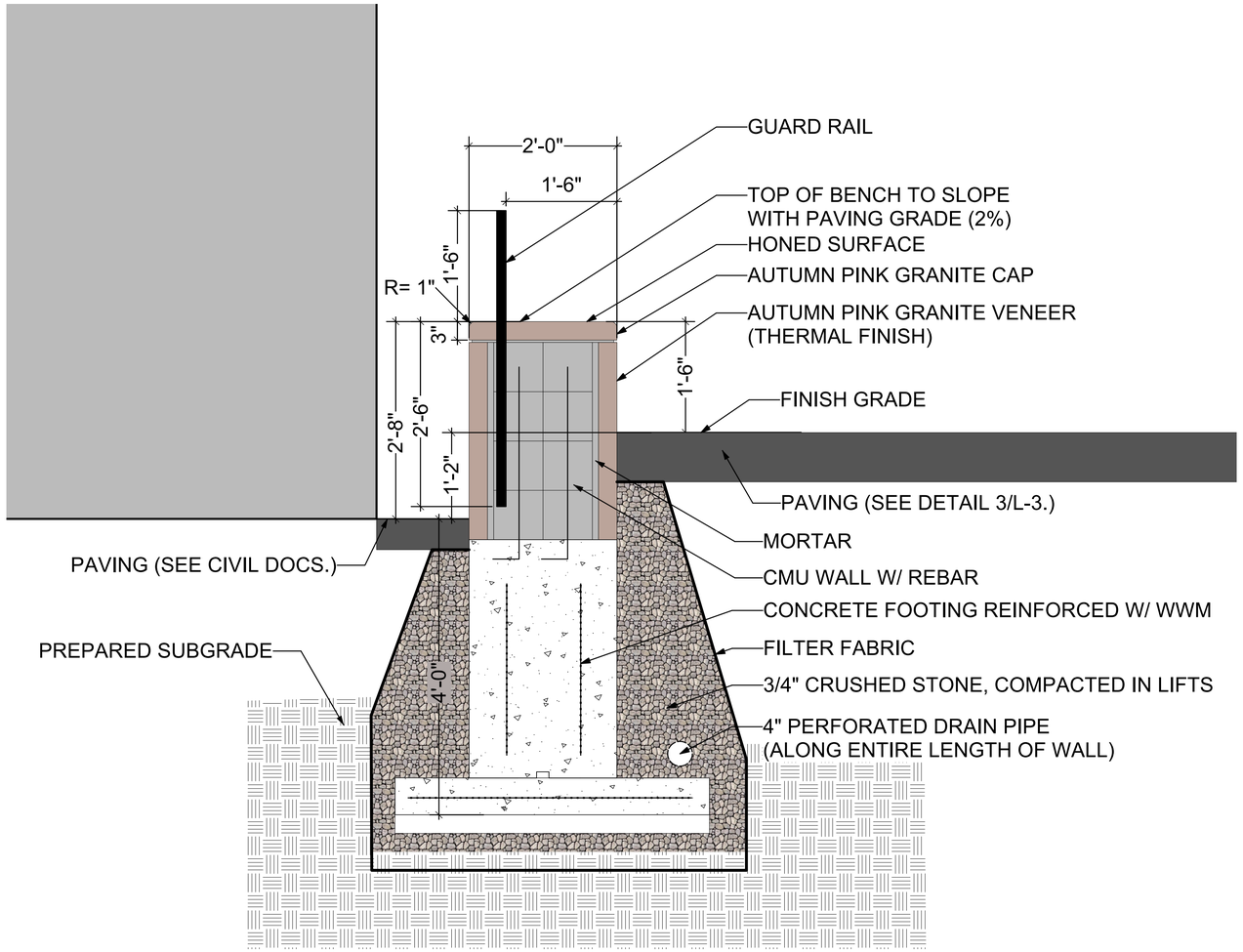
Design Firm: terra firma landscape architecture
163.a Court Street
Portsmouth, NH 03801

Consultant:

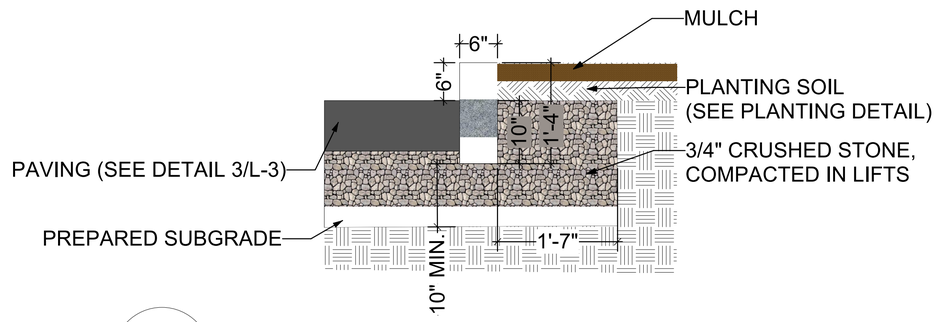
Project Title: ONE MARKET SQUARE

Sheet Title: LANDSCAPE DETAILS

Project Manager	Project ID: ONE MARKET SQUARE
Drawn By: TC	Scale: AS NOTED
Reviewed By: TP	Sheet No.: L-2 of 1
Date: 12/19/2025	
CAD File Name: newberry41626.wxx	



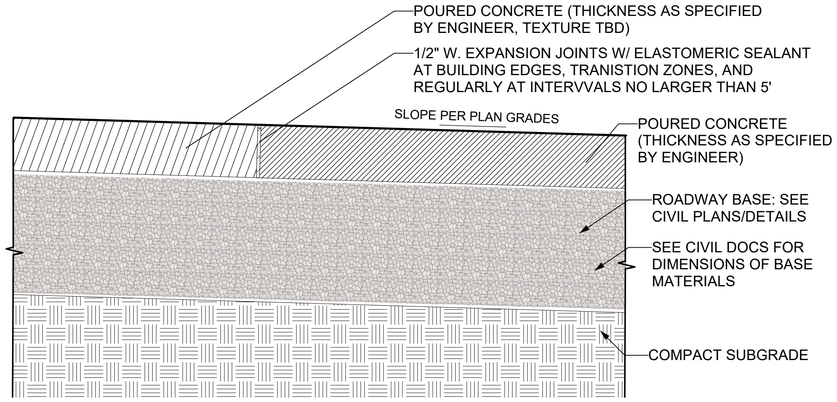
1 / L-3 — RETAINING SITTING WALL DETAIL
SCALE: 1"=1'-0"



2 / L-3 — GRANITE CURB DETAIL
SCALE: 1"=1'-0"

DIRECT COLORS — CONCRETE PIGMENT
White Based OR EQUAL
Visit DirectColors.com | Email cs@directcolors.com | Call (405) 275-6657

BLOOM (WHT-101-5) 5 lb
SOFT GRAY (WHT-102-1) 1 lb



NOTE: CONTRACTOR SHALL SUBMIT SIEVE ANALYSIS FOR EACH COURSE MATERIAL TO PROJECT LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PLACEMENT.

CONTRACTOR IS TO DRAW OUT THE PROPOSED SERPENTINE PATTERN IN THE DYED CONCRETE W/ LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF ANY FORMS TO SUPPORT THE POURED CONCRETE. LANDSCAPE ARCHITECT SHALL THEN APPROVE THE PATTERN PRIOR TO POURING CONCRETE.

3 / L-3 — POURED CONCRETE DETAIL
SCALE: 1"=1'-0"



6' HIGH UNIVERSAL BOARD CEDAR FENCE (OR EQUAL)



WALPOLE OUTDOORS (OR EQUAL)
255 Patriot Place
Foxborough, MA 02035
781.349.4911
https://www.walpoleoutdoors.com/contact-us

4 / L-3 — CEDAR FENCE DETAIL
SCALE: NTS

terra firma
landscape architecture
163 a court street · portsmouth, nh 03801
office 603.430.8388 | terrence@terrafirmalandarch.com



No.	Date	By	Revision Notes
M	7/19/2026		GILLEY'S ADDENDUM #2
L	5/20/2026		GILLEYS RFI-002
K	4/6/2026		75% CDS
J	12/5/2025		GILLEY'S UPDATE
I	2/19/2024		PAVING UPDATE
H	11/26/2024		HAVEN COURT UPDATE
G	11/1/2024		ALLEY PAVING
F	10/11/2024		PLANTING UPDATE
E	9/30/2024		CATENARY LIGHT ADJUSTMENT
D	8/12/2024		SITE AMENTITIES AND MATERIALS UPDATED
C	8/2/2024		ALLEY DOOR LOCATION UPDATES
B	7/31/2024		SHEET UPDATES

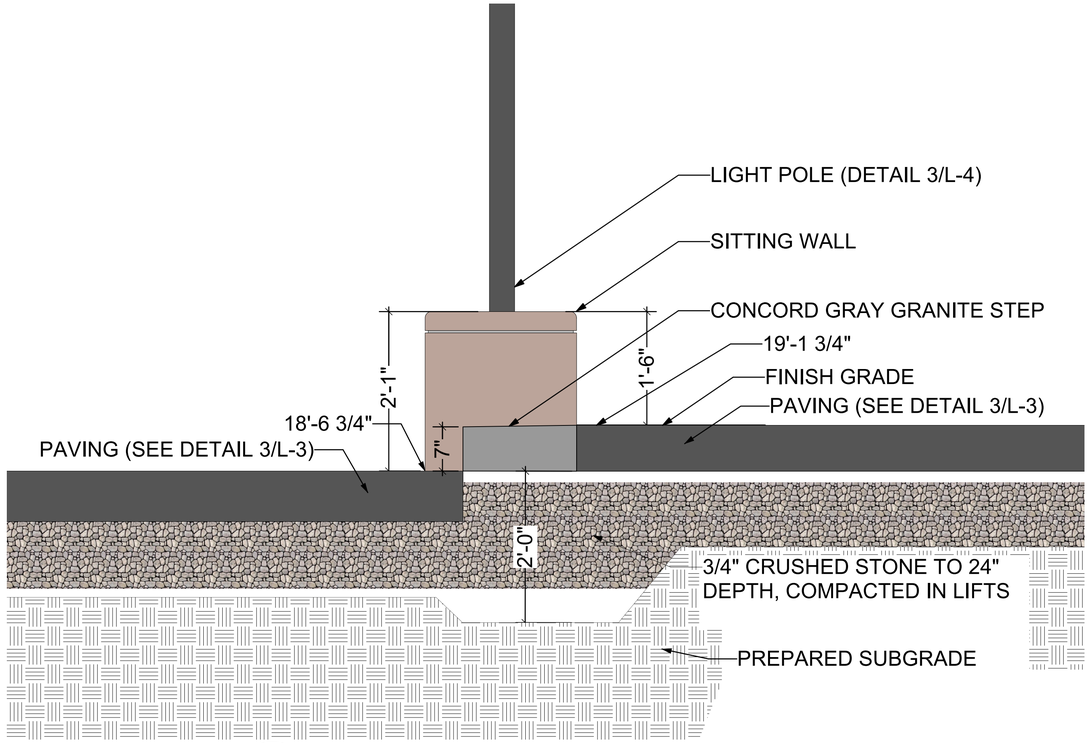
Design Firm: terra firma landscape architecture
163 a Court Street
Portsmouth, NH 03801

Consultant:

Project Title: GILLEY'S ADDITION

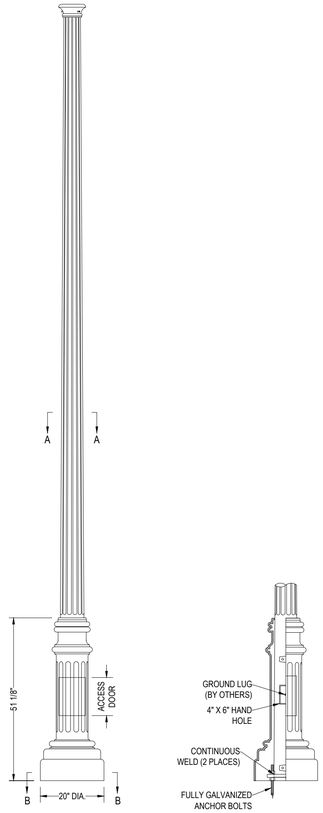
Sheet Title: LANDSCAPE DETAILS

Project Manager	Project # ONE MARKET SQUARE
Drawn By TC	Scale AS NOTED
Reviewed By TP	Sheet No. L-3 of 1
Date 12/19/2025	
CAD File Name newberry41626.vwx	



1
L-4

GRANITE STEP DETAIL
SCALE: 1"=1'-0"

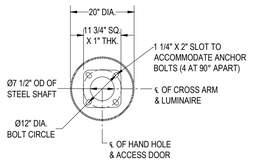


LAMP POST SPECIFICATIONS

MANUFACTURER:	SPRING CITY ELECTRICAL MFG. CO.
STYLE:	HANCOCK
HEIGHT:	20'-0"
PHOTOMETRIC CENTER:	21'-0 3/8"
BASE:	20" DIA.
MATERIAL:	
• BASE:	7 GAUGE, 12 FLAT FLUTE STEEL MONOTUBE CONSTRUCTION
• SHAFT:	TWO PIECE, (WRAP AROUND) HEAVY WALL CAST DUCTILE IRON PER A.S.T.M. A536-84, GRADE 65-45-12
FINISH:	
• BASE:	POWDER COAT - TEXTURED BLACK
• SHAFT	POWDER COAT - TEXTURED BLACK
GROUND PROVISIONS:	1/4"-20 SQUARE NUT WELDED TO INSIDE WALL OF SHAFT OPPOSITE HAND HOLE TO ACCOMMODATE GROUND STUD (STUD BY OTHERS)
ANCHOR BOLTS:	(4) 1" DIA. X 36" LONG + 4" HOOK (FULLY GALVANIZED WITH 2 GALVANIZED NUT AND 2 GALVANIZED WASHER PER BOLT)
BOLT PROJECTION:	5" REQUIRED
TENON:	2 7/8" DIA. X 10" LONG (TO ACCEPT CROSS ARM)
CATALOG NO.:	
• BASE	DWBHNC-20-CU
• SHAFT	SSH2F-G17-07.50-20.00-TN2.88-10.00-CU
• ANCHOR BOLT:	136/2NW



SECTION A-A
12 FLAT FLUTE
7 GAUGE STEEL
N.T.S.



SECTION B-B
BASE PLATE DETAIL
N.T.S.

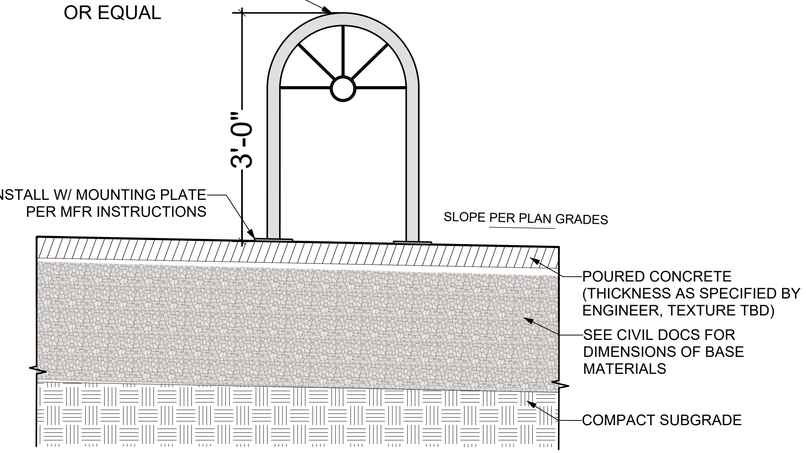
OR EQUAL

Spring City Electrical Mfg. Co.	HALL AND MAIN STREETS - P.O. BOX 19 - SPRING CITY, PA. 19475 PHONE (610) 948-4000 - FAX (610) 948-5577 - WWW.SPRINGCITY.COM
DESCRIPTION	HANCOCK STEEL LAMP POST
OPPORTUNITY	
SCALE N.T.S.	

3
L-4

LIGHT POST DETAIL (AS NEEDED)
SCALE: NTS

CYCLESAFE VINTAGE PLYMOUTH RACK (SURFACE MOUNT)
OR EQUAL



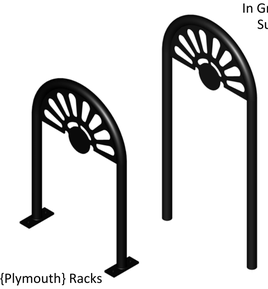
NOTE: CONTRACTOR SHALL SUBMIT SIEVE ANALYSIS FOR EACH COURSE MATERIAL TO PROJECT LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PLACEMENT.

CONTRACTOR IS TO DRAW OUT THE PROPOSED SERPENTINE PATTERN IN THE DYED CONCRETE W/ LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF ANY FORMS TO SUPPORT THE POURED CONCRETE. LANDSCAPE ARCHITECT SHALL THEN APPROVE THE PATTERN PRIOR TO POURING CONCRETE.

2
L-4

BIKE RACK DETAIL
SCALE: 1"=1'-0"

In Ground #12713
Surface #12140

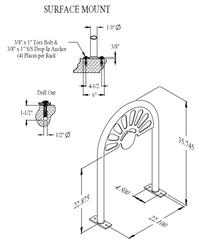


Vintage {Plymouth} Racks
Surface Mount

CycleSafe
www.cyclesafe.com

OR EQUAL

Surface #12140



Vintage {Plymouth} Racks
Surface Mount

CycleSafe
www.cyclesafe.com

OR EQUAL

terra firma
landscape architecture
163.a court street · portsmouth, nh 03801
office 603.430.8388 | terrence@terrafirmalandarch.com



No.	Date	By	Revision Notes
M	7/19/2026		GILLEY'S ADDENDUM #2
L	5/20/2026		GILLEYS RFI-002
K	4/6/2026		75% CDS
J	12/5/2025		GILLEY'S UPDATE
I	2/19/2024		PAVING UPDATE
H	11/26/2024		HAVEN COURT UPDATE
G	11/1/2024		ALLEY PAVING
F	10/11/2024		PLANTING UPDATE
E	9/30/2024		CATENARY LIGHT ADJUSTMENT
D	8/12/2024		SITE AMENTITIES AND MATERIALS UPDATED
C	8/2/2024		ALLEY DOOR LOCATION UPDATES
B	7/31/2024		SHEET UPDATES

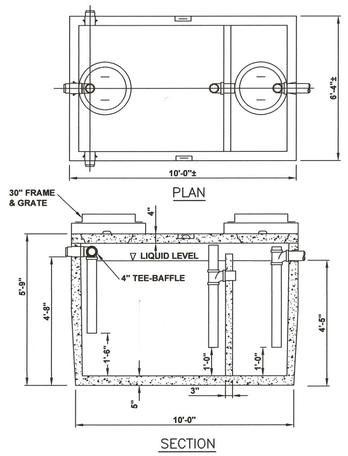
Design Firm: terra firma landscape architecture
163.a Court Street
Portsmouth, NH 03801

Consultant:

Project Title: GILLEY'S ADDITION

Sheet Title: LANDSCAPE DETAILS

Project Manager: TC	Project #: ONE MARKET SQUARE
Drawn By: TC	Scale: AS NOTED
Reviewed By: TP	Sheet No: L-4 of 1
Date: 12/19/2025	
CAD File Name: newberry41626.vwx	



1000 GALLON CONCRETE GREASE INTERCEPTOR-TWO COMPARTMENT

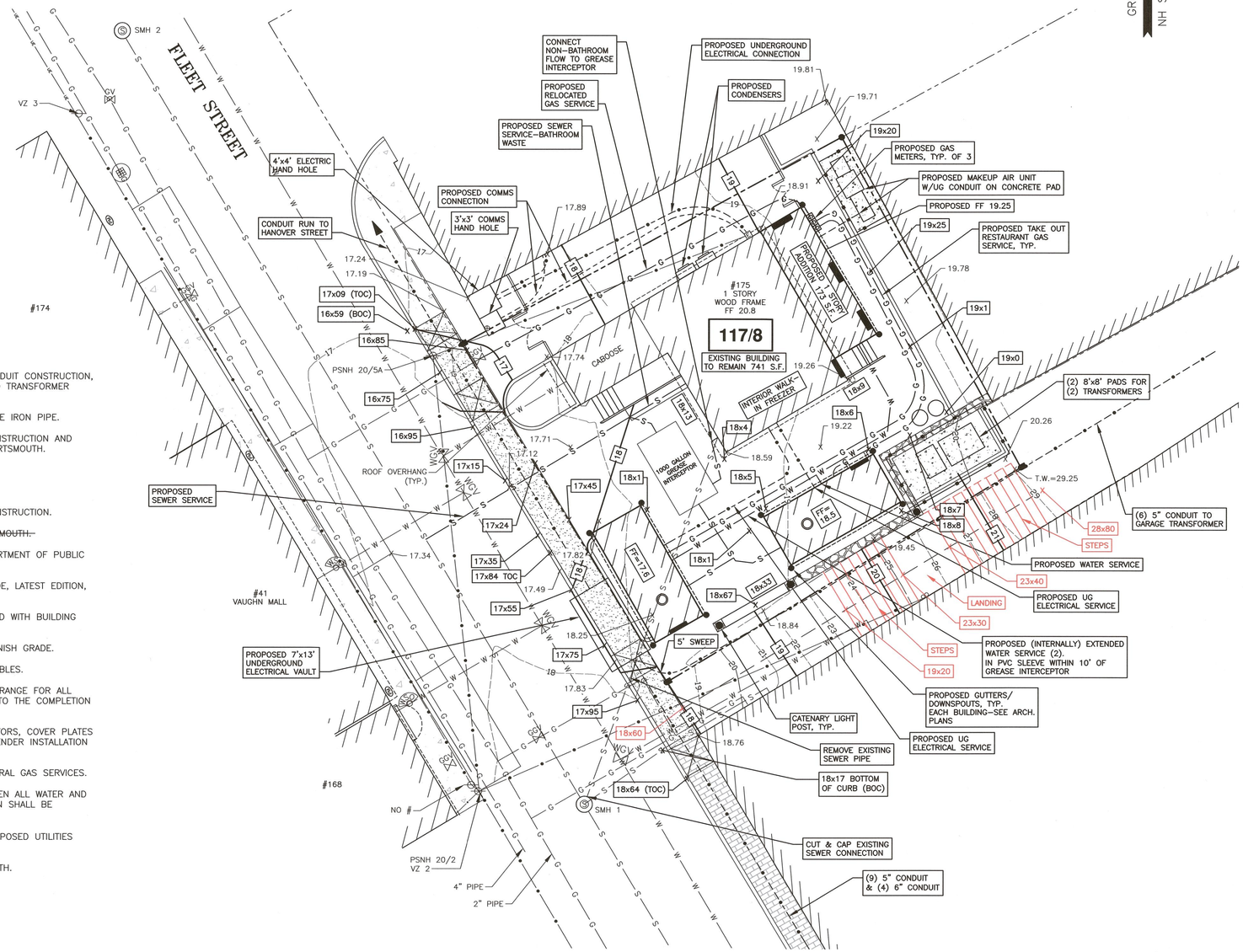
NTS

NOTES:

1. DETAIL PROVIDES GENERAL REQUIREMENTS BY THE CITY OF PORTSMOUTH.
2. COORDINATE WITH THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS FOR THE FOLLOWING ITEMS (BUT NOT LIMITED TO): APPROVALS, TESTING, INSTALLATION, INSPECTIONS, PUMPING & MAINTENANCE, AND LOCATION OF INSTALLTION.
3. FRAMES & COVERS: MANHOLE FRAMES AND COVERS SHALL BE OF HEAVY DUTY DESIGN AND PROVIDE A 30" CLEAR OPENING. A 3 INCH (MIN. HEIGHT) WORD "SEWER" SHALL BE PLAINLY CAST INTO THE CENTER OF EACH COVER.

SPECIFICATIONS:

1. REINFORCED STEEL SHALL CONFORM TO LATEST ASTM SPECIFICATIONS ASTM-A615 GRADE 60.
2. CONCRETE SHALL HAVE A DESIGN STRENGTH OF 5,000 PSI AT 28 DAYS MINIMUM W/AIR ENTRAINMENT OF 4% TO 6%.
3. DESIGN LOAD SHALL BE AASHTO-HS20-44, ASTM C-890-06.
4. DESIGN SHALL COMPLY WITH ASTM C-1227-08 AND ASTM C-913-08.
5. TANK PENETRATIONS SHALL BE INTEGRALLY CAST.
6. FLEXIBLE SLEEVES SHALL BE PROVIDED AT ALL PIPE CONNECTIONS.
7. JOINTS SHALL BE SEALED WITH TWO LAYERS OF BUTYL RUBBER SEALANT.
8. INLET SHALL PENETRATE A MINIMUM OF 9" BELOW THE LIQUID LEVEL, BUT NOT DEEPER THAN THE OUTLET BAFFLE.
9. OUTLET SHALL EXTEND BELOW THE SURFACE OF THE LIQUID LEVEL EQUAL TO 40% OF THE LIQUID LEVEL DEPTH (19").
10. TANK SHALL BE PUMPED AS NEEDED.
11. TANK SHALL BE VACUUM TESTED PRIOR TO OPERATION.



GRAPHIC SCALE

10 5 0 10 20 30 40 FEET
3 0 5 10 METERS

UTILITY NOTES:

1) SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.

2) COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.

3) CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.

4) ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.

5) ALL WATERMAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION AND BEFORE ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTSMOUTH.

6) ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.

7) ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH

8) CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.

~~9) ANY CONNECTION TO EXISTING WATERMAIN SHALL BE CONSTRUCTED BY THE CITY OF PORTSMOUTH.~~

10) EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.

11) ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.

12) THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.

13) ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.

14) ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.

15) THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATED TO THE OWNER PRIOR TO THE COMPLETION OF PROJECT.

16) THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED IN THESE DRAWING TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.

17) CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.

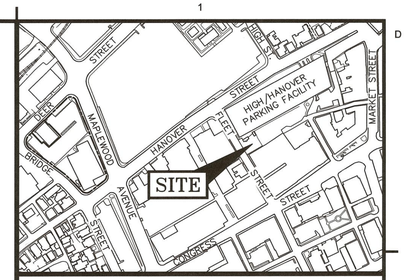
18) A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS WATER ABOVE SEWER.

19) SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.

20) GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.

21) COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.

22) ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.



LOCATION MAP SCALE: 1" = 300'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

No.	DATE	DESCRIPTION	BY	CHK.
8	10/28/26	HAVEN COURT STEPS & GRADING	SJR	JRC
7	07/16/26	HVAC/CONDENSERS	SJR	JRC
6	07/02/26	ELECTRICAL SERVICES	SJR	JRC
5	05/11/26	GRADES, GUTTERS & DOWNSPOUTS	SJR	JRC
4	12/19/25	SITE LAYOUT & UTILITIES	SJR	JRC
3	12/05/25	GREASE INTERCEPTOR, SEWER	SJR	JRC
2	12/02/25	UTILITY NOTE 9	SJR	JRC
1	11/17/25	UTILITIES, GRADING	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

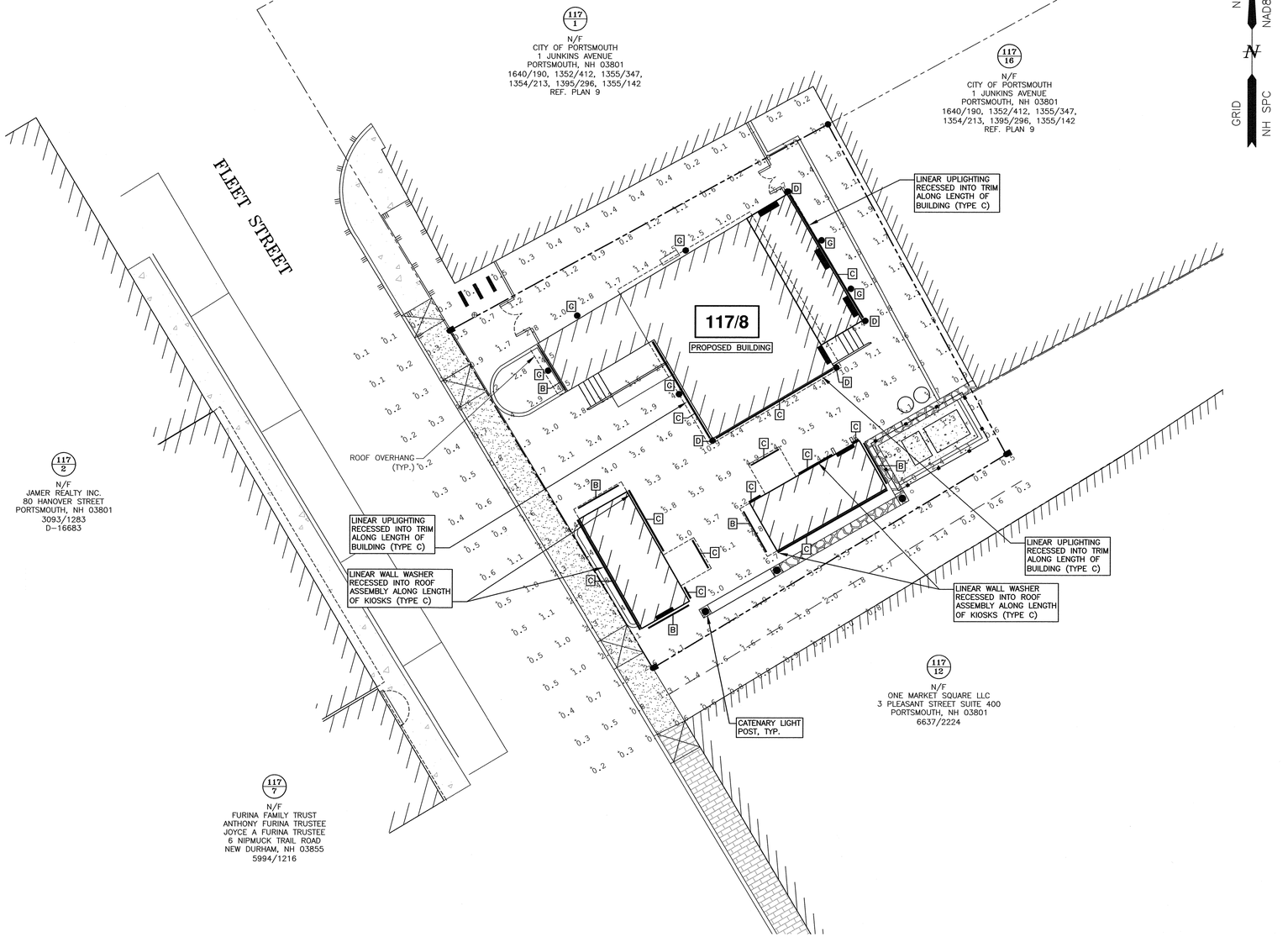
GRADING & UTILITY PLAN

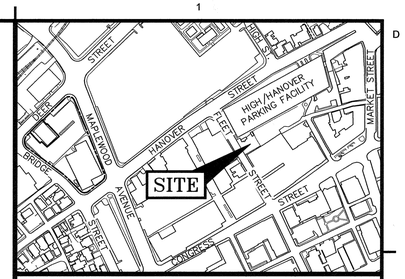
STATE OF NEW HAMPSHIRE - JOHN R. CHAGNON No. 13651 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2025	1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR	CHECKED BY: JRC
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: C202	DWG No.: 8

P:\NH\5010156-McNabb_Properties\004-175 Fleet St, Portsmouth-JRC\02-CAD_Files\Civil\5010156.004-C-SP-AMENDED-2026.dwg, 10/27/2026 1:11:41 PM, \\SVRPSM-FS01\Portsmouth Plotter Canon TX3000

Luminaire Schedule			
Label	Arrangement	Description	Qty.
B	Single	INTERLUX RUB-WH-3D-39-3-2.9 CV-30-GE	52 LF
C	Single	QTL FL3SW-5 0-30-ENC-STD-TL-ST	124 LF
D	Single	VISA CORNER SCONCE OW1344	4
G	Single	ZERO LUMO	4





LOCATION MAP SCALE: 1" = 300'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

4) ALL LIGHTING SHALL BE SHIELDED TO MINIMIZE LIGHT TRESPASS AND DIRECT GLARE BEYOND THE PROPERTY.

5) ALL LIGHTS SHALL BE DARK SKY COMPLIANT AND DIRECTED DOWNWARD.

6) LIGHTING LAYOUT & FIXTURE SPECIFICATIONS DESIGNED/PROVIDED BY: EXPOSURE 2 LIGHTING. CONTACT: KEN SWEENEY 603-601-8080.

7) POLE MOUNTED LIGHTS SHALL HAVE A MAXIMUM FIXTURE HEIGHT OF 20'.

8) LIGHTS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

9) NUMBERS ON PLAN REPRESENT INITIAL FOOT CANDLE VALUES AT 3 FEET ABOVE GRADE.

No.	DATE	DESCRIPTION	BY	CHK
2	06/05/26	LUMINAIRE SCHEDULE TYPE B L.F. QTY.	SJR	JRC
1	05/07/26	INTERIOR LIGHTING. G FIXTURES. LUMENS	SJR	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

LIGHTING PLAN

DATE: OCTOBER 2025		SCALE: 1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR	CHECKED BY: JRC
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68	
SHEET No.: C203		DWG No.: 2

EROSION CONTROL NOTES

CONSTRUCTION SEQUENCE

DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.

IF REQUIRED THE CONTRACTOR SHALL OBTAIN AN NPDES PHASE II STORMWATER PERMIT AND SUBMIT A NOTICE OF INTENT (N.O.I) BEFORE BEGINNING CONSTRUCTION AND SHALL HAVE ON SITE A STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.) AVAILABLE FOR INSPECTION BY THE PERMITTING AUTHORITY DURING THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CARRYING OUT THE S.W.P.P.P. AND INSPECTING AND MAINTAINING ALL BMP'S CALLED FOR BY THE PLAN. THE CONTRACTOR SHALL SUBMIT A NOTICE OF TERMINATION (N.O.T.) FORM TO THE REGIONAL EPA OFFICE WITHIN 30 DAYS OF FINAL STABILIZATION OF THE ENTIRE SITE OR TURNING OVER CONTROL OF THE SITE TO ANOTHER OPERATOR.

THE FOLLOWING REPRESENTS THE GENERAL OBSERVATION AND REPORTING PRACTICES THAT SHALL BE FOLLOWED AS PART OF THIS PROJECT:

1. OBSERVATIONS OF THE PROJECT FOR COMPLIANCE WITH THE SWPPP SHALL BE MADE BY THE CONTRACTOR AT LEAST ONCE A WEEK OR WITHIN 24 HOURS OF A STORM 0.25 INCHES OR GREATER;
2. AN OBSERVATION REPORT SHALL BE MADE AFTER EACH OBSERVATION AND DISTRIBUTED TO THE ENGINEER, THE OWNER, AND THE CONTRACTOR;
3. A REPRESENTATIVE OF THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR ACTIVITIES;
4. IF A REPAIR IS NECESSARY, IT SHALL BE INITIATED WITHIN 24 HOURS OF REPORT.

INSTALL PERIMETER CONTROLS, i.e., SILTSOXX AND CATCH BASIN PROTECTION AROUND THE LIMITS OF DISTURBANCE BEFORE ANY EARTH MOVING OPERATIONS. THE USE OF HAYBALES IS NOT ALLOWED.

THE CONTRACTOR SHALL CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE(S) PRIOR TO ANY EXCAVATION ACTIVITIES. PLACE FODS AS NEEDED.

CUT AND GRUB ALL TREES, SHRUBS, SAPLINGS, BRUSH, VINES AND REMOVE OTHER DEBRIS AND RUBBISH AS REQUIRED. DEMOLISH BUILDINGS AND FENCES AS NEEDED. REMOVE WALL AND STORE.

ROUGH GRADE SITE.

LAYOUT AND INSTALL ALL BURIED UTILITIES AND SERVICES UP TO 10' OF THE PROPOSED BUILDING FOUNDATIONS. CAP AND MARK TERMINATIONS OR LOG SWING TIES.

CONSTRUCT BUILDING ADDITION.

CONNECT UTILITIES.

PLACE BINDER LAYER OF PAVEMENT FOR SITE AND WALKWAYS.

PLANT LANDSCAPING IN AREAS OUT OF WAY OF BUILDING CONSTRUCTION. PREPARE AND STABILIZE FINAL SITE GRADING BY ADDING TOPSOIL, SEED, MULCH AND FERTILIZER.

AFTER BUILDINGS ARE COMPLETED, FINISH ALL REMAINING LANDSCAPED AND SITE WORK.

REMOVE TRAPPED SEDIMENTS FROM COLLECTION DEVICES AS APPROPRIATE, AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES UPON COMPLETION OF FINAL STABILIZATION OF THE SITE.

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF A BUILDING REDEVELOPMENT WITH ASSOCIATED UTILITIES AND PARKING.

THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY 0.226 ACRES.

BASED ON THE USCS WEB SOIL SURVEY THE SOILS ON SITE CONSIST OF URBAN LAND WHICH HAS AN UNSPECIFIED HYDROLOGIC SOIL GROUP RATING, ASSUMED D.

THE STORMWATER RUNOFF FROM THE SITE WILL BE DISCHARGED VIA A CLOSED DRAINAGE SYSTEM TO THE CITY OF PORTSMOUTH CLOSED DRAINAGE SYSTEM WHICH ULTIMATELY FLOWS TO THE PISCATAQUA RIVER.

GENERAL CONSTRUCTION NOTES

THE EROSION CONTROL PROCEDURES SHALL CONFORM TO SECTION 645 OF THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" OF THE NHDOT, AND "STORM WATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE". THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED FOR MORE THAN 45 DAYS.

ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DUST CONTROL: DUST CONTROL MEASURES SHALL INCLUDE BUT ARE NOT LIMITED TO SPRINKLING WATER ON EXPOSED AREAS, COVERING LOADED DUMP TRUCKS LEAVING THE SITE, AND TEMPORARY MULCHING. DUST CONTROL MEASURES SHALL BE UTILIZED SO AS TO PREVENT THE MIGRATION OF DUST FROM THE SITE TO ABUTTING AREAS.
IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

SILTSOXX SHALL BE PERIODICALLY INSPECTED DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM. ALL DAMAGED SILTSOXX SHALL BE REPAIRED. SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.

ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS.

ALL NON-STRUCTURAL, SITE-FILL SHALL BE PLACED AND COMPACTED TO 90% MODIFIED PROCTOR DENSITY IN LAYERS NOT EXCEEDING 18 INCHES IN THICKNESS UNLESS OTHERWISE NOTED.

FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIAL, TRASH, WOODY DEBRIS, LEAVES, BRUSH OR ANY DELETERIOUS MATTER SHALL NOT BE INCORPORATED INTO FILLS.

FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.

DURING CONSTRUCTION AND UNTIL ALL DEVELOPED AREAS ARE FULLY STABILIZED, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH ONE HALF INCH OF RAINFALL.

THE CONTRACTOR SHALL MODIFY OR ADD EROSION CONTROL MEASURES AS NECESSARY TO ACCOMMODATE PROJECT CONSTRUCTION.

ALL ROADWAYS AND PARKING AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- BASE COURSE GRAVELS HAVE BEEN INSTALLED ON AREAS TO BE PAVED
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED
- EROSION CONTROL BLANKETS HAVE BEEN INSTALLED.
- IN AREAS TO BE PAVED, "STABLE" MEANS THAT BASE COURSE GRAVELS MEETING THE REQUIREMENTS OF NHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2 HAVE BEEN INSTALLED.

STABILIZATION SHALL BE INITIATED ON ALL LOAM STOCKPILES, AND DISTURBED AREAS, WHERE CONSTRUCTION ACTIVITY SHALL NOT OCCUR FOR MORE THAN TWENTY-ONE (21) CALENDAR DAYS BY THE FOURTEENTH (14TH) DAY AFTER CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED IN THAT AREA.

STABILIZATION MEASURES TO BE USED INCLUDE:
- TEMPORARY SEEDING;
- MULCHING.

1. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
2. WHEN CONSTRUCTION ACTIVITY PERMANENTLY OR TEMPORARILY CEASES WITHIN 100 FEET OF NEARBY SURFACE WATERS OR DELINEATED WETLANDS, THE AREA SHALL BE STABILIZED WITHIN SEVEN (7) DAYS OR PRIOR TO A RAIN EVENT. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN THESE AREAS, SILTSOXX, MULCH BERMS, HAY BALE BARRIERS AND ANY EARTH/DIKES SHALL BE REMOVED ONCE PERMANENT MEASURES ARE ESTABLISHED.
3. DURING CONSTRUCTION, RUNOFF WILL BE DIVERTED AROUND THE SITE WITH EARTH DIKES, PIPING OR STABILIZED CHANNELS WHERE POSSIBLE. SHEET RUNOFF FROM THE SITE WILL BE FILTERED THROUGH SILTSOXX, MULCH BERMS, HAY BALE BARRIERS, OR SILT SOCKS. ALL STORM DRAIN BASIN INLETS SHALL BE PROVIDED WITH FLARED END SECTIONS AND TRASH RACKS. THE SITE SHALL BE STABILIZED FOR THE WINTER BY OCTOBER 15.

MAINTENANCE AND PROTECTION

THE SILTSOXX BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

SILTSOXX SHALL BE REMOVED ONCE SITE IS STABILIZED, AND DISTURBED AREAS RESULTING FROM SILTSOXX REMOVAL SHALL BE PERMANENTLY SEEDED.

THE CATCH BASIN INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

WINTER NOTES

ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.

ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS;

AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT;

STOCKPILES

1. LOCATE STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CATCH BASINS, SWALES, AND CULVERTS.
2. ALL STOCKPILES SHOULD BE SURROUNDED WITH TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE ONSET OF PRECIPITATION.
3. PERIMETER BARRIERS SHOULD BE MAINTAINED AT ALL TIMES, AND ADJUSTED AS NEEDED TO ACCOMMODATE THE DELIVERY AND REMOVAL OF MATERIALS FROM THE STOCKPILE. THE INTEGRITY OF THE BARRIER SHOULD BE INSPECTED AT THE END OF EACH WORKING DAY.
4. PROTECT ALL STOCKPILES FROM STORMWATER RUN-OFF USING TEMPORARY EROSION CONTROL MEASURES SUCH AS BERMS, SILT SOCK, OR OTHER APPROVED PRACTICE TO PREVENT MIGRATION OF MATERIAL BEYOND THE IMMEDIATE CONFINES OF THE STOCKPILES.

CONCRETE WASHOUT AREA

THE FOLLOWING ARE THE ONLY NON-STORMWATER DISCHARGES ALLOWED. ALL OTHER NON-STORMWATER DISCHARGES ARE PROHIBITED ON SITE:
1. THE CONCRETE DELIVERY TRUCKS SHALL, WHENEVER POSSIBLE, USE WASHOUT FACILITIES AT THEIR OWN PLANT OR DISPATCH FAILITY;
2. IF IT IS NECESSARY, SITE CONTRACTOR SHALL DESIGNATE SPECIFIC WASHOUT AREAS AND DESIGN FACILITIES TO HANDLE ANTICIPATED WASHOUT WATER;
3. CONTRACTOR SHALL LOCATE WASHOUT AREAS AT LEAST 150 FEET AWAY FROM STORM DRAINS, SWALES AND SURFACE WATERS OR DELINEATED WETLANDS;
4. INSPECT WASHOUT FACILITIES DAILY TO DETECT LEAKS OR TEARS AND TO IDENTIFY WHEN MATERIALS NEED TO BE REMOVED.

ALLOWABLE NON-STORMWATER DISCHARGES

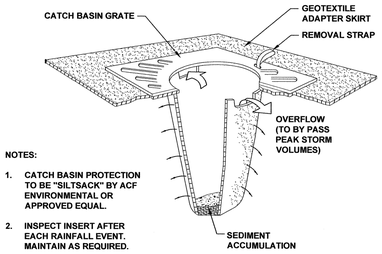
1. FIRE-FIGHTING ACTIVITIES;
2. FIRE HYDRANT FLUSHING;
3. WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED;
4. WATER USED TO CONTROL DUST;
5. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHING;
6. ROUTINE EXTERNAL BUILDING WASH DOWN WHERE DETERGENTS ARE NOT USED;
7. PAVEMENT WASH WATERS WHERE DETERGENTS ARE NOT USED;
8. UNCONTAMINATED AIR CONDITIONING/COMPRESSOR CONDENSATION;
9. UNCONTAMINATED GROUND WATER OR SPRING WATER;
10. FOUNDATION OR FOOTING DRAINS WHICH ARE UNCONTAMINATED;
11. UNCONTAMINATED EXCAVATION DEWATERING;
12. LANDSCAPE IRRIGATION.

WASTE DISPOSAL

1. WASTE MATERIAL
   - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN SECURELY LIDDED RECEPTACLES. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN A DUMPSTER;
   - NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE;
   - ALL PERSONNEL SHALL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL BY THE SUPERINTENDENT.
2. HAZARDOUS WASTE
   - ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER;
   - SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES BY THE SUPERINTENDENT.
3. SANITARY WASTE
   - ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

BLASTING NOTES

1. CONTRACTOR SHALL CONTACT THE NHDES AND/OR LOCAL JURISDICTION PRIOR TO
2. COMMENCING ANY BLASTING ACTIVITIES.
3. FOR ANY PROJECT FOR WHICH BLASTING OF BEDROCK IS ANTICIPATED, THE APPLICANT
4. SHALL SUBMIT A BLASTING PLAN THAT IDENTIFIES:
   - WHERE THE BLASTING ACTIVITIES ARE ANTICIPATED TO OCCUR;
   - THE ESTIMATED QUANTITY OF BLAST ROCK IN CUBIC YARDS; AND
   - SITE-SPECIFIC BLASTING BEST MANAGEMENT PRACTICES.

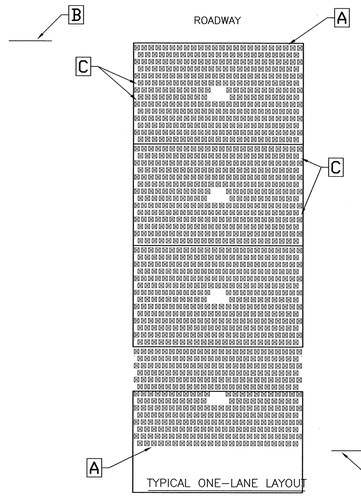


NOTES:

1. CATCH BASIN PROTECTION TO BE "SILTSACK" BY ACF ENVIRONMENTAL OR APPROVED EQUAL.
2. INSPECT INSERT AFTER EACH RAINFALL EVENT. MAINTAIN AS REQUIRED.
3. SEDIMENT WITHIN INSERT SHALL BE EMPTIED WHEN 1/2 FULL.

SEDIMENT SACK INLET PROTECTION DETAIL

NTS



INSTALLATION:

THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

A. FODS TRACKOUT CONTROL SYSTEM MAT.
B. FODS SAFETY SIGN.
C. ANCHOR POINT.

INSTALLATION:

1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE OF FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
8. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
9. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
10. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
11. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
12. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
13. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

USE AND MAINTENANCE
1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

REMOVAL
1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE ANCHORS SHOULD BE REMOVED.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

FODS SEDIMENT TRACKING SYSTEM DETAIL

NTS

NOTES:
1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

No.	DATE	DESCRIPTION	BY	CHK
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

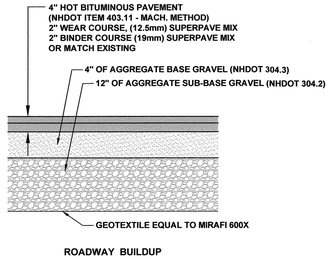
TITLE

DETAILS

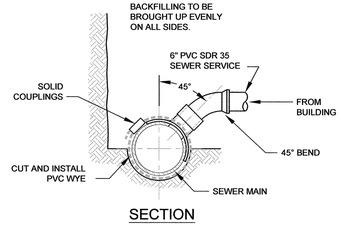
STATE OF NEW HAMPSHIRE - JOHN R. CHAGNON NO. 9661 - PROFESSIONAL ENGINEER - LICENSED

DATE: OCTOBER 2025	SCALE: 1" = 10'
DRAWN BY: SJR	DESIGNED BY: SJR
CHECKED BY: JRC	
PROJECT No.: 5010156.004	FIELD BOOK & PAGE: FB 309 PG 68
SHEET No.: C501	DWG No.: 0

P:\HW\2021\156-Nichols_Properties\004-175 Fleet St., Portsmouth -RC\02 CAD_Files\Civil\5010156.004-C-SITE.dwg, 10/31/2025 1:23:58 PM

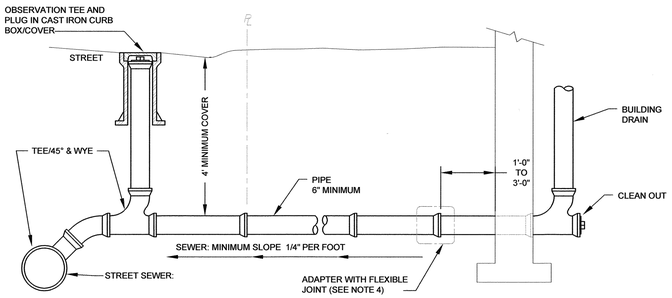


ROADWAY BUILDUP



SECTION

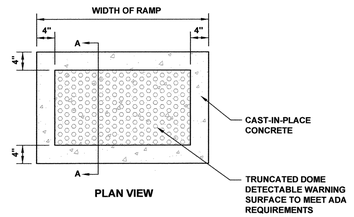
SEWER SERVICE CONNECTION



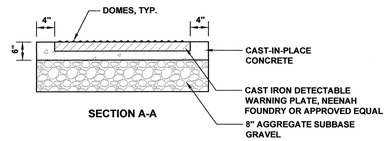
SEWER SERVICE

TYPICAL ROADWAY BUILDUP DETAIL

NTS



PLAN VIEW



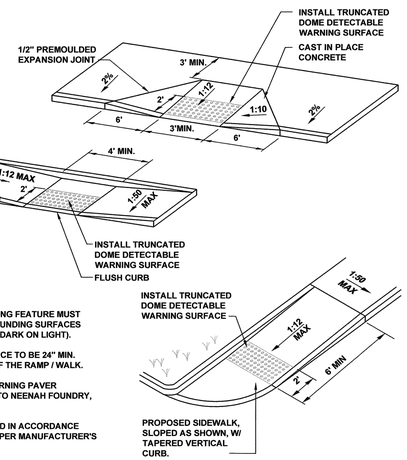
SECTION A-A

NOTES:

1. DETECTABLE WARNINGS SHALL BE AN INTEGRAL PART OF THE RAMP AND COMPLY WITH ALL SECTIONS OF THE ADA ACCESSIBILITY GUIDELINES AND ALL SECTIONS OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL DETECTABLE WARNING AREAS SHALL START 6-10" FROM THE FLOW LINE OF THE CURB, BE 24" IN DEPTH AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY. MATCH ROADWAY RADIUS, TYP.

TYPICAL DETECTABLE WARNING SURFACE DETAIL

NTS



NOTES:

1. THE TEXTURE OF THE WARNING FEATURE MUST CONTRAST WITH THE SURROUNDING SURFACES (EITHER LIGHT ON DARK, OR DARK ON LIGHT).
2. SIZE OF DETECTABLE SURFACE TO BE 24" MIN. HEIGHT x THE FULL WIDTH OF THE RAMP / WALK.
3. CAST IRON DETECTABLE WARNING PAVER SURFACE SHALL BE EQUAL TO NEENAH FOUNDRY, UN-PAINTED.
4. PAVERS SHALL BE INSTALLED IN ACCORDANCE WITH ADA GUIDELINES, AND PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

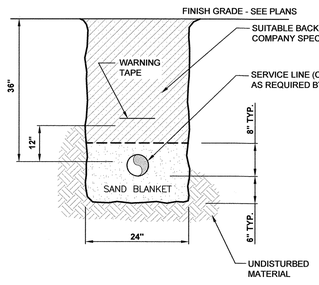
TYPICAL HANDICAP CURB RAMP DETAILS

NTS

SEWER SERVICE DETAILS

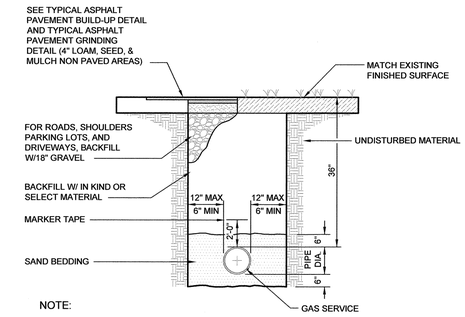
NTS

INSTALL PER PORTSMOUTH REQUIREMENTS



TYPICAL UNDERGROUND ELECTRICAL TRENCH DETAIL

NTS



NOTE:

1. COMPACT ALL GRANULAR MATERIAL AND BACKFILL TO 95%.
2. SIDE CLEARANCE APPLICABLE TO BACKHOE OPERATIONS.

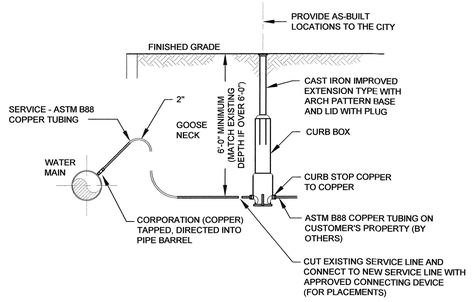
TYPICAL GAS TRENCH DETAIL

NTS

NOTES:
1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.

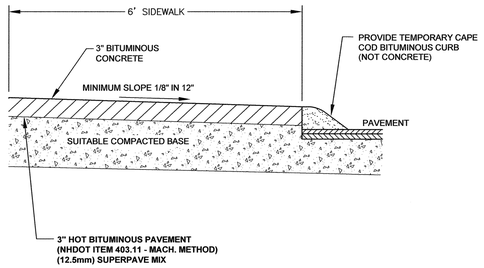
2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).



TYPICAL WATER SERVICE CONNECTION DETAIL

NTS



BITUMINOUS SIDEWALK w/ BITUMINOUS CURB

NTS

No.	DATE	DESCRIPTION	BY	CHK
3	10/28/26	REMOVE BIKE RACK DETAIL	SJR	JRC
2	12/05/25	BITUMINOUS SIDEWALK/CURB	SJR	JRC
1	11/17/25	UTILITY DETAILS	CBA	JRC
0	11/04/25	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

GILLEY'S DINER
175 FLEET STREET, PORTSMOUTH, NH

TITLE

DETAILS

JOHN R. CHAGNON No. 7651 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

DATE	SCALE
OCTOBER 2025	1" = 10'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	SJR	JRC

PROJECT No. 5010156.004
FIELD BOOK & PAGE: FB 309 PG 68

SHEET No. C502
DWG No. 3

P:\NH\5010156-McNabb, Properties\004-175 Fleet St., Portsmouth-JRC\02-CAD_Files\Civil\5010156.004-C-SP-AMENDED-2026.dwg, 10/28/2026 8:48:30 AM, \\SVRPSM-FS01\Portsmouth Plotter Canon TX3000

Findings of Fact | Earth Products Removal or Placement Permit
City of Portsmouth Planning Board

Date: November 19, 2026
Property Address:1-15 Congress Street
Application #:**LU-26-145**
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:
Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Earth Products Removal or Placement Permit
10.1022 An application for a permit for earth products removal or placement shall be submitted to the Planning Board.

	Earth Products Removal or Placement Permit 10.1023 Requirements	**Finding** **(Meets Criteria/Requirement)**	**Supporting Information**
1	10.1023.10 The application is complete and provides sufficient information upon which to base an action.	**Meets** **Does Not Meet**	The application included a Cover Letter listing the submission items and compliance with the requirements.
2	10.1023.20 The proposed earth products removal or placement activity will not result in any hazard to the public or to adjacent properties.	**Meets** **Does Not Meet**	The removal is part of a change in grade to facilitate public access. Removal will be performed in a safe manner keeping in mind the proximity to existing building infrastructure.
3	10.1023.30 The proposed earth products removal or placement activity will not create a safety hazard due to traffic or other cause.	**Meets** **Does Not Meet**	The project area will be fenced from any public access and is in an easily secured area. The plan includes safe routes for trucking material from the site.

DRAFT

	Earth Products Removal or Placement Permit 10.1023 Requirements	Finding (Meets Criteria/Requirement)	Supporting Information
4	10.1023.40 The proposed earth products removal or placement activity will not result in a reduction in property values or a change in the character of a residential neighborhood.	**Meets** **Does Not Meet**	The removal is part of the approved new construction project which brings added value to the area. The character of the alleyway is improved with the changing of grades and the addition of pedestrian access.
6	**Other Board Findings:**		
7	**Additional Conditions of Approval:**		

DRAFT

HALEY WARD

28 October 2026

Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Earth Products Removal Approval at 1-15 Congress Street, Newberry Way Improvements

Dear Mr. Chellman and Planning Board Members:

On behalf of One Market Square LLC, we are pleased to submit the completed attached application in accordance with Section 10.1020 for **Earth Products Removal and Placement** for the above-mentioned project and request that we be placed on the agenda for your **November 19, 2026,** Planning Board Meeting. The property is shown on the City of Portsmouth Assessors Map 117 as Lot 14 (Merged). The project is located at 1-15 Congress Street, with frontage on High Street and Fleet Street, and is within the City of Portsmouth Character District 4 (CD4) and Character District 5 (CD5) Zoning Districts. The site is currently mostly developed with existing buildings and a surface parking lot. The proposal presented herein involves the excavation of Newberry Way and the existing parking lot to determine appropriate elevations to allow a more pedestrian friendly corridor design.

Project Overview

The project is intended to remove and dispose excess fill within Newberry Way and the existing parking lot (thereby not creating any retaining walls or guards and railings between parking and Newberry Way), on Map 117 as Lot 14, between Fleet Street and High Street to reach maximum depth of refusal or top of adjacent building footings, whichever is reached first, in order to collect elevation data to inform the future project design of a pedestrian friendly corridor. The applicant hired Severino Trucking, Co. to perform borings and test pits along Newberry Way and log depth to bedrock. Based on our understanding of the High Hanover Parking garage footings from the 1999 Expansion Plans and the depth to bedrock data collected, we developed a proposed plan and profile to provide a gradual 1% slope from High Street to approximately the southeast corner of 175 Fleet Street (Gilley's). The existing retaining wall at the southeast corner of 175 Fleet Street will be removed and graded as a 3:1 slope down to Fleet Street with an intermediate 7-ft wide bench halfway down. Establishing these grades through excavation and mechanical removal of ledge will provide the City, Eversource, and the applicant with critical information to allow the final design of the pedestrian walkway, above grade transformers and subterranean improvements.

Zoning Ordinance Section 10.1020 Conformance

This letter addresses this application's conformance to the Ordinance requirements, criteria for approval, conditions of approval, and performance standards by providing the requirements in underlined text and our response in **bold text.**

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

10.1022 Application Requirements

10.1022.10 An application for a permit for earth products removal or placement shall be submitted to the Planning Board in a form specified by the Board. **The application is submitted to the Planning Board as a Land Use Permit, per email instructions from the Assistant Planning Director, and we specify above that we are submitting as an Earth Products Removal and Placement application under Section 10.1020.**

10.1022.20 The application shall be accompanied by a plan of land, prepared and stamped by a registered land surveyor or civil engineer, showing the following information for the property where the proposed removal or placement of materials is to take place and for all land located within 100 feet of the property: (a) property lines; (b) vegetative cover; (c) all man-made features; (d) existing topography by 4-foot contour intervals; (e) proposed temporary and permanent drainage; (f) proposed topography at 2-foot contours upon completion of the excavation project. **This required information is shown on Sheets V101 and V102 and the plan has been prepared and stamped by a licensed land surveyor. The other sheets in the set have been prepared and stamped by a licensed civil engineer.**

10.1022.30 The estimated quantity of material to be removed or placed and topsoil to be stripped, stockpiled and replaced shall be determined by average end area methods or as approved by the Department of Public Works. **The project involves approximately 1,275 cubic yards of cut material quantified using average end area cut/fill quantity calculations.**

10.1023 Criteria for Approval; The Planning Board shall grant a permit for earth products removal or placement only if a majority of the Board finds that the application complies with all of the following criteria:

10.1023.10 The application is complete and provides sufficient information upon which to base an action; and

10.1023.20 The proposed earth products removal or placement activity will not result in any hazard to the public or to adjacent properties; and

0.1023.30 The proposed earth products removal or placement activity will not create a safety hazard due to traffic or other cause; and

10.1023.40 The proposed earth products removal or placement activity will not result in a reduction in property values or a change in the character of a residential neighborhood.

We submit that this project meets all of the above criteria. The project area will be closed to the public during the earth excavation activities and will be stabilized to a similar paved condition at the completion of the work. Excavation of materials close to adjacent

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

properties will be performed with caution as to not impact adjacent buildings and associated foundations. The plan is to carefully remove overburden and get to an understanding of the safe elevations so as not to impact adjacent buildings. Property and community values will be greatly enhanced by the creation of a safe pedestrian corridor.

10.1024 Conditions of Approval

10.1024.10 A permit for earth products removal or placement shall specify conditions pertaining to:

(a) Control of drainage so as to prevent any adverse impact on adjoining parcels during and after work; **The Plan called for maintaining and protecting the existing trench drain in Newberry Way at its intersection with High Street during and after construction. Drainage flows to Fleet Street and High Street from the project area are anticipated to match the current conditions and not worsen the existing drainage conditions within the project vicinity or on adjoining parcels. Drainage updates by the City on Fleet Street will accept the drainage flow.**

(b) Disposition of boulders, vegetation, stumps and other debris including unused material and any structures used in connection with the operations; **The plan is to remove and dispose of excavated material to achieve proposed grades. Site elements called out for removal and disposal within the excavation area will also be removed from the site.**

(c) The construction of necessary fencing to protect against hazards; **Construction fencing to restrict pedestrian access will also be utilized on site. The applicant will work with building management to restrict unsafe egresses along Newberry Way as a result of the earth product removal project. The plan identifies erosion control barriers, which shall be adjusted as needed throughout the project based on the expanded disturbance of the site.**

(d) Vegetation to remain as a visual barrier; **No existing vegetation will be removed. Proposed site condition does not require visual barrier as it will be stabilized with pavement and appear similar to the existing condition, but at a lower grade.**

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

(e) Hours of operation; **The work will occur during normal work hours as regulated for all commercial project in the Portsmouth Codes and Ordinances. If weekend work is required, the Applicant will make any such request in writing by Wednesday preceding the weekend requested and such requests shall be delivered to the Building Inspector. The Applicant acknowledges and agrees that the hours of construction include but are not limited to starting construction equipment and deliveries.**

(f) Routes for transportation of materials and method of transportation so as to minimize impact on surrounding parcels; **Construction vehicles will turn down High Street from Congress to access the site and exit down Ladd Street to Market Street. Truck staging will occur on Market Street outside of downtown area and along delivery route, as needed, to minimize impacts on local traffic. The Applicant shall work with the Contractor to maintain local traffic to and from the affected businesses adjacent to the project. During demolition, truck traffic will continue to use Congress Street for delivery and departure. Should the Contractor need to interrupt traffic for extended construction needs, the Contractor and/or Owner will advise the City of this need and obtain approval from the Municipal Contact and the Director of Public Works (427-1530) and obtain a flagging permit, using certified flaggers to accomplish the maneuver.**

(g) Setbacks of the proposed removal from public rights of way and property lines shall be specified; **The excavation work shall be maintained within the property boundary of Map Lot 14. The intent of the project is to lower the grade within Newberry Way from building face to building face along the existing alleyway to achieve the mutual goal of the stakeholders and provide a pedestrian friendly corridor, as such no setbacks have been identified. No work in a public right of way is proposed.**

(h) The finished level and grading; and **Proposed grades are noted on the plan sheet C102. These grades are subject to field adjustment.**

(i) The placing of topsoil for purposes of seeding and planting to prevent erosion or dust. **The Newberry Way portion of the site will be stabilized with pavement to match the existing conditions. The slope down to Fleet Street shall be temporarily stabilized with concrete block matting.**

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

10.1024.20 A permit for earth products removal, except in a stone quarry, shall specify the following additional conditions for restoring the site upon completion of excavation:

(a) The finished slope shall not exceed a grade of 1 foot vertical distance for each 2 feet of horizontal distance unless stabilized in a manner approved by the Planning Board, which may include the use of rip rap or retaining walls. **The proposed slope requirements are set up for gravel pits and are not applicable to this application.**

(b) Topsoil shall be placed on finished slopes to a depth of at least 6 inches and shall be seeded and planted with materials approved by the Planning Board and the Conservation Commission. **The site will be stabilized with pavement to match the existing conditions. We request that the Planning Board make this a condition of approval and not set the security amount.**

10.1024.30 A permit for earth products removal or placement shall require the provision of a security in a form and amount approved by the Planning Board, sufficient to guarantee completion of the work in accordance with the conditions in 10.1024.10 and 10.1024.20. **The Applicant shall work with the Department of Public Works to meet this requirement. We request that the Planning Board make this a condition of approval and not set the security amount.**

10.1026 Expansion of Pre-Existing Earth Products Removal Activities

Where an earth products removal operation legally existed on a lot prior to December 18, 1995, the extension of such activity beyond the required yards of the lot, or onto an adjacent lot in the same ownership, shall require a permit under this section and shall not be considered an extension of a nonconforming use. **This is not applicable to the project site.**

The following plans are included in our submission:

- Cover Sheet – This shows the Development Team, Legend, Site Location, and Site Zoning.
- Standard Boundary Survey & Existing Conditions Plan V101 & V102– These plans shows the existing property boundary and the site conditions in detail.
- Demolition Plan C101 – This plan shows site preparation work to remove and dispose of existing site elements prior to start of excavation.
- Excavation Plan and Profile C102– This plan shows the proposed grades for the corridor after excavation based on boring and test pit data performed by Severino Trucking, Co.
- Erosion Control & Stabilization Plan C103– This plan shows the location of temporary erosion controls during excavation and temporary stabilization practices once excavation is complete and data is collected to further the projects final design.

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

- Detail Plan C501 & C502 – This plans shows proposed erosion control and site restoration details.

Also attached to this submission is additional material to aid in the review of the application:

- ✓ **Phase 1 Logistics Plan – 175 Fleet Street, Newberry Way Grade Change & Gilley's Improvements**

The removal of the overburden soils and ledge above footings of the existing adjacent buildings will not undermine either building and therefore no third-party inspection or pre-designs are needed. Once a final design is arrived at then we will come back to the Planning Board for approval and any appropriate conditions based on the final design.

If any additional information is required please let me know. We look forward to Planning Board review of this submission and look forward to an in-person presentation at your meeting. Earth Product Removal approval is hereby requested.

Sincerely,



Amy Johnson, PE
Southern Maine & New Hampshire Land Development Manager

P:\NH\5010156-McNabb_Properties\3406-Congress St., Portsmouth-JRC\2025 Site Plan\03-WIP_Files\Application\Portsmouth Earth Products\1-15 Congress Newberry Way Earth Products Cover Letter 10-28-2026.docx

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

HALEY WARD

28 October 2026

Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Checklist for Earth Products Removal Approval at 1-15 Congress Street, Newberry Way Improvements

Dear Mr. Chellman and Planning Board Members:

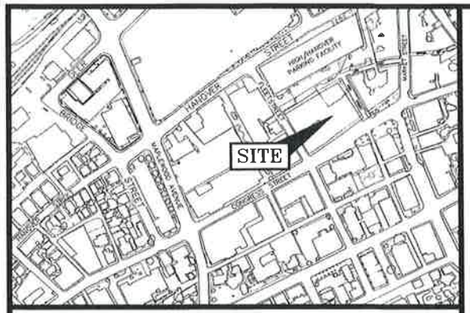
On behalf of One Market Square LLC, we submit that the usual Checklist is not a part of an application for **Earth Products Removal and Placement .** In the alternative, please refer to the information supplied in the Application Cover Letter.

200 Griffin Rd., Unit 14, Portsmouth, NH 03801
T: 603.430.9282 | HALEYWARD.COM

Phase I Logistics Plan - 175 Fleet Street

Newberry Way Grade Change & Gilley's Improvements

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM



LOCATION MAP SCALE: 1" = 300'

PLAN REFERENCES:

1) PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM. SCALE: 1 IN = 20 FT. DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.
2) LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1IN. = 20FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.
3) LOT PLAN NOS. 7-13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
4) PLAN OF LOT NOS. 173 - 181 FLEET ST. PORTSMOUOTH, N.H., SCALE: 1IN. = 20FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED
5) LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1IN. = 20FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.
6) PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1IN. = 40FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537
7) PLAN OF LOT 26 - 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1IN. = 10FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED
8) PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C-16161
9) EXISTING CONDITIONS PLAN HIGH/HANOVER PARKING FACILITY, HANOVER STREET, PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, SCALE: 1" = 20', DATED: 5/5/99, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., NOT RECORDED
10) SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C-34500.
11) STANDARD BOUNDARY SURVEY TAX MAP 17 LOTS 14 & 15, OWNER OF RECORD: PETER H. JARVIS & SONS, LLC, OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OF NEW BY AMBIT ENGINEERING, INC., RCRD D-43095.





NOTES:

1) PARCELS ARE SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOT 14 & AND AN UNNUMBERED PARCEL OF LAND DEPICTED AS A PORTION OF HAVEN COURT.

2) OWNER OF RECORD:
ONE MARKET SQUARE, LLC
3 PLEASANT STREET, SUITE 400
PORTSMOUTH, NH 03801
6363/31 PARCEL 1 & PARCEL 2
6381/1527 NOTICE OF MERGER
6523/28, 6523/32, 6523/2286

NEWICK AND IS THE REMAINDER OF THE PARCEL CONVEYED TO WOOD & NEWICK BY DEED OF HARTFORD REAL ESTATE PARTNERSHIP RECORDED AT THE ROCKINGHAM COUNTY REGISTRY OF DEEDS AT BOOK 1042 PAGE 34.

LENGTH TABLE

LINE	BEARING	DISTANCE
L1	N31°13'20"W	9.55'
L2	S58°47'02"W	18.74'
L3	N28°32'20"W	14.35'
L4	S28°46'20"E	7.00'

Logistics Plan Legend

- 6'-High Temporary Fence Panels
- Double Wide Gate
- Chinburg Field Office
- Truck Routing
- Truck Staging Area
- Temporary Toilets

GRAPHIC SCALE
10 0 20 40 60 80 FEET
5 0 5 10 15 20 25 METERS

I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738 — DATE 1.25.24

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	1/25/24

REVISIONS

STANDARD BOUNDARY SURVEY
TAX MAP 117 LOT 14

OWNER OF RECORD:
ONE MARKET SQUARE, LLC

PROPERTY LOCATED AT:
1 CONGRESS STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1" = 20' JANUARY 2024

FB 309 PG 15 — 5010156.3406

P:\2015\10\156 Middle_Properties\3455-Congress St., Portsmouth-JNC\2021 Survey and Site Plan\Plans & Specs\SheetMSB Survey 2024.dwg, BOUNDARY 2024

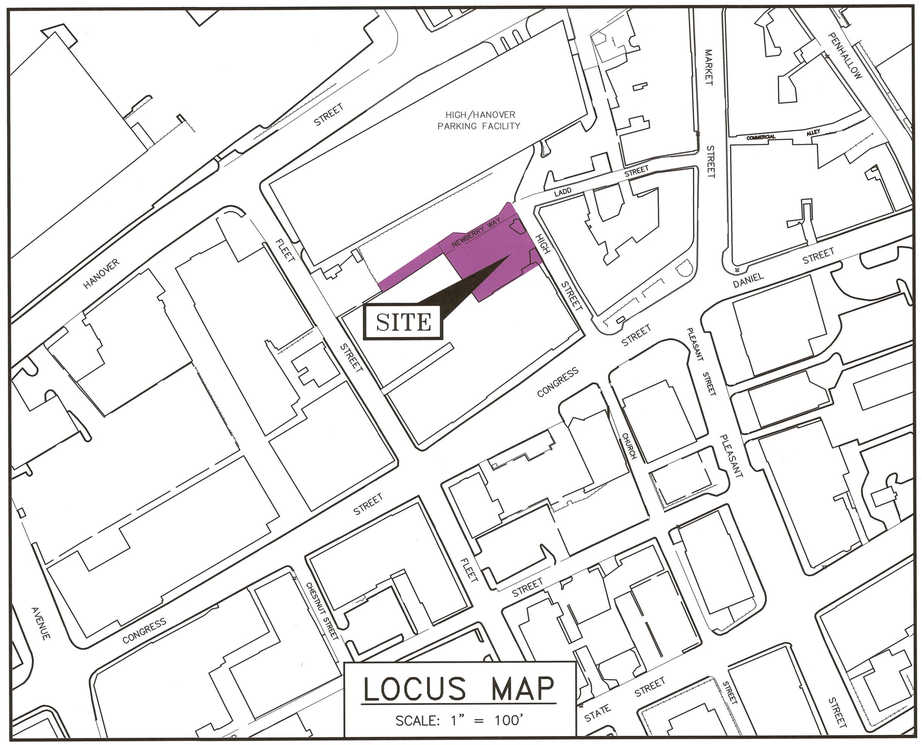
NEWBERRY WAY
IMPROVEMENT PLAN

1-15 CONGRESS STREET & NEWBERRY WAY, PORTSMOUTH, NEW HAMPSHIRE

PERMIT PLANS

OWNER/APPLICANT
ONE MARKET SQUARE, LLC
10 PLEASANT STREET SUITE 300
PORTSMOUTH, N.H. 03801
TEL. (603) 427–0725

CIVIL ENGINEER & LAND SURVEYOR:
HALEY WARD, INC.
200 GRIFFIN ROAD, UNIT 14
PORTSMOUTH, N.H. 03801
TEL. (603) 430–9282
ATTN:JOHN CHAGNON



LOCUS MAP
SCALE: 1" = 100'



Map 10.5A21A
Character Districts and Civic Districts

Legend
- Downtown Overlay District
- Historic District

Character Districts
- CD5 Character District 5
- CD4 Character District 4
- CD4-W Character District 4-W
- CD4-L1 Character District 4-L1
- CD4-L2 Character District 4-L2

Civic District
- Civic District

Municipal District
- Municipal District

INDEX OF SHEETS

V101	STANDARD BOUNDARY SURVEY
V102	EXISTING CONDITIONS PLAN
C101	DEMOLITION PLAN
C102	EXCAVATION PLAN & PROFILE
C103	EROSION CONTROL & STABILIZATION PLAN
C501	SITE DETAILS
C502	FLEXAMAT 10NW DETAIL & SPECIFICATIONS

UTILITY CONTACTS

ELECTRIC:
EVERSOURCE
1700 LAFAYETTE ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 436–7708
ATTN: NICHOLAS KOSKO X3327565

NATURAL GAS:
UNITIL
325 WEST ROAD
PORTSMOUTH, N.H. 03801
TEL. (603) 294–5144
ATTN: DAVE BEAULIEU

CABLE:
XFINITY BY COMCAST
180 GREENLEAF AVE.
PORTSMOUTH, N.H. 03801
Tel. (603) 266–2278
ATTN: MIKE COLLINS

SEWER & WATER:
PORTSMOUTH DEPARTMENT OF PUBLIC WORKS
680 PEVERLY HILL ROAD
PORTSMOUTH, N.H. 03801
TEL. (603) 427–1530
ATTN: DOUG SPARKS

COMMUNICATIONS:
CONSOLIDATED COMMUNICATIONS
1575 GREENLAND ROAD
GREENLAND, N.H. 03840
Tel. (603) 427–5525
ATTN: BENJAMIN WILLS

PORTSMOUTH APPROVAL CONDITIONS NOTE:
ALL CONDITIONS ON THIS PLAN SET SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE CITY OF PORTSMOUTH SITE PLAN REVIEW REGULATIONS.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

DIG SAFE
ME – NH – RI – VT
1-888-344-7233
CALL TOLL FREE

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
	GRANITE BOUND w/IRON ROD FOUND

EXISTING	PROPOSED	
FM	FM	FORCE MAIN
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	PG	GAS LINE
D	D	STORM DRAIN
FD	FD	FOUNDATION DRAIN
W	W	WATER LINE
FS	FS	FIRE SERVICE LINE
UE	UGE	UNDERGROUND ELECTRIC SUPPLY
		UNDERGROUND ELECTRIC SERVICE
OHW	OHW	OVERHEAD ELECTRIC/WIRES
		RETAINING WALL
		EDGE OF PAVEMENT (EP)
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
		UTILITY POLE
E	E	ELECTRIC METER
		TRANSFORMER ON CONCRETE PAD
		WATER SHUT OFF/CURB STOP
C.O.	C.O.	PIPE CLEANOUT
	GV	GATE VALVE
	HYD	HYDRANT
CB	CB	CATCH BASIN
S	SMH	SEWER MANHOLE
D	DMH	DRAIN MANHOLE
M	WMH	WATER METER MANHOLE
#5		TEST BORING
TP 1		TEST PIT
LA		LANDSCAPED AREA
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
CMP	CMP	CORRUGATED METAL PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
HYD	HYD	HYDRANT
℄	℄	CENTERLINE
EP	EP	EDGE OF PAVEMENT
EL.	EL.	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL
TBR	TBR	TO BE REMOVED

NEWBERRY WAY IMPROVEMENT PLAN
1-15 CONGRESS ST. & NEWBERRY WAY
PORTSMOUTH, N.H.
PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Rd. Unit 14
Portsmouth, New Hampshire 03801
603.430.9282
WWW.HALEYWARD.COM

PLAN SET SUBMITTAL DATE: 28 OCTOBER 2026

5010156.3406

PLAN REFERENCES:

1. PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM, SCALE: 1 IN = 20 FT, DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.
2. LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1IN. = 20FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.
3. LOT PLAN NOS. 7-13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
4. PLAN OF LOT NOS. 173 - 181 FLEET ST. PORTSMOUOTH, N.H., SCALE: 1IN. = 20FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
5. LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1IN. = 20FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.
6. PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1IN. = 40FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537.
7. PLAN OF LOT 26 - 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1IN. = 10FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED.
8. PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU, CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C-16161.
9. EXISTING CONDITIONS PLAN HIGH/HANOVER PARKING FACILITY, HANOVER STREET, PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, SCALE: 1" = 20', DATED: 5/5/99, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., NOT RECORDED.
10. SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C-34500.
11. STANDARD BOUNDARY SURVEY TAX MAP 17 LOTS 14 & 15, OWNER OF RECORD: PETER H. JARVIS & SONS, LLC, PROPERTY LOCATED AT: 1 CONGRESS STREET & HIGH STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OFNEW HAMPSHIRE, SCALE: 1" = 20', DATED: NOVEMBER 2021, PREPARED BY AMBIT ENGINEERING, INC., RCRD D-43095.
12. SITE PLAN FOR HOUSE-GOODMAN LIMITED PARTNERSHIP 43-49 CONGRESS STREET PORTSMOUTH, SCALE: 1"=10', DATED: NOVEMBER 15, 1983, PREPARED BY: RICHARD P. MILLETTE AND ASSOCIATES, NOT RECORDED.

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
RR SPK	RAILROAD SPIKE
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
	BOUND FOUND
SS	SEWER LINE
G G	GAS LINE
SD	STORM DRAIN
W W	WATER LINE
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC/WIRES
100	CONTOUR
97x3	SPOT ELEVATION
	EDGE OF PAVEMENT (EP)
	UTILITY POLE
WSO	WATER SHUT OFF/CURB STOP
GSO	GAS SHUT OFF
GV	GATE VALVE
HYD	HYDRANT
G W E	METER (GAS, WATER, ELECTRIC)
	CATCH BASIN
T	TELEPHONE MANHOLE
S	SEWER MANHOLE
D	DRAIN MANHOLE
EL.	ELEVATION
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
INV	INVERT
TBM	TEMPORARY BENCH MARK
TYP	TYPICAL
VGC/SGC	VERTICAL/SLOPED GRANITE CURB

LINE TABLE

LINE #	BEARING	LENGTH
L1	N28° 32' 20"W	11.10'
L2	S28° 46' 20"E	3.75'
L3	S36° 03' 41"E	9.09'
L4	N53° 56' 19"E	0.43'
L5	N30° 49' 12"W	9.98'
L6	N31° 12' 31"W	9.69'

EASEMENT TABLE

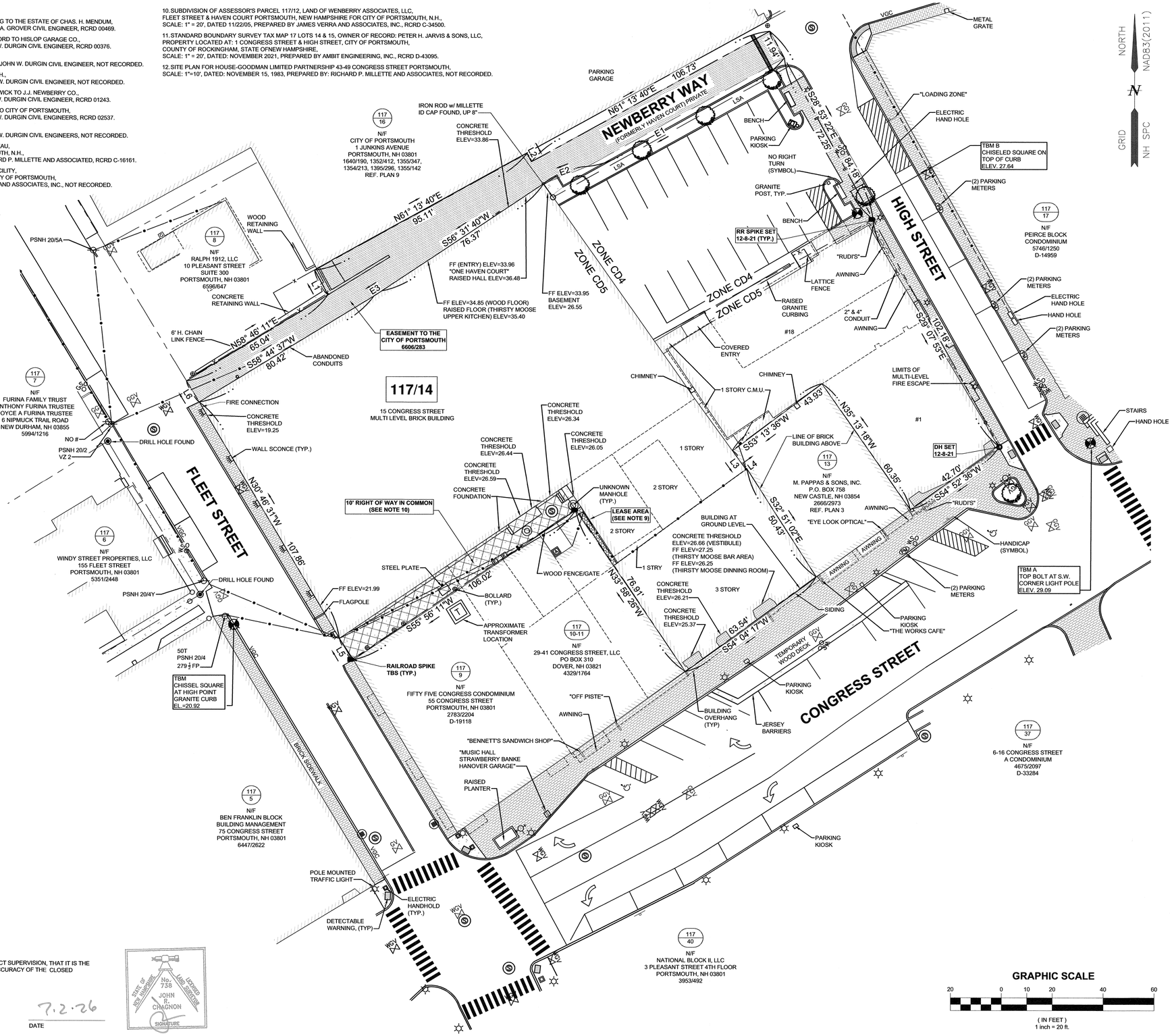
LINE #	BEARING	LENGTH
E1	S61° 01' 42"E	88.28'
E2	S68° 41' 53"W	18.54'
E3	S57° 03' 01"W	3.37'

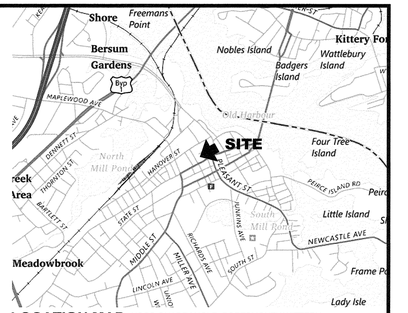
I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738

DATE 7.2.26

STATE OF NEW HAMPSHIRE — No. 738 — JOHN R. CHAGNON — LICENSED LAND SURVEYOR — SIGNATURE





LOCATION MAP: USGS QUADRANGLE: PORTSMOUTH/ KITTERY
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™,
©MAPTECH®, INC. 978-933-3000
WWW.MAPTECH.COM/TOPO

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOT 14.

2) OWNERS OF RECORD:
ONE MARKET SQUARE, LLC
10 PLEASANT STREET SUITE 300
PORTSMOUTH, NH 03801
6703/2070

3) PARCEL IS LOCATED IN CHARACTER DISTRICT 4 & 5.

4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

5) EXISTING LOT AREA:
LOT 12 AREA:
23,704 S.F.
0.5442 ACRES

LOT 14 AREA (AFTER LLR):
18,225 S.F.
0.4184 ACRES

PROPOSED COMBINED LOT AREA:
41,929 S.F.
0.9626 ACRES

6) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE RESULTS OF A STANDARD BOUNDARY SURVEY OF MERGED LOTS ON ASSESSORS MAP 117 LOT 14.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.

9) PARCEL IS SUBJECT TO A LEASE AGREEMENT FOR A PORTION OF LESSEE'S WALL THAT IS ENCROACHING ON SUBJEST PARCEL. SEE RCRD 15124/10 & 1690/130.

10) PARCEL IS SUBJECT TO A RIGHT OF WAY IN COMMON FOR PASSAGE AND UTILITIES AND GENERAL PURPOSES. SEE RCRD 322/318, 322/380, 322/381, 348/80, 348/81, 348/82, 1484/44, 2713/797, AND RCRD C-16161.

11) PARCEL IS SUBJECT TO A UTILITY EASEMENT TO P.S.N.H. FROM UTILITY POLE 20/4 ON FLEET STREET EASTERLY TO GRANTORS EASTERLY BOUNDARY. SEE RCRD 3124/695.

12) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSORS MAP 117 LOT 14, AS DESCRIBED IN RCRD 983/179, SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS SURVEY).

GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

REV	DATE	DESCRIPTION	BY	CHK.
2	2026.07.02	METES & BOUNDS	CSA	JRC
1	2026.06.30	NEWBERRY WAY	CBA	JRC
0	2026.06.26	BOUNDARY W/ MERGED LOTS	CBA	JRC

DRAWING ISSUE STATUS
SITE SURVEY

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

OWNER
ONE MARKET SQUARE, LLC
10 PLEASANT STREET SUITE 300, PORTSMOUTH, NH 03801

TITLE
BOUNDARY SURVEY
1-15 CONGRESS STREET, PORTSMOUTH, N.H.

DATE	SCALE
JUNE 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
CBA	CSA	JRC

PROJECT No.	FIELD BOOK AND PAGE
5010156.3406	FB 309 PG 54

DRAWING No. **V101** REV. **2**

FILE LOCATION: P:\NH\5010156-MONARB_Properties\3406-Congress St, Portsmouth-IRC\2004 Site Plan\Plans & Specs\Site\5010156.3406-V-BS.dwg, 2026.07.02, 12:13 PM

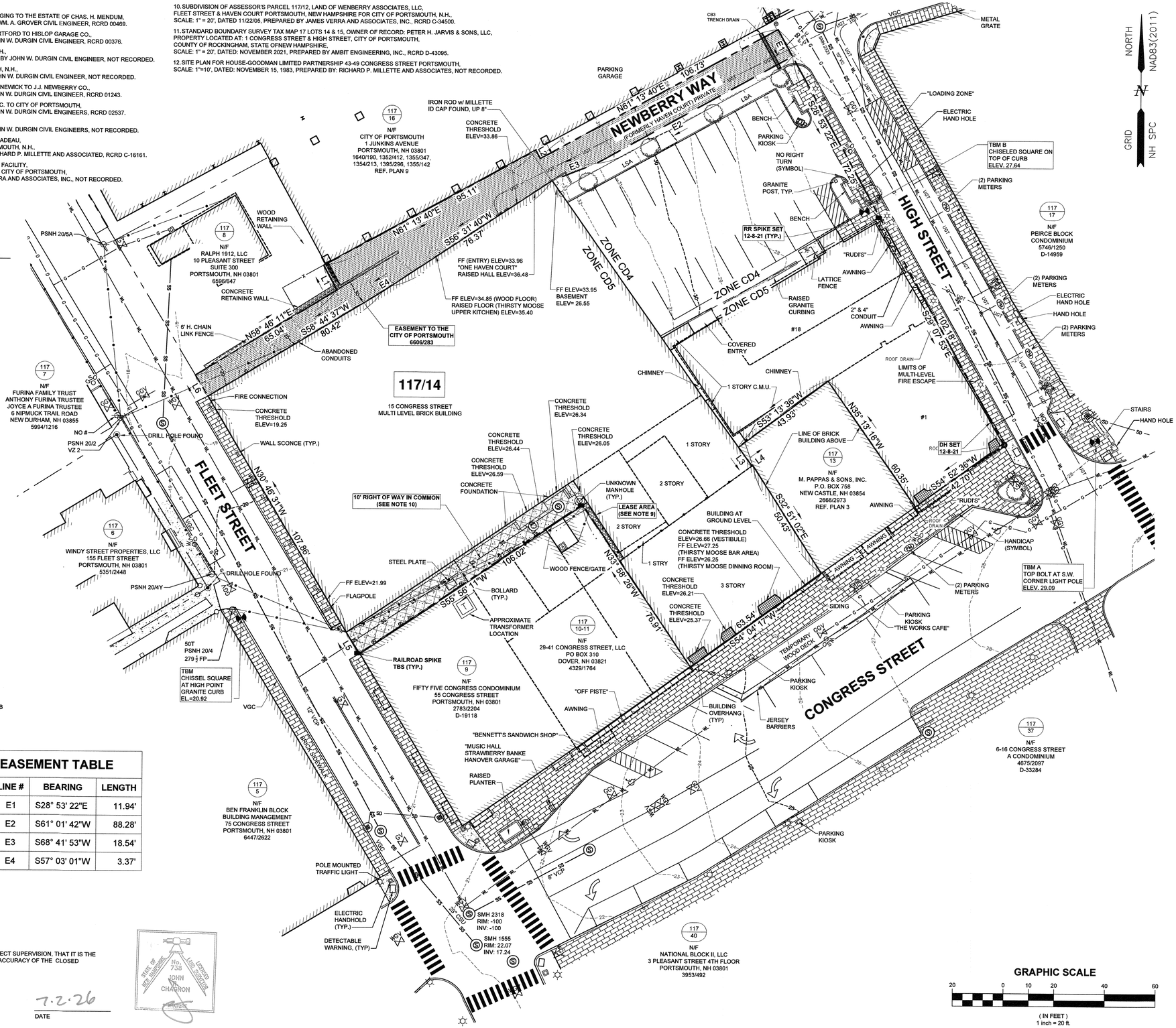
P:\NH\5010156-MONARB_Properties\3406-Congress St, Portsmouth-IRC\2004 Site Plan\Plans & Specs\Site\5010156.3406-V-BS.dwg, 1/101

PLAN REFERENCES:

1. PLAN OF A LOT OF LAND IN PORTSMOUTH N.H. BELONGING TO THE ESTATE OF CHAS. H. MENDUM, SCALE: 1 IN = 20 FT, DATED JULY 1, 1908, PREPARED BY WM. A. GROVER CIVIL ENGINEER, RCRD 00469.
2. LAND ON HAVEN COURT PORTSMOUTH, N.H., F.W. HARTFORD TO HISLOP GARAGE CO., SCALE: 1IN. = 20FT., DATED FEB. 1926, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 00376.
3. LOT PLAN NOS. 7-13 CONGRESS ST. PORTSMOUTH, N.H., SCALE: 1/4 INCH = 1 FOOT, DATED MAR. 1937, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
4. PLAN OF LOT NOS. 173 - 181 FLEET ST. PORTSMOUOTH, N.H., SCALE: 1IN. = 20FT., DATED NOV. 1945, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, NOT RECORDED.
5. LAND IN PORTSMOUTH, N.H., RALPH T. WOOD & IRA A. NEWICK TO J.J. NEWBERRY CO., SCALE: 1IN. = 20FT., DATED MAY 1946, PREPARED BY JOHN W. DURGIN CIVIL ENGINEER, RCRD 01243.
6. PLAN OF LOT PORTSMOUTH, N.H., NEWICK & WOOD INC. TO CITY OF PORTSMOUTH, SCALE 1IN. = 40FT., DATED MAR. 1956, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, RCRD 02537.
7. PLAN OF LOT 26 - 30 HIGH ST. PORTSMOUTH, N.H., SCALE: 1IN. = 10FT., DATED OCT. 1961, PREPARED BY JOHN W. DURGIN CIVIL ENGINEERS, NOT RECORDED.
8. PLAN OF LAND FOR RICHARD A. CABRAL & BRUCE E. NADEAU, CONGRESS/FLEET ST. COUNTY OF ROCKINGHAM PORTSMOUTH, N.H., SCALE: 1" = 20', DATED JANUARY 1987, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATED, RCRD C-16161.
9. EXISTING CONDITIONS PLAN HIGH/HANOVER PARKING FACILITY, HANOVER STREET, PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, SCALE: 1" = 20', DATED: 5/5/99, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., NOT RECORDED.
10. SUBDIVISION OF ASSESSOR'S PARCEL 117/12, LAND OF WENBERRY ASSOCIATES, LLC, FLEET STREET & HAVEN COURT PORTSMOUTH, NEW HAMPSHIRE FOR CITY OF PORTSMOUTH, N.H., SCALE: 1" = 20', DATED 11/22/05, PREPARED BY JAMES VERRA AND ASSOCIATES, INC., RCRD C-34500.
11. STANDARD BOUNDARY SURVEY TAX MAP 17 LOTS 14 & 15, OWNER OF RECORD: PETER H. JARVIS & SONS, LLC, PROPERTY LOCATED AT: 1 CONGRESS STREET & HIGH STREET, CITY OF PORTSMOUTH, COUNTY OF ROCKINGHAM, STATE OFNEW HAMPSHIRE, SCALE: 1" = 20', DATED: NOVEMBER 2021, PREPARED BY AMBIT ENGINEERING, INC., RCRD D-43095.
12. SITE PLAN FOR HOUSE-GOODMAN LIMITED PARTNERSHIP 43-49 CONGRESS STREET PORTSMOUTH, SCALE: 1"=10', DATED: NOVEMBER 15, 1983, PREPARED BY: RICHARD P. MILLETTE AND ASSOCIATES, NOT RECORDED.

LEGEND:

N/F	NOW OR FORMERLY
RP	RECORD OF PROBATE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
RR SPK	RAILROAD SPIKE
11/21	MAP 11/LOT 21
IR FND	IRON ROD FOUND
IP FND	IRON PIPE FOUND
IR SET	IRON ROD SET
DH FND	DRILL HOLE FOUND
DH SET	DRILL HOLE SET
◦	BOUND FOUND
SS	SEWER LINE
G G	GAS LINE
SD	STORM DRAIN
WL	WATER LINE
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC/WIRES
100	CONTOUR
	SPOT ELEVATION
	EDGE OF PAVEMENT (EP)
	UTILITY POLE
WSO	WATER SHUT OFF/CURB STOP
GSO	GAS SHUT OFF
GV	GATE VALVE
HYD	HYDRANT
G W E	METER (GAS, WATER, ELECTRIC)
	CATCH BASIN
T	TELEPHONE MANHOLE
S	SEWER MANHOLE
D	DRAIN MANHOLE
EL.	ELEVATION
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
INV	INVERT
TBM	TEMPORARY BENCH MARK
TYP	TYPICAL
VGC/SGC	VERTICAL/SLOPED GRANITE CURB



LINE TABLE

LINE #	BEARING	LENGTH
L1	N28° 32' 20"W	11.10'
L2	S28° 46' 20"E	3.75'
L3	S36° 03' 41"E	9.09'
L4	N53° 56' 19"E	0.43'
L5	N30° 49' 12"W	9.98'
L6	N31° 12' 31"W	9.69'

EASEMENT TABLE

LINE #	BEARING	LENGTH
E1	S28° 53' 22"E	11.94'
E2	S61° 01' 42"W	88.28'
E3	S68° 41' 53"W	18.54'
E4	S57° 03' 01"W	3.37'

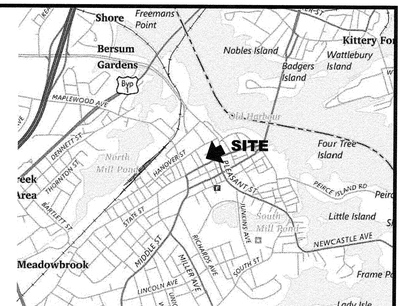
I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000.

JOHN R. CHAGNON, LLS 738

7.2.26
DATE

STATE OF NEW HAMPSHIRE No. 738 JOHN R. CHAGNON LICENSED LAND SURVEYOR SIGNATURE

GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.



LOCATION MAP: USGS QUADRANGLE: PORTSMOUTH/ KITTERY
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™,
©MAPTECH®, INC. 978-933-3000
WWW.MAPTECH.COM/TOPO

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 117 AS LOT 14.

2) OWNERS OF RECORD:
ONE MARKET SQUARE, LLC
10 PLEASANT STREET SUITE 300
PORTSMOUTH, NH 03801
6703/2070

3) PARCEL IS LOCATED IN CHARACTER DISTRICT 4 & 5.

4) DIMENSIONAL REQUIREMENTS: SEE PORTSMOUTH ORDINANCE FOR REQUIREMENTS.

5) EXISTING LOT AREA:
LOT 12 AREA:
23,704 S.F.
0.5442 ACRES
LOT 14 AREA (AFTER LLR):
18,225 S.F.
0.4184 ACRES
PROPOSED COMBINED LOT AREA:
41,929 S.F.
0.9626 ACRES

6) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021.

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDTIONS OF MERGED LOTS ON ASSESSORS MAP 117 LOT 14.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.

9) PARCEL IS SUBJECT TO A LEASE AGREEMENT FOR A PORTION OF LESSEE'S WALL THAT IS ENCROACHING ON SUBJEST PARCEL. SEE RCRD 1512/410 & 1690/130.

10) PARCEL IS SUBJECT TO A RIGHT OF WAY IN COMMON FOR PASSAGE AND UTILITIES AND GENERAL PURPOSES. SEE RCRD 322/318, 322/380, 322/381, 348/80, 348/81, 348/82, 1484/44, 2713/797, AND RCRD C-16161.

11) PARCEL IS SUBJECT TO A UTILITY EASEMENT TO P.S.N.H. FROM UTILITY POLE 20/4 ON FLEET STREET EASTERLY TO GRANTORS EASTERLY BOUNDARY. SEE RCRD 3124/695.

12) HAVEN COURT IS A PRIVATE WAY 15 FEET WIDE. ALL RIGHTS, TITLE AND INTEREST UNTO SAID HAVEN COURT WERE CONVEYED WITH ASSESSOR'S MAP 117 LOT 14, AS DESCRIBED IN RCRD 983/179, SUBJECT TO RIGHTS OF OTHERS (OTHERS NOT DEFINED ON THIS SURVEY).

REV	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS
SITE SURVEY

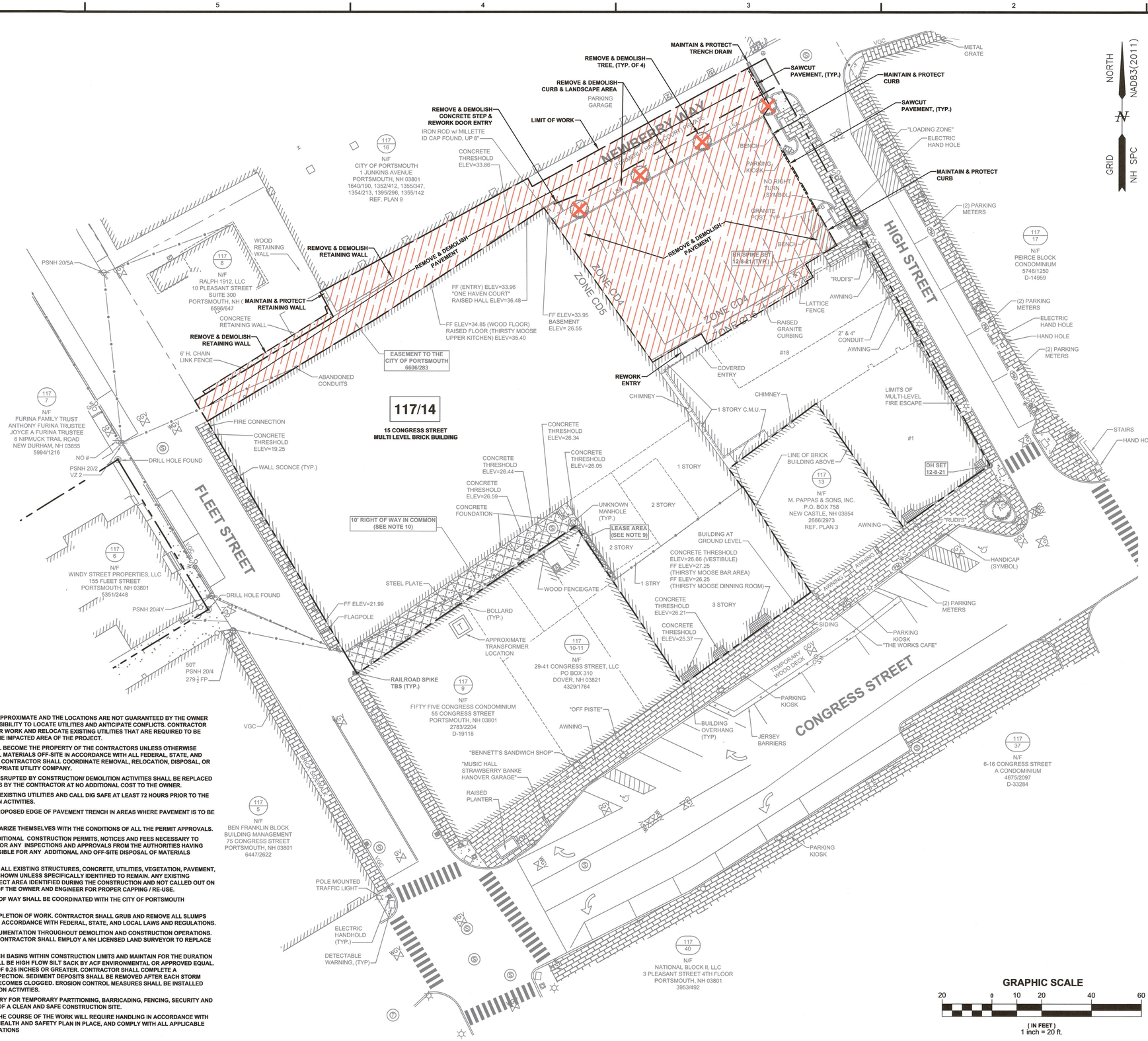
HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

PROJECT
ONE MARKET SQUARE, LLC
1-15 CONGRESS STREET, PORTSMOUTH, N.H.

TITLE
EXISTING CONDITIONS PLAN

DATE	SCALE
JUNE 2026	1" = 20'
DRAWN BY: CBA	DESIGNED BY: CSA
CHECKED BY: JRC	
PROJECT No.: 5010156.3406	FIELD BOOK AND PAGE: FB 309 PG 54
DRAWING No.: V102	REV.

FILE LOCATION: P:\MM\5010156\ACNAD\BB_PROPERTIES\3406-CONGRESS ST., PORTSMOUTH,-RC\2025 SITE PLANS\3-CAD_FILES\CIVIL\V9BSF\5010156.3406-BASE.DWG, 2026.10.28, 8:54 AM





LOCATION MAP: USGS QUADRANGLE: QUAD
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™, ©MAPTECH®, INC. 978-933-3000 WWW.MAPTECH.COM/TOPO

NOTES:

1. THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.
2. UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
3. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

LEGEND:

DESCRIPTION	*PROPOSED*
DEMOLITION AREA	

DEMOLITION NOTES:

A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTORS' RESPONSIBILITY TO LOCATE UTILITIES AND ANTICIPATE CONFLICTS. CONTRACTOR SHALL REPAIR EXISTING UTILITIES DAMAGED BY THEIR WORK AND RELOCATE EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED PRIOR TO COMMENCING ANY WORK IN THE IMPACTED AREA OF THE PROJECT.

B) ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTORS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES. THE CONTRACTOR SHALL COORDINATE REMOVAL, RELOCATION, DISPOSAL, OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.

C) ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

D) THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.

E) SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT TRENCH IN AREAS WHERE PAVEMENT IS TO BE REMOVED.

F) IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL THE PERMIT APPROVALS.

G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK.

H) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE, UTILITIES, VEGETATION, PAVEMENT, AND CONTAMINATED SOIL WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ANY EXISTING DOMESTIC / IRRIGATION SERVICE WELLS IN THE PROJECT AREA IDENTIFIED DURING THE CONSTRUCTION AND NOT CALLED OUT ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER FOR PROPER CAPPING / RE-USE.

I) ALL WORK WITHIN THE CITY OF PORTSMOUTH RIGHT OF WAY SHALL BE COORDINATED WITH THE CITY OF PORTSMOUTH DEPARTMENT OF PUBLIC WORKS (DPW).

J) REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF-SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.

K) CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED, THE CONTRACTOR SHALL EMPLOY A NH LICENSED LAND SURVEYOR TO REPLACE THEM.

L) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.

M) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFELY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.

N) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

REV	DATE	DESCRIPTION	BY	CHK
0	2026.10.28	ISSUED FOR PERMITTING	CBA	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

PROJECT

NEWBERRY WAY IMPROVEMENT
1 CONGRESS STREET & NEWBERRY WAY PORTSMOUTH, N.H.

TITLE

DEMOLITION PLAN

JOHN R. CHAGNON 9681 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

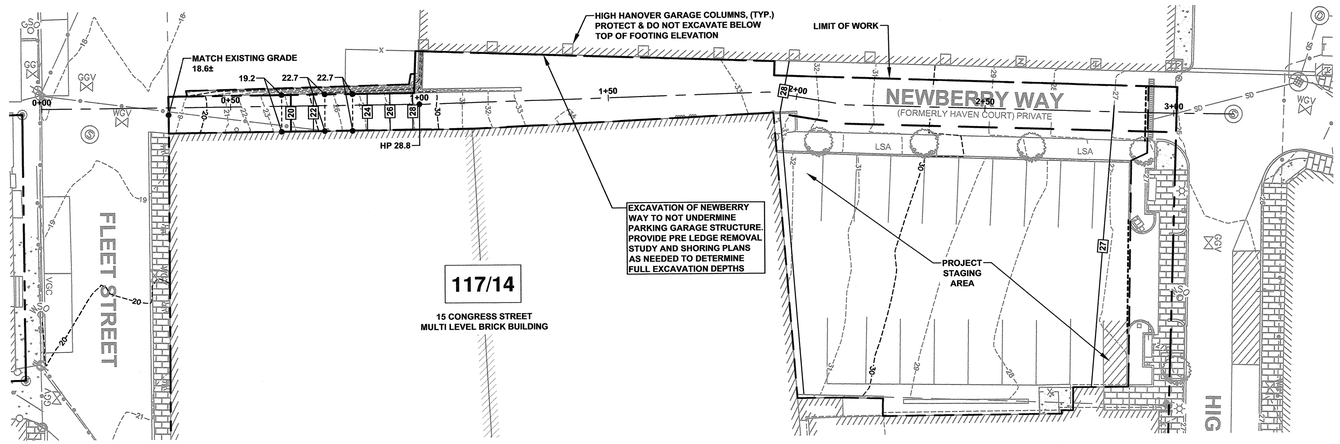
DATE	SCALE
OCTOBER 2026	1" = 20'

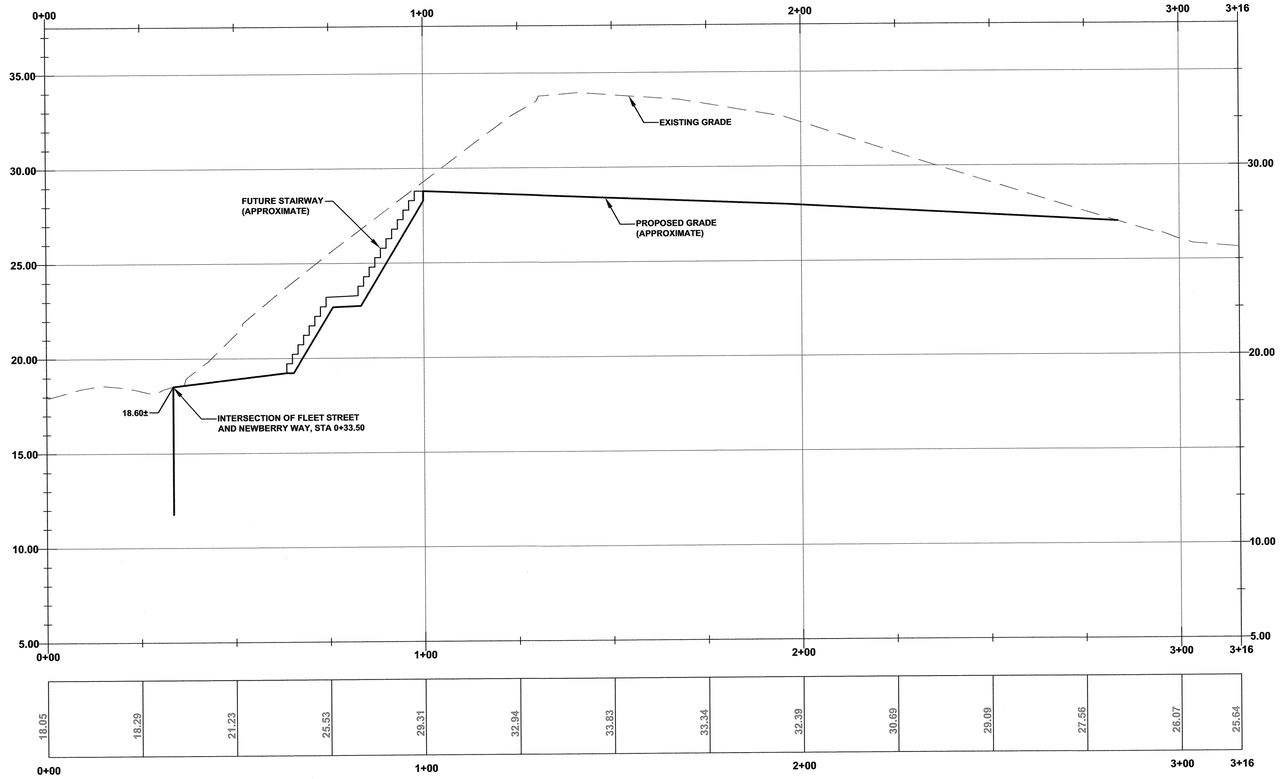
DRAWN BY	DESIGNED BY	CHECKED BY
CBA	AFJ	JRC

PROJECT No. 5010156.3406

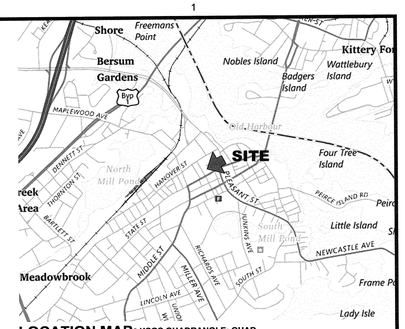
DRAWING No. **C101** REV. **0**

FILE LOCATION: \\CES\LOCAL\FILES\PROJECTS\NH\5010156\ACAD\XB_PROPERTIES\NWB-CONGRESS ST., PORTSMOUTH-IRC\2025 SITE PLANS\CAD_FILES\C101_5010156.3406-C-SP (DWG, 2026.10.28, 3:39 PM





PROFILE VIEW OF NEWBERRY WAY - STA 0+00 TO 3+16
SCALE: H: 1"=20' / V: 1"=4'



LOCATION MAP: USGS QUADRANGLE: QUAD
SCALE: 1"=2000'
MAPTECH® USGS TOPOGRAPHIC SERIES™.
©MAPTECH®, INC. 978-933-3000
WWW.MAPTECH.COM/TOPO

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

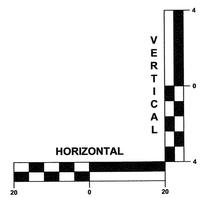
2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

PROFILE NOTES:

1) EXISTING & PROPOSED GRADES SHOWN DEPICT CONDITIONS ALONG THE PROPOSED ALIGNMENT.

2) THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED VERTICAL AND HORIZONTAL ALIGNMENT ON NEWBERRY WAY. THE CONSTRUCTION OF THE STREET GRADE AND TEMPORARY PAVING IS NEEDED TO COMPLETE THE ADJACENT GILLEY'S DINER CONSTRUCTION AND PLAN FOR FINAL NEWBERRY WAY GRADING



REV	DATE	DESCRIPTION	BY	CHK.
0	2026.10.28	ISSUED FOR PERMITTING	CBA	JRC

DRAWING ISSUE STATUS
ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

PROJECT
NEWBERRY WAY IMPROVEMENT
1 CONGRESS STREET & NEWBERRY WAY PORTSMOUTH, N.H.

TITLE
EXCAVATION PLAN & PROFILE

JOHN CHAGNON No. 14251 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

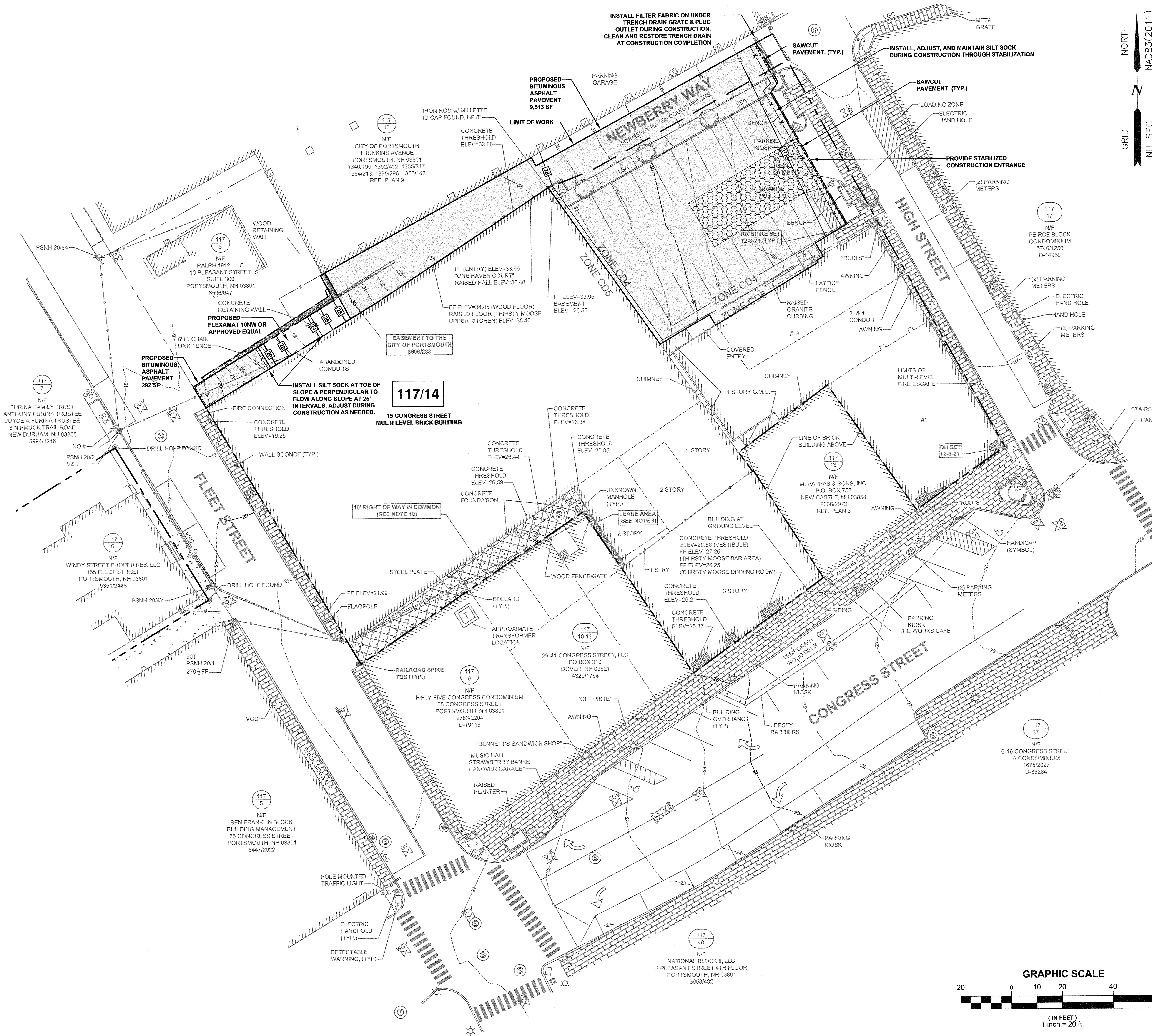
DATE	SCALE
OCTOBER 2026	1" = 20'

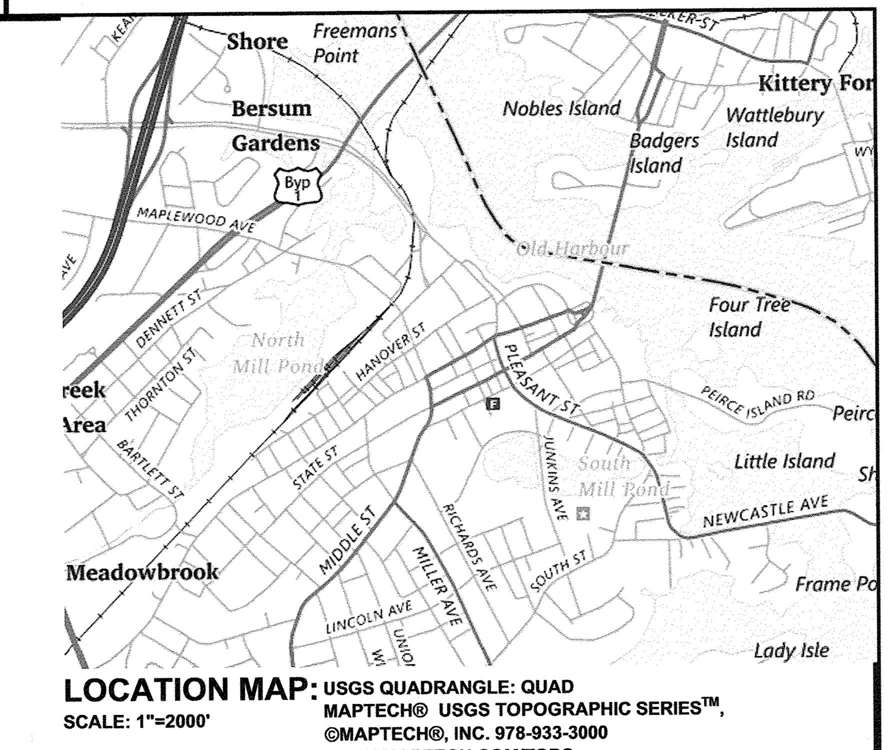
DRAWN BY	DESIGNED BY	CHECKED BY
CBA	AFJ	JRC

PROJECT No. 5010156.3406

DRAWING No. **C102** REV. **0**

FILE LOCATION: \\CES-LOCAL\FILES\PROJECTS\N\5010156.MCNABB_PROPERTIES\3406-CONGRESS ST - PORTSMOUTH-JRC\2025 SITE PLANS\02-CAD_FILES\CIVIL\5010156.3406-C-SP.DWG, 2026.10.28, 3:51 PM





LOCATION MAP: USGS QUADRANGLE: QUAD
MAPTECH® USGS TOPOGRAPHIC SERIES™,
©MAPTECH®, INC. 978-933-3000
WWW.MAPTECH.COM/TOPO

SCALE: 1"=2000'

NOTES:

1. THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.
2. UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
3. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

LEGEND:

DESCRIPTION	*PROPOSED*
PAVED SURFACE	(shaded box)
CONSTRUCTION ENTRANCE	(hexagon pattern)
SILT SOCK	—X—X—X—

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

0	2026.10.28	ISSUED FOR PERMITTING	CBA	JRC
REV	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282
WWW.HALEYWARD.COM

PROJECT

NEWBERRY WAY IMPROVEMENT
1 CONGRESS STREET & NEWBERRY WAY PORTSMOUTH, N.H.

TITLE

EROSION CONTROL & STABILIZATION PLAN

STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON No. 7651 LICENSED – PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
CBA	AFJ	JRC

PROJECT No. 5010156.3406

DRAWING No. **C103** REV. **0**

FILE LOCATION: \\CES.LOCAL\FILES\PROJECTS\NH\5010156-MCNABB_PROPERTIES\3406-CONGRESS ST., PORTSMOUTH-JRC\2025 SITE PLAN\02-CAD_FILES\CIVIL\5010156.3406-C-SP.DWG, 2026.10.28, 3:47 PM

EROSION CONTROL NOTES

CONSTRUCTION SEQUENCE

DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.

INSTALL INLET PROTECTION AND PERIMETER CONTROLS, i.e., SILT FENCING OR SILTSOXX AS SHOWN ON THE PLANS AND CATCH BASIN FILTER BEFORE ANY EARTH MOVING OPERATIONS.

CUT AND GRUB ALL TREES, SHRUBS, SAPLINGS, BRUSH, VINES AND REMOVE OTHER DEBRIS AND RUBBISH AS REQUIRED.

REMOVE EXISTING PAVEMENT, CURB, HARDSCAPING, WALKWAYS, AND TREES.

EXCAVATE MATERIAL, GRADE, AND REPAVE SITE.

REMOVE TRAPPED SEDIMENTS FROM COLLECTION DEVICES AS APPROPRIATE, AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES UPON COMPLETION OF FINAL STABILIZATION OF THE SITE.

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF A GRADING IMPROVEMENT TO NEWBERRY WAY WITH ASSOCIATED UTILITIES, GRADING, AND PAVING.

THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY 0.24 ACRES.

THE STORMWATER RUNOFF FROM THE SITE WILL BE DISCHARGED TO CITY OF PORTSMOUTH PROPERTY WHICH ULTIMATELY FLOWS TO THE SOUTH MILL POND THEN TO THE PISCATAQUA RIVER.

GENERAL CONSTRUCTION NOTES

THE EROSION CONTROL PROCEDURES SHALL CONFORM TO SECTION 645 OF THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" OF THE NHDOT, AND "STORM WATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE". THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED FOR MORE THAN 45 DAYS.

ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.

THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

DUST CONTROL: DUST CONTROL MEASURES SHALL INCLUDE BUT ARE NOT LIMITED TO SPRINKLING WATER ON EXPOSED AREAS, COVERING LOADED DUMP TRUCKS LEAVING THE SITE, AND TEMPORARY MULCHING.
DUST CONTROL MEASURES SHALL BE UTILIZED SO AS TO PREVENT THE MIGRATION OF DUST FROM THE SITE TO ABUTTING AREAS.

IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

SILTSOXX SHALL BE PERIODICALLY INSPECTED DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM. ALL DAMAGED SILTSOXX SHALL BE REPAIRED. SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.

ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS.

ALL NON-STRUCTURAL, SITE-FILL SHALL BE PLACED AND COMPACTED TO 90% MODIFIED PROCTOR DENSITY IN LAYERS NOT EXCEEDING 18 INCHES IN THICKNESS UNLESS OTHERWISE NOTED.

FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIAL, TRASH, WOODY DEBRIS, LEAVES, BRUSH OR ANY DELETERIOUS MATTER SHALL NOT BE INCORPORATED INTO FILLS.

FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.

DURING CONSTRUCTION AND UNTIL ALL DEVELOPED AREAS ARE FULLY STABILIZED, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH ONE HALF INCH OF RAINFALL.

THE CONTRACTOR SHALL MODIFY OR ADD EROSION CONTROL MEASURES AS NECESSARY TO ACCOMMODATE PROJECT CONSTRUCTION.

ALL ROADWAYS AND PARKING AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- BASE COURSE GRAVELS HAVE BEEN INSTALLED ON AREAS TO BE PAVED
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED
- EROSION CONTROL BLANKETS HAVE BEEN INSTALLED.
- IN AREAS TO BE PAVED, "STABLE" MEANS THAT BASE COURSE GRAVELS MEETING THE REQUIREMENTS OF NHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2 HAVE BEEN INSTALLED.

STABILIZATION SHALL BE INITIATED ON ALL LOAM STOCKPILES, AND DISTURBED AREAS, WHERE CONSTRUCTION ACTIVITY SHALL NOT OCCUR FOR MORE THAN TWENTY-ONE (21) CALENDAR DAYS BY THE FOURTEENTH (14TH) DAY AFTER CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED IN THAT AREA.

STABILIZATION MEASURES TO BE USED INCLUDE:
- TEMPORARY SEEDING;
- MULCHING.

1. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
2. WHEN CONSTRUCTION ACTIVITY PERMANENTLY OR TEMPORARILY CEASES WITHIN 100 FEET OF NEARBY SURFACE WATERS OR DELINEATED WETLANDS, THE AREA SHALL BE STABILIZED WITHIN SEVEN (7) DAYS OR PRIOR TO A RAIN EVENT. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN THESE AREAS, SILTSOXX, MULCH BERMS, HAY BALE BARRIERS AND ANY EARTHDIKES SHALL BE REMOVED ONCE PERMANENT MEASURES ARE ESTABLISHED.
3. DURING CONSTRUCTION, RUNOFF WILL BE DIVERTED AROUND THE SITE WITH EARTH DIKES, PIPING OR STABILIZED CHANNELS WHERE POSSIBLE. SHEET RUNOFF FROM THE SITE WILL BE FILTERED THROUGH SILTSOXX, MULCH BERMS, HAY BALE BARRIERS, OR SILT SOCKS. ALL STORM DRAIN BASIN INLETS SHALL BE PROVIDED WITH FLARED END SECTIONS AND TRASH RACKS. THE SITE SHALL BE STABILIZED FOR THE WINTER BY OCTOBER 15.

MAINTENANCE AND PROTECTION

THE SILTSOXX BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

SILTSOXX SHALL BE REMOVED ONCE SITE IS STABILIZED, AND DISTURBED AREAS RESULTING FROM SILTSOXX REMOVAL SHALL BE PERMANENTLY SEEDED.

THE CATCH BASIN INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING.
SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

WINTER NOTES

ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.

ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS;

AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT;

STOCKPILES

1. LOCATE STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CATCH BASINS, SWALES, AND CULVERTS.
2. ALL STOCKPILES SHOULD BE SURROUNDED WITH TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE ONSET OF PRECIPITATION.
3. PERIMETER BARRIERS SHOULD BE MAINTAINED AT ALL TIMES, AND ADJUSTED AS NEEDED TO ACCOMMODATE THE DELIVERY AND REMOVAL OF MATERIALS FROM THE STOCKPILE. THE INTEGRITY OF THE BARRIER SHOULD BE INSPECTED AT THE END OF EACH WORKING DAY.
4. PROTECT ALL STOCKPILES FROM STORMWATER RUN-OFF USING TEMPORARY EROSION CONTROL MEASURES SUCH AS BERMS, SILT SOCK, OR OTHER APPROVED PRACTICE TO PREVENT MIGRATION OF MATERIAL BEYOND THE IMMEDIATE CONFINES OF THE STOCKPILES.

CONCRETE WASHOUT AREA

THE FOLLOWING ARE THE ONLY NON-STORMWATER DISCHARGES ALLOWED. ALL OTHER NON-STORMWATER DISCHARGES ARE PROHIBITED ON SITE:
1. THE CONCRETE DELIVERY TRUCKS SHALL, WHENEVER POSSIBLE, USE WASHOUT FACILITIES AT THEIR OWN PLANT OR DISPATCH FAILITY;
2. IF IT IS NECESSARY, SITE CONTRACTOR SHALL DESIGNATE SPECIFIC WASHOUT AREAS AND DESIGN FACILITIES TO HANDLE ANTICIPATED WASHOUT WATER;
3. CONTRACTOR SHALL LOCATE WASHOUT AREAS AT LEAST 150 FEET AWAY FROM STORM DRAINS, SWALES AND SURFACE WATERS OR DELINEATED WETLANDS;
4. INSPECT WASHOUT FACILITIES DAILY TO DETECT LEAKS OR TEARS AND TO IDENTIFY WHEN MATERIALS NEED TO BE REMOVED.

ALLOWABLE NON-STORMWATER DISCHARGES

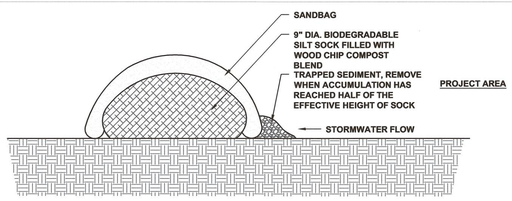
1. FIRE-FIGHTING ACTIVITIES;
2. FIRE HYDRANT FLUSHING;
3. WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED;
4. WATER USED TO CONTROL DUST;
5. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHING;
6. ROUTINE EXTERNAL BUILDING WASH DOWN WHERE DETERGENTS ARE NOT USED;
7. PAVEMENT WASH WATERS WHERE DETERGENTS ARE NOT USED;
8. UNCONTAMINATED AIR CONDITIONING/COMPRESSOR CONDENSATION;
9. UNCONTAMINATED GROUND WATER OR SPRING WATER;
10. FOUNDATION OR FOOTING DRAINS WHICH ARE UNCONTAMINATED;
11. UNCONTAMINATED EXCAVATION DEWATERING;
12. LANDSCAPE IRRIGATION.

WASTE DISPOSAL

1. WASTE MATERIAL
   - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN SECURELY LIDDED RECEPTACLES. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN A DUMPSTER;
   - NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE;
   - ALL PERSONNEL SHALL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL BY THE SUPERINTENDENT.
2. HAZARDOUS WASTE
   - ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER;
   - SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES BY THE SUPERINTENDENT.
3. SANITARY WASTE
   - ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

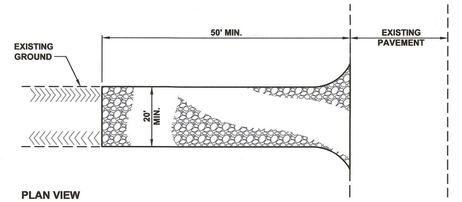
BLASTING NOTES

1. CONTRACTOR SHALL CONTACT THE NHDES AND/OR LOCAL JURISDICTION PRIOR TO COMMENCING ANY BLASTING ACTIVITIES.
2. FOR ANY PROJECT FOR WHICH BLASTING OF BEDROCK IS ANTICIPATED, THE APPLICANT SHALL SUBMIT A BLASTING PLAN THAT IDENTIFIES:
   - WHERE THE BLASTING ACTIVITIES ARE ANTICIPATED TO OCCUR;
   - THE ESTIMATED QUANTITY OF BLAST ROCK IN CUBIC YARDS; AND
   - SITE-SPECIFIC BLASTING BEST MANAGEMENT PRACTICES.



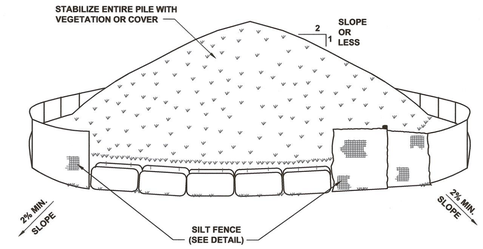
SILT SOCK DETAIL

NTS



STABILIZED CONSTRUCTION ENTRANCE DETAIL

NTS

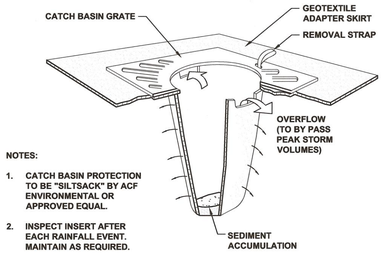


INSTALLATION NOTES:

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 2:1.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED W/ EITHER SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.
4. SEE SILT FENCE DETAIL ON THIS SHEET
5. TEMPORARILY STABILIZE AS NOTED IN SPECIFICATIONS

TEMPORARY STOCKPILE AREA DETAIL

NTS

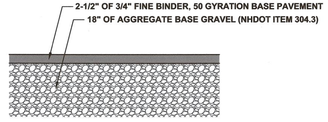


NOTES:

1. CATCH BASIN PROTECTION TO BE "SILTSACK" BY ACF ENVIRONMENTAL OR APPROVED EQUAL.
2. INSPECT INSERT AFTER EACH RAINFALL EVENT. MAINTAIN AS REQUIRED.
3. SEDIMENT WITHIN INSERT SHALL BE EMPTIED WHEN 1/2 FULL.

SEDIMENT SACK INLET PROTECTION DETAIL

NTS (MAY BE USED AS AN ALTERNATIVE TO HAY BALES)



TEMPORARY PAVEMENT BUILDUP DETAIL

NTS

REV	DATE	DESCRIPTION	BY	CHK.
0	2026.10.28	ISSUED FOR PERMITTING	CBA	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

PROJECT

NEWBERRY WAY IMPROVEMENT
1 CONGRESS STREET & NEWBERRY WAY PORTSMOUTH, N.H.

TITLE

SITE DETAILS

STATE OF NEW HAMPSHIRE – JOHN RICHARD CHAGNON – 14451 – LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2026	AS NOTED

DRAWN BY	DESIGNED BY	CHECKED BY
CBA	AFJ	JRC

PROJECT No. 5010156.3406

DRAWING No. C501 REV. 0

FILE LOCATION: P:\NH\5010156-MCNABB_PROPERTIES\3406-CONGRESS ST - PORTSMOUTH-JR\C2025 SITE PLANS\C-CIVIL FILES\CIVIL\5010156.3406-C-CIV.DWG, 2026.10.28, 3:08 PM

Flexamat 10NW Specification

1. DESCRIPTION

A Tied Concrete Block Mats with a 10oz non-woven geotextile underlayment cast and adhered to the back of the blocks.

This work shall consist of furnishing and placing the Flexamat system in accordance with this specification and conforming with the lines, grades, design, and dimensions shown on the plans.

2. MATERIALS

Flexamat is manufactured from individual concrete blocks tied together with high strength knitted polypropylene bi-axial geogrid. Each block is tapered, beveled and interlocked and includes connections that prevent lateral displacement of the blocks within the mats when they are lifted for placement.

Tied Concrete Block Mats with 10oz non-woven underlayment shall be Flexamat-10NW, manufactured by Motz Enterprises, Inc.

2.1. **Blocks.** Furnish blocks manufactured with concrete conforming to the cement requirements of ASTM C150 and to the aggregate requirements of ASTM C33. Furnish blocks that have a minimum weight of 3 lbs. per block and placed no further than 2 in. apart. Material shall have a weight per square foot not exceeding 10 lbs. Blocks shall have a 2.25" profile, a flat-top pyramid shape, and a coarse finish without protrusions. Concrete shall have a minimum compressive strength requirement of Table1 and certified by a third party.

Table 1
Concrete Compressive Strength Requirements

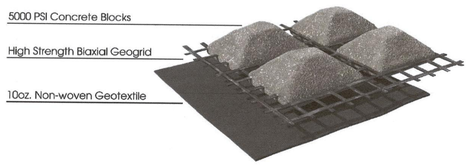
Age	Required Compressive Strength psi
28 - Day	5000 psi

2.2. **Polypropylene Bi-Axial Geogrid.** The interlocking geogrid shall be an open knitted fabric composed of high tenacity, multifilament polypropylene yarns knitted and coated in tension with an acrylic based coating which is designed to resist degradation in environments with exposure to water and low pH (.4 pH) and high pH (>9 pH). When combined with the revetment mat, this will yield a high tenacity, low elongating, and continuous filament polypropylene geogrid that is embedded within the base of the concrete blocks. Ensure the geogrid meets the requirements of Table 2.

Table 2
Polypropylene Bi-Axial Geogrid

Property	Unit	Test	Requirement
Mass/Unit Area	oz/yd²	ASTM D5261	6.5 oz/yd²
Aperture Size	English units	Measured	1.4x 1.4 inch
Ultimate Wide Width Tensile Strength (MD x CMD)	lb/ft	ASTM D6637	2,055 lb/ft
Elongation at Ultimate Tensile Strength (MD x CMD)	%	ASTM D6637	6%
Wide Width Tensile Strength @ 2% (MD x CMD)	lb/ft	ASTM D6637	822 lb/ft
Wide Width Tensile Strength @ 5% (MD x CMD)	lb/ft	ASTM D6637	1,640 lb/ft
Tensile Modulus @ 2% (MD x CMD)	lb/ft	ASTM D6637	41,100 lb/ft
Tensile Modulus @ 5% (MD x CMD)	lb/ft	ASTM D6637	32,800 lb/ft

2.3. **Geotextile Underlayment.** Mats shall have a 10oz non-woven geotextile cast onto the back of the blocks, adhering to the back of each concrete block. Puncturing holes through the 10oz non-woven geotextile to hog ring or tie through other means to the Tied Concrete Mat is unacceptable. The 10oz non-woven geotextile shall not be installed separately or loosely under the Tied Concrete Block Mat. Each block shall be cast to and adhered to the 10oz. non-woven geotextile consisting of the following properties:



Property	Test Method	English	Metric
Weight - Typical	ASTM D-5261	10 oz/sy	339 g/sm
Tensile Strength	ASTM D-4632	250 lbs	1,112 N
Elongation @ Break	ASTM D-4632	50%	50%
Mullen Burst*	ASTM D-3786*	500 psi	3,447 kPa
Puncture Strength*	ASTM D-4833*	155 lbs	690 N
CBR Puncture	ASTM D-6241	700 lbs	3,115 N
Trapezoidal Tear	ASTM D-4533	100 lbs	444 N
Apparent Opening Size	ASTM D-4751	100 US Sieve	0.150 mm
Permittivity	ASTM D-4491	1.20 Sec-1	1.20 Sec-1
Water Flow Rate	ASTM D-4491	80 g/min/sf	3,251 l/min/sm
UV Resistance @ 500 Hours	ASTM D-4355	70%	70%

2.4. **Geogrid and 10oz Non-Woven Geotextile Extensions.** Mats shall have an 8" extension of the polypropylene bi-axial geogrid and an 8" extension of the 10oz. non-woven geotextile extending along the long length of one edge of the mat. The geogrid and underlayment extension are an overlap for the subsequent mat to be installed over.

2.5. Cover the TCBM or otherwise protect it during long periods of storage to protect against degradation of the backing material as recommended by the manufacturer.

2.6. TCBM will be rolled for shipment and are packaged with lifting straps.

All mats to be inspected upon delivery. Assure that all units are sound and free of defects that would interfere with the proper placing of the unit or impair the strength or permanence of the construction.

Chipping or missing concrete resulting in a weight loss exceeding 15% of the average weight of a concrete unit is grounds for rejection by the engineer. Replace, repair or patch the damaged areas per the manufacturer's recommendations.

3. PERFORMANCE

Full-Scale laboratory testing performed by an independent 3rd party testing facility with associated engineered calculations certifying the hydraulic capacity of the Erosion Control Mat meets the following requirements:

Test	Tested Value	Bed Slope	Soil Classification	Limiting Value
ASTM 6460	Shear Stress	30%	Sandy Loam (USDA)	24lb./ft²
ASTM 6460	Velocity	20%	Loam (USDA)	30 ft./sec

4. ALTERNATIVE PRODUCTS

Such products must be pre-approved in writing by the Engineer prior to bid date. Alternative product packages must be submitted to the Engineer a minimum of fifteen (15) days prior to bid date. Submittal packages for alternate products must include, as a minimum, the following:

4.1. Alternative Product Properties – Product must be comprised of materials as detailed in Section 2, including both in composition, underlayment layers and performance requirements.

4.2. Full-Scale laboratory testing performed by an independent 3rd party testing facility with associated engineered calculations certifying the hydraulic capacity of the proposed Tied-Concrete Block Erosion Control Mat meets the performance requirements listed in Section 3 of this specification.

4.3. A list of 15 comparable projects in terms of project size, application and material dimensions in the United States, where the results of the specific alternative material's use can be verified and reviewed for system integrity and sustained after a minimum of 10 years of service life.

5. EQUIPMENT

Provide the proper equipment to place the mat that will not damage the mat material or disturb the subgrade.

6. CONSTRUCTION

Prior to installing Flexamat 10-NW, prepare the subgrade as detailed in the plans. All subgrade surfaces to be smooth and free of rocks, roots, debris, or other protrusions that would prevent intimate contact between the block and the subgrade. When seeding is shown on the plans, provide subgrade material that can sustain growth.

Ensure the prepared subgrade provides a smooth, firm, and unyielding foundation for the mats.

Install mats to the line and grade shown on the plans and per the manufacturer's guidelines. The manufacturer or authorized representative will provide technical assistance during the slope preparation and installation of the concrete block mats as needed.

Provide a minimum 18 in. deep mat embedment toe trench at all edges exposed to concentrated flow.

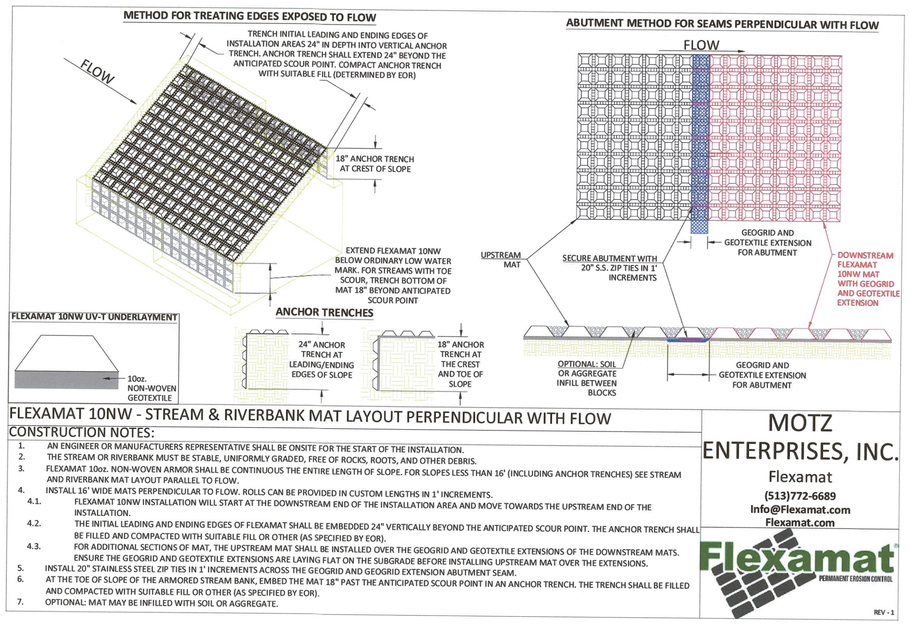
When needed, provide fastening or anchoring as recommended by the manufacturer or engineer for the site conditions.

7. MEASUREMENT

This Item will be measured by the square footage used, complete in place.

8. PAYMENT

The work performed, and materials furnished in accordance with this Item and measured as provided under "Measurement" will be paid for at the unit price bid for Flexamat 10NW Tied Concrete Block Mats. This price is full compensation for loading and transporting, placing concrete block mats; excavation and disposal; furnishing bedding; and equipment, labor, materials, tools, and incidentals.



FLEXAMAT 10NW - STREAM & RIVERBANK MAT LAYOUT PERPENDICULAR WITH FLOW

CONSTRUCTION NOTES:

1. AN ENGINEER OR MANUFACTURERS REPRESENTATIVE SHALL BE ONSITE FOR THE START OF THE INSTALLATION.
2. THE STREAM OR RIVERBANK MUST BE STABLE, UNIFORMLY GRADED, FREE OF ROCKS, ROOTS, AND OTHER DEBRIS.
3. FLEXAMAT 10oz. NON-WOVEN ARMOR SHALL BE CONTINUOUS THE ENTIRE LENGTH OF SLOPE. FOR SLOPES LESS THAN 16' (INCLUDING ANCHOR TRENCHES) SEE STREAM AND RIVERBANK MAT LAYOUT PARALLEL TO FLOW.
4. INSTALL 16' WIDE MATS PERPENDICULAR TO FLOW. ROLLS CAN BE PROVIDED IN CUSTOM LENGTHS IN 1' INCREMENTS.
   - 4.1. FLEXAMAT 10NW INSTALLATION WILL START AT THE DOWNSTREAM END OF THE INSTALLATION AREA AND MOVE TOWARDS THE UPSTREAM END OF THE INSTALLATION.
   - 4.2. THE INITIAL LEADING AND ENDING EDGES OF FLEXAMAT SHALL BE EMBEDDED 24" VERTICALLY BEYOND THE ANTICIPATED SCOUR POINT. THE ANCHOR TRENCH SHALL BE FILLED AND COMPACTED WITH SUITABLE FILL OR OTHER (AS SPECIFIED BY EOR).
   - 4.3. FOR ADDITIONAL SECTIONS OF MAT, THE UPSTREAM MAT SHALL BE INSTALLED OVER THE GEOGRID AND GEOTEXTILE EXTENSIONS OF THE DOWNSTREAM MATS. ENSURE THE GEOGRID AND GEOTEXTILE EXTENSIONS ARE LAYING FLAT ON THE SUBGRADE BEFORE INSTALLING UPSTREAM MAT OVER THE EXTENSIONS.
5. INSTALL 20" STAINLESS STEEL ZIP TIES IN 1' INCREMENTS ACROSS THE GEOGRID AND GEOGRID EXTENSION ABUTMENT SEAM.
6. AT THE TOE OF SLOPE OF THE ARMORED STREAM BANK, EMBED THE MAT 18" PAST THE ANTICIPATED SCOUR POINT IN AN ANCHOR TRENCH. THE TRENCH SHALL BE FILLED AND COMPACTED WITH SUITABLE FILL OR OTHER (AS SPECIFIED BY EOR).
7. OPTIONAL: MAT MAY BE INFILLED WITH SOIL OR AGGREGATE.

MOTZ ENTERPRISES, INC.
Flexamat
(513)772-6689
Info@Flexamat.com
Flexamat.com

Flexamat® PERMANENT EROSION CONTROL

REV - 1

REV.	DATE	DESCRIPTION	BY	CHK.
0	2026.10.28	ISSUED FOR PERMITTING	CBA	JRC

DRAWING ISSUE STATUS
ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd. Unit 14
Portsmouth, NH 03801
603.430.9282

PROJECT
NEWBERRY WAY IMPROVEMENT
1 CONGRESS STREET & NEWBERRY WAY PORTSMOUTH, N.H.

TITLE
FLEXAMAT 10NW DETAIL & SPECIFICATIONS

DATE	SCALE
OCTOBER 2026	AS NOTED

DRAWN BY	DESIGNED BY	CHECKED BY
CBA	AFJ	JRC

PROJECT No. 5010156.3406

DRAWING No. C502 REV. 0

FILE LOCATION: P:\NH\5010156-MCNABB_PROPERTIES\3406-CONGRESS ST- PORTSMOUTH--IRC\2026 SITE PLANS\D-CAD_FILES\C\5010156.3406-C-DET DWG, 2026.10.28, 3:17 PM

Findings of Fact | Site Plan Review
City of Portsmouth Planning Board

Date: 11-6-2026
Property Address: 140 West Rd
Application #: LU-26-107
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:

Per RSA 676:3, I: The local land use board shall issue a final written decision which either approves or disapproves an application for a local permit and make a copy of the decision available to the applicant. **The decision shall include specific written findings of fact that support the decision. Failure of the board to make specific written findings of fact supporting a disapproval shall be grounds for automatic reversal and remand by the superior court upon appeal, in accordance with the time periods set forth in RSA 677:5 or RSA 677:15, unless the court determines that there are other factors warranting the disapproval.** If the application is not approved, the board shall provide the applicant with written reasons for the disapproval. If the application is approved with conditions, the board shall include in the written decision a detailed description of the all conditions necessary to obtain final approval.

Site Plan Regulations Section 2.9 Evaluation Criteria - in order to grant site plan review approval, the TAC and the Planning Board shall find that the application satisfies evaluation criteria pursuant to NH State Law and listed herein. In making a finding, the TAC and the Planning Board shall consider all standards provided in Articles 3 through 11 of these regulations.

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	**Finding (Meets Standard/Criteria)**	**Supporting Information**
1	Compliance with all City Ordinances and Codes and these regulations. Applicable standards:	**Meets** **Does Not Meet**	Applicable standards: Site Plan Review Regulations and Zoning Ordinance Zoning Ordinance Variances granted for Restaurant and Function Room Use; for Indoor Recreation Use; to allow parking spaces between principal building and the street; and to allow a 2 foot parking space setback.
2	Provision for the safe development, change or expansion of use of the site.	**Meets** **Does Not Meet**	The parcel is an existing, fully-developed site. Minor site development is proposed to install fencing, landscaping and outdoor seating (picnic tables). The civil plan set provides for safe development of the site.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
3	Adequate erosion control and stormwater management practices and other mitigative measures, if needed, to prevent adverse effects on downstream water quality and flooding of the property or that of another.	**Meets** **Does Not Meet**	The site plan set provides both a grading and drainage plan to deal with stormwater and an erosion control plan to deal with erosion as needed. Landscaping is also proposed along West Rd.
4	Adequate protection for the quality of groundwater.	**Meets** **Does Not Meet**	Site is fully developed. The civil plan set provides a grading and drainage plan and an erosion control plan. Proposed infiltration trench improves infiltration on site over current conditions.
5	Adequate and reliable water supply sources.	**Meets** **Does Not Meet**	Water is supplied from an existing water line on West Rd.
6	Adequate and reliable sewage disposal facilities, lines, and connections.	**Meets** **Does Not Meet**	Sewer is provided from an existing sewer main on West Rd.
7	Absence of undesirable and preventable elements of pollution such as smoke, soot, particulates, odor, wastewater, stormwater, sedimentation or any other discharge into the environment which might prove harmful to persons, structures, or adjacent properties.	**Meets** **Does Not Meet**	Proposed development is minor. Erosion Control Plan provides for possible erosion and sedimentation leaving the site during development.
8	Adequate provision for fire safety, prevention and control.	**Meets** **Does Not Meet**	The civil plan set provides a fire truck turning radius plan showing adequate access around the existing building.
9	Adequate protection of natural features such as, but not limited to, wetlands.	**Meets** **Does Not Meet**	Erosion Control Plan will provide adequate protection as necessary.
10	Adequate protection of historical features on the site.	**Meets** **Does Not Meet**	No historical features on site.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
11	Adequate management of the volume and flow of traffic on the site and adequate traffic controls to protect public safety and prevent traffic congestion.	**Meets** **Does Not Meet**	A traffic study has been performed and is attached as part of the submission package.
12	Adequate traffic controls and traffic management measures to prevent an unacceptable increase in safety hazards and traffic congestion off-site.	**Meets** **Does Not Meet**	New Striping and Signage depicting One-Way travel as well as 5 MPH speed limits are proposed to increase safety on site.
13	Adequate insulation from external noise sources.	**Meets** **Does Not Meet**	The site is an industrial zone. The use of the property does not result in adverse noise to surrounding properties.
14	Existing municipal solid waste disposal, police, emergency medical, and other municipal services and facilities adequate to handle any new demands on infrastructure or services created by the project.	**Meets** **Does Not Meet**	Dumpster location is shown on the site plan depicting solid waste disposal. No new demands for police, emergency medical, or other municipal services are proposed.
15	Provision of usable and functional open spaces of adequate proportions, including needed recreational facilities that can reasonably be provided on the site	**Meets** **Does Not Meet**	New landscaping is proposed and is shown on the Landscape Plan in the civil set. The proposed use is partially indoor recreation. No outdoor recreation facilities can be reasonably be provided on site.
16	Adequate layout and coordination of on-site accessways and sidewalks in relationship to off-site existing or planned streets, accessways, bicycle paths, and sidewalks.	**Meets** **Does Not Meet**	All access ways are existing. Proposed signage and striping will improve traffic safety.
17	Demonstration that the land indicated on plans submitted with the application shall be of such character that it can be used for building purposes without danger to health.	**Meets** **Does Not Meet**	The site is fully developed and the proposed work is minor development. The development can be performed without danger to health.
18	Adequate quantities, type or arrangement of landscaping and open space for the provision of visual, noise and air pollution buffers.	**Meets** **Does Not Meet**	New landscaping is proposed on West Rd and is shown on the Landscape Plan in the civil set.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
19	Compliance with applicable City approved design standards.	**Meets** **Does Not Meet**	Application complies with the Site Plan Review Regulations. Waivers are requested for sections of the site plan review regulations due to the fact that this is an existing fully developed, operating site.
	Other Board Findings:		

DRAFT

ROSS
ENGINEERING LLC
Civil/Structural Engineering
& Surveying
650 Islington St
Portsmouth, NH 03801
(603) 433-7560

DATE: 10-28-2026
JOB #: 21-168

DOCUMENT TRANSMITTAL

TO: City of Portsmouth
ATTN: Planning Department
1 Junkins Ave
Portsmouth, NH 03801

VIA: By Hand

☒ ATTACHED ☐ SENT SEPERATELY

1 COPIES _ PRINTS _ REPRODUCIBLES _ DIGITAL

EACH OF:
☒ DRAWINGS ☐ SPECIFICATIONS
☒ DOCUMENTS

STATUS:		PLEASE NOTE:		SENT FOR YOUR:	
☐ FINAL	☐ APPROVED	☐ REVISIONS	☐ OMISSIONS	☒ APPROVAL	☐ COMMENTS
☐ PRELIMINARY	☐ APPROVED AS NOTED	☐ ADDITIONS	☐ CORRECTIONS	☐ USE	☐ INFORMATION
☐ NO COMMENT	☐ UNACCEPTABLE	☐ COMMENTS		☐ FILES	
☐ COMMENTS AS NOTED					

RE:
Project Location: 140 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-13

Owner: Road to the West, LLC
140 West Rd
Portsmouth, NH 03801

Attached please find the following:

1. TAC Comments Response Letter
2. Full Size Civil Plan Set dated 10-28-2026
3. Full Size Architectural Plan Set dated 10-28-2026
4. Project Description & Waiver Request
5. Abutter's List
6. Site Photos
7. Site Plan Application Checklist
8. Traffic Study
9. Lighting Plan dated 9-21-26

Please call (603-433-7560) if you have any questions.

Thank you,

Alex Ross

Ross Engineering, LLC
Civil/Structural Engineering & Surveying

650 Islington Street, 2nd Floor **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

October 28, 2026

Peter Britz
Planning & Sustainability Director
1 Junkins Ave
Portsmouth, NH 03801

RE: TAC Comments regarding a Request for Site Plan approval for property located at 140 West Road, Portsmouth 03801 (LU-26-107)

This letter is in response to a letter of decision dated October 9, 2024 from TAC recommending approval with conditions. The TAC conditions are italicized with our comments below in bold.

1. *Landscaping proposed within the public right-of-way will require a license agreement for ongoing maintenance.*

   A license agreement for ongoing maintenance will be obtained.

2. *Applicant shall confirm whether irrigation meters are proposed. If irrigation is to be installed within the public right-of-way, a license agreement will also be required for the irrigation system.*

   Any irrigation system to be installed within the public right-of-way will require a license agreement.

3. *The attached pergola does not comply with the required side yard setback and will require a variance unless redesigned to meet zoning requirements.*

   The pergola has been reduced to meet the side yard setback. Note 9 on Drawing 2 "Site Plan" has been added to discuss the possibility of a temporary canopy.

4. *Applicant shall provide screening for the transformer or obtain a waiver from the Planning Board.*

   Note 10 on Drawing 2 "Site Plan" has been added to state that if a future transformer is installed, fence screening shall be installed as required.

5. *Applicant shall revise the truck-turning template to provide adequate turning radius required by the Fire Department.*

   Drawings 11 and 12 titled "Fire Truck Turning Radius" have been added to the Civil Plan Set showing a truck-turning radius.

Ross Engineering, LLC
Civil/Structural Engineering & Surveying
650 Islington Street, 2nd Floor **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

6. *The Site Review Regulations require two landscaped parking lot islands. Applicant shall either add the required islands or request a waiver from the Planning Board.*

   A waiver has been requested.

7. *Applicant shall revise the stormwater design to increase the infiltration trench underdrain to a minimum 6-inch diameter pipe (8-inch preferred) and correct the pipe bedding depth to 12-inches.*

   The underdrain in the proposed trench has been increased to an 8" pipe with a minimum bedding depth of 12". This is shown on Drawing 6 "Grading & Drainage Plan" as well as the Infiltration Trench Detail on Drawing 9 "Details".

8. *Applicant shall provide bicycle parking.*

   Bicycle Parking has been provided and is shown on Drawing 2 "Site Plan" on the East side of the building.

9. *City staff will recommend whether a site review agreement and surety should be required as part of the project approval.*

   A Site Review Agreement or Surety will be reviewed by City Staff.

Sincerely,

Alex Ross, P.E.

BLACK ROCK SOCIAL CLUB

140 WEST RD

Portsmouth, NH 03801

LIST OF PROJECT PLANS AND DOCUMENTS:

CIVIL

1 - Existing Conditions
2 - Site Plan 1" = 20'
3 - Site Plan 1" = 10'
4 - Landscape Plan
5 - Parking Plan
6 - Grading & Drainage Plan
7 - Lighting Plan
8 - Open Space Plan
9 - Details
10 - Erosion Control Plan
11 - Fire Truck Turning Radius Plan
12 - Fire Truck Turning Radius Plan

PREPARED BY:

ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

OWNER:
Road to the West, LLC
Alexander B. Choquette
140 West Rd
Portsmouth, NH 03801
(603)-498-2519

October 28, 2026

ARCHITECTURAL PLANS

Portsmouth Architects
4 Market St
Portsmouth, NH 03801
(603)-430-0274

REFERENCE PLANS

1) "SUBDIVISION PLAN" BY KIMBALL CHASE COMPANY, INC. DATED MAY 15, 1983. RCRD D-11744.

2) "CONDOMINIUM SITE PLAN 300 WEST CONDOMINIUM FOR FREDERICK & THOMAS DAIGNEAULT" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED MAY 1987. RCRD D-17576

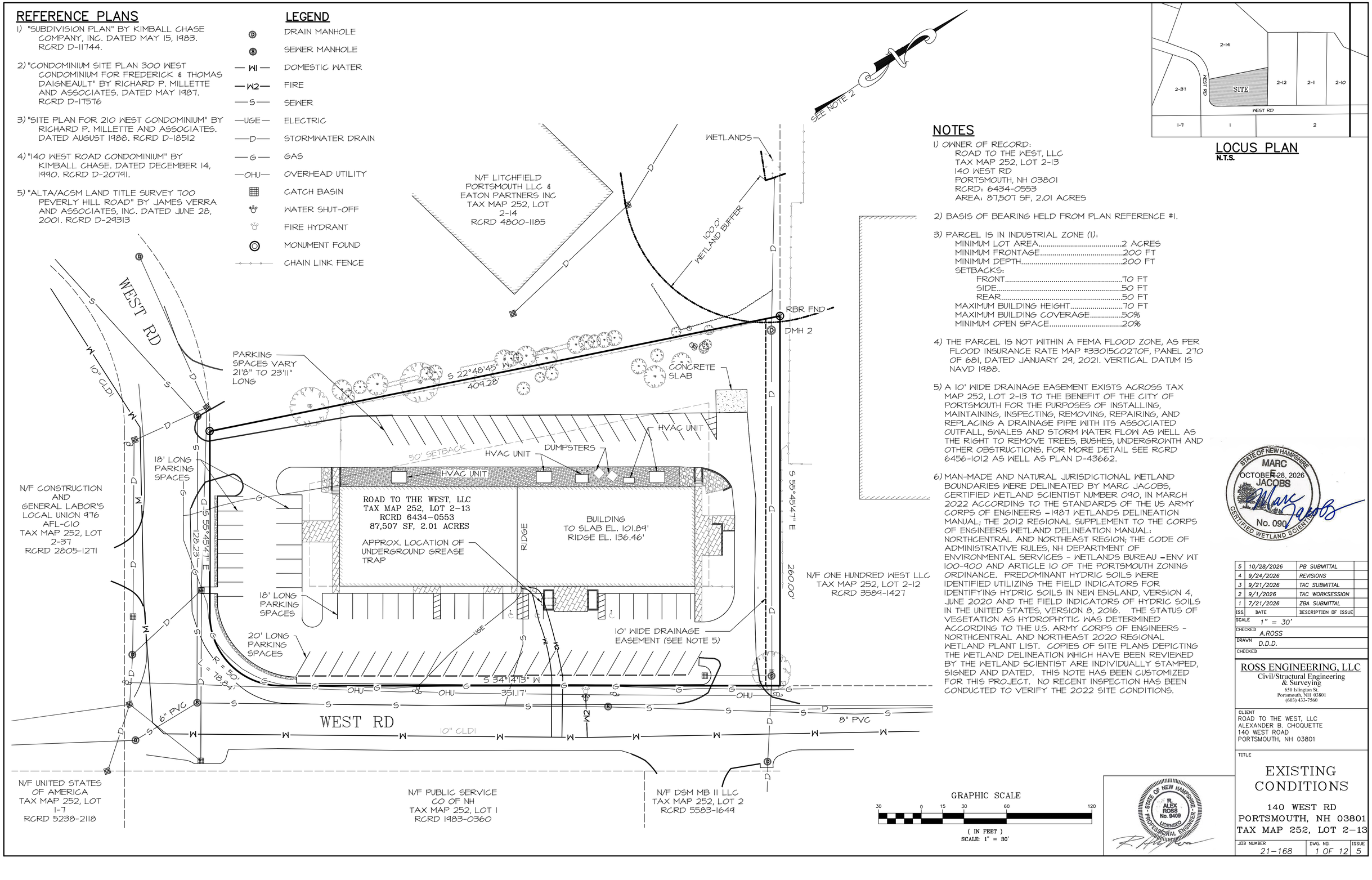
3) "SITE PLAN FOR 210 WEST CONDOMINIUM" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED AUGUST 1988. RCRD D-18512

4) "140 WEST ROAD CONDOMINIUM" BY KIMBALL CHASE. DATED DECEMBER 14, 1990. RCRD D-20791.

5) "ALTA/ACSM LAND TITLE SURVEY 700 PEVERLY HILL ROAD" BY JAMES VERRA AND ASSOCIATES, INC. DATED JUNE 28, 2001. RCRD D-29313

LEGEND

- DRAIN MANHOLE
- SEWER MANHOLE
- W1 — DOMESTIC WATER
- W2 — FIRE
- S — SEWER
- UGE — ELECTRIC
- D — STORMWATER DRAIN
- G — GAS
- OHU — OVERHEAD UTILITY
- CATCH BASIN
- WATER SHUT-OFF
- FIRE HYDRANT
- MONUMENT FOUND
- CHAIN LINK FENCE



LOCUS PLAN
N.T.S.

NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) BASIS OF BEARING HELD FROM PLAN REFERENCE #1.

3) PARCEL IS IN INDUSTRIAL ZONE (I):

MINIMUM LOT AREA	2 ACRES
MINIMUM FRONTAGE	200 FT
MINIMUM DEPTH	200 FT
SETBACKS:	
FRONT	70 FT
SIDE	50 FT
REAR	50 FT
MAXIMUM BUILDING HEIGHT	70 FT
MAXIMUM BUILDING COVERAGE	50%
MINIMUM OPEN SPACE	20%

4) THE PARCEL IS NOT WITHIN A FEMA FLOOD ZONE, AS PER FLOOD INSURANCE RATE MAP #33015C0270F, PANEL 270 OF 681, DATED JANUARY 29, 2021. VERTICAL DATUM IS NAVD 1988.

5) A 10' WIDE DRAINAGE EASEMENT EXISTS ACROSS TAX MAP 252, LOT 2-13 TO THE BENEFIT OF THE CITY OF PORTSMOUTH FOR THE PURPOSES OF INSTALLING, MAINTAINING, INSPECTING, REMOVING, REPAIRING, AND REPLACING A DRAINAGE PIPE WITH ITS ASSOCIATED OUTFALL, SWALES AND STORM WATER FLOW AS WELL AS THE RIGHT TO REMOVE TREES, BUSHES, UNDERGROWTH AND OTHER OBSTRUCTIONS. FOR MORE DETAIL SEE RCRD 6456-1012 AS WELL AS PLAN D-43662.

6) MAN-MADE AND NATURAL JURISDICTIONAL WETLAND BOUNDARIES WERE DELINEATED BY MARC JACOBS, CERTIFIED WETLAND SCIENTIST NUMBER 090, IN MARCH 2022 ACCORDING TO THE STANDARDS OF THE US ARMY CORPS OF ENGINEERS –1987 WETLANDS DELINEATION MANUAL; THE 2012 REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION; THE CODE OF ADMINISTRATIVE RULES, NH DEPARTMENT OF ENVIRONMENTAL SERVICES - WETLANDS BUREAU –ENV WT 100-900 AND ARTICLE 10 OF THE PORTSMOUTH ZONING ORDINANCE. PREDOMINANT HYDRIC SOILS WERE IDENTIFIED UTILIZING THE FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, VERSION 4, JUNE 2020 AND THE FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8, 2016. THE STATUS OF VEGETATION AS HYDROPHYTIC WAS DETERMINED ACCORDING TO THE U.S. ARMY CORPS OF ENGINEERS - NORTHCENTRAL AND NORTHEAST 2020 REGIONAL WETLAND PLANT LIST. COPIES OF SITE PLANS DEPICTING THE WETLAND DELINEATION WHICH HAVE BEEN REVIEWED BY THE WETLAND SCIENTIST ARE INDIVIDUALLY STAMPED, SIGNED AND DATED. THIS NOTE HAS BEEN CUSTOMIZED FOR THIS PROJECT. NO RECENT INSPECTION HAS BEEN CONDUCTED TO VERIFY THE 2022 SITE CONDITIONS.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
SCALE: 1" = 30'

STATE OF NEW HAMPSHIRE · MARC E. JACOBS · OCTOBER 28, 2026 · No. 090 · CERTIFIED WETLAND SCIENTIST

STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 30'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

EXISTING CONDITIONS

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

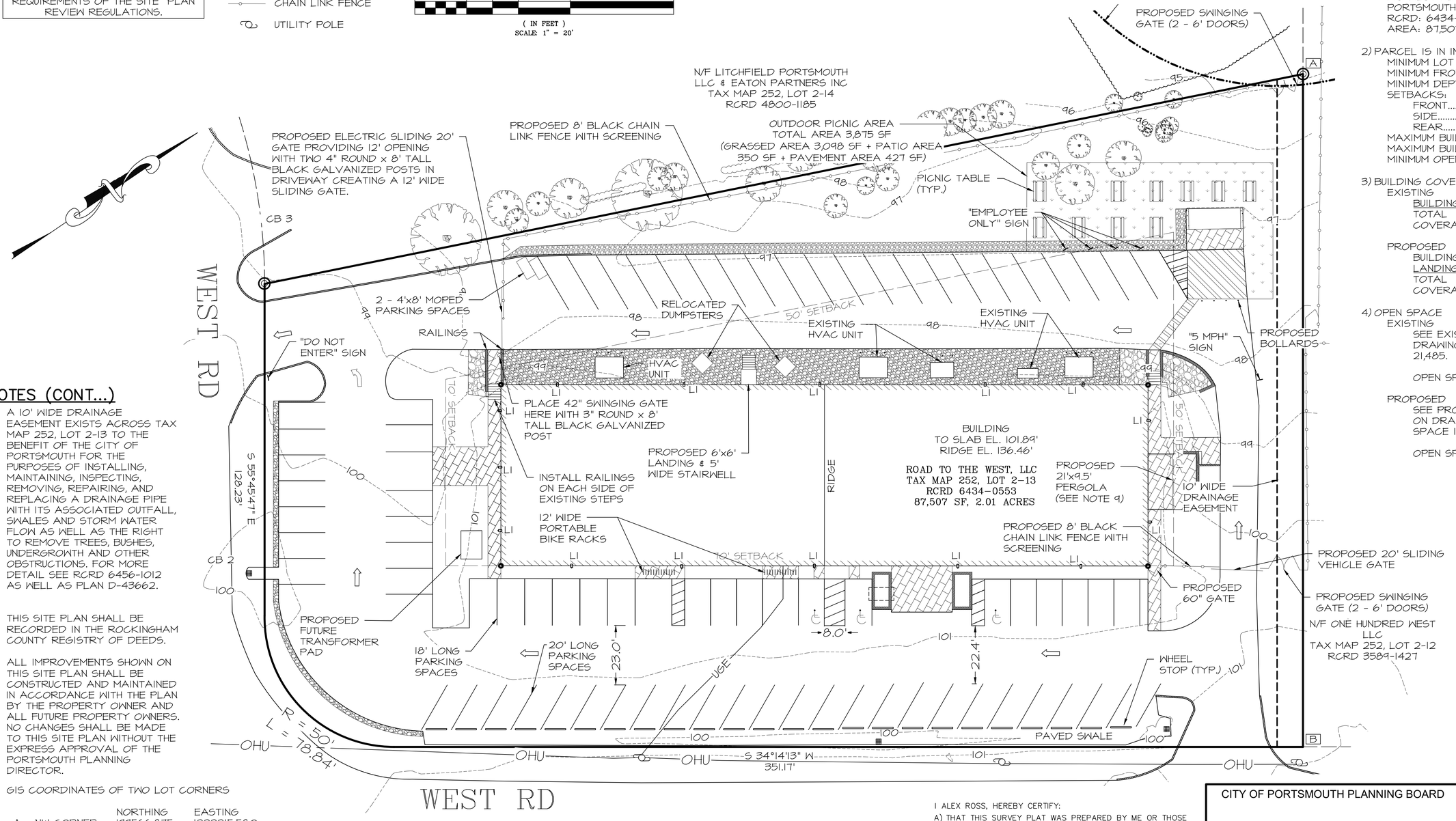
JOB NUMBER	DWG. NO.	ISSUE
21-168	1 OF 12	5

ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
SCALE: 1" = 20'



NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) PARCEL IS IN INDUSTRIAL ZONE (I):
MINIMUM LOT AREA.....2 ACRES
MINIMUM FRONTAGE.....200 FT
MINIMUM DEPTH.....200 FT
SETBACKS:
FRONT.....70 FT
SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....70 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%

3) BUILDING COVERAGE
EXISTING

BUILDING	17,500 SF
TOTAL	17,500 SF

COVERAGE = 17500 / 87507 = 20.0%

PROPOSED

BUILDING	17,500 SF
LANDING & STAIRS >18"	54 SF
TOTAL	17,554 SF

COVERAGE = 17554 / 87507 = 20.1%

4) OPEN SPACE
EXISTING
SEE EXISTING OPEN SPACE DETAIL ON DRAWING 7. EXISTING OPEN SPACE IS 21,485.

OPEN SPACE = 21485 / 87507 = 24.6%

PROPOSED
SEE PROPOSED OPEN SPACE DETAIL ON DRAWING 7. PROPOSED OPEN SPACE IS 21,510 SF.

OPEN SPACE = 20,337 / 87507 = 23.2%

NOTES (CONT...)

5) A 10' WIDE DRAINAGE EASEMENT EXISTS ACROSS TAX MAP 252, LOT 2-13 TO THE BENEFIT OF THE CITY OF PORTSMOUTH FOR THE PURPOSES OF INSTALLING, MAINTAINING, INSPECTING, REMOVING, REPAIRING, AND REPLACING A DRAINAGE PIPE WITH ITS ASSOCIATED OUTFALL, SWALES AND STORM WATER FLOW AS WELL AS THE RIGHT TO REMOVE TREES, BUSHES, UNDERGROWTH AND OTHER OBSTRUCTIONS. FOR MORE DETAIL SEE RCRD 6456-1012 AS WELL AS PLAN D-43662.

6) THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

7) ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

8) GIS COORDINATES OF TWO LOT CORNERS

	NORTHING	EASTING
A - NW CORNER	199566.875	1222215.580
B - NE CORNER	199492.909	1222464.837

9) IF A PERMANENT PERGOLA STRUCTURE IS DESIRED, THE PERGOLA MUST BE 21'X9.5' TO MAINTAIN COMPLIANCE WITH CITY SETBACKS. IF A PERMANENT STRUCTURE IS NOT DESIRED, A TEMPORARY CANOPY MAY BE ALLOWED WITH PROPER PERMITTING.

10) IF TRANSFORMER IS INSTALLED PROPER FENCE SCREENING SHALL BE INSTALLED AS REQUIRED.

I ALEX ROSS, HEREBY CERTIFY:

A) THAT THIS SURVEY PLAT WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION.

B) THIS PLAN IS A RESULT OF FIELD SURVEY PERFORMED BY DDD, & ICA DURING MARCH OF 2022. THE ERROR OF CLOSURE IS BETTER THAN 1/15,000. SURVEY PER NHLSA STANDARDS; CATEGORY 1, CONDITION 1.

C) "I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUB-DIVISION 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."

R. ALEX ROSS DATE

CITY OF PORTSMOUTH PLANNING BOARD

CHAIRPERSON DATE

R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER - STATE OF NEW HAMPSHIRE

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

SITE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	2 OF 12	5

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
SCALE: 1" = 10'

OUTDOOR PICNIC AREA
TOTAL AREA 3,875 SF
(GRASSED AREA 3,098 SF + PATIO AREA
350 SF + PAVEMENT AREA 427 SF)

PROPOSED SWINGING
GATE (2 - 6' DOORS)

PROPOSED 8'x20'
PORTABLE CONTAINER
OUTDOOR KIOSK ON
CONCRETE SLAB

PICNIC TABLE (TYP.)

S 22°48'45" W
409.28'

"EMPLOYEE
ONLY" SIGN

CONCRETE
SLAB

PAVERS ON
CONCRETE

PATIO AREA
= 350 SF

AREA OF PAVEMENT
PRECLUDED FROM
VEHICULAR TRAFFIC
427 SF

50' SETBACK

PROPOSED
CROSSWALK

PROPOSED
BOLLARDS

WALKWAY

RETAINING
WALL

"5 MPH"
SIGN

RELOCATED
DUMPSTERS

EXISTING HVAC UNIT

EXISTING
HVAC UNIT

GRAVEL
BED

ASPHALT
DRIVEWAY
& PARKING
AREA

GRAVEL
BED

N/F ONE HUNDRED WEST
LLC
TAX MAP 252, LOT 2-12
RCRD 3589-1427

LI

PROPOSED 6'x6' LANDING & 5'
WIDE STAIRWELL

10' WIDE
DRAINAGE
EASEMENT

INSTALL RAILINGS
ON EACH SIDE OF
EXISTING STEPS

GRASSED
AREA

RAMP

WALKWAY

BUILDING
TO SLAB EL. 101.89'
RIDGE EL. 136.46'

PAVERS

STEP

PATIO AREA
= 403 SF

RETAINING
WALL

ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
RCRD 6434-0553
87,507 SF, 2.01 ACRES

RIDGE

PROPOSED 60" GATE

PROPOSED SWINGING
GATE (2 - 6' DOORS)

WALKWAY

GRASSED
AREA

50' SETBACK

PROPOSED
GATE

PROPOSED 8' BLACK
CHAIN LINK FENCE
WITH SCREENING

SETBACK

PROPOSED 20'
SLIDING VEHICLE
GATE

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 10'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

SITE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

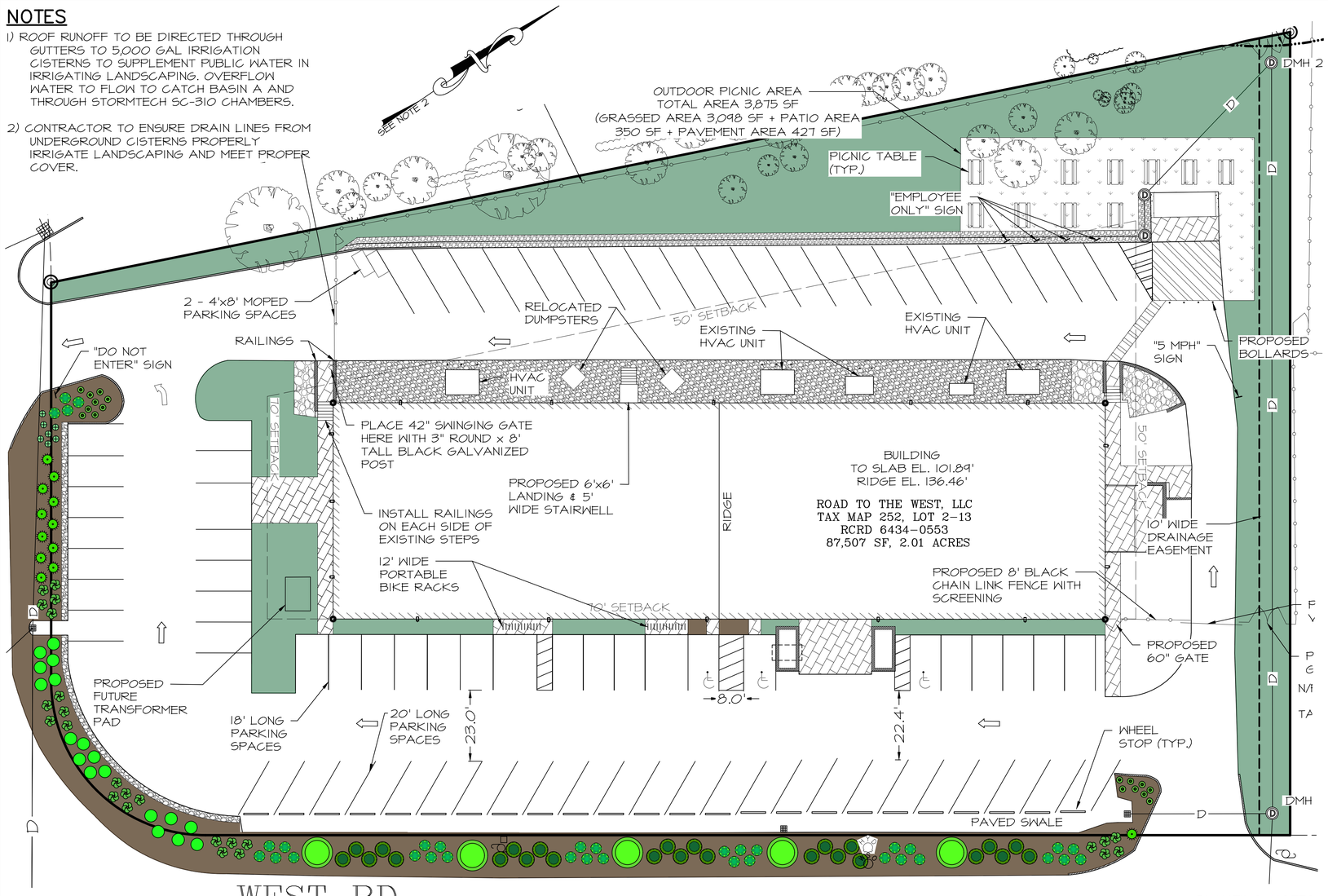
STATE OF NEW HAMPSHIRE
R. ALEX ROSS No. 9409
LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	3 OF 12	5

NOTES

1) ROOF RUNOFF TO BE DIRECTED THROUGH GUTTERS TO 5,000 GAL IRRIGATION CISTERNS TO SUPPLEMENT PUBLIC WATER IN IRRIGATING LANDSCAPING. OVERFLOW WATER TO FLOW TO CATCH BASIN A AND THROUGH STORMTECH SC-310 CHAMBERS.

2) CONTRACTOR TO ENSURE DRAIN LINES FROM UNDERGROUND CISTERNS PROPERLY IRRIGATE LANDSCAPING AND MEET PROPER COVER.



LEGEND

- SEDUM 'AUTUMN JOY'
- HEMEROCALLIS 'ROSY RETURNS'
- NIPPONANTHEMUM NIPPONICUM
- CALAMAGROSTIS ACUTIFLORA
- SYRINGA X PATULA 'BABY KIM'
- PINUS MUGO 'MOPS'
- ROSA RUGOSA
- AMELANCHIER CANADENSIS 'GLENFORM'
- LAWN

NOTES

1) THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

2) ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

INSTALLATION REQUIREMENTS

1. WHEN REPLACING EXISTING PAVED AREAS WITH AREAS OF LANDSCAPING, PAVEMENT MUST BE REMOVED ALONG WITH 18" OF SUBGRADE. APPROPRIATE LANDSCAPING LOAM MAY THEN BE ADDED WITHIN CURBING.

2. THE INSTALLATION OF A DRIP IRRIGATION SYSTEM IS NECESSARY TO ASSURE HEALTHY PLANTS LONG TERM.

3. IN CASE OF DROUGHT (DEFINED AS TWO WEEK PERIOD WITHOUT RAIN) ALL NEW PLANTS SHALL BE WATERED THROUGH NOVEMBER 30TH DURING THE FIRST SEASON IN WHICH THEY ARE INSTALLED. THEY SHALL BE WATERED ONE TIME PER DAY FOR THE FIRST WEEK AFTER INSTALLATION AND THREE TIMES PER WEEK FOR THE REMAINDER OF THE SEASON. AFTER THE FIRST SEASON WHEN THE ROOTS OF THE PLANTS ARE ESTABLISHED THEY WILL REQUIRE DEEP WATERING ONCE A WEEK.

4. LAWN SEEDING INFORMATION:

LAWN SEED MIXTURE:

	LB/ACRE	LB/1000SF
TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
RED CLOVER (ALSIKE)	20	0.45
TOTAL	48	1.35

LIME: AT 2 TONS PER ACRE OR 100 LBS PER 1,000 S.F.
FERTILIZER: 10 20 20 (NITROGEN, PHOSPHATE, POTASH AT 500# PER ACRE.
MULCH: HAY OR CLEAN STRAW; 2 TONS/ACRE OR 2 BALES/1000 S.F.

GRADING AND SHAPING:
SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR FLATTER SLOPES ARE PREFERRED.

SEEDBED PREPARATION:
SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
STONES LARGER THAN FOUR INCHES AND TRASH SHOULD BE REMOVED.
SOD SHOULD BE TILLED TO A DEPTH OF FOUR INCHES TO PREPARE SEEDBED. FERTILIZER & LIME SHOULD BE MIXED INTO THE SOIL.
THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

5. LAWN PREPARATION AND SEEDING SHALL TAKE PLACE AFTER ALL PLANTS ARE INSTALLED.

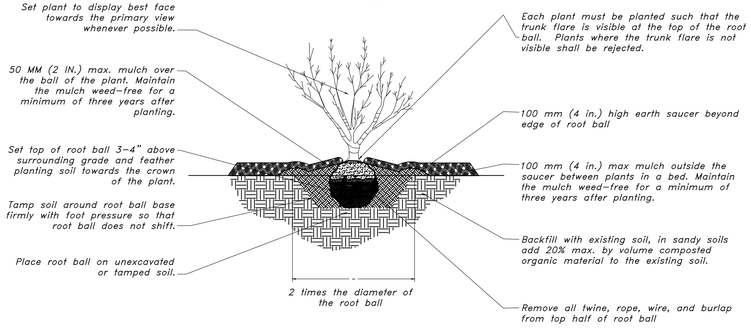
6. CITY ARBORIST MUST BE PRESENT DURING INSTALLATION.

CITY OF PORTSMOUTH RIGHT-OF-WAY TREE PLANTING REQUIREMENTS

1) ALL PLANTINGS IN THE CITY OF PORTSMOUTH RIGHT OF WAY MUST FOLLOW THE CITY OF PORTSMOUTH TREE PLANTING REQUIREMENTS ITEMS 1-11.

BOTANICAL NAME	COMMON NAME	SIZE	QTY:
AMELANCHIER CANADENSIS 'GLENFORM'	RAINBOW PILLAR SERVICEBERRY	2-2.5" C	5
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL	12
HEMEROCALLIS 'ROSY RETURNS'	RE-BLOOMING DAYLILY	1 QT	17
NIPPONANTHEMUM NIPPONICUM	MONTAUK DAISY	1 QT	18
PINUS MUGO 'MOPS'	MOPS MUGO PINE	2 GAL	34
ROSA RUGOSA	SALT SPRAY ROSE	2 GAL	25
SEDUM 'AUTUMN JOY'	AUTUMN JOY STONECROP	1 QT	7
SYRINGA X PATULA 'BABY KIM'	DWARF KOREAN LILAC	2 GAL	25

Planting Detail



PLANTING NOTES

1. ALL PLANT MATERIALS SHALL BE FIRST QUALITY NURSERY GROWN STOCK.
2. ALL PLANTS SHALL BE PLANTED IN ACCORDANCE WITH NEW HAMPSHIRE LANDSCAPE ASSOCIATION STANDARDS AND GUARANTEED FOR ONE YEAR BY THE LANDSCAPE CONTRACTOR.
3. AFTER PLANTING, ALL PLANTS SHALL BE FLOODED AT THE BASE WITH WATER FROM A SLOW-RUNNING HOSE FOR 5 MINUTES EACH.
4. ALL PLANTS SHALL BE INSTALLED BEFORE ANY GRASS IS SEEDED.
5. ALL SHRUBS AND PLANTING BEDS SHALL BE MULCHED WITH 3" OF DARK BROWN AGED BARK MULCH AS A FINAL STEP. MULCH MUST BE KEPT 2" AWAY FROM BASE OF EACH PLANT.
6. THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL REQUIRED SCREENING AND LANDSCAPE MATERIALS.
7. ALL REQUIRED PLANT MATERIALS SHALL BE TENDED AND MAINTAINED IN A HEALTHY GROWING CONDITION, REPLACED WHEN NECESSARY, AND KEPT FREE OF REFUSE AND DEBRIS. ALL REQUIRED FENCES AND WALLS SHALL BE MAINTAINED IN GOOD REPAIR.
8. THE PROPERTY OWNER SHALL BE RESPONSIBLE TO REMOVE AND REPLACE DEAD OR DISEASED PLANT MATERIALS IMMEDIATELY WITH THE SAME TYPE, SIZE, AND QUANTITY OF PLANT MATERIALS AS ORIGINALLY INSTALLED, UNLESS ALTERNATIVE PLANTINGS ARE REQUESTED, JUSTIFIED, AND APPROVED BY THE PLANNING BOARD OR PLANNING DIRECTOR.
9. MULCH USED WILL BE NON-COMBUSTIBLE OR APPROVED BY THE PORTSMOUTH FIRE DEPARTMENT

ISS.	DATE	DESCRIPTION OF ISSUE	
5	10/28/2026	PB SUBMITTAL	
4	9/24/2026	REVISIONS	
3	9/21/2026	TAC SUBMITTAL	
2	9/1/2026	TAC WORKSESSION	
1	7/21/2026	ZBA SUBMITTAL	

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

TITLE

LANDSCAPE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	4 OF 12	5

NOTES

1) PARKING
AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS (SPRR) 4.2.2 THE FOLLOWING NUMBER OF PARKING SPACES ARE REQUIRED

- OFFICE - 1 PER 350 SF GFA
- RESTAURANT - 1 PER 100 SF GFA
- RECREATION - 1 PER 250 SF GFA

REQUIRED PARKING
- OFFICE GFA = 1,758 SF
1758 SF X 1 SPACE/350 SF = 5.02 = 6
- RESTAURANT GFA = 3,488 SF
3488 SF X 1 SPACE/100 SF = 34.88 = 35
- RECREATION GFA = 9,250 SF
9250 X 1 SPACE/250 SF = 37

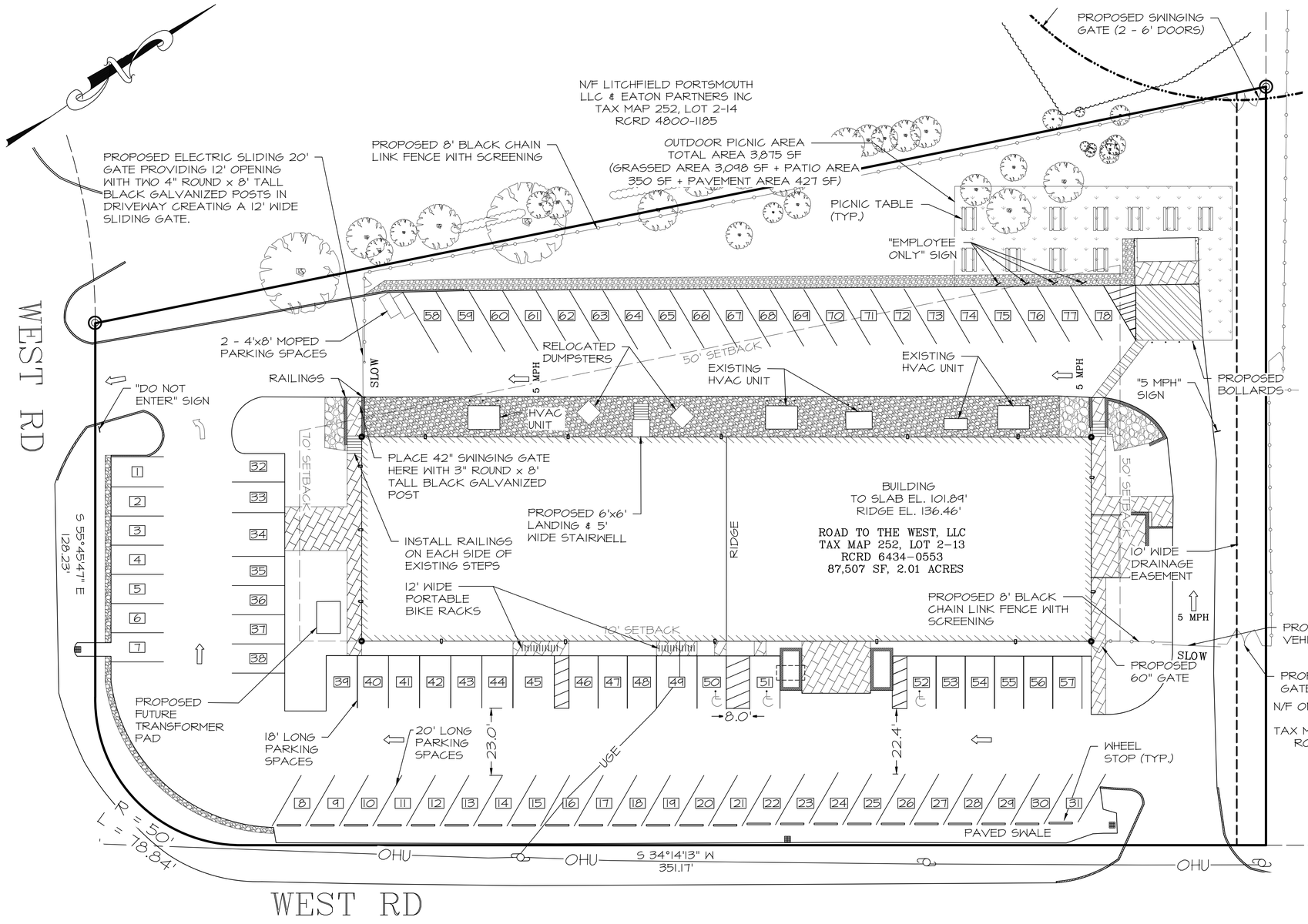
MINIMUM REQUIRED PARKING = 6+35+37 =78 SPACES

PARKING SPACES PROVIDED = 78 SPACES

2) AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS 4.3.1, FLEXIBILITY CAN BE PROVIDED WHERE STRICT COMPLIANCE IS NOT NECESSARY TO ACCOMMODATE ANTICIPATED PARKING DEMAND.

3) AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS 4.3.4, IN EVALUATING A REQUEST FOR A PARKING MODIFICATION, CONSIDERATION MAY BE GIVEN TO:
1. THE CHARACTERISTICS OF THE PROPOSED USE
2. EXISTING PARKING SUPPLY
3. AVAILABILITY OF PUBLIC PARKING FACILITIES
4. AVAILABILITY OF ON-STREET PARKING
5. PROXIMITY TO PUBLIC TRANSPORTATION FACILITIES
6. WALKABILITY AND ACCESSIBILITY OF THE SITE
7. SHARED PARKING OPPORTUNITIES
8. EXISTING OR HISTORIC PARKING UTILIZATION
9. PARKING DEMAND STUDIES OR OTHER SUPPORTING INFORMATION
10. ANY OTHER SITE-SPECIFIC FACTORS AFFECTING PARKING DEMAND

4) PARKING FLEXIBILITY
- AS PER SPRR 4.3.4.4, WEST ROAD ALLOWS ON-STREET PARKING. OVER 300 FT OF FRONTAGE EXISTS.
- AS PER SPRR 4.3.4.8, ALL PARKING SHOWN IS AS PER AN EXISTING NON-CONFORMING USE.
- AS PER SPRR 4.3.4.10, ADDITIONAL PARKING ON SITE CAN BE UTILIZED BEYOND THE STRIPED AREAS TOTALING 19 SPACES.
  - 2 SPACES IN THE GRASSED AREA WEST OF SPACE #32.
  - 1 SPACE IN THE GRASSED AREA SOUTH OF SPACE #39.
  - 14 SPACES IN THE GRASSED AREA ON THE NORTH SIDELINE.
  - 2 PARALLEL SPACES ON THE SW CORNER OF THE PARCEL.



LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

PARKING PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	5 OF 12	5

STATE OF NEW HAMPSHIRE - ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE
- 100 EXISTING CONTOUR
- 100 PROPOSED CONTOUR
- CATCH BASIN
- DRAIN MANHOLE
- D DRAIN LINE
- DRAINAGE FLOW PATH

NOTES:

1) A 4' WIDE, 4' TALL STONE INFILTRATION TRENCH IS PROPOSED TO COLLECT RUNOFF ALONG THE WEST SIDE OF THE PARKING LOT. WATER WILL BE DETAINED AND SLOWLY RELEASED, WITH EXCESS WATER BEING DIRECTED THROUGH AN 8" UNDERDRAIN TO DMH 2.

2) THE STONE INFILTRATION TRENCH WILL BE 40-42" OF ¾"-1½" WASHED STONE TOPPED WITH 6-8" OF RIVER ROCK. ENSURE THE WASHED STONE IS WRAPPED WITH MIRAFI 140N FILTER FABRIC OR EQUAL.

3) ENSURE THAT THE UNDERDRAIN MAINTAINS A POSITIVE SLOPE OF AT LEAST ⅛"/' AND THAT THE UNDERDRAIN IS PLACED AT A MINIMUM 12" ABOVE THE BOTTOM OF THE STONE TRENCH.

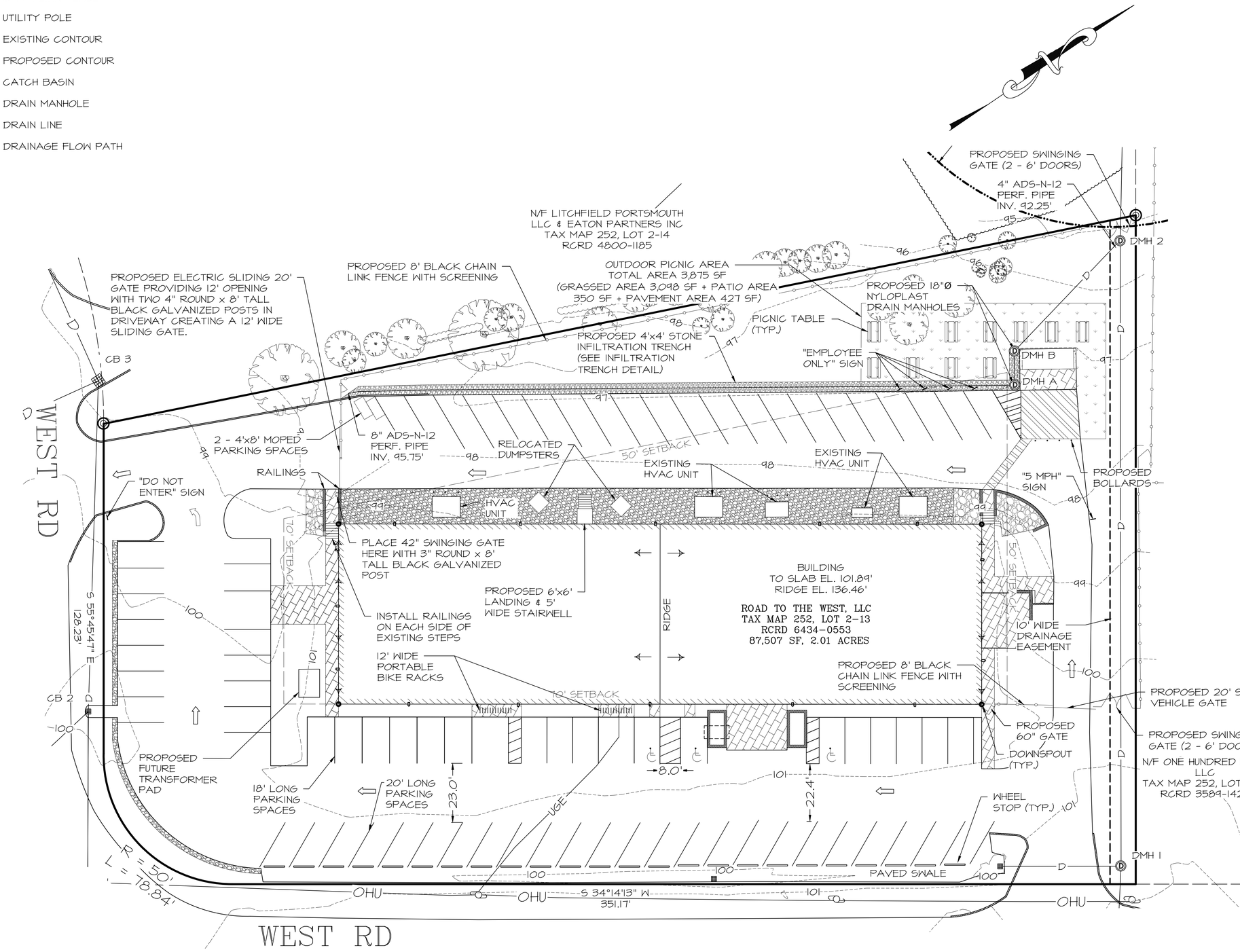
4) GUTTERS & ROOF DOWNSPOUTS TO BE INSTALLED & DISCHARGE INTO 6'X6'X4' DEEP STONE DRYWALL BEDS WITH SIMILAR STONE SPECIFICATIONS TO INFILTRATION TRENCH.

DRAIN MANHOLES

DMH #2
RIM EL. 95.64
INV. IN 92.25 (8" ADS-N-12) - PROPOSED LINE
INV. IN 90.50 (24" RCP)
INV. OUT 90.47 (24" RCP)

DMH A
RIM EL. 97.00
INV. IN 94.58 (8" ADS-N-12 PERF.)
INV. OUT 94.50 (8" ADS-N-12 PERF.)
18"Ø NYLOPLAST

DMH B
RIM EL. 97.00
INV. IN 94.33 (8" ADS-N-12 PERF.)
INV. OUT 94.25 (8" ADS-N-12)
18"Ø NYLOPLAST



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
GRADING & DRAINAGE PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	6 OF 12	5

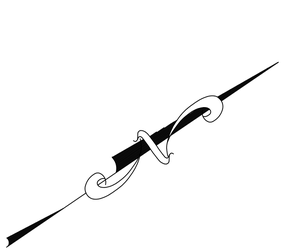
LIGHTING SCHEDULE

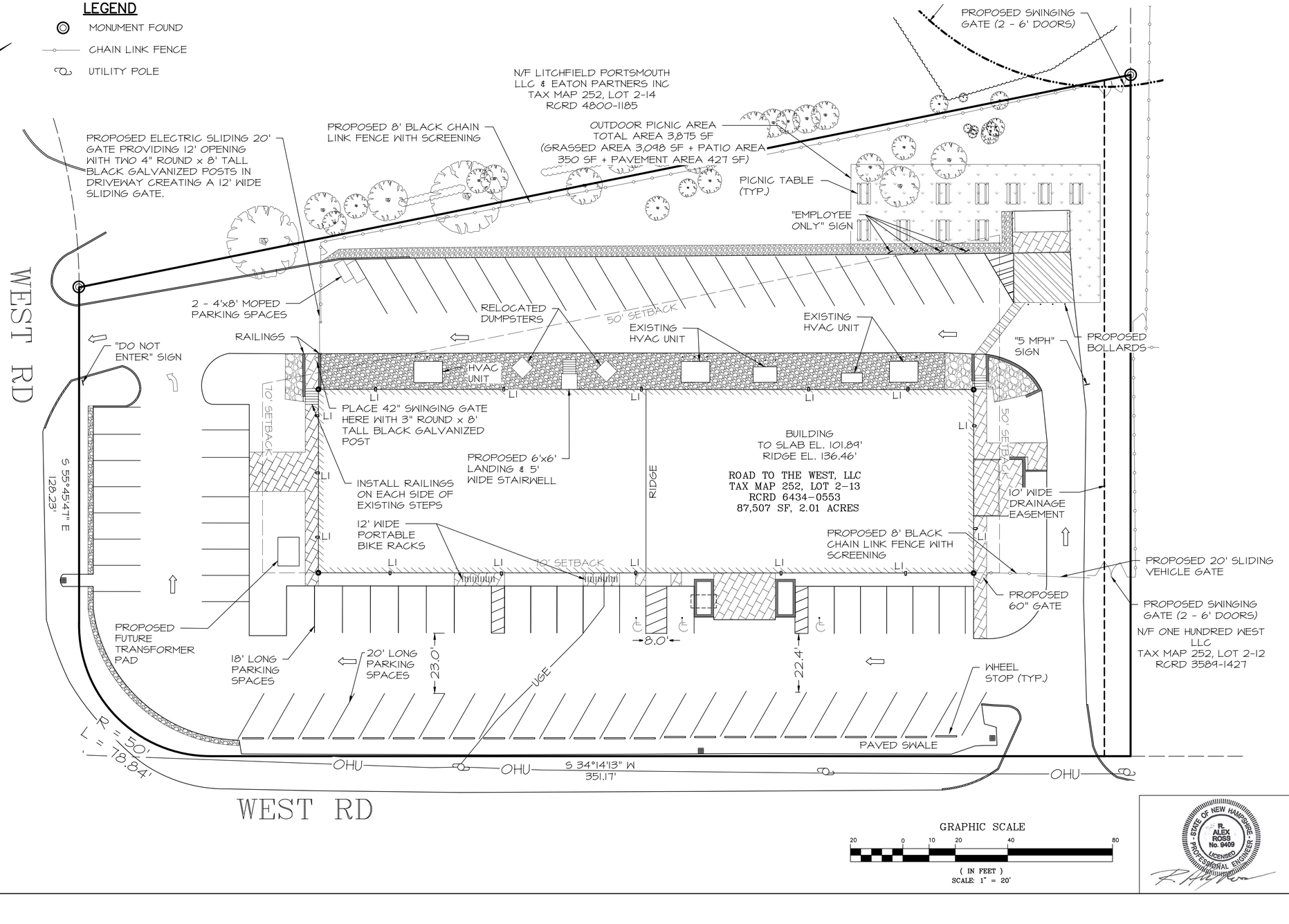
LABEL	SPECIFICATION
LI	WALL PACK - LUMARK XTOR8B

*LI LIGHTS SHOWN ARE EXISTING LIGHTS

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE





GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

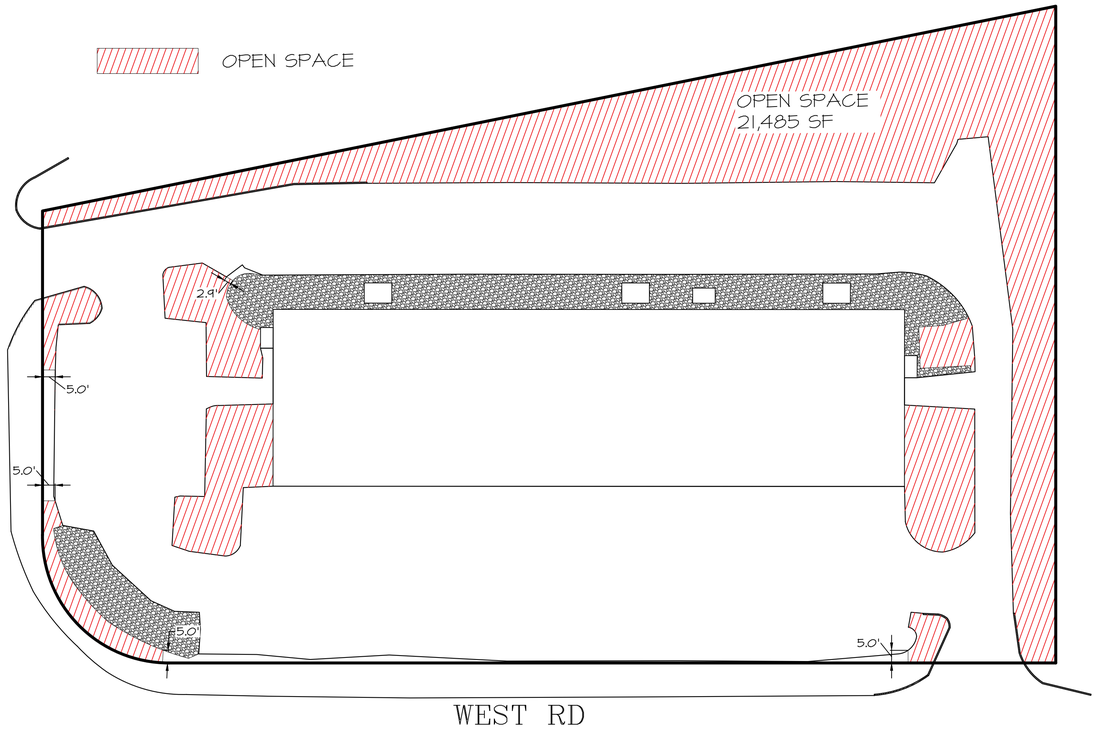
TITLE

LIGHTING PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

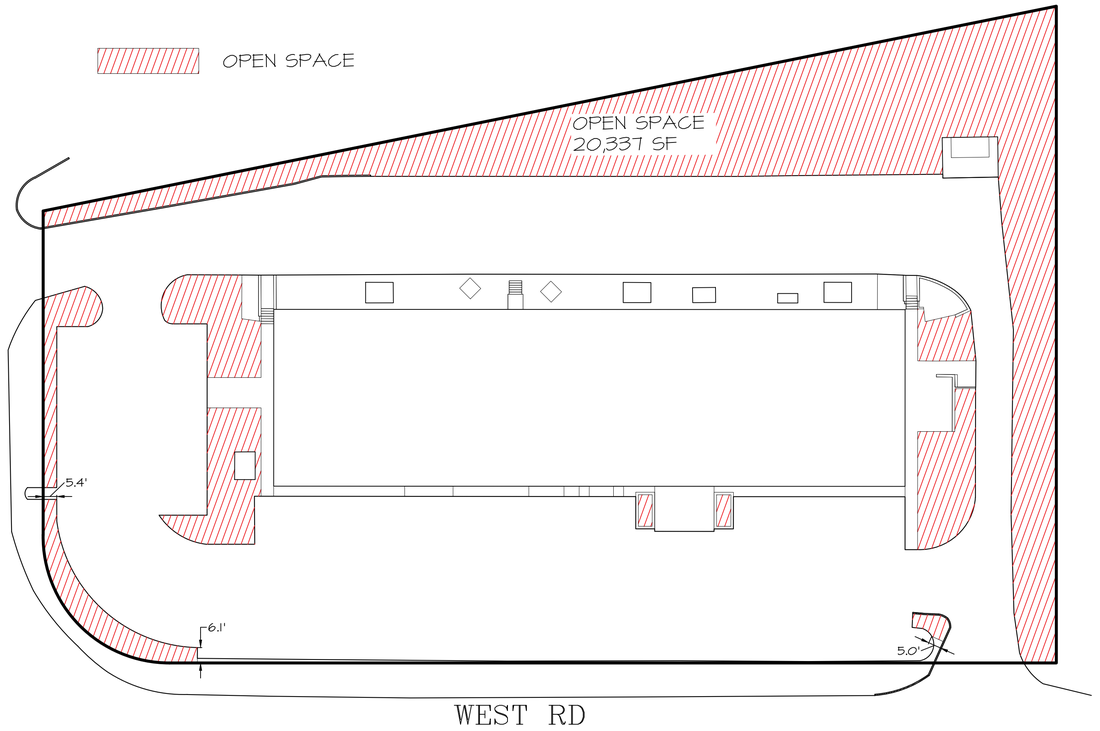
STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	7 OF 12	5



EXISTING OPEN SPACE DETAIL

SCALE : 1" = 30'



PROPOSED OPEN SPACE DETAIL

SCALE : 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
SCALE: 1" = 30'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 30'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

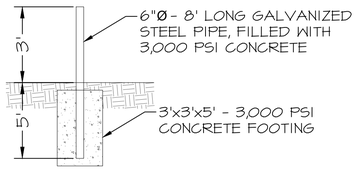
TITLE

OPEN SPACE PLAN

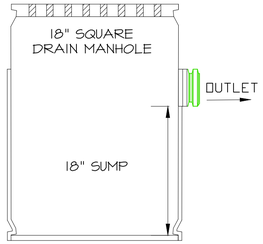
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	8 OF 12	5

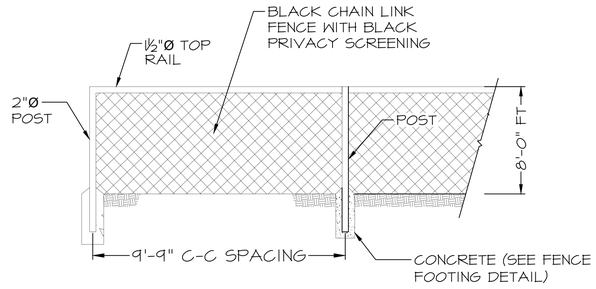
R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER - STATE OF NEW HAMPSHIRE -



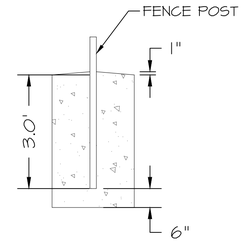
BOLLARD DETAIL
SCALE: NTS



TYP. 18" ADS NYLOPLAST BASIN
N.T.S.



CHAIN LINK FENCE DETAIL
SCALE: NTS



FENCE FOOTING DETAIL
SCALE: NTS



R5-1
30"x30"
RED & WHITE

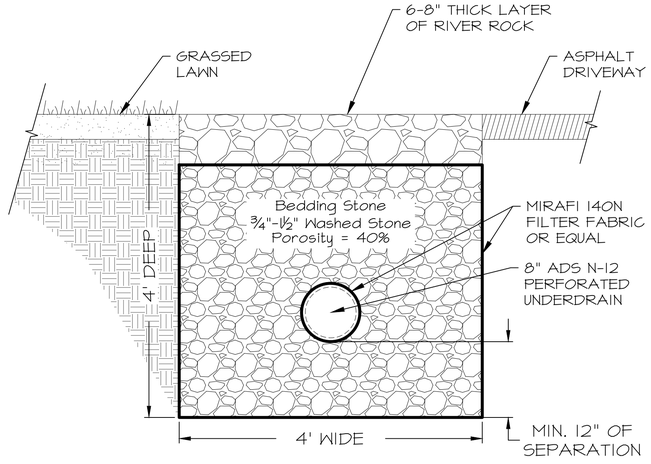


12"x18"
BLACK & WHITE

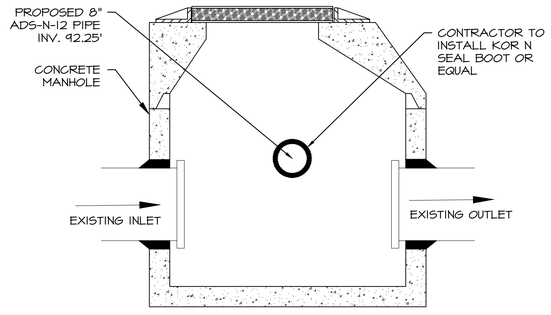


R2-1
12"x18"
BLACK & WHITE

SIGN DETAIL
SCALE: NTS



INFILTRATION TRENCH DETAIL
N.T.S.



DRAIN MANHOLE #2
N.T.S.

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

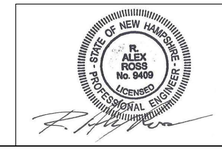
ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
DETAILS

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	9 OF 12	5



EROSION AND SEDIMENTATION CONTROL CONSTRICTION PHASING AND SEQUENCING

1. SEE "EROSION AND SEDIMENTATION CONTROL GENERAL NOTES" WHICH ARE TO BE AN INTEGRAL PART OF THIS PROCESS.
2. INSTALL SILTSOXX FENCING AS PER DETAILS AND AT SEDIMENT MIGRATION.
3. CONSTRUCT TREATMENT SWALES , LEVEL SPREADERS AND DETENTION STRUCTURES AS DEPICTED ON DRAWINGS.
4. STRIP AND STOCKPILE TOPSOIL. STABILIZE PILES OF SOIL CONSTRUCTION MATERIAL & COVER WHERE PRACTICABLE.
5. MINIMIZE DUST THROUGH APPROPRIATE APPLICATION OF WATER OR OTHER DUST SUPPRESSION TECHNIQUES ON SITE.
6. ROUGH GRADE SITE. INSTALL CULVERTS AND ROAD DITCHES.
7. FINISH GRADE AND COMPACT SITE.
8. RE-SPREAD AND ADD TOPSOIL TO ALL ROADSIDE SLOPES. TOTAL TOPSOIL THICKNESS TO BE A MINIMUM OF FOUR TO SIX INCHES.
9. STABILIZE ALL AREAS OF BARE SOIL WITH MULCH AND SEEDING.
10. RE-SEED PER EROSION AND SEDIMENTATION CONTROL GENERAL NOTES.
11. SILT SOXX FENCING TO REMAIN AND BE MAINTAINED FOR TWENTY FOUR MONTHS AFTER CONSTRUCTION TO ENSURE ESTABLISHMENT OF ADEQUATE SOIL STABILIZATION AND VEGETATIVE COVER. ALL SILT SOXX FENCING ARE THEN TO BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
12. PERIMETER CONTROLS SHALL BE INSTALLED PRIOR TO EARTH MOVING OPERATIONS.
13. ALL TEMPORARY WATER DIVERSION (SWALES, BASINS, ETC. MUST BE USED AS NECESSARY UNTIL AREAS ARE STABILIZED.
14. PONDS AND SWALES SHALL BE INSTALLED EARLY ON IN THE CONSTRUCTION SEQUENCE - BEFORE ROUGH GRADING THE SITE.
15. ALL DITCHES AND SWALES SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM
16. ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
17. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISH GRADE.
18. ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY AND AFTER EVERY HALF-INCH OF RAINFALL.
19. THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.
20. LOT DISTURBANCE, OTHER THAN THAT SHOWN ON THE APPROVED PLANS, SHALL NOT COMMENCE UNTIL AFTER THE ROADWAY HAS THE BASE COURSE TO DESIGN ELEVATION AND THE ASSOCIATED DRAINAGE IS COMPLETE AND STABLE.

PLANTING NOTES:

1. ALL PLANT MATERIALS SHALL BE FIRST QUALITY NURSERY GROWN STOCK.
2. ALL PLANTS SHALL BE PLANTED IN ACCORDANCE WITH NEW HAMPSHIRE LANDSCAPE ASSOCIATION STANDARDS AND GUARANTEED FOR ONE YEAR BY THE LANDSCAPE CONTRACTOR.
3. ALL TREES AND SHRUBS SHALL HAVE WATER SAUCERS BUILT AROUND THEIR BASES AND THESE SHALL BE MULCHED WITH 4" OF DARK BROWN AGED BARK MULCH. MULCH MUST BE KEPT 2" AWAY FROM THEIR TRUNKS.
4. ALL TREES AND SHRUBS SHALL BE PLANTED AND MULCHED BEFORE LAWN IS SEEDED.

MAINTENANCE REQUIREMENTS:

1. ALL TREES, SHRUBS, AND PERENNIALS WILL NEED TO BE WATERED THROUGH THANKSGIVING DURING THE FIRST SEASON IN WHICH THEY ARE INSTALLED.
2. AN UNDERGROUND DRIP IRRIGATION SYSTEM IS RECOMMENDED. IF AN UNDERGROUND DRIP IRRIGATION SYSTEM IS NOT INSTALLED, SOAKER HOSES WOUND THROUGHOUT PLANTING BEDS ARE ACCEPTABLE. ALTHOUGH OVERHEAD SPRINKLERS ARE RECOMMENDED FOR LAWN AREAS, THEY ARE NOT ACCEPTABLE FOR IRRIGATING TREES AND SHRUBS.

SEEDING AND STABILIZATION FOR LOAMED SITE:

FOR TEMPORARY & LONG TERM SEEDINGS USE AGWAY'S SOIL CONSERVATION GRASS SEED OR EQUAL
COMPONENTS: ANNUAL RYE GRASS, PERENNIAL RYE GRASS, WHITE CLOVER, 2 FESCUES, SEED AT A RATE OF 100 POUNDS PER ACRE,
FERTILIZER & LIME:
NITROGEN (N) 50 LBS/ACRE, PHOSPHATE (P205) 100 LBS/ACRE, POTASH (K20) 100 LBS/ACRE, LIME 2000 LBS/ACRE
MULCH:
HAY OR STRAW 1.5-2 TONS/ACRE

A) GRADING AND SHAPING
1) SLOPES SHALL NOT BE STEEPER THAN 2:1; 3:1 SLOPES OR FLATTER ARE PREFERRED, WHERE MOWING WILL BE DONE, 3:1 SLOPES OR FLATTER ARE RECOMMENDED.

B) SEED BED PREPARATION
1) SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
2) STONES LARGER THAN 4 INCHES AND TRASH SHOULD BE REMOVED BECAUSE THEY INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA. WHERE FEASIBLE, THE SOIL SHOULD BE TILLED TO A DEPTH OF ABOUT 4 INCHES TO PREPARE A SEEDBED AND MIX FERTILIZER AND LIME INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

EROSION AND SEDIMENTATION CONTROL GENERAL NOTES

1. CONDUCT ALL CONSTRUCTION IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE PHYSICAL ENVIRONMENT, BUT IN NO CASE SHALL EXCEED 2 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.
2. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
3. ALL DITCHES, SWALES AND PONDS MUST BE STABILIZED PRIOR TO DIRECTING FLOW TO THEM.
4. ALL GROUND AREAS OPENED UP FOR CONSTRUCTION WILL BE STABILIZED WITHIN 24 HOURS OF EARTH-DISTURBING ACTIVITIES BEING CEASED, AND WILL BE FULLY STABILIZED NO LONGER THAN 14 DAYS AFTER INITIATION. (SEE NOTE 11 FOR DEFINITION OF STABLE). ALL SOILS FINISH GRADED MUST BE STABILIZED WITHIN SEVENTY TWO HOURS OF DISTURBANCE. ALL TEMPORARY OR LONG TERM SEEDING MUST BE APPLIED TO COMPLY WITH "WINTER CONSTRUCTION NOTES" (SEE WINTER CONSTRUCTION NOTES). EMPLOY TEMPORARY EROSION AND SEDIMENTATION CONTROL DEVICES AS DETAILED ON THIS PLAN AS NECESSARY UNTIL ADEQUATE STABILIZATION HAS BEEN ASSURED (SEE NOTE 11 FOR DEFINITION OF STABLE).
5. TEMPORARY & LONG TERM SEEDING: USE SEED MIXTURES, FERTILIZER, LIME AND MULCHING AS RECOMMENDED (SEE SEEDING AND STABILIZATION NOTES).
6. SILTSOXX FENCING TO BE SECURELY EMBEDDED AND STAKED AS DETAILED. WHEREVER POSSIBLE A VEGETATED STRIP OF AT LEAST TWENTY FIVE FEET IS TO BE KEPT BETWEEN SILTSOXX AND ANY EDGE OF WET AREA.
7. SEEDED AREAS WILL BE FERTILIZED AND RE-SEEDED AS NECESSARY TO ENSURE VEGETATIVE ESTABLISHMENT.
8. SEDIMENT BASIN(S), IF REQUIRED, TO BE CHECKED AFTER EACH SIGNIFICANT RAINFALL AND CLEANED AS NEEDED TO RETAIN DESIGN CAPACITY.
9. SILTSOXX FENCING WILL BE CHECKED REGULARLY AND AFTER EACH SIGNIFICANT RAINFALL. NECESSARY REPAIRS WILL BE MADE TO CORRECT UNDERMINING OR DETERIORATION OF THE BARRIER AS WELL AS CLEANING, REMOVAL AND PROPER DISPOSAL OF TRAPPED SEDIMENT.
10. TREATMENT SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATIVE COVER HAS BEEN ESTABLISHED.
11. AN AREA SHALL BE CONSIDERED FULLY STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
- BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
- A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP RAP HAS BEEN INSTALLED.
- EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

11. ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN THE PLAN SHALL MEET THE DESIGN BASED ON STANDARDS AND SPECIFICATIONS SET FORTH IN THE STORM WATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE (DECEMBER 2008 OR LATEST) PREPARED BY ROCKINGHAM COUNTY CONSERVATION DISTRICT, N.H. DES AND NRCS.

WINTER CONSTRUCTION NOTES

1. ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPETED IN ADVANCE OF THAW OR SPRING MELT EVENT.;
2. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS;
3. AFTER OCTOBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

LONG TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

	lb/ACRE	lb/1000SF
TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
RED CLOVER (ALSIKE)	20	0.45
TOTAL	48	1.35

LIME: AT 2 TONS PER ACRE OR 100 LBS PER 1,000 S.F.
FERTILIZER: 10 20 20 (NITROGEN, PHOSPHATE, POTASH AT 500# PER ACRE.
MULCH: HAY OR CLEAN STRAW; 2 TONS/ACRE OR 2 BALES/1000 S.F.

GRADING AND SHAPING:
SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR FLATTER SLOPES ARE PREFERRED.
SEEDBED PREPARATION:
SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
STONES LARGER THAN FOUR INCHES AND TRASH SHOULD BE REMOVED.
SOD SHOULD BE TILLED TO A DEPTH OF FOUR INCHES TO PREPARE SEEDBED. FERTILIZER & LIME SHOULD BE MIXED INTO THE SOIL.
THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

* FROM: STORMWATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE, DECEMBER 2008.

SHORT TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

	#/ACRE	#/1000SF
FOR APRIL 1 - AUGUST 15		
ANNUAL RYE GRASS	40	1
FOR FALL SEEDING		
WINTER RYE	112	2.5

LIME: AT 1 TON PER ACRE OR 100 LBS PER 1,000 S.F.
FERTILIZER: 10 10 10 (NITROGEN, PHOSPHATE, POTASH AT 500# PER ACRE.
MULCH: HAY OR CLEAN STRAW; 2 TONS/ACRE OR 2 BALES/1000 S.F.

GRADING AND SHAPING:
SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR FLATTER SLOPES ARE PREFERRED.
SEEDBED PREPARATION:
SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
STONES LARGER THAN FOUR INCHES AND TRASH SHOULD BE REMOVED.
SOD SHOULD BE TILLED TO A DEPTH OF FOUR INCHES TO PREPARE SEEDBED. FERTILIZER & LIME SHOULD BE MIXED INTO THE SOIL.
THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

* FROM: STORMWATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE, DECEMBER 2008.

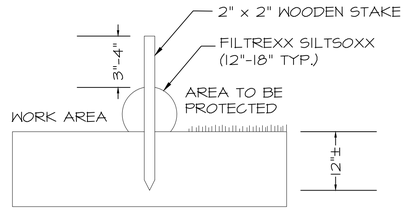
WHEN PROPOSED FOR ALTERATION DURING CONSTRUCTION AS BEING INFESTED WITH INVASIVE SPECIES SHALL BE MANAGED APPROPRIATELY USING THE DISPOSAL PRACTICES IDENTIFIED IN "NHDOT - BEST MANAGEMENT PRACTICES FOR ROADSIDE INVASIVE PLANTS -2008" AND "METHODS FOR DISPOSING NON-NATIVE INVASIVE PLANTS - UNH COOPERATIVE EXTENSION - 2010"

SEED MIXES SHALL NOT CONTAIN ANY SPECIES IDENTIFIED BY THE NEW HAMPSHIRE PROHIBITED INVASIVE PLANT SPECIES LIST.

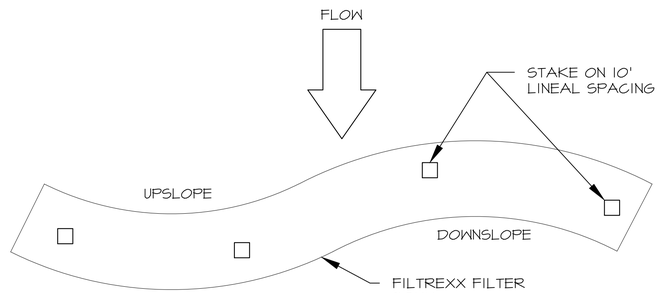
FILTREXX SILTSOXX NOTES

1) ALL MAERTIAL TO MEET FILTREXX SPECIFICATIONS

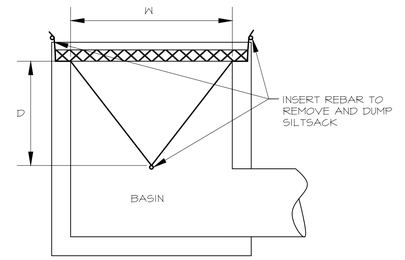
2) SILTSOXX COMPOST, SOIL, ROCK, SEED FILL TO MEET APPLICATION REQUIREMENTS



Filtrexx SiltSoxx Section
N.T.S.



Filtrexx SiltSoxx Plan View
N.T.S.



SILTSACK IS TO BE SECURED BY WEIGHT OF BASIN GRATE TO PREVENT SEDIMENT FROM ENTERING THE DRAIN LINE

INSTALL SILTSACK TO CATCH BASINS 1, 2, & 3 PRIOR TO CONSTRUCTION & TO CATCH BASINS A, B, C & D DURING CONSTRUCTION. DO NOT REMOVE SILTSACK UNTIL CONSTRUCTION IS COMPLETE.

Siltsack
N.T.S.

ISS.	DATE	DESCRIPTION OF ISSUE	
5	10/28/2026	PB SUBMITTAL	
4	9/24/2026	REVISIONS	
3	9/21/2026	TAC SUBMITTAL	
2	9/1/2026	TAC WORKSESSION	
1	7/21/2026	ZBA SUBMITTAL	

SCALE	1" = 20'
CHECKED	A.ROSS
DRAWN	D.D.D.
CHECKED	

ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

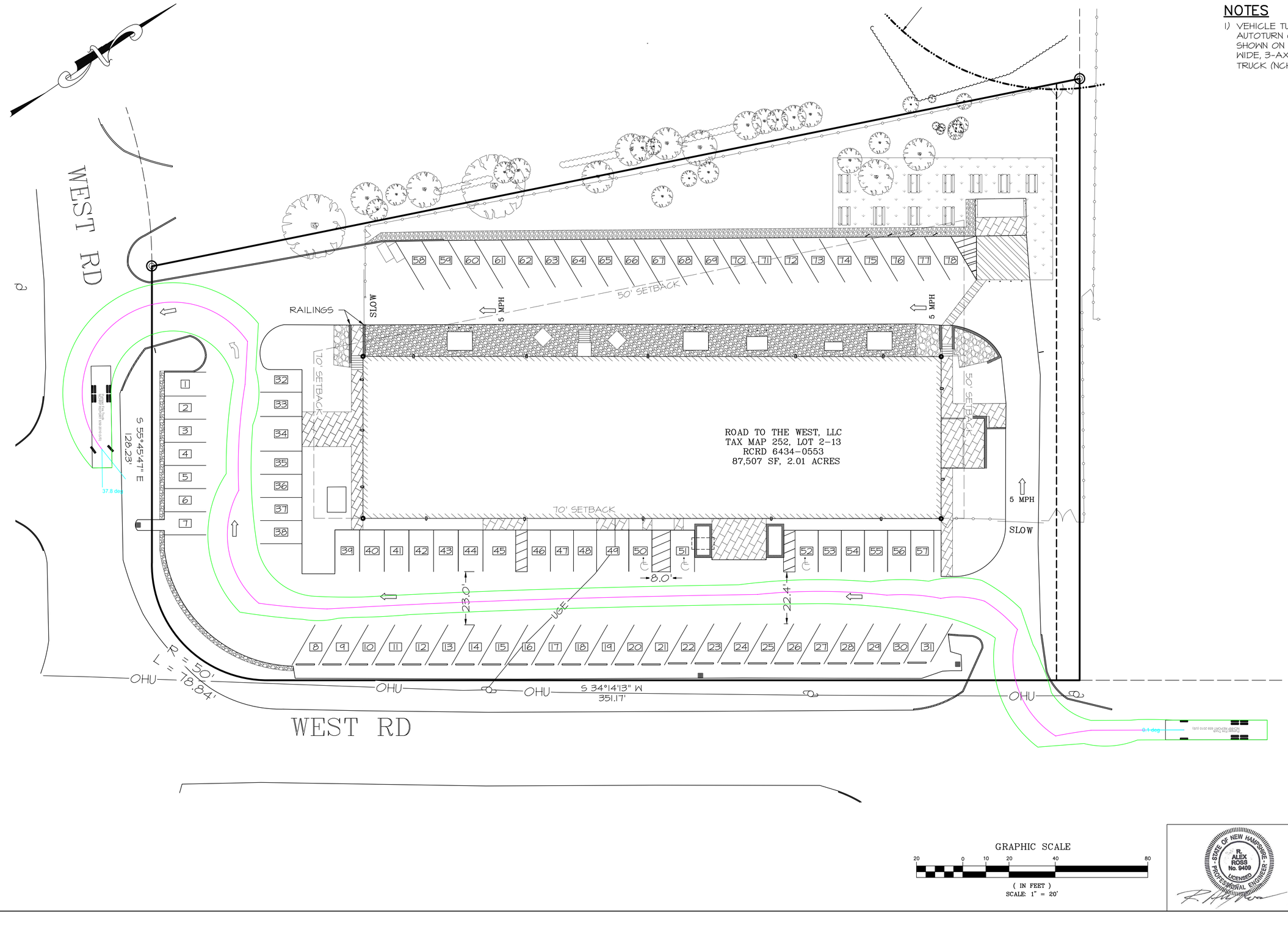
TITLE
EROSION CONTROL PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	10 OF 12	5

NOTES

1) VEHICLE TURNING WAS MODELED USING AUTOTURN ONLINE SOFTWARE. THE VEHICLE SHOWN ON THIS PLAN IS A 44' LONG, 8.5' WIDE, 3-AXLE EMERGENCY PUMPER FIRE TRUCK (NCHRP REPORT 659 2010 [US]).



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

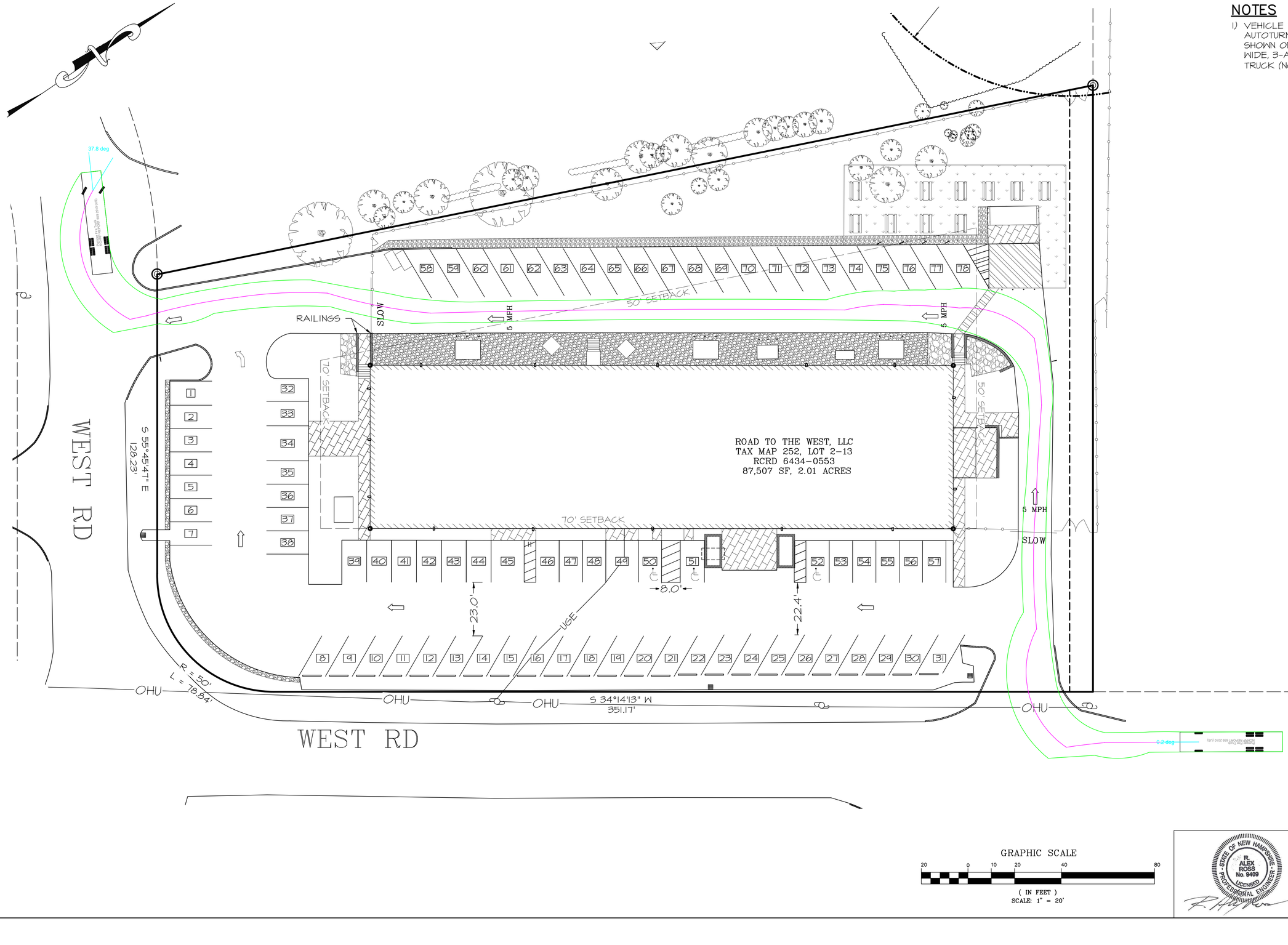
TITLE
FIRE TRUCK TURNING RADIUS PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	11 OF 12	5

NOTES

1) VEHICLE TURNING WAS MODELED USING AUTOTURN ONLINE SOFTWARE. THE VEHICLE SHOWN ON THIS PLAN IS A 44' LONG, 8.5' WIDE, 3-AXLE EMERGENCY PUMPER FIRE TRUCK (NCHRP REPORT 659 2010 [US]).



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
FIRE TRUCK TURNING RADIUS PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

R. ALEX ROSS No. 9409 - STATE OF NEW HAMPSHIRE - LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	12 OF 12	5

GENERAL CODE COMPLIANCE REVIEW

140 WEST ROAD
PORTSMOUTH, NH 03801

PROJECT DATA:

USES INCLUDE: RESTAURANT, FUNCTION ROOM, INDOOR RECREATION, AND OUTDOOR DINING. RECREATIONAL ACTIVITIES INCLUDE, AMONG OTHER THINGS, GOLF AND SPORTS SIMULATORS, RACING SIMULATORS, AXE THROWING, BILLIARDS, ARCADE GAMES, AND A LOUNGE AREA. A COMMERCIAL KITCHEN AND TWO BARS ARE PROVIDED TO SUPPORT THE VARIOUS USES.

STATE BUILDING CODE:

2021 INTERNATIONAL BUILDING CODE (IBC)

LIFE SAFETY CODE:

2024 NATIONAL FIRE PROTECTION AGENCY 101 (NFPA 101)

2024 FIRE CODE NFPA 1 AMENDED BY SAF-FMO300

STATE ENERGY CODE:

2018 INTERNATIONAL ENERGY CONSERVATION CODE (2015 IECC) WITH NEW HAMPSHIRE AMENDMENTS

STATE MECHANICAL CODE:

2021 INTERNATIONAL MECHANICAL CODE (2015 IMC) WITH NEW HAMPSHIRE AMENDMENTS

STATE ELECTRICAL CODE:

2023 NATIONAL ELECTRICAL CODE (NEC 2020 NFPA) WITH NEW HAMPSHIRE AMENDMENTS

STATE PLUMBING CODE:

2021 INTERNATIONAL PLUMBING CODE (2015 IPC) WITH NEW HAMPSHIRE AMENDMENTS

EXISTING BUILDING CODE:

2021 INTERNATIONAL EXISTING BUILDING CODE (2018 IEBC) WITH NEW HAMPSHIRE AMENDMENTS

STATE ACCESSIBILITY CODE:

THE ARCHITECTURAL BARRIER FREE DESIGN CODE FOR THE STATE OF NH
2017 ADA STANDARDS FOR ACCESSIBLE DESIGN

CODE REVIEW

GENERAL BUILDING INFO				CODE SECTION REFERENCE
OCCUPANCY USE GROUP	(B) BUSINESS, (A-2) ASSEMBLY (S-1) STORAGE			IBC, CH 3
	ASSEMBLY, BUSINESS, STORAGE			NFPA101, CH 6 & CH 26
CONSTRUCTION TYPE	TYPE 2-B			IBC 602.4
FIRE SPRINKLER SYSTEM	YES, NFPA 13, EXISTING			IBC 903; NFPA 101: 7.1.11
FIRE ALARM	YES, EXISTING			IBC 907; NFPA 101: 4.5.4
MIXED USE	NONSEPARATED OCCUPANCIES- A-2 MOST RESTRICTIVE			IBC 508.3.3; NFPA 101: 6.1.14.3
BUILDING HEIGHT	ALLOWABLE: 75 FEET		ACTUAL: 20 FEET +/- (MID SLOPE)	IBC 504, TABLE 504.3
STORIES(S)	ALLOWABLE: 3		ACTUAL: ONE STORY	IBC 504, TABLE 504.4
AREA	ALLOWABLE: 38,000 SF		ACTUAL: 17,475 SF	IBC 506, TABLE 506.2
AREA CALCULATIONS	N/A			IBC 506
OCCUPANT LOAD	377 (SEE LIFE SAFETY PLAN)			IBC TABLE 1004.5; NFPA 101: 7.3.1
NUMBER OF EXITS	REQUIRED: 2		ACTUAL: 6	IBC TABLE 1006.3.1
FIRE RATINGS	TYPE 2B CONSTRUCTION			IBC TABLE 601
EXTERIOR BEARING WALLS	0 HOUR			
INTERIOR BEARING WALLS	0 HOUR			
NON-BEARING INTERIOR WALLS	0 HOUR			
FLOOR CONSTRUCTION	0 HOUR			
ROOF CONSTRUCTION	0 HOUR			
STRUCTURAL FRAME	0 HOUR			
MEANS OF EGRESS REQUIREMENTS				IBC 1010.1.1
MIN EGRESS WIDTH AT DOORS	REQUIRED:	32 INCHES	ACTUAL: 36 INCHES	
MIN EGRESS WIDTH AT STAIR	REQUIRED:	N/A	ACTUAL: N/A	IBC 1020.4
MAXIMUM DEAD END CORRIDOR		20'	ACTUAL: N/A	IBC TABLE 1017.2
MAXIMUM TRAVEL DISTANCE: UNIT A		200'	ACTUAL: 100' - 3"	IBC TABLE 1006.2.1
MAXIMUM TRAVEL DISTANCE: UNIT B		200'	ACTUAL: 108' - 0"	
MAXIMUM TRAVEL DISTANCE - SPACE W/ ONE EXIT		75'	ACTUAL: N/A	
MINIMUM CORRIDOR WIDTH	REQUIRED:	N/A	ACTUAL: N/A	IBC 1005.3.2

FIRE SPRINKLER NOTES

1. CONTRACTOR TO MODIFY EXISTING NFPA 13 COMPLIANT FIRE SPRINKLER SYSTEM. THE DESIGN SHALL INCLUDE DRAWINGS AND ENGINEERING CALCULATIONS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN NEW HAMPSHIRE.
2. SYSTEM SHALL MEET ALL STATE AND LOCAL CODES. COORDINATE SYSTEM WITH DESIGN DOCUMENTS.

LIFE SAFTEY LEGEND

- FIRE - EGRESS
- FIRE - 1/2Hr Sep.
- FIRE - 1Hr Sep.
- FIRE - 2Hr Sep.
- FIRE - 3Hr Sep.
- FIRE - Smoke Sep.

SPACE FUNCTIONS

- ASSEMBLY: UNCONCENTRATED - SEATING
- CONCENTRATED - SEATING
- SIMULATORS / GAMES
- KITCHEN / BACK BAR
- BUSINESS AREAS
- STORAGE

EGRESS DOOR TAG

EXIT DOOR	001	
	WIDTH	CAPACITY
DOOR	72"	360
USE		62

- 001 → DOOR NUMBER
- 360 → ALLOWED USE
- 62 → ACTUAL USE
- CLEAR WIDTH

EGRESS STAIR TAG

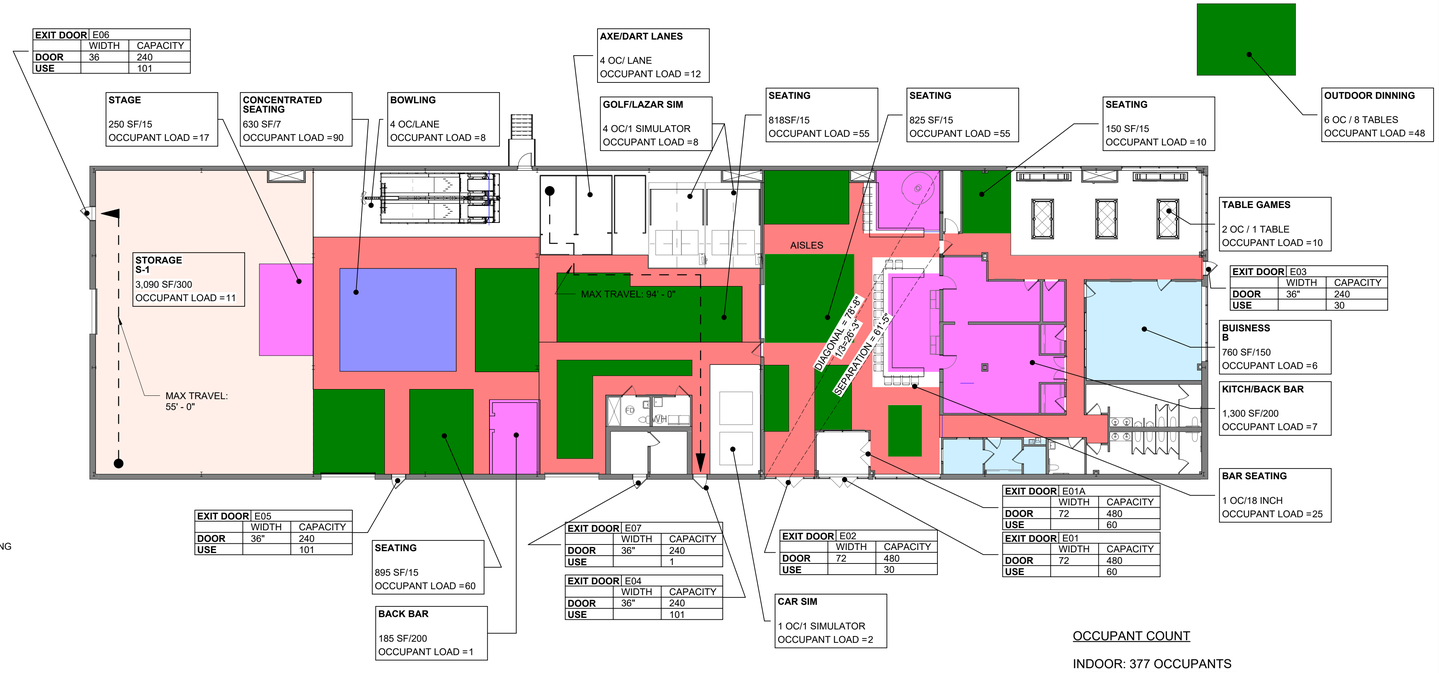
EXIT STAIR	01	
	WIDTH	CAPACITY
STAIR	72"	360
USE		62

- 360 → ALLOWED USE
- 62 → ACTUAL USE
- CLEAR WIDTH

BUILDING USE TAG

ASSEMBLY
A-3
600 SF / 15
OCCUPANT LOAD =40

- A-3 → USE
- 600 SF / 15 → AREA / LOAD FACTOR
- OCCUPANT LOAD =40 → OCCUPANT LOAD

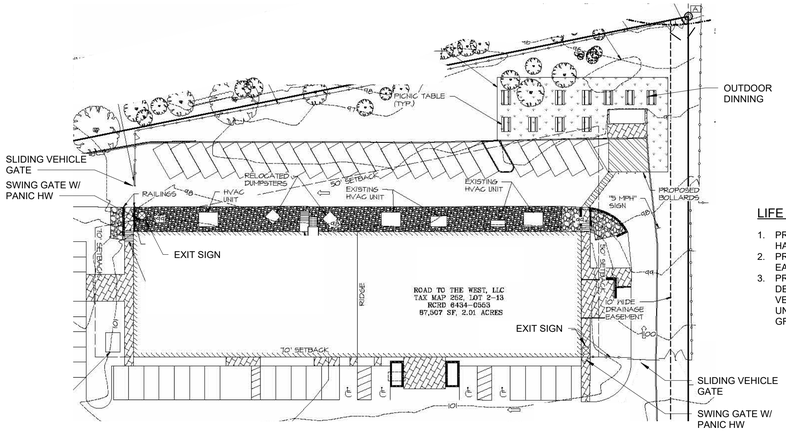


1 LIFE SAFETY PLAN
1/16" = 1'-0"

OCCUPANT COUNT

INDOOR: 377 OCCUPANTS
OUTDOOR: 48 OCCUPANTS
TOTAL: 425 OCCUPANTS

NOTE: INDOOR OCCUPANTS WILL RELOCATE TO THE OUTDOOR SPACE WHEN IN USE; THERE WILL BE NO INCREASE IN THE OVERALL OCCUPANT LOAD.



2 LIFE SAFETY - PARTIAL SITE PLAN
1" = 40'-0"

LIFE SAFETY - SITE PLAN NOTES

1. PROVIDE WEATHER RATED PANIC HARDWARE AT EACH SWING GATE.
2. PROVIDE ILLUMINATED EXIT SIGN AT EACH EXTERIOR SWING GATE
3. PROVIDE KNOX KEY SWITCH FOR FIRE DEPARTMENT ACCESS AT EACH SIDING VEHICLE GATE. MOUNT SWITCH ON UNSECURED SIDE AND 5 FEET ABOVE GRADE.

4' 16'
0' 8' 32'
Scale: 1/16" = 1'-0"

© 2024 Portsmouth Architects

BLACK ROCK SOCIAL CLUB

140 WEST ROAD
PORTSMOUTH, NH 03801

PORTSMOUTH ARCHITECTS
brought to you by McHENRY ARCHITECTURE
4 MARKET STREET
PORTSMOUTH, NEW HAMPSHIRE
603.430.0274

NOT FOR CONSTRUCTION

No.	Description	Date
1	TAC SUBMISSION	9/21/2026
2	PB SUBMISSION	10/28/2026

Project Name:
BLACK ROCK SOCIAL CLUB

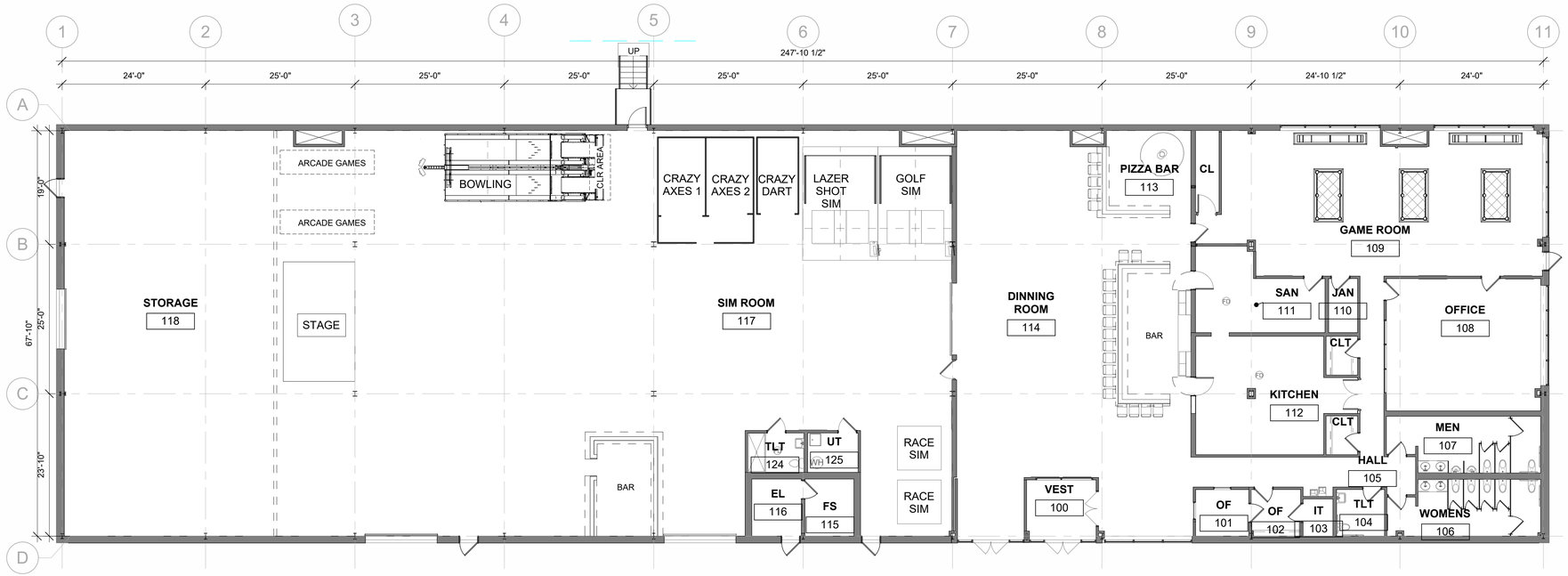
Drawing Name:
GENERAL CODE REVIEW & LIFE SAFETY PLANS

Project Number:	21121
Date:	10/28/2026
Drawn By:	MG
Checked By:	MG

T2

Scale: As indicated

Z:\Inactive Project Files\YEAR 2021-2100\21121-WEST ROAD SOCIAL CLUB\Dwgs\5-CA\21121-BRSC-2023-ZBA.rvt
10/28/2026 12:52:09 PM



2 FLOOR PLAN
3/32" = 1'-0"



1 SOUTH ELEVATION
3/32" = 1'-0"

0' 8' 16' 24'
Scale: 3/32" = 1'-0"

© 2024 Portsmouth Architects

BLACK ROCK SOCIAL CLUB

140 WEST ROAD
PORTSMOUTH, NH 03801

PORTSMOUTH ARCHITECTS
brought to you by McHENRY ARCHITECTURE
4 MARKET STREET
PORTSMOUTH, NEW HAMPSHIRE
603.430.0274

NOT FOR CONSTRUCTION

No.	Description	Date
1	TAC SUBMISSION	9/21/2026
2	PB SUBMISSION	10/28/2026

Project Name:
BLACK ROCK SOCIAL CLUB

Drawing Name:
FLOOR PLAN & ELEVATION

Project Number:	21121
Date:	10/28/2026
Drawn By:	MG
Checked By:	MG

A101

Scale: 3/32" = 1'-0"

Z:\Inactive Project Files\YEAR 2021-21000\21121-WEST ROAD SOCIAL CLUB\Dwgs\5-CA\21121-BRSC-2023-ZBA.rvt
10/28/2026 12:52:15 PM

ROAD TO THE WEST, LLC

BLACK ROCK SOCIAL CLUB

140 West Road, Portsmouth, New Hampshire
Planning Board Site Review Narrative
November 19, 2026

I. Introduction and Procedural History

Road to the West, LLC (the "Applicant") is the owner of property located at 140 West Road, Portsmouth, New Hampshire, identified as Tax Map 252, Lot 2-1301 (the "Property").

The Property consists of approximately 2.01 acres within the Industrial (I) District and includes an existing commercial building, established parking areas, site circulation improvements, utility infrastructure, drainage facilities, landscaped open-space areas, and associated site improvements. The Property has long been developed and utilized for recreational and commercial purposes and currently operates as the Black Rock Social Club. The existing site configuration, including building placement, parking areas, circulation patterns, and associated improvements, predates the current Portsmouth Site Plan Review Regulations.

On August 25, 2026, the Portsmouth Zoning Board of Adjustment considered the Applicant's request for zoning relief necessary to establish an indoor recreation facility, restaurant, event space, and outdoor dining area at the Property. Specifically, the Applicant sought: (1) variances from Section 10.440 to permit Use #9.43 (restaurant and function room), Use #4.30 (indoor recreation), and Use #19.50 (outdoor dining as an accessory use); (2) a variance from Section 10.1113.20 to allow parking spaces between the principal building and the street; and (3) a variance from Section 10.1113.41 to permit a two-foot parking setback where fifty feet is otherwise required. Following public hearing and deliberation, the Zoning Board voted to grant the requested relief as presented and advertised.

After the Zoning Board of Adjustment approved the request, the Applicant submitted an application to the Technical Advisory Committee for approval.

On October 6, 2026, the Technical Advisory Committee reviewed the Applicant's proposal for site improvements related to parking, outdoor dining, lighting, drainage, landscaping, and other site features. Following review, the Technical Advisory Committee voted to recommend approval of the application to the Planning Board subject to a series of conditions and technical revisions. Among other items, the Committee specifically advised that the Site Plan Review Regulations require landscaped parking lot islands and recommended that the Applicant either install the required islands or seek a waiver from the Planning Board.

The Applicant has worked cooperatively with City staff and consultants to address the Technical Advisory Committee comments and submits this narrative in support of Site Plan

Review approval, approval of a parking modification pursuant to Section 4.3 of the Site Plan Review Regulations, and approval of a waiver from Sections 6.6(2) and 6.6(3) of the Site Plan Review Regulations.

II. Existing Site Conditions and Scope of Review

The current application primarily concerns an existing developed commercial property that has already received the zoning relief necessary to operate the Black Rock Social Club.

The Applicant is not proposing construction of a new principal building, expansion of the building footprint, expansion of impervious coverage, or development of a new parking field. Rather, the Applicant seeks Site Plan Review approval for existing site improvements and associated operational features that support the uses approved by the Zoning Board of Adjustment.

The Property currently contains an existing building, established parking areas, internal circulation drives, drainage infrastructure, utility improvements, outdoor gathering areas, and associated site features. The parking field presently contains approximately seventy-eight (78) parking spaces and contains no landscaped islands within the interior of the parking area.

During the Technical Advisory Committee review process, prior to the October 26, 2026, effective date of the amended Site Plan Review Regulations, the Applicant evaluated a conceptual parking layout as part of discussions concerning potential parking-field reconstruction and compliance with the parking standards then under review. That conceptual exercise demonstrated that approximately ninety-five (95) parking spaces could theoretically be achieved through substantial reconstruction, reconfiguration, repaving, restriping, and modification of the existing parking field.

Subsequently, the City adopted amendments to the Site Plan Review Regulations effective October 26, 2026, including adoption of Section 4.3 (Parking Flexibility). The revised regulations now expressly authorize the Planning Board to consider reduced parking requirements, existing parking supply, historic utilization, shared parking opportunities, availability of public parking facilities, walkability, and other site-specific factors when evaluating parking compliance and modification requests.

Pursuant to Section 4.2.2 of the amended regulations, the Applicant prepared an updated parking analysis based upon the approved use mix within the existing building. Applying the current parking standards to 1,758 square feet of office space, 3,488 square feet of restaurant space, and 9,250 square feet of recreation and entertainment space results in a minimum parking requirement of seventy-eight (78) spaces. Accessory storage areas were excluded from the office calculation because those areas do not generate independent parking demand. The Property

currently contains approximately seventy-eight (78) parking spaces and therefore satisfies the minimum parking requirement established by Section 4.2.2.

Accordingly, while the prior conceptual analysis demonstrated that additional parking could theoretically be achieved through major site reconstruction, the Applicant submits that the amended regulations now direct the Board's focus toward actual parking demand, existing parking conditions, and the flexibility provisions of Section 4.3 rather than achievement of a maximum theoretical parking yield

The Property has historically operated utilizing the existing parking supply and site layout. Neither the City's prior approvals nor the current operational history demonstrate a need to reconstruct the parking field solely to satisfy theoretical parking calculations.

III. Request for Parking Modification Pursuant to Section 4.3

The Applicant respectfully requests approval of a parking modification pursuant to Section 4.3 of the Portsmouth Site Plan Review Regulations.

Section 4.3 expressly authorizes the Planning Board to approve modifications to parking requirements where strict compliance is not necessary to accommodate anticipated parking demand. Before adopting the October 26, 2026, amendments, the Applicant evaluated a conceptual parking layout that could accommodate approximately ninety-five (95) spaces through extensive reconstruction of the existing parking field. However, under the regulations now in effect, the relevant starting point is the minimum parking requirement established by Section 4.2.

Using the standards contained in Section 4.2.2, the approved use mix requires seventy-eight (78) parking spaces. The existing site presently provides approximately seventy-eight (78) parking spaces. The Applicant therefore seeks approval of a parking modification pursuant to Section 4.3 in order to recognize the existing developed-site conditions and permit continued use of the existing parking configuration without requiring substantial reconstruction solely to increase parking capacity beyond that required under the current regulations.

The parking modification request is submitted out of an abundance of caution and to provide a clear regulatory basis for approving the existing parking configuration in light of prior TAC discussions concerning conceptual parking layouts and potential parking-field reconstruction.

Before evaluating the flexibility provisions of Section 4.3, the Applicant analyzed the minimum parking requirement established by Section 4.2.2 of the Portsmouth Site Plan Review Regulations.

The approved use areas generate the following parking requirement:

- Office Uses (1,758 square feet): 1 space per 350 square feet = 6 spaces
- Restaurant Uses (3,488 square feet): 1 space per 100 square feet = 35 spaces
- Recreation, Entertainment and Assembly Uses (9,250 square feet): 1 space per 250 square feet = 37 spaces
- Total Required Parking = 78 Spaces

The Applicant also evaluated a calculation that included accessory storage area within the office gross floor area, which produced a theoretical requirement of eighty-four (84) spaces. The Applicant submits that accessory storage should not be treated as active office space for parking-demand purposes because such space does not generate employee, customer, or visitor parking demand independent of the principal use. Accordingly, the seventy-eight (78) space calculation more accurately reflects the parking requirement associated with the approved operation of the Property.

Because the Property currently contains approximately seventy-eight (78) parking spaces, the site satisfies the minimum parking requirement established by Section 4.2.2. This conclusion further supports approval of the requested parking modification pursuant to Section 4.3.

A. Characteristics of the Proposed Use

The approved use consists of a combination of indoor recreation, dining, entertainment, meeting, event, and social club activities. Parking demand varies significantly based upon the type of activity, day of the week, time of day, and season. The Property does not consistently generate parking demand requiring ninety-five permanently striped parking spaces.

B. Existing Parking Supply

The existing parking supply has historically accommodated the operational needs of the Property. The current parking arrangement serves patrons, visitors, employees, and vendors associated with both predecessor uses and the Black Rock Social Club's current operation. The Applicant is not aware of any City ordinance that generally prohibits parking along West Road adjacent to the Property. To the extent lawful on-street parking may be available from time to time, such parking provides an additional parking resource that may supplement the on-site parking supply during periods of elevated demand. The availability of nearby on-street parking further supports the conclusion that the existing parking arrangement adequately accommodates the Property's operational needs without reconstructing the parking field.

C. Existing and Historic Parking Utilization

Historic parking utilization strongly supports approval of the requested modification. The Property has operated utilizing the existing parking supply without recurring deficiencies that

would justify reconstruction of the parking field. Actual parking demand observed throughout the facility's operation is the most reliable indicator of future parking demand and shows that the existing supply adequately serves the use.

D. Alternative Means of Access

Patrons may access the site through a variety of transportation modes in addition to private automobiles, including ride-share services, carpooling arrangements, motorcycles, mopeds, and bicycles. The Applicant's operational experience further demonstrates that many patrons routinely utilize Uber, Lyft, and similar transportation services when visiting the Black Rock Social Club, particularly for evening events, social gatherings, and functions where patrons may choose not to drive. Such alternative transportation modes reduce parking demand and support the application of the parking flexibility provisions. Patrons' demonstrated use of ride-share services is an important site-specific factor because it reduces the number of vehicles requiring on-site parking during peak periods and further supports the conclusion that the existing parking supply is adequate to accommodate actual parking demand.

E. Other Site-Specific Factors

The Applicant acknowledges that occasional special events may generate parking demand exceeding normal operating conditions. In such circumstances, the Applicant can implement temporary overflow parking arrangements. Further, there does not appear to be a blanket prohibition against on-street parking along West Road in the vicinity of the Property. Accordingly, lawful on-street parking may provide additional parking opportunities during infrequent peak-demand events. The Applicant submits that the potential availability of on-street parking is a relevant consideration under Section 4.3.4 and further supports the conclusion that reconstruction of the parking lot to achieve a theoretical ninety-five-space layout is unnecessary. Intermittent peak-demand periods do not justify permanent reconstruction of the parking field where historic utilization demonstrates that the existing parking supply adequately serves the operation.

The request is also consistent with Section 4.3 because the Property is an existing developed commercial site with established circulation patterns, infrastructure, and parking facilities. Requiring reconstruction of a functioning parking field to obtain a limited increase in parking capacity would not meaningfully improve parking availability relative to actual demand and would impose substantial site disturbance on an otherwise operational facility.

F. Conclusion Regarding Parking Modification

The existing parking configuration has historically accommodated the operational needs of the Property, provides approximately seventy-eight (78) parking spaces, and satisfies the seventy-eight (78) space minimum parking requirement established under Section 4.2.2 of the Site Plan Review Regulations

Accordingly, the Applicant respectfully requests that the Planning Board approve a parking modification pursuant to Section 4.3 and permit continued use of the existing parking configuration without requiring reconstruction, reconfiguration, repaving, or restriping of the parking lot solely to achieve the maximum theoretical parking yield depicted in the conceptual parking analysis.

IV. Request for Waiver from Sections 6.6(2) and 6.6(3)

Landscaped Parking Lot Islands

The Applicant respectfully requests a waiver from Sections 6.6(2) and 6.6(3) of the Portsmouth Site Plan Review Regulations.

Section 6.6(2) requires landscaped islands within parking areas between adjacent rows of parking and between groups of parking spaces for the purpose of breaking up large contiguous paved areas. Section 6.6(3) establishes minimum dimensional requirements for such landscaped islands.

The existing parking field contains no landscaped islands**.** This condition is longstanding and reflects the original development of the Property. The current application does not involve constructing a new parking lot or expanding parking facilities; instead, it seeks approval for an existing developed site associated with an existing commercial operation.

Literal compliance with Sections 6.6(2) and 6.6(3) would require substantial reconstruction of the parking field, including removing pavement, installing curbing, constructing landscaped islands, restriping parking areas, modifying circulation patterns, and eliminating or relocating existing parking spaces.

The Applicant submits that, under the circumstances presented here, such reconstruction is unnecessary to advance the purposes underlying Section 6.6.

The existing parking field has functioned safely and effectively for years without interior landscaped islands. No evidence shows that the absence of landscaped islands has resulted in circulation deficiencies, traffic conflicts, operational issues, or adverse impacts on neighboring properties.

Moreover, the Property contains existing perimeter landscaped areas, vegetated open-space areas, and other landscape features that substantially advance the aesthetic and visual objectives of Section 6.6. While landscaped islands do not exist within the parking field itself, the site nevertheless incorporates meaningful landscape features that mitigate the visual impact of paved surfaces and contribute positively to overall site appearance. In addition, the Applicant proposes

supplemental perimeter landscaping along the West Road frontage, including a landscaped buffer area between the parking field and the roadway as depicted on the Landscape Plan. The proposed buffer will further soften views of the parking area from the public way, enhance streetscape aesthetics, and advance the visual screening and landscaping objectives underlying Sections 6.6 and 6.8 of the Site Plan Review Regulations.

The waiver request should also be considered in conjunction with the Applicant's request for a parking modification under Section 4.3. Installation of landscaped islands would likely reduce the existing parking supply below the approximately seventy-eight (78) spaces currently available and could affect the site's ability to maintain parking capacity that presently satisfies the seventy-eight (78) space requirement established under Section 4.2.2. Moreover, installing landscaped islands would require substantial reconstruction of the existing parking field, even though the current amended regulations recognize parking flexibility and the existing site already satisfies the minimum parking requirement generated by the approved use. The resulting public benefit would be limited when compared to the extent of reconstruction required to retrofit a longstanding developed property, particularly where the existing parking supply already accommodates actual demand, satisfies or substantially complies with the parking requirements generated by the approved use, and can be evaluated through the parking flexibility provisions adopted by the City effective October 26, 2026.

The requested waiver is consistent with the purposes of Site Plan Review, will not adversely affect public health, safety, welfare, traffic circulation, access management, environmental resources, or neighboring properties, and will allow continued use of a functional and established parking facility without unnecessary site disturbance.

Accordingly, the Applicant respectfully requests that the Planning Board grant a waiver from Sections 6.6(2) and 6.6(3) and permit the existing parking field to remain without installation of landscaped islands within the parking area.

V. Conclusion

The Applicant seeks Site Plan Review approval for an existing developed property that has already received the underlying zoning relief necessary to operate the Black Rock Social Club. The present application concerns approval of existing site conditions and associated improvements rather than approval of a new development project.

The record demonstrates that:

- The approved use has received all necessary zoning relief from the Zoning Board of Adjustment.

- The Technical Advisory Committee has recommended approval subject to specified conditions and technical revisions.
- Historic parking utilization supports approval of a parking modification pursuant to Section 4.3.
- The existing parking field contains no landscaped parking islands but has nevertheless functioned safely and effectively for years.
- Reconstruction of the parking field to install landscaped islands or achieve a theoretical parking yield would provide limited public benefit while disrupting a longstanding and functional site layout.
- The Property presently contains approximately seventy-eight (78) parking spaces, which satisfies the Applicant's Section 4.2 parking analysis and substantially complies with any alternative parking calculation that includes accessory storage areas.

For the foregoing reasons, the Applicant respectfully requests that the Planning Board:

1. Determine that the Property's parking supply satisfies or substantially complies with the parking requirements of Section 4.2 and approve the requested parking modification pursuant to Section 4.3 of the Portsmouth Site Plan Review Regulations;
2. Grant a waiver from Sections 6.6(2) and 6.6(3) of the Portsmouth Site Plan Review Regulations; and
3. Grant Site Plan Review approval for the proposed project, subject to such reasonable conditions as the Planning Board determines appropriate.

Respectfully submitted,

ROAD TO THE WEST, LLC
By its attorney.



John K. Bosen, Esq.
DONAHUE, TUCKER & CIANDELLA, PPLC

Ross Engineering
Civil / Structural Engineering

650 Islington Street **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

Dated 10-28-2026
To: City of Portsmouth Planning Department

Applicant & Land Owner's Name:
Road to the West, LLC
140 West Rd
Portsmouth, NH 03801

Location of Land:
140 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-13

List of Abutters

United States of America
US Army Corps of Engineers
New England District
Real Est Division
696 Virginia Rd
Concord, MA 01742-2751
Tax Map 252, Lot 1-7

Public Service Company of NH
PO Box 270
Hartford, CT 06141
Tax Map 252, Lot 1

DSM MB II LLC
875 East St
Tewksbury, MA 08176
Tax Map 252, Lot 2

One Hundred West LLC
100 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-12

Litchfield Portsmouth LLC
& Eaton Partners Inc
175 Canal St Ste 401
Manchester, NH 03101
Tax Map 252, Lot 2-14

Construction and General Labor's Local Union
976 AFL-CIO
PO Box 4119
Portsmouth, NH 03802
Tax Map 252, Lot 2-37

List of Professionals

1. Civil Engineer & Surveyor
   Alex Ross
   Ross Engineering, LLC
   Certified Professional Engineer
   Licensed Land Surveyor
   650 Islington Street
   Portsmouth, NH 03801
   (603)-433-7560

2. Portsmouth Architects
   4 Market Street
   Portsmouth, NH 03801
   (603)-430-0274

3. Attorney
   DTC Lawyers
   16 Acadia Lane
   Exeter, NH 03833
   (603)-778-0686

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net

EXTERIOR PHOTOS

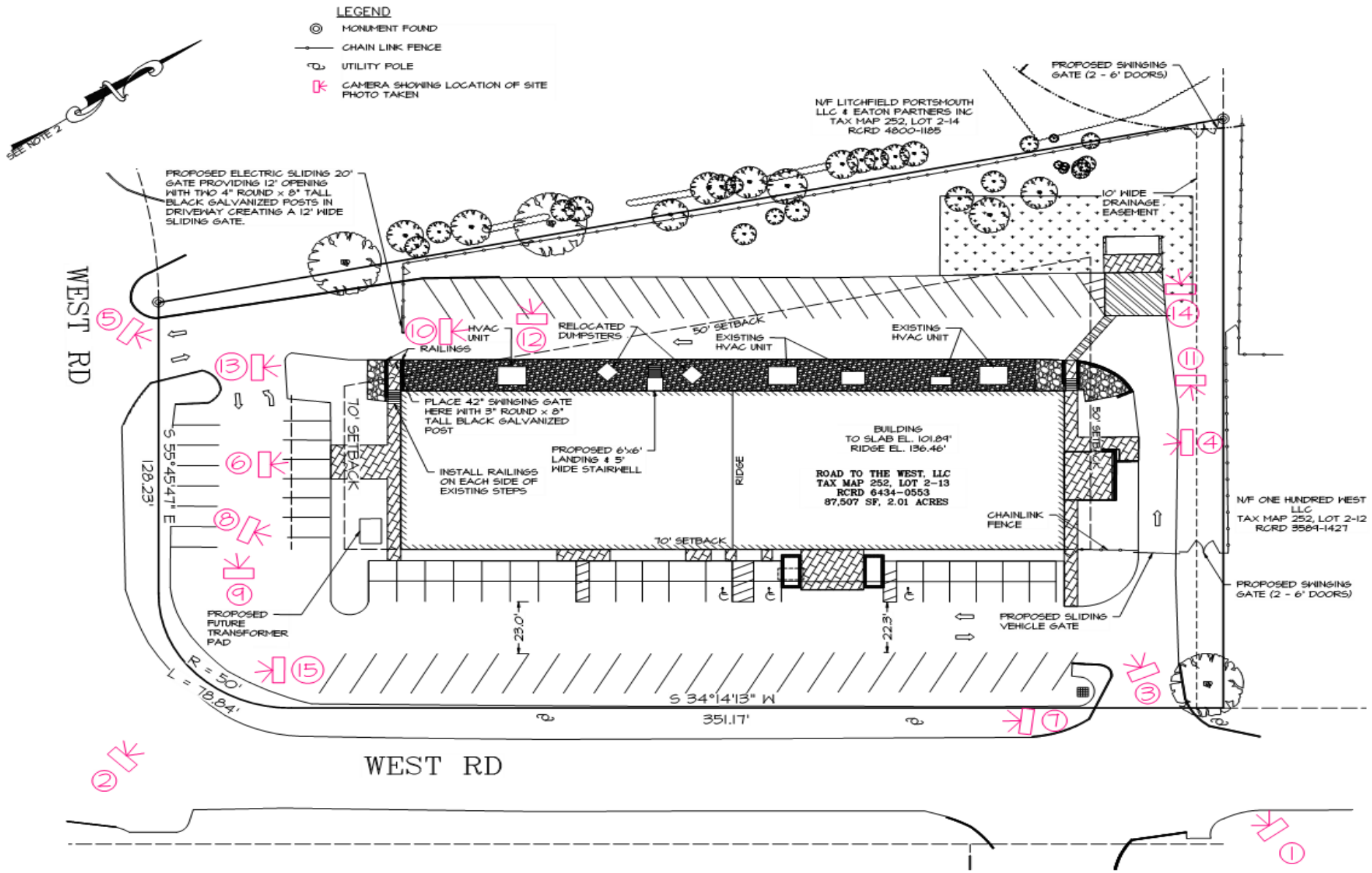


Aerial view of site, 140 West Road.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Site plan with locations of photos taken.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 1: Front of building, on West Road looking southwest.



Figure 2: Front and left side of building, on West Road looking northwest.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 3: Front and right side of building, looking west.



Figure 4: Right side of building, looking south.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 5: Rear of building, on West Road looking northeast.



Figure 6: Left side of building, looking north.

Ross Engineering, LLC
Civil/Structural Engineering
650 Islington Street
Portsmouth, NH 03801
603-433-7560
alexross@comcast.net



Figure 7: Front parking lot, looking south.



Figure 8: Left side and front parking lots, looking northeast.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 9: Left side parking lot, looking west.



Figure 10: Rear parking lot, looking northwest.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 11: Fence on right side of site, looking east.



Figure 12: Fence on rear of site, looking west.

Ross Engineering, LLC
Civil/Structural Engineering
650 Islington Street
Portsmouth, NH 03801
603-433-7560
alexross@comcast.net



Figure 13: Open space on left side of site, looking north.



Figure 14: Fence at corner of right side and rear of site, looking northwest.

Ross Engineering, LLC
Civil/Structural Engineering

650 Islington Street
Portsmouth, NH 03801

603-433-7560
alexross@comcast.net



Figure 15: At corner of front and left side of site, looking southwest.

City of Portsmouth, New Hampshire

Site Plan Application Checklist

This site plan application checklist is a tool designed to assist the applicant in the planning process and for preparing the application for Planning Board review. The checklist is required to be completed and uploaded to the Site Plan application in the City's online permitting system. A pre-application conference with a member of the planning department is strongly encouraged as additional project information may be required depending on the size and scope. The applicant is cautioned that this checklist is only a guide and is not intended to be a complete list of all site plan review requirements. Please refer to the Site Plan review regulations for full details.

Applicant Responsibilities (Section 2.5.2): Applicable fees are due upon application submittal along with required attachments. The application shall be complete as submitted and provide adequate information for evaluation of the proposed site development. Waiver requests must be submitted in writing with appropriate justification.

Name of Applicant: Ross Engineering, LLC Date Submitted: 10/28/2026

Application # (in City's online permitting): _____

Site Address: 140 West Rd Map: 252 Lot: 2-13

Application Requirements			
☑	**Required Items for Submittal**	**Item Location (e.g. Page or Plan Sheet/Note #)**	**Waiver Requested**
☑	Complete application form submitted via the City's web-based permitting program (2.5.2.1**(2.5.2.3A)**		N/A
☑	All application documents, plans, supporting documentation and other materials uploaded to the application form in viewpoint in digital Portable Document Format (PDF). One hard copy of all plans and materials shall be submitted to the Planning Department by the published deadline. **(2.5.2.8)**		N/A

Site Plan Review Application Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	Statement that lists and describes "green" building components and systems. **(2.5.3.1B)**	N/A	
☑	Existing and proposed gross floor area and dimensions of all buildings and statement of uses and floor area for each floor. **(2.5.3.1C)**	Architectural Plan Set	N/A
☑	Tax map and lot number, and current zoning of all parcels under Site Plan Review. **(2.5.3.1D)**	Drawing 1 "Existing Conditions Plan"	N/A

Site Plan Review Application Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	Owner's name, address, telephone number, and signature. Name, address, and telephone number of applicant if different from owner. **(2.5.3.1E)**	Cover Sheet	N/A
☑	Names and addresses (including Tax Map and Lot number and zoning districts) of all direct abutting property owners (including properties located across abutting streets) and holders of existing conservation, preservation or agricultural preservation restrictions affecting the subject property. **(2.5.3.1F)**	See Attached Abutter's List	N/A
☑	Names, addresses and telephone numbers of all professionals involved in the site plan design. **(2.5.3.1G)**	Cover Sheet	N/A
☑	List of reference plans. **(2.5.3.1H)**	Drawing 1 "Existing Conditions Plan"	N/A
☑	List of names and contact information of all public or private utilities servicing the site. **(2.5.3.1I)**	N/A - No Proposed Utilities	N/A

Site Plan Specifications			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	Full size plans shall not be larger than 22 inches by 34 inches with match lines as required, unless approved by the Planning Director.. **(2.5.4.1A)**	Required on all plan sheets	N/A
☑	Scale: Not less than 1 inch = 60 feet and a graphic bar scale shall be included on all plans. **(2.5.4.1B)**	Required on all plan sheets	N/A
☑	GIS data should be referenced to the coordinate system New Hampshire State Plane, NAD83 (1996), with units in feet. **(2.5.4.1C)**	Drawing 2 "Site Plan" Note 5	N/A
☑	Plans shall be drawn to scale and stamped by a NH licensed civil engineer. **(2.5.4.1D)**	Required on all plan sheets	N/A
☑	Wetlands shall be delineated by a NH certified wetlands scientist and so stamped. **(2.5.4.1E)**	Drawing 1 "Existing Conditions"	N/A
☑	Title (name of development project), north point, scale, legend. **(2.5.4.2A)**	Drawing 1 "Existing Conditions Plan"	N/A
☑	Date plans first submitted, date and explanation of revisions. **(2.5.4.2B)**	All Sheets	N/A
☑	Individual plan sheet title that clearly describes the information that is displayed. **(2.5.4.2C)**	Required on all plan sheets	N/A
☑	Source and date of data displayed on the plan. **(2.5.4.2D)**	All Sheets	N/A

Site Plan Specifications – Required Exhibits and Data			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	**1. Existing Conditions: (2.5.4.3A)** • Surveyed plan of site showing existing natural and built features; • Existing building footprints and gross floor area; • Existing parking areas and number of parking spaces provided; • Zoning district boundaries; • Existing, required, and proposed dimensional zoning requirements including building and open space coverage, yards and/or setbacks, and dwelling units per acre; • Existing impervious and disturbed areas; • Limits and type of existing vegetation; • Wetland delineation, wetland function and value assessment (including vernal pools); • SFHA, 100-year flood elevation line and BFE data, as required.	Drawing 1 "Existing Conditions Plan"	
☑	**2. Buildings and Structures: (2.5.4.3B)** • Plan view: Use, size, dimensions, footings, overhangs, 1st fl. elevation; • Elevations: Height, massing, placement, materials, lighting, façade treatments; • Total Floor Area; • Number of Usable Floors; • Gross floor area by floor and use.	Architectural Plan Set	
☑	**3. Access and Circulation: (2.5.4.3C)** • Location/width of access ways within site; • Location of curbing, right of ways, edge of pavement and sidewalks; • Location, type, size and design of traffic signing (pavement markings); • Names/layout of existing abutting streets; • Driveway curb cuts for abutting prop. and public roads; • If subdivision; Names of all roads, right of way lines and easements noted; • AASHTO truck turning templates, description of minimum vehicle allowed being a WB-50 (unless otherwise approved by TAC).	Drawing 5 "Parking Plan"	
☑	**4. Parking and Loading: (2.5.4.3D)** • Location of off street parking/loading areas, landscaped areas/buffers; • Parking Calculations (# required and the # provided).	Drawing 5 "Parking Plan"	
☑	**5. Water Infrastructure: (2.5.4.3E)** • Size, type and location of water mains, shut-offs, hydrants & Engineering data; • Location of wells and monitoring wells (include protective radii).	No Proposed Water Lines. Existing Lines are shown on Drawing 1 "Existing Conditions"	
☑	**6. Sewer Infrastructure: (2.5.4.3F)** • Size, type and location of sanitary sewage facilities & Engineering data, including any onsite temporary facilities during construction period.	No Proposed Sewer Lines. Existing Lines are shown on Drawing 1 "Existing Conditions"	

☑	**7. Utilities: (2.5.4.3G)** • The size, type and location of all above & below ground utilities; • Size type and location of generator pads, transformers and other fixtures.	Existing Lines shown on Drawing 1 "Existing Conditions"	
☑	**8. Solid Waste Facilities: (2.5.4.3H)**	Drawing 2 "Site Plan"	
	• The size, type and location of solid waste facilities.	Drawing 2 "Site Plan"	
☑	**9. Storm water Management: (2.5.4.3I)** • The location, elevation and layout of all storm-water drainage. • The location of onsite snow storage areas and/or proposed off-site snow removal provisions. • Location and containment measures for any salt storage facilities • Location of proposed temporary and permanent material storage locations and distance from wetlands, water bodies, and stormwater structures.	Drawing 6 "Grading & Drainage Plan"	
☑	**10. Outdoor Lighting: (2.5.4.3J)** • Type and placement of all lighting (exterior of building, parking lot and any other areas of the site) and photometric plan.	Drawing 7 "Lighting Plan"	
☑	**11. Indicate where dark sky friendly lighting measures have been implemented. (10.1)**	Drawing 7 "Lighting Plan"	
☑	**12. Landscaping: (2.5.4.3K)** • Identify all undisturbed area, existing vegetation and that which is to be retained; • Location of any irrigation system and water source.	Drawing 4 "Landscape Plan"	
☑	**13. Contours and Elevation: (2.5.4.3L)** • Existing/Proposed contours (2 foot minimum) and finished grade elevations.	Drawing 2 "Site Plan"	
☑	**14. Open Space: (2.5.4.3M)** • Type, extent and location of all existing/proposed open space.	Drawing 2 "Site Plan" Note 4	
☑	**15. All easements, deed restrictions and non-public rights of ways. (2.5.4.3N)**	Drawing 1 "Existing Conditions Plan" Note 5	
☑	**16. Character/Civic District (All following information shall be included): (2.5.4.3P)** • Applicable Building Height (10.5A21.20 & 10.5A43.30); • Applicable Special Requirements (10.5A21.30); • Proposed building form/type (10.5A43); • Proposed community space (10.5A46).	N/A	
☑	**17. Special Flood Hazard Areas (2.5.4.3Q)** • The proposed development is consistent with the need to minimize flood damage; • All public utilities and facilities are located and construction to minimize or eliminate flood damage; • Adequate drainage is provided so as to reduce exposure to flood hazards.	N/A	

Other Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	Traffic Impact Study or Trip Generation Report, as required. **(3.2.1-2)**	See Attached Traffic Study	
☑	Indicate where Low Impact Development Design practices have been incorporated. **(7.1)**	N/A	
☑	Indicate whether the proposed development is located in a wellhead protection or aquifer protection area. Such determination shall be approved by the Director of the Dept. of Public Works. **(7.3.1)**	Development not within wellhead protection area	
☑	Stormwater Management and Erosion Control Plan. **(7.4)**	Drawing 10 "Erosion Control Plan"	
☑	Inspection and Maintenance Plan **(7.6.5)**	N/A	

Final Site Plan Approval Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	All local approvals, permits, easements and licenses required, including but not limited to: • Waivers; • Driveway permits; • Special exceptions; • Variances granted; • Easements; • Licenses. **(2.5.3.2A)**		
☑	Exhibits, data, reports or studies that may have been required as part of the approval process, including but not limited to: • Calculations relating to stormwater runoff; • Information on composition and quantity of water demand and wastewater generated; • Information on air, water or land pollutants to be discharged, including standards, quantity, treatment and/or controls; • Estimates of traffic generation and counts pre- and post-construction; • Estimates of noise generation; • A Stormwater Management and Erosion Control Plan; • Endangered species and archaeological / historical studies; • Wetland and water body (coastal and inland) delineations; • Environmental impact studies. **(2.5.3.2B)**		
☑	A document from each of the required private utility service providers indicating approval of the proposed site plan and indicating an ability to provide all required private utilities to the site. **(2.5.3.2D)**	No Proposed Utility Services	

Final Site Plan Approval Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	A list of any required state and federal permit applications required for the project and the status of same. **(2.5.3.2E)**	No State or Federal Permits Required	
☑	A note shall be provided on the Site Plan stating: "All conditions on this Plan shall remain in effect in perpetuity pursuant to the requirements of the Site Plan Review Regulations." **(2.5.4.2E)**	Drawing 2 "Site Plan"	N/A
☑	For site plans that involve land designated as "Special Flood Hazard Areas" (SFHA) by the National Flood Insurance Program (NFIP) confirmation that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334. **(2.5.4.2F)**	Site is not in an SFHA	
☑	Plan sheets submitted for recording shall include the following notes: a. "This Site Plan shall be recorded in the Rockingham County Registry of Deeds." b. "All improvements shown on this Site Plan shall be constructed and maintained in accordance with the Plan by the property owner and all future property owners. No changes shall be made to this Site Plan without the express approval of the Portsmouth Planning Director." **(2.13.3)**	Drawing 2 "Site Plan"	N/A

Applicant's Signature: _____ **Date:** 10/28/20

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

TRAFFIC MEMORANDUM

Date: August 14, 2026

To: City of Portsmouth
1 Junkins Ave, 3rd Floor
Portsmouth, NH

From: Bob Duval, PE
Jen Porter, PE, PTOE

Re: Black Rock Social Club – 2026 Update
140 West Road, Portsmouth, NH 03801
TFM Project No. 47107.21

INTRODUCTION

TFMoran has prepared this Traffic Memorandum to evaluate traffic for the Black Rock Social Club at 140 West Road in Portsmouth, given changes of use from our previous 2022 traffic report. The existing site (Map 252 Lot 2-13) is located at West Road in Portsmouth, New Hampshire about a tenth of a mile west of US Route 1. Vehicular access is provided by two driveways along West Road with parking provided on three sides of the building.

Hours of Operation

- Wednesday & Thursday: 4pm – 10pm
- Friday: 4pm –11pm
- Saturday: 12pm –11pm

PROPOSAL

Road To The West, LLC is working with the City to update permitted uses of their existing 17,500 sf building at 140 West Road. Approval was granted by the Planning Board in August of 2022 to open Black Rock Social Club in the existing building, including addition of a 605 sf walk-in cooler, and adding a 12,000 sf (+/-) mezzanine over part of the building. The club was approved for indoor recreation, including golf simulators, axe throwing, racing/flying simulators, arcade and table games, office space and a bar/kitchen area.

At present, the building remains at 17,500 sf since the walk in cooler and mezzanine were not constructed. A patio has been added at the northwest corner with picnic tables.

The City has told the Social Club that some unanticipated uses at the site, such as indoor concerts, performances, comedy shows, indoor public events, corporate meetings, and use of the outdoor patio for food and beverage services need zoning approval. The Social Club is pursuing approvals to allow these additional events and services.

DESCRIPTION OF ROADWAYS AND INTERSECTIONS

Roadways

Lafayette Road (US1)

- Classification. Lafayette Road (US1) is a State-maintained north-south arterial roadway. The roadway runs from points south in Hampton thru Portsmouth to points north in Maine.2.
- Lane widths and usage. In the project network, the roadway generally provides 2-lanes of travel in each direction with a TWLTL south of Wilson Road. Paved shoulder widths are about 4' in the project area.
- Pedestrian facilities. There are sidewalks along the east side of Lafayette Road.
- Signage. The speed limit is posted at 35 mph along the roadway. Other traffic signage includes lane use, directional signs, and street name signs. Pavement markings consist of a center TWLTL and shoulder markings in fair to good condition.

Wilson Road

- Classification. Wilson Road is a City-maintained east-west collector roadway. The west end starts at West Road and the east end terminates at Taft Road in a residential area.
- Lane widths and usage. In the project vicinity, the roadway generally provides a single lane in each direction with sloped granite curbing and no striped shoulder.
- Pedestrian facilities. There are no sidewalks along Wilson Road. There is a bus stop Shelter on the south side of Wilson Road (across from the Market Basket Plaza curb cut) between West Road and Lafayette Road.
- Signage. The speed limit is posted at 40 mph.in the vicinity of Cardinal Lane. Other traffic signage includes lane use, directional signs, bus stops, street name signs and stop signs at major driveways. Pavement markings consist of a center TWLTL and shoulder markings in fair to good condition.

West Road)

- Classification. West Road is a City-maintained north-south collector roadway. The north end of West Road starts at Peverly Hill Road and terminates at Campus Drive to the south.
- Lane widths and usage. In the project vicinity, the roadway generally provides a single lane in each direction. Paved shoulder widths vary 4' to 6' in the project area.
- Pedestrian facilities. There are no sidewalks along West Road. Two bus stops are provided on West Road, one at the intersection of Campus Drive and the other at 215 West Road.
- Signage. The speed limit is posted at 30 mph. Other traffic signage includes directional signs, bus stops, street name signs and stop signs at major driveways. Pavement markings consist of a center double yellow and shoulder markings in fair to good condition.

Study Area Intersections

Lafayette Road at Wilson Road.

- Traffic Control. This is an existing 4-way signalized intersection, with Lafayette Road forming the northbound and southbound approaches. Wilson Road forms the EB and WB approaches.
- Pedestrian facilities. Pedestrian crosswalks are provided across the northbound approach and the westbound approach.
- Approaches. The NB and SB approaches consists of three 12' lanes, which are marked left only, thru, and thru-right. The EB approach has two 12' lanes that are marked as a left-thru

lane and an exclusive right turn lane. The WB approach is a single lane the provides left-thru-right movements.

- Signal Timing. Existing data provided by the State. AM: based on a coordinated Pattern2, PM based on a coordinated Pattern3 and SAT is based on Max2 from controller.

West Road at Driveway/Wilson Road.

- Traffic Control. This is an existing unsignalized intersection with two-way Stop control. West Road forms the NB and SB approaches and flow free. Wilson Road forms the WB approach and is Stop controlled. The EB approach is slightly offset from Wilson Drive to the north and serves a Private Drive with a Stop Sign.
- Pedestrian facilities. No crosswalks or sidewalks are present at the intersection.
- Approaches. Each approach accommodates two way traffic and there are no restricted movements. All approaches provide a minimum of 12' wide single lanes.

BACKGROUND VOLUMES

At the time of the original application, peak hour traffic volumes were counted (turning movement counts) at the study area intersections. These counts are tabulated in Appendix L of this report. Counts were taken at all study intersections on:

- Thursday June 23, 2022 – 7AM to 9AM, 4PM to 6PM.
- Saturday June 25, 2022 – 11 AM to 1 PM.

Seasonal Adjustment.

These counts were seasonally adjusted using NHDOT Group 4 factors for Year 2023 Monthly data. The data was adjusted upward by 1% for June. The data is found in Appendix C.

COVID Adjustment.

Due to the Covid pandemic, in 2022 traffic volumes were still below normal levels in many places. To determine an appropriate adjustment factor for current conditions, pre-Covid volume, the NHDOT had developed a methodology to calibrate current traffic volumes to pre-pandemic levels.

The Covid adjustment calculations show, that at the three permanent stations, traffic volumes in October 2021 are still below the March 2019 volumes. Therefore, per the calculations, the volumes for the Base conditions are adjusted as follows for continued covid conditions:

- AM: 5.5%
- PM: 3.3%
- SAT: 6.6%

(NHDOT discontinued regular use of Covid adjustments for data collected after 2023.)

Heavy Vehicles

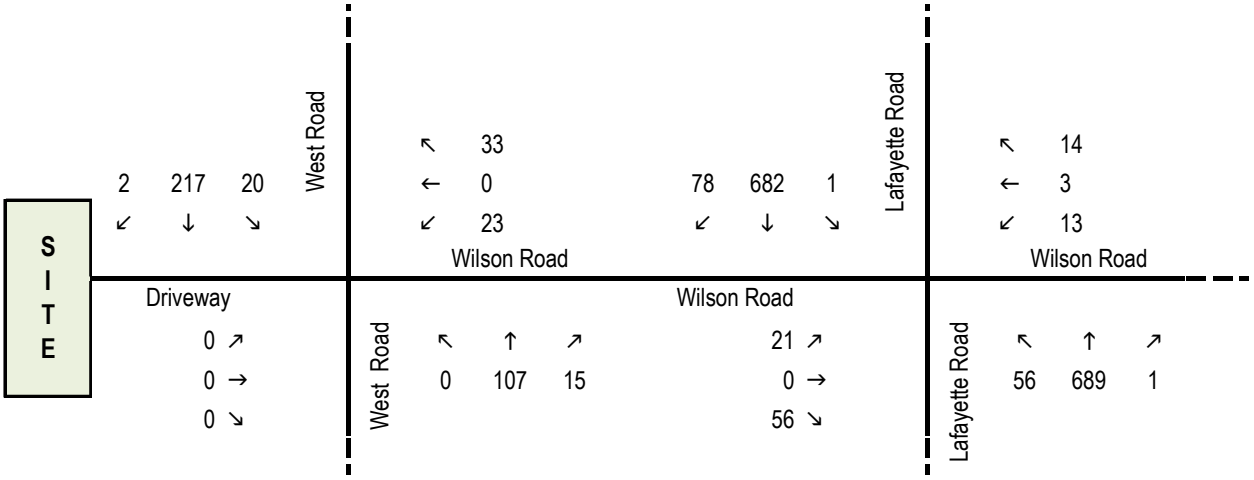
Heavy vehicle adjustments for the analysis used weighted approach percentages for each approach per the NHDOT Synchro checklist, calculations in Appendix C.

Base Volumes

The adjusted volumes for all these factors are shown in Base Condition diagrams on following pages .

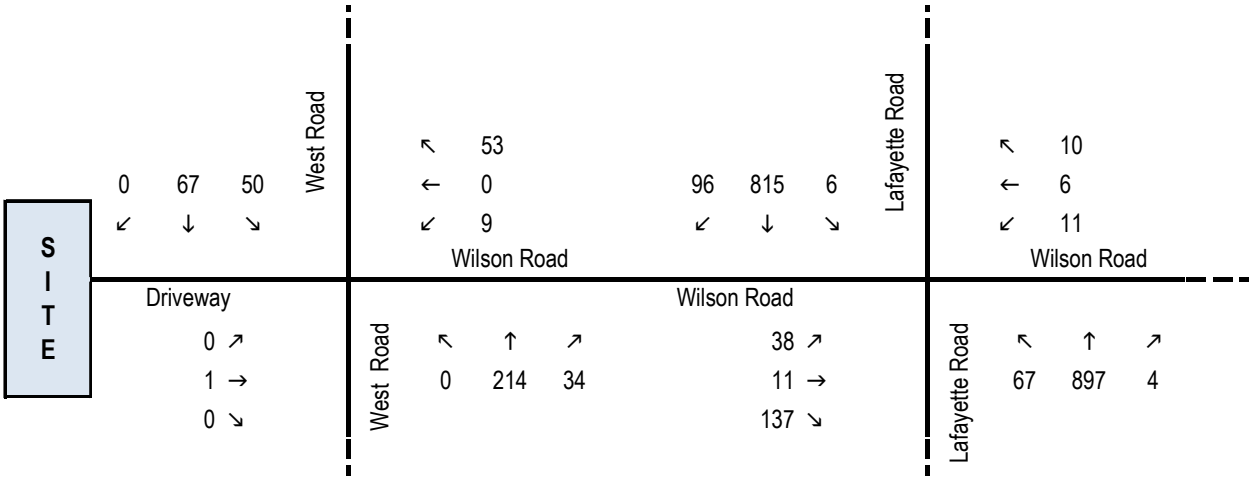
2022 BASE
AM Peak Hour

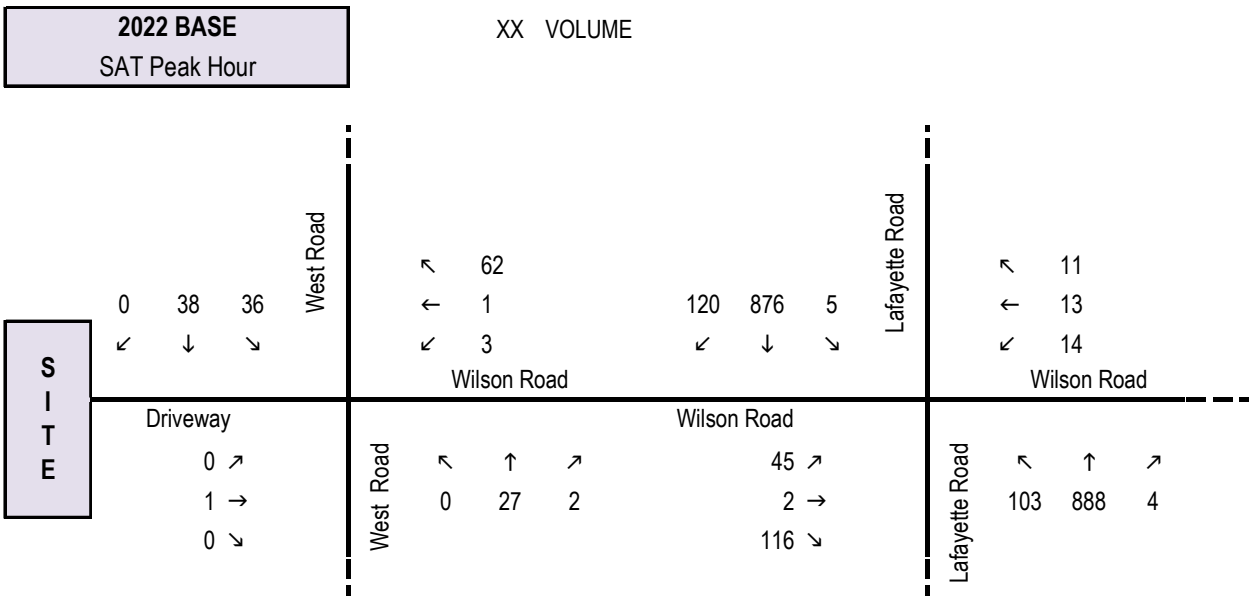
XX VOLUME



2022 BASE
PM Peak Hour

XX VOLUME





NO-BUILD VOLUMES

To establish No-Build traffic volumes for this study, the following adjustments were made to the Covid- and seasonally adjusted 2022 volumes:

Growth Factor.
Although nearby NHDOT MS2 stations show a decrease in growth in year 2025, 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.

No-Build volumes were adjusted upward by 1% to generate 2026 opening year and 2036 future year volumes.

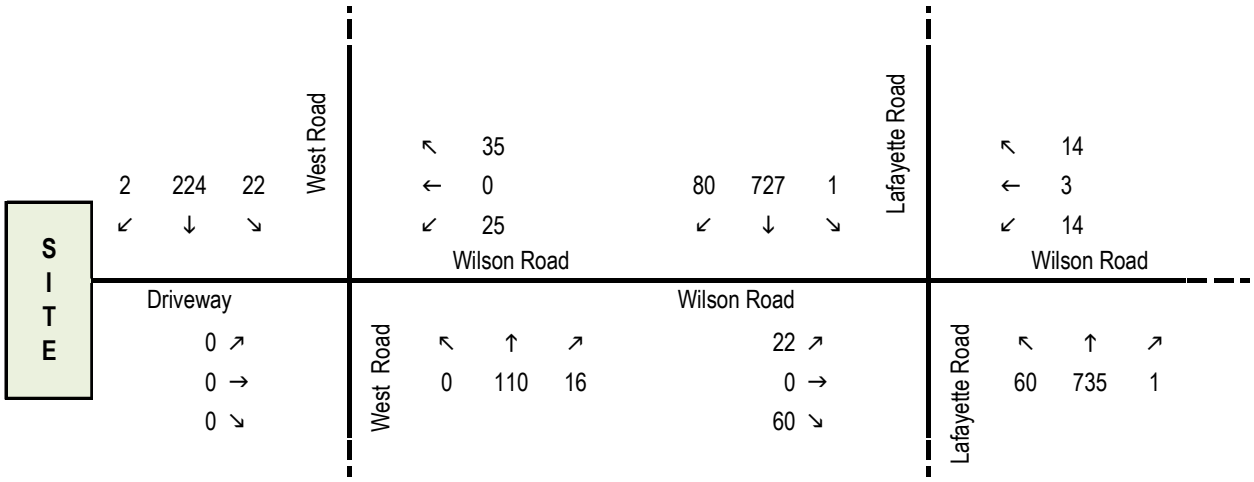
Other Developments
At the time of the 2022 counts, the City provided data for a proposed or approved development identified as generating traffic volumes that should be accounted for in the no-build volumes for this traffic study. This gas station development is described below and data and distribution are in Appendix D:

- 2255 Lafayette Road Gas Station:
  This project for a gasoline station/convenience store (with drive-through window) will replace the existing Burger King fast-food restaurant. The development site trips enter this traffic network via Lafayette Road and the trips were distributed prorata per the June 2022 counts through the network.

The total no-build volumes for the opening (2026) and future (2036) years are presented in the following diagrams.

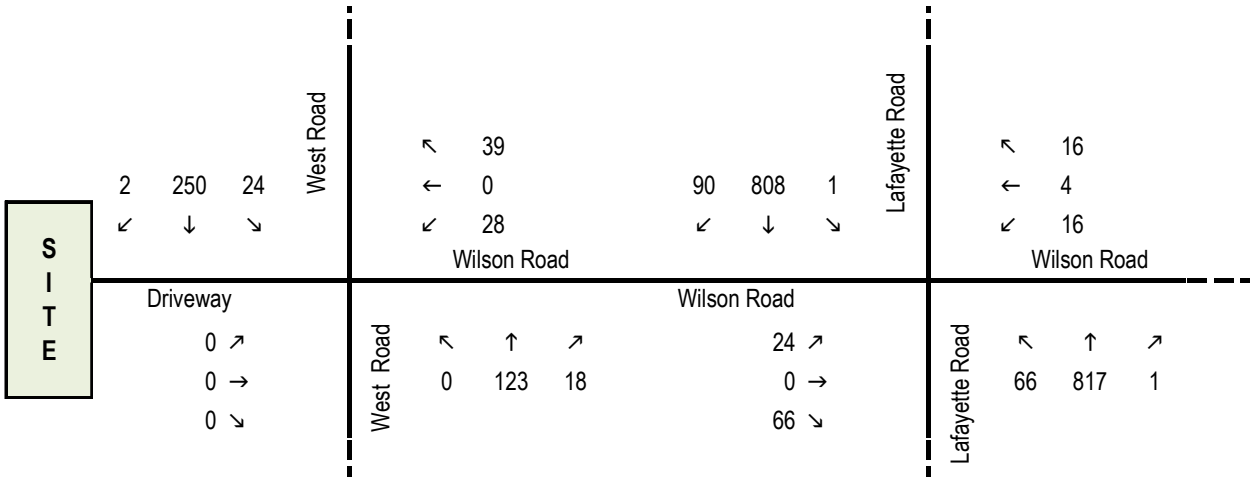
2026 NoBUILD
AM Peak Hour

XX VOLUME



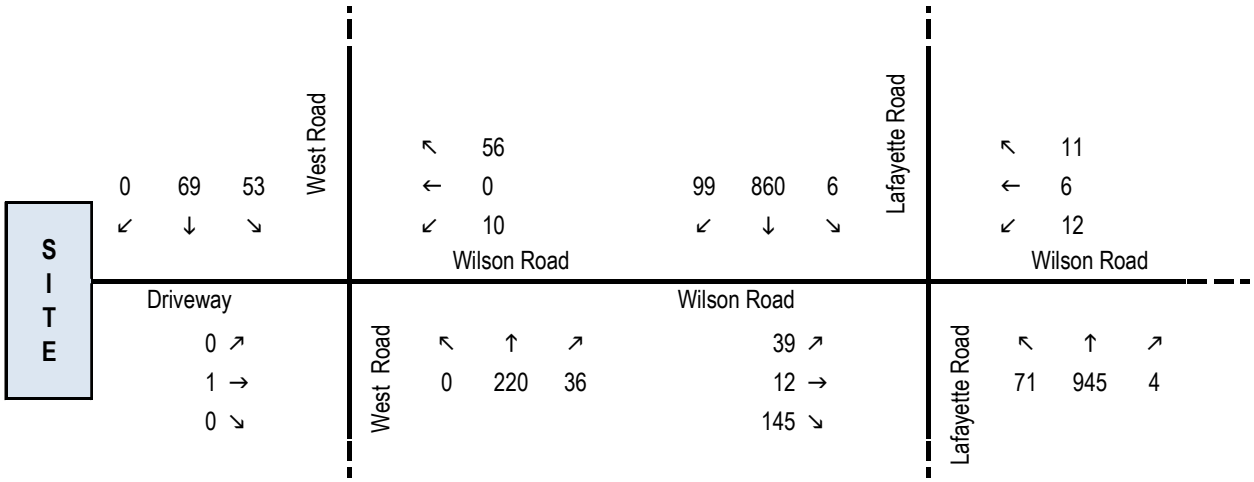
2036 NoBUILD
AM Peak Hour

XX VOLUME



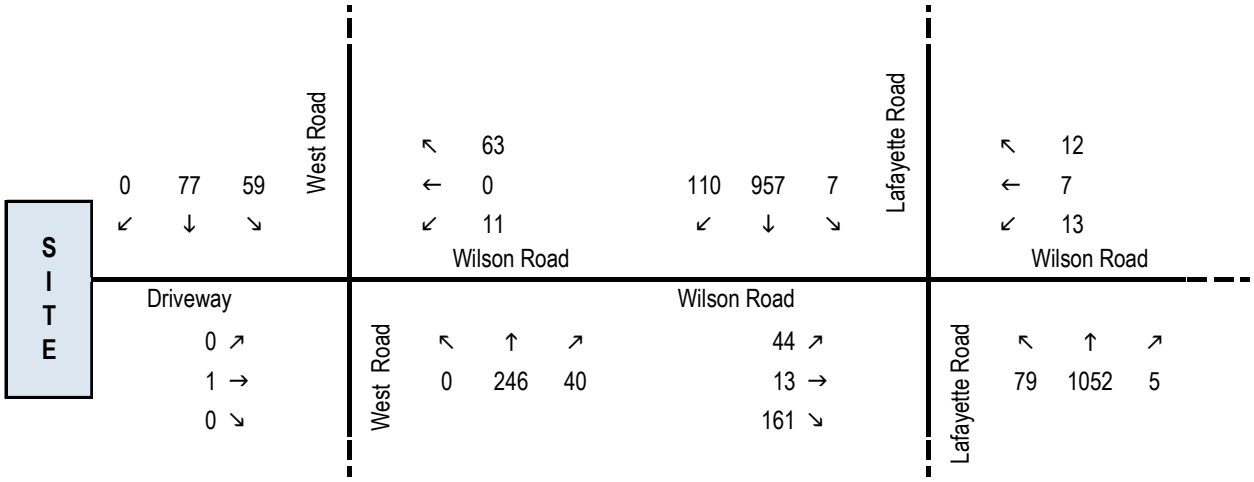
2026 NoBUILD
PM Peak Hour

XX VOLUME



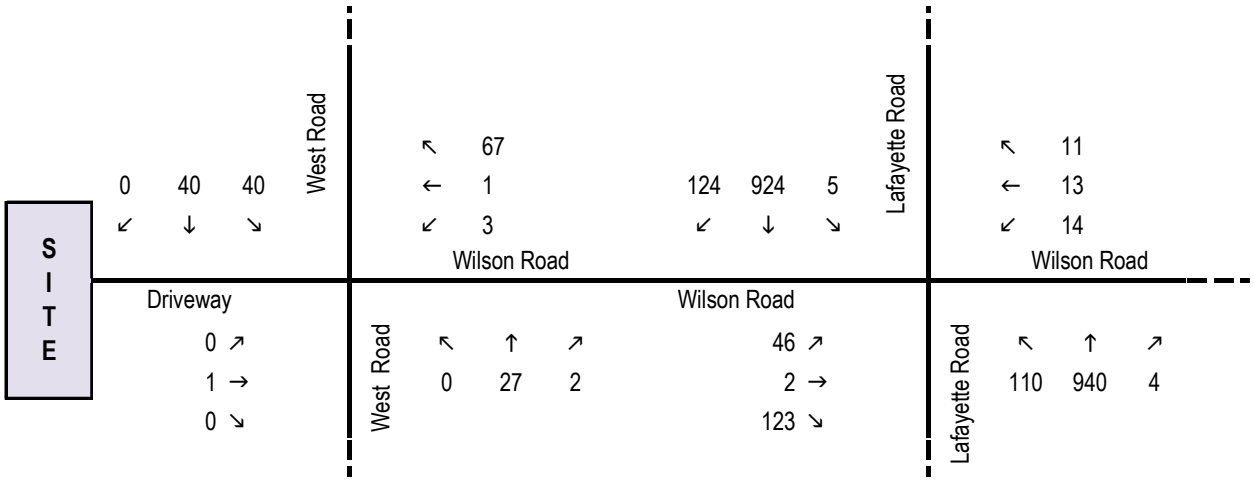
2036 NoBUILD
PM Peak Hour

XX VOLUME



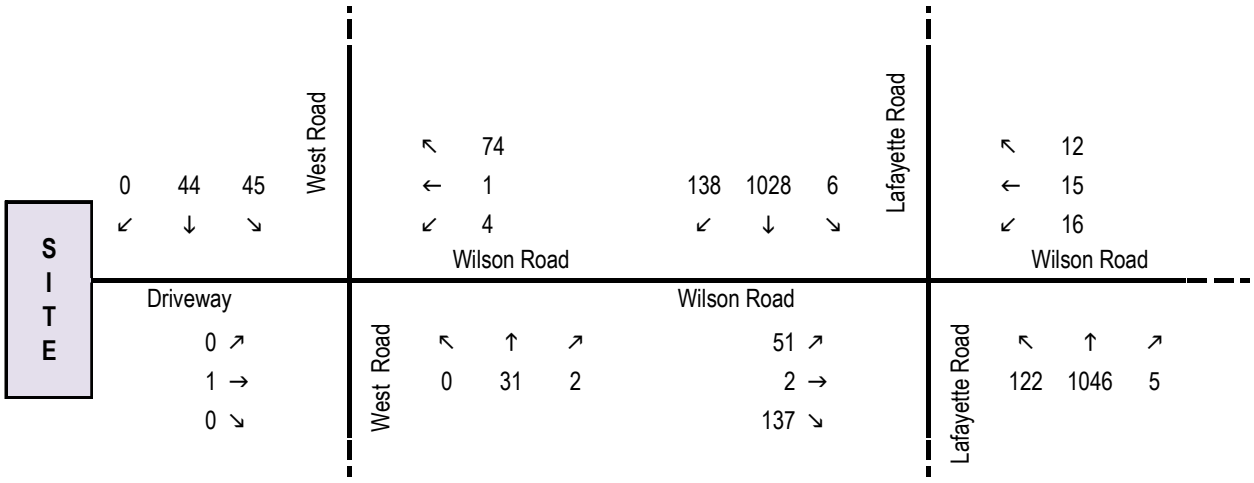
2026 NoBUILD
SAT Peak Hour

XX VOLUME



2036 NoBUILD
SAT Peak Hour

XX VOLUME



TRIP GENERATION

Standard trip generation rates published by the ITE[1] (12th Edition), were used to calculate the vehicle trips for the proposed development. The proposed indoor recreation uses within the social club best fit with the description of the Athletic Club use. For office and dining uses, LUC 710, General Office, and LUC 932, High-Turnover (Sit-Down) Restaurant were used respectively to calculate trip generation.

Special events, such as concerts, comedy shows, or public events are typically scheduled outside of peak traffic hours and are not an everyday occurrence. Music in the dining room is a perk to the restaurant, similar to the outdoor patio space, where the patio is not expected to generate more use, but give patrons and members an opportunity to enjoy their food or drink outdoors while at the facility.

The LUC usage areas are based on the 2026 Site Plan by Ross Engineering, Note #5 Parking on sheet 2 of 4. The club is not open during AM peak hours. It is likely that many dining area patrons would also participate in gaming or other social club activities. No deduction was taken for this interaction, so that the total volumes in the table below can be considered conservative.

See calculations in Appendix A.

Table 1: Trip Generation

	In	Out	Total
ITE LUC 493 Athletic Club: 7,402 sf			
Weekday AM Peak Hour Adjacent Street	0	0	0
Weekday PM Peak Hour Adjacent Street	16	9	25
Weekend SAT Peak Hour of Generator	9	10	19
ITE LUC 710 General Office: 1,700 sf			
Weekday AM Peak Hour Adjacent Street	2	0	2
Weekday PM Peak Hour Adjacent Street	0	2	2
Weekend SAT Peak Hour of Generator	1	0	1
ITE LUC 932 High-Turnover (Sit-Down) Restaurant: 8,398			
Weekday AM Peak Hour Adjacent Street	0	0	0
Weekday PM Peak Hour Adjacent Street	47	30	77
Weekend SAT Peak Hour of Generator	47	46	93
Total Trip Generation 2026			
Weekday AM Peak Hour Adjacent Street	2	0	2
Weekday PM Peak Hour Adjacent Street	63	41	104
Weekend SAT Peak Hour of Generator	57	56	113

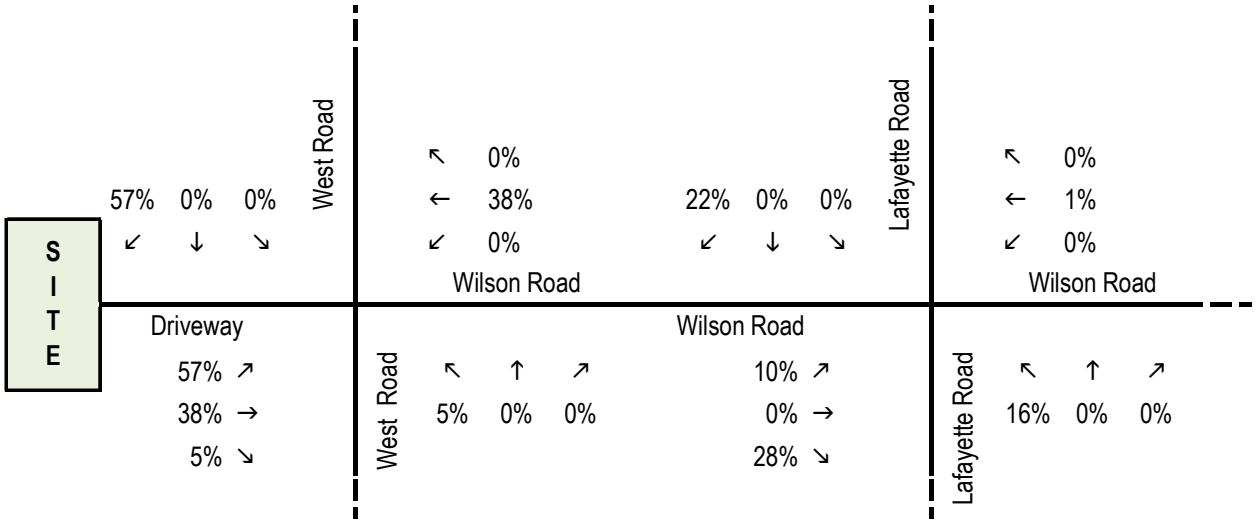
TRIP DISTRIBUTION:

For this use, all trips are expected to be primary trips. Primary trips go directly from origin to generator and return to origin. We assume traffic will generally distribute pro-rata per existing patterns. However, in our 2022 report, we observed that trips heading to/from the south tend to use Wilson Road rather than West Road to access Lafayette Road; so the diagrams below reflect 5% south distribution along West Road with the remaining south distribution using Wilson Road.

[1] *Trip Generation Manual*, Institute of Transportation Engineers (ITE), 12th Edition.

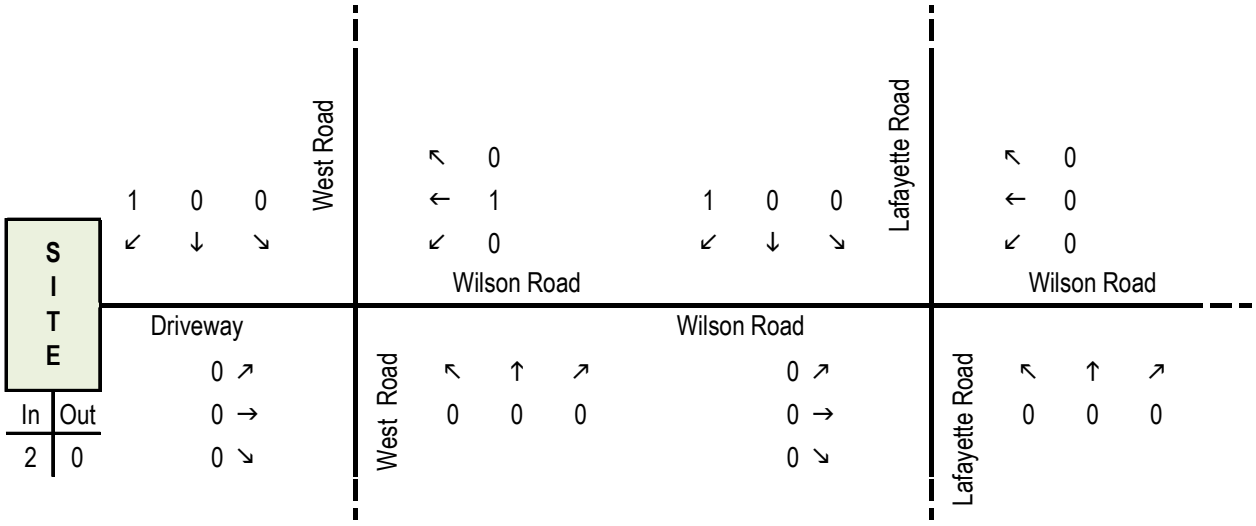
Site Trip Distribution
AM Peak Hour

XX Primary



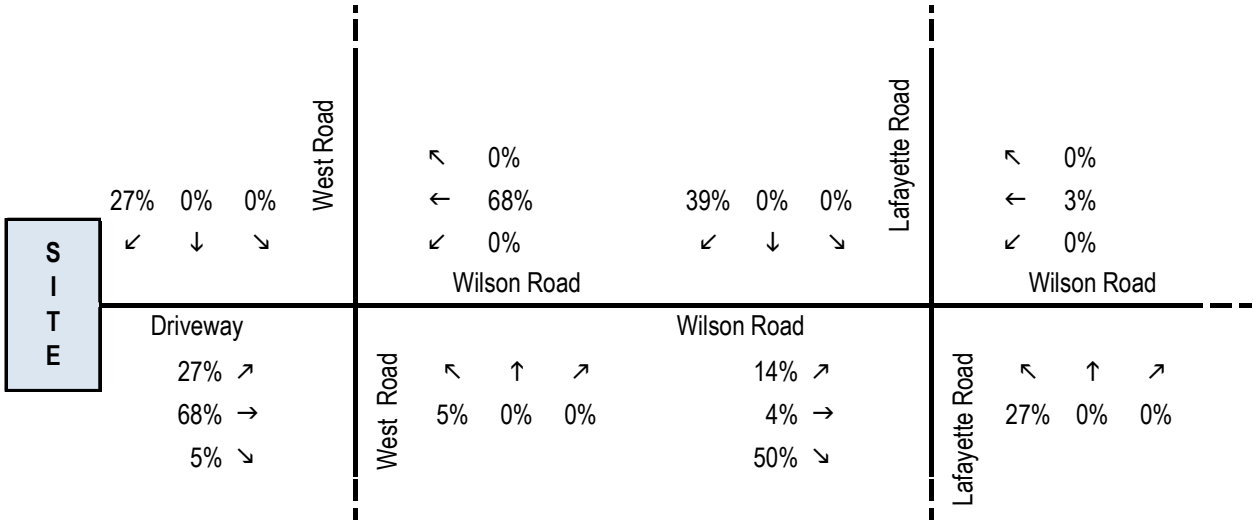
Site Trip Assignment
AM Peak Hour

XX Total Trips



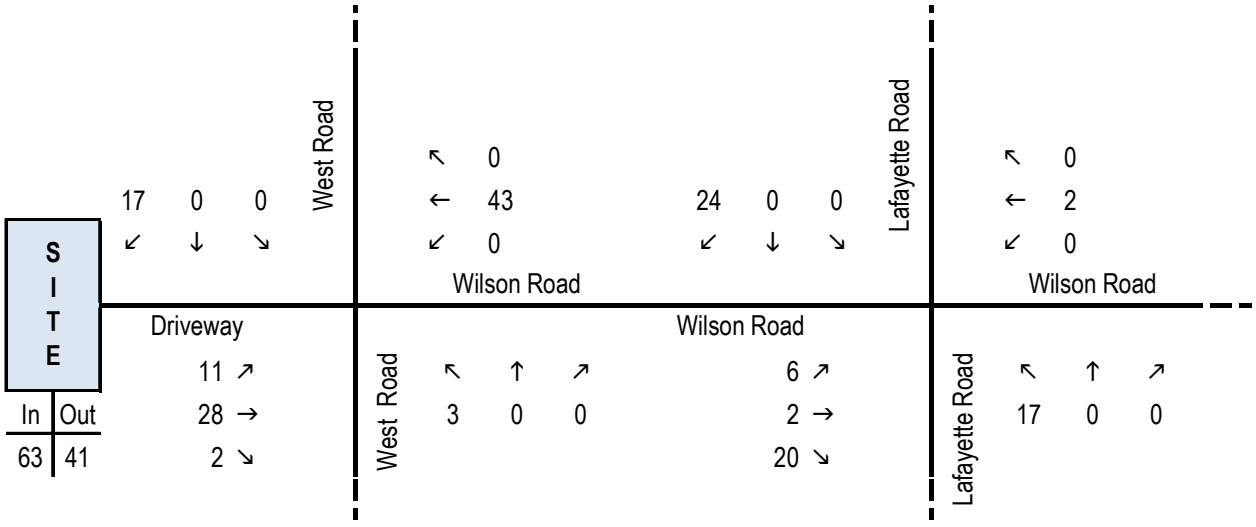
Site Trip Distribution
PM Peak Hour

XX Primary



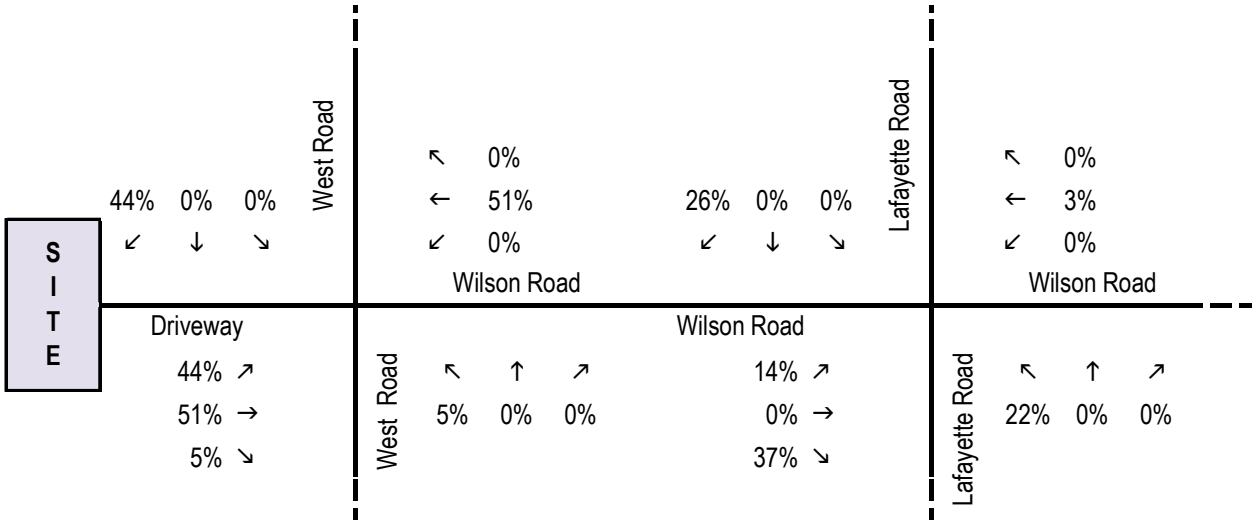
Site Trip Assignment
PM Peak Hour

XX Total Trips



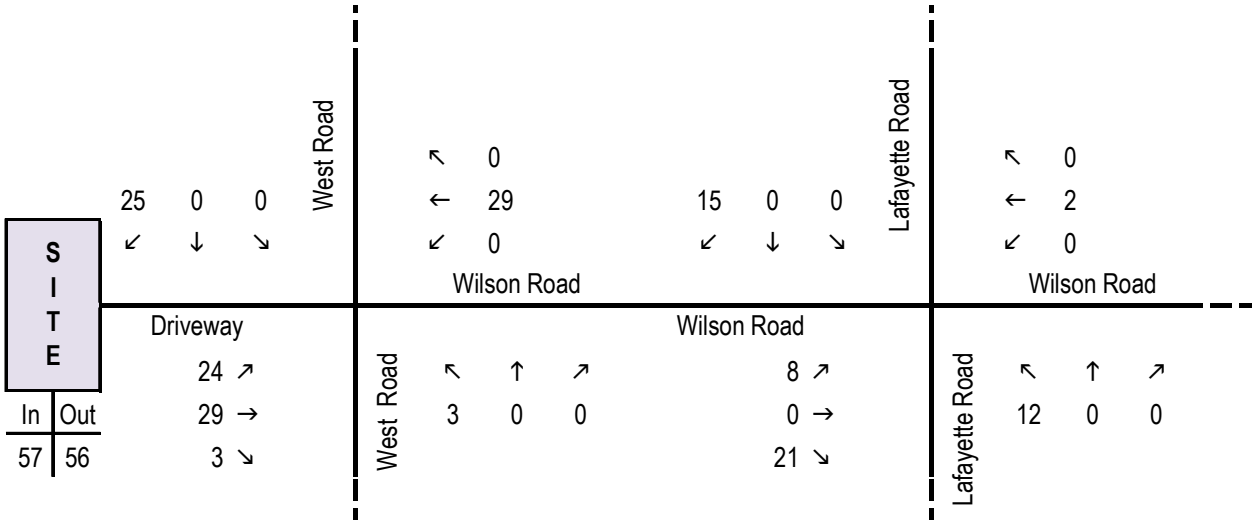
Site Trip Distribution
SAT Peak Hour

XX Primary



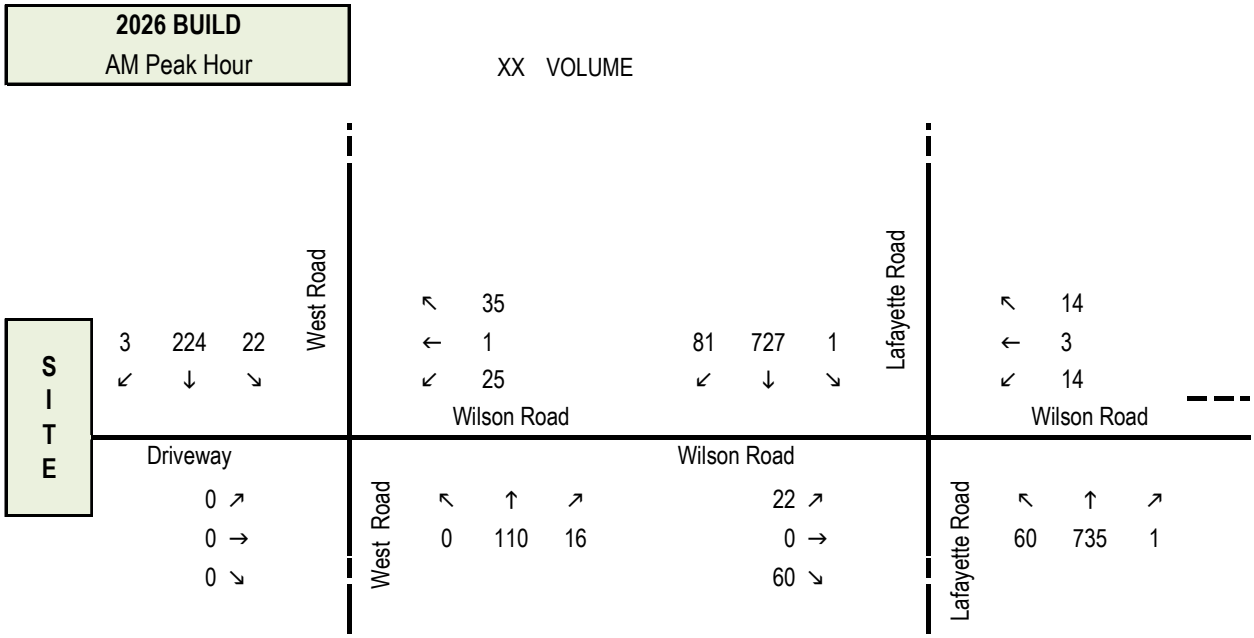
Site Trip Assignment
SAT Peak Hour

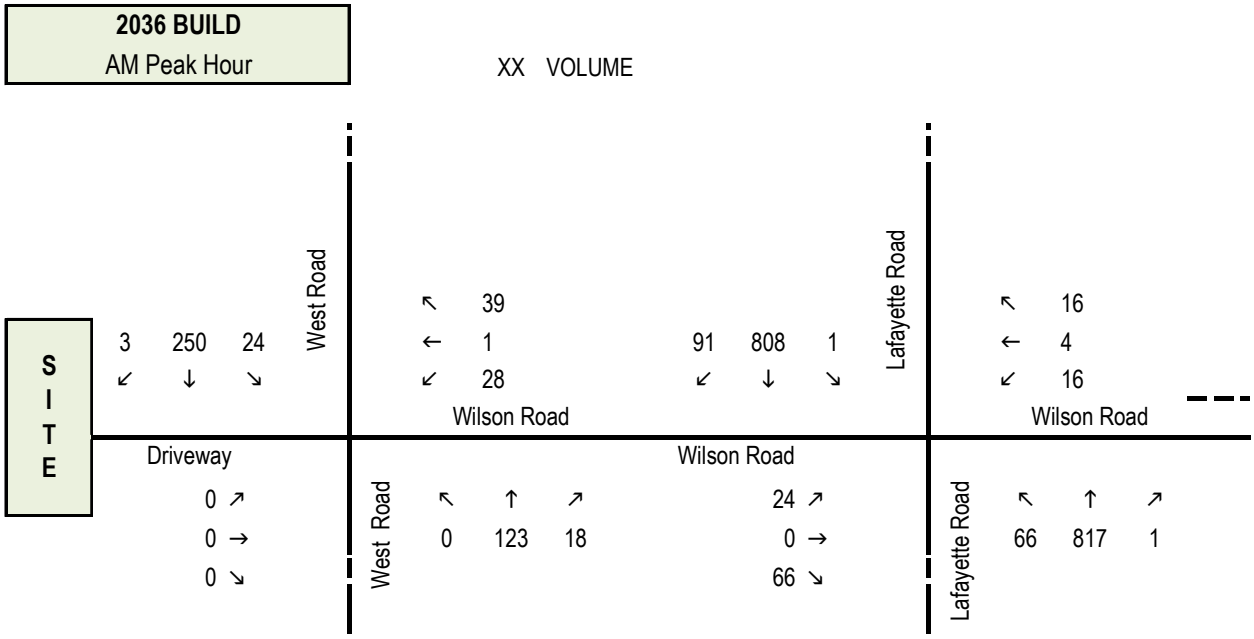
XX Total Trips



BUILD VOLUMES

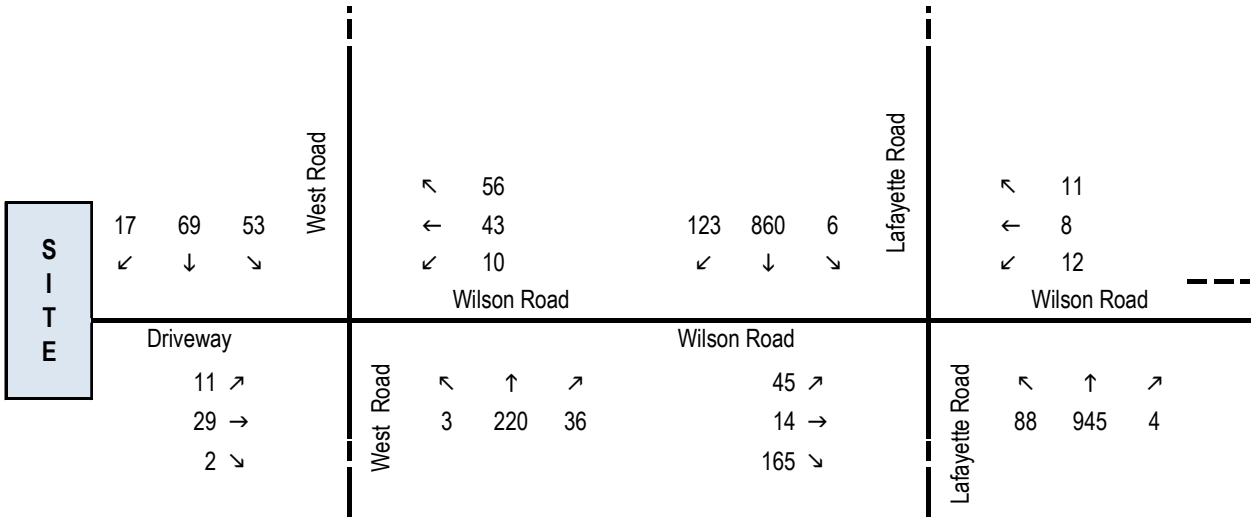
Site trips generated as per the above were added to No-Build traffic volumes within the study area to produce 2026 and 2036 Build diagrams for each peak hour. The Build volume diagrams are presented in the following figures.





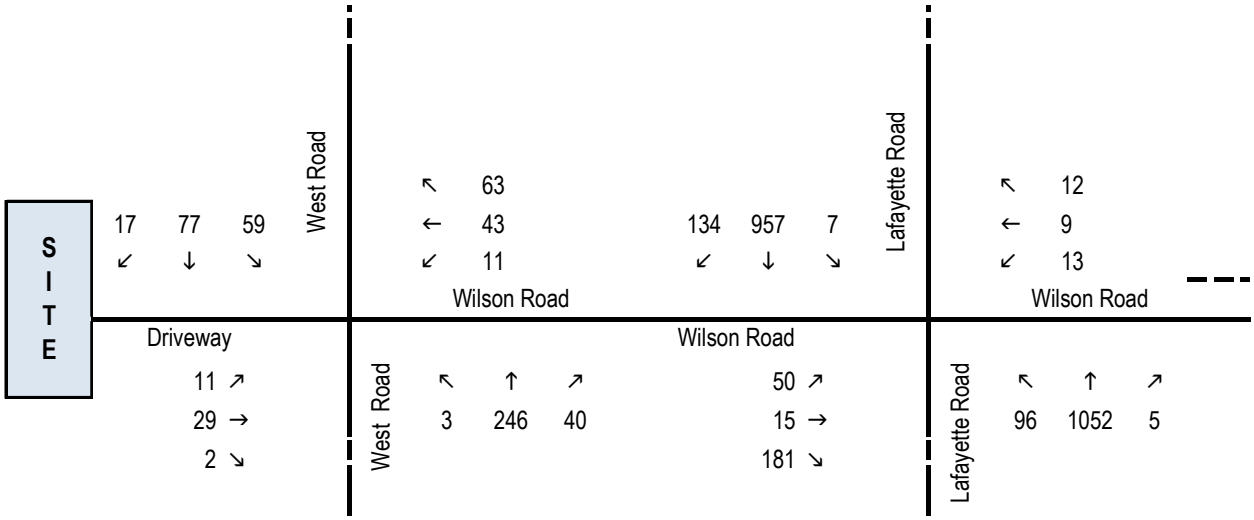
2026 BUILD
PM Peak Hour

XX VOLUME



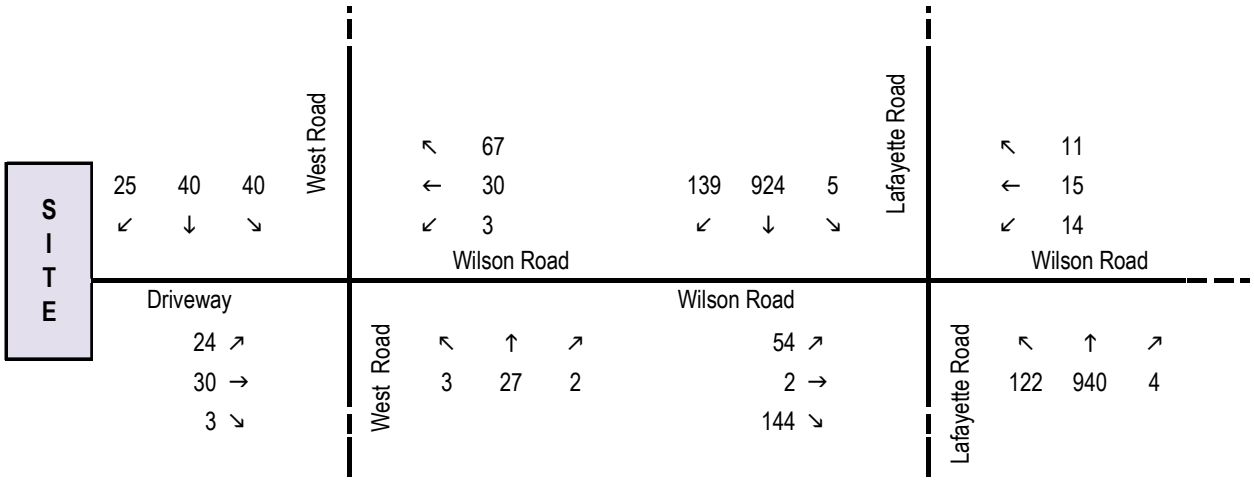
2036 BUILD
PM Peak Hour

XX VOLUME



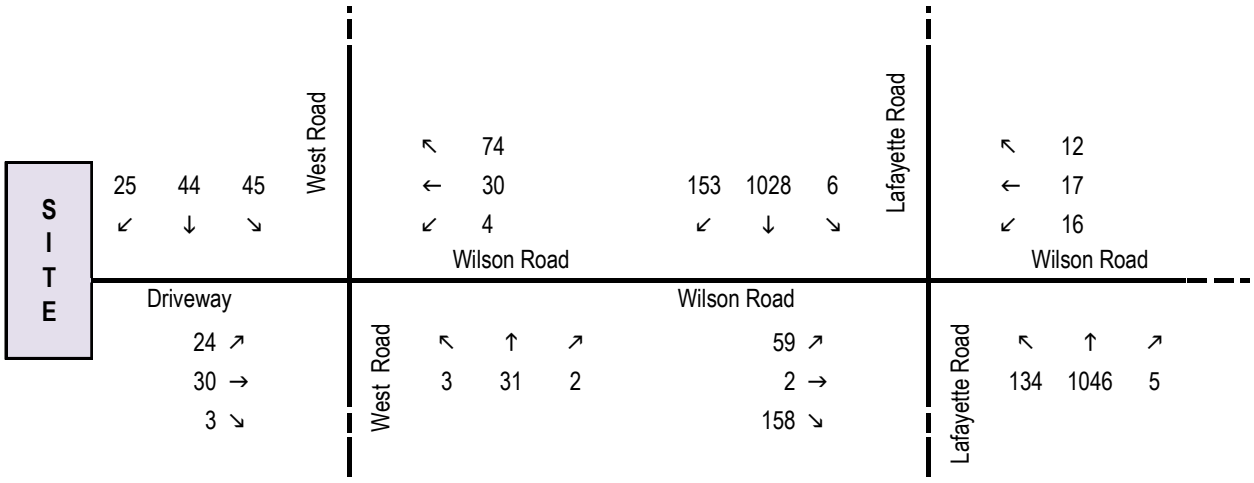
2026 BUILD
SAT Peak Hour

XX VOLUME



2036 BUILD
SAT Peak Hour

XX VOLUME



LEVEL OF SERVICE/QUEUE 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)	A	B	C	D	E	F
Signalized Control Delay (sec)	≤10.0	10.1 to 20.0	20.1 to 35.0	35.1 to 55.0	55.1 to 80.0	Over 80.0
Unsignalized Control Delay (sec)	≤10.0	10.1 to 15.0	15.1 to 25.0	25.1 to 35.0	35.1 to 50.0	Over 50.0

Study Area.
Analyses were performed for the study area intersections previously described, that is:

1. West Road at Driveway/Wilson Road
2. Lafayette Road at Wilson Road

Queue Analysis.
Vehicle queue lengths are determined by the capacity of the movement under study and the volume of traffic processed by the intersection during the analysis period. It is standard practice to report the 95th percentile queue, that is, the queue exceeded no more than 5% of the time during peak periods.

Methodology.
Trafficware "Synchro" v12 software was used to analyze signalized and unsignalized intersections (based on HCM 2000) within the study area intersections during the weekday AM/PM and Saturday peak hours.

Signal Timing.
Signal timing is based on data provided by NHDOT and attached in Appendix K.

Volume to capacity (v/c) ratios, Level of Service (LOS), delays and queue results are summarized in the following tables:

Table 2a. Level of Service Analysis Summary (2022/2026/2036)

	2022 BASE				2026 No-Build				2026 Build				2036 No-Build				2036 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]	v/c[a]	Del[b]	LOS[c]	Q[d]	v/c[a]	Del[b]	LOS[c]	Q[d]
3: West Road at Driveway / Wilson Road [Unsignalized]																				
AM Peak **OVERALL**	**---**	**1.8**	**A**	**---**	**---**	**1.9**	**A**	**---**	**---**	**2.0**	**A**	**---**	**---**	**2.0**	**A**	**---**	**---**	**2.0**	**A**	**---**
EB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
WB All	0.10	10.9	B	8	0.10	11.1	B	9	0.11	11.1	B	9	0.11	11.2	B	10	0.12	11.3	B	10
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
SB All	0.02	0.8	A	1	0.02	0.8	A	2	0.02	0.8	A	2	0.02	0.8	A	1	0.02	0.8	A	1
PM Peak **OVERALL**	**---**	**2.6**	**A**	**---**	**---**	**2.7**	**A**	**---**	**---**	**4.6**	**A**	**---**	**---**	**2.7**	**A**	**---**	**---**	**4.6**	**A**	**---**
EB All	0.00	12.9	B	1	0.00	13.1	B	1	0.11	14.8	B	9	0.00	13.4	B	0	0.12	15.3	C	10
WB All	0.11	10.8	B	9	0.12	10.9	B	10	0.24	13.4	B	23	0.12	11.1	B	10	0.24	13.6	B	23
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.1	A	0	0.00	0.0	A	0	0.00	0.1	A	0
SB All	0.04	3.7	A	3	0.05	3.8	A	4	0.05	3.4	A	4	0.05	3.8	A	4	0.05	3.5	A	4
SAT Peak **OVERALL**	**---**	**5.1**	**A**	**---**	**---**	**5.2**	**A**	**---**	**---**	**6.5**	**A**	**---**	**---**	**5.2**	**A**	**---**	**---**	**6.5**	**A**	**---**
EB All	0.00	10.2	B	0	0.00	10.3	B	0	0.10	11.6	B	9	0.00	10.3	B	0	0.10	11.4	B	8
WB All	0.08	8.9	A	7	0.09	8.9	A	7	0.15	9.9	A	13	0.09	8.9	A	7	0.14	9.7	A	12
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.7	A	0	0.00	0.0	A	0	0.00	0.6	A	0
SB All	0.03	3.7	A	2	0.03	3.8	A	3	0.03	3.0	A	3	0.03	3.8	A	3	0.03	3.1	A	3

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

Table 2b. Level of Service Analysis Summary (2022/2026/2036)

	2022 BASE				2026 No-Build				2026 Build				2036 No-Build				2036 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]	v/c[a]	Del[b]	LOS[c]	Q[d]	v/c[a]	Del[b]	LOS[c]	Q[d]
6: Lafayette Road at Wilton Road [Signalized]																				
AM Peak **OVERALL**	**0.40**	**11.0**	**B**	**---**	**0.42**	**11.2**	**B**	**---**	**0.42**	**11.2**	**B**	**---**	**0.46**	**11.2**	**B**	**---**	**0.46**	**11.2**	**B**	**---**
EB L/T	0.26	38.7	D	33	0.27	38.8	D	34	0.27	38.8	D	34	0.25	38.7	D	40	0.25	38.7	D	40
EB R	0.05	36.5	D	6	0.05	36.5	D	9	0.05	36.5	D	9	0.05	36.6	D	18	0.05	36.6	D	18
WB All	0.20	37.8	D	30	0.21	37.9	D	31	0.21	37.9	D	31	0.19	37.9	D	40	0.19	37.9	D	40
NB L	0.38	38.7	D	69	0.40	38.7	D	72	0.40	38.7	D	72	0.42	38.7	D	77	0.42	38.7	D	77
NB TT/R	0.32	5.6	A	146	0.34	5.7	A	158	0.34	5.7	A	158	0.37	6.0	A	179	0.37	6.0	A	179
NB SB L	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6
SB TT/R	0.42	9.3	A	203	0.44	9.7	A	222	0.44	9.7	A	222	0.49	10.3	B	258	0.49	10.3	B	258
PM Peak **OVERALL**	**0.43**	**13.9**	**B**	**---**	**0.45**	**14.2**	**B**	**---**	**0.48**	**15.4**	**B**	**---**	**0.50**	**14.5**	**B**	**---**	**0.53**	**16.0**	**B**	**---**
EB L/T	0.43	49.7	D	75	0.44	49.5	D	77	0.47	49.3	D	85	0.44	49.1	D	84	0.48	49.1	D	94
EB R	0.10	45.6	D	51	0.11	45.5	D	52	0.12	44.9	D	53	0.11	45.1	D	63	0.13	44.6	D	65
WB All	0.18	46.4	D	35	0.19	46.3	D	36	0.20	45.6	D	38	0.15	45.5	D	45	0.15	44.9	D	46
NB L	0.46	51.1	D	90	0.48	51.2	D	94	0.54	52.1	D	111	0.51	51.3	D	101	0.49	48.4	D	118
NB TT/R	0.36	6.1	A	205	0.38	6.3	A	220	0.39	6.6	A	232	0.43	6.8	A	264	0.43	7.1	A	272
NB SB L	0.24	60.3	E	18	0.24	60.3	E	18	0.24	60.3	E	18	0.28	61.8	E	20	0.28	61.8	E	20
SB TT/R	0.42	9.7	A	253	0.45	10.1	B	275	0.47	11.1	B	307	0.50	11.1	B	334	0.54	13.3	B	366
SAT Peak **OVERALL**	**0.52**	**14.7**	**B**	**---**	**0.54**	**15.5**	**B**	**---**	**0.56**	**16.5**	**B**	**---**	**0.60**	**16.1**	**B**	**---**	**0.62**	**17.2**	**B**	**---**
EB L/T	0.41	39.2	D	60	0.41	39.1	D	61	0.44	38.8	D	66	0.40	39.1	D	69	0.43	38.8	D	75
EB R	0.09	35.8	D	34	0.10	35.8	D	34	0.12	35.1	D	35	0.10	35.8	D	53	0.11	35.2	D	54
WB All	0.20	36.7	D	42	0.20	36.6	D	42	0.20	35.8	D	43	0.21	36.8	D	50	0.20	36.0	D	51
NB L	0.55	41.4	D	107	0.49	38.2	D	112	0.52	38.1	D	121	0.52	38.1	D	121	0.55	38.3	D	130
NB TT/R	0.41	7.4	A	217	0.43	7.6	A	234	0.44	8.1	A	248	0.48	8.0	A	271	0.49	8.5	A	285
NB SB L	0.17	47.5	D	14	0.17	47.5	D	14	0.17	47.5	D	14	0.21	48.5	D	15	0.21	48.5	D	15
SB TT/R	0.54	13.1	B	311	0.59	15.0	B	338	0.62	16.3	B	368	0.66	16.6	B	403	0.69	18.1	B	445

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

CONCLUSION

In the foregoing analyses, we totaled peak hour trips from all component uses at the facility, i.e. recreation, general office, and eating/drinking place, and determined that they will generate an average of 2 trips during the AM peak hour, 104 trips during the PM peak hour, and 113 trips during the Saturday peak hour.

We then compared this traffic activity to a No-Build case that assumes the building is vacant. The Synchro analyses show that for all movements, delays and Level of Service are essentially unchanged, and the maximum 95th queue length increases by approximately one car, with most cases showing no appreciable change.

Even under this conservative approach, we find that all traffic associated with the Social Club facility will have no significant adverse impacts within the study area.

We therefore conclude that the social club operations can be safely accommodated on the adjacent roadways without the need for mitigation improvements.

Respectfully Submitted,
TFMORAN, INC.

Jennifer F. Porter, PE, PTOE
Senior Project Engineer

Robert E. Duval, PE
Projects Director



APPENDICES

APPENDIX A **Trip Generation**
- Calculations

APPENDIX B **Distribution**
- Calculations

APPENDIX C **Volume Adjustments**
- Covid Factor
- Seasonal Adjustment
- Heavy Vehicle Adjustment

APPENDIX D **Other Developments**

APPENDIX E **AM Volumes**
- Calculations
- ProRata Diagrams

APPENDIX F **PM Volumes**
- Calculations
- ProRata Diagrams

APPENDIX G **SAT Volumes**
- Calculations
- ProRata Diagrams

APPENDIX H **AM Synchro**
- 2022 Base
- 2026/2036 NoBuild
- 2026/2036 Build

APPENDIX I **PM Synchro**
- 2022 Base
- 2026/2036 NoBuild
- 2026/2036 Build

APPENDIX J **SAT Synchro**
- 2022 Base
- 2026/2036 NoBuild
- 2026/2036 Build

APPENDIX K **Signal Timing**

APPENDIX L **Turning Movement Counts**

APPENDIX M **Site Plan**

APPENDIX A

Trip Generation

Calculations

Based on ITE Trip Generation 11th Edition

2022 Approved Trip Generation

ITE LUC 493 - Athletic Club: 18,105 sf (footprint) [1st floor 18,105 sf, 2nd floor 12,000 sf]

Time Period	Rate/Equn		Rate/ Eq	Trip Ends	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	30.1	1.31	Rate	39	61%	39%	24	15
Weekday PM Peak Hour Adjacent Street	30.1	3.45	Rate	104	62%	38%	64	40
Weekend SAT Peak Hour of Generator	30.1	3.19	Rate	96	49%	51%	47	49

Proposed Trip Composition

100% Primary Trips

Description of LUC 493:

An athletic club is a privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has courts for racquet sports (e.g., tennis, racquetball, pickleball, squash, handball); a basketball court; a sauna or spa; and fitness, exercise, and weightlifting rooms. They often provide a swimming pool or whirlpool. Athletic clubs typically offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training whereas an Athletic Club also includes competitive team sport activities and social facilities.

Based on ITE Trip Generation 12th Edition

2026 Updated Trip Generation

17,500 sf footprint. Use areas are based on 2026 Site Plan parking notes, sheet 2 of 4.

ITE LUC 493 - Athletic Club: 7,402 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends*	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	7.4	1.96	Rate	0	58%	42%	0	0
Weekday PM Peak Hour Adjacent Street	7.4	3.38	Rate	25	63%	37%	16	9
Weekend SAT Peak Hour of Generator	7.4	2.63	Rate	19	45%	55%	9	10

**Club does not open until 4pm weekdays.*

ITE LUC 710 - General Office: 1,700 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	1.7	1.24	Rate	2	88%	12%	2	0
Weekday PM Peak Hour Adjacent Street	1.7	1.18	Rate	2	16%	84%	0	2
Weekend SAT Peak Hour of Generator	1.7	0.88	Rate	1	54%	46%	1	0

ITE LUC 932 - High-Turnover (Sit-Down) Restaurant: 8,398 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends*	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	8.39	8.97	Rate	0	55%	45%	0	0
Weekday PM Peak Hour Adjacent Street	8.39	9.18	Rate	77	61%	39%	47	30
Weekend SAT Peak Hour of Generator	8.39	11.1	Rate	93	51%	49%	47	46

**Club does not open until 4pm weekdays.*

2026 Total Trip Generation

Time Period			Trip Ends			Directional Distribution	
						In	Out
Weekday AM Peak Hour Adjacent Street			2			2	0
Weekday PM Peak Hour Adjacent Street			104			63	41
Weekend SAT Peak Hour of Generator			113			57	56

**Club does not open until 4pm weekdays.*

Proposed Trip Composition

100% Primary Trips

APPENDIX B

Distribution

Calculations

AM Site Trip Distribution

Based on ProRata at counted intersections

Primary: AM Distribution

	In	Out
AM Totals	2	0

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		57%	0	0
EBT		38%	0	0
EBR		5%	0	0
WBL			0	0
WBT	**38%**		1	0
WBR			0	0
NBL	**5%**		0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**57%**		1	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		10%	0	0
EBT		0%	0	0
EBR		28%	0	0
WBL			0	0
WBT	1%		0	0
WBR			0	0
NBL	16%		0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	22%		1	0

PM Site Trip Distribution

Based on ProRata at counted intersections

Primary: PM Distribution

	In	Out
PM Totals	63	41

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		27%	0	11
EBT		68%	0	28
EBR		5%	0	2
WBL			0	0
WBT	**68%**		43	0
WBR			0	0
NBL	**5%**		3	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**27%**		17	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		14%	0	6
EBT		4%	0	2
EBR		50%	0	*20*
WBL			0	0
WBT	3%		2	0
WBR			0	0
NBL	27%		17	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	39%		*24*	0

SAT Site Trip Distribution

Based on ProRata at counted intersections

Primary: SAT Distribution

	In	Out
SAT Totals	57	56

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		44%	0	*24*
EBT		51%	0	29
EBR		5%	0	3
WBL			0	0
WBT	**51%**		29	0
WBR			0	0
NBL	**5%**		3	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**44%**		25	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		14%	0	8
EBT		0%	0	0
EBR		37%	0	21
WBL			0	0
WBT	3%		2	0
WBR			0	0
NBL	22%		*12*	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	26%		15	0

TOTAL Site Trip Distribution

AM Total Site Trips

AM TOTAL: 2

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	1
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1

PM Total Site Trips

PM TOTAL: 104

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	11
EBT	28
EBR	2
WBL	0
WBT	43
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	17

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	6
EBT	2
EBR	20
WBL	0
WBT	2
WBR	0
NBL	17
NBT	0
NBR	0
SBL	0
SBT	0
SBR	24

SAT Total Site Trips

SAT TOTAL: 113

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	24
EBT	29
EBR	3
WBL	0
WBT	29
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	25

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	8
EBT	0
EBR	21
WBL	0
WBT	2
WBR	0
NBL	12
NBT	0
NBR	0
SBL	0
SBT	0
SBR	15

APPENDIX C

Volume Adjustments

Covid Factor

Seasonal Adjustment

Heavy Vehicle Adjustment

Year 2019 Monthly Data

Group 4 Averages: Urban Highways

Month	ADT	Adjustment to Average	Adjustment to Peak
January	11,431	1.12	1.23
February	11,848	1.08	1.18
March	12,141	1.06	1.15
April	12,860	1.00	1.09
May	13,551	0.95	1.03
June	13,785	0.93	1.02
July	13,942	0.92	1.01
August	14,016	0.92	1.00
September	13,379	0.96	1.05
October	13,339	0.96	1.05
November	12,265	1.05	1.14
December	11,496	1.12	1.22

Average ADT: 12,838
Peak ADT: 14,016

Covid Factor Calculation - NHDOT Methodology

NHDOT currently has a preference on the methodology to be used in determining any required adjustments to traffic counts collected during the pandemic (to compare the month of counts in 2019 and in the pandemic year of the counts). This process is conducted by using the NHDOT MS2 Transportation Data Management System as follows:

1 Select the appropriate permanent count station.
2 Scroll to the "Volume Count" section and select on one of the eyeball icons.
3 A new screen will open and select the "Compare Count" tab at the bottom.
4 A new window will open and scroll to the "Date Range Selection" section and type in or select the Count Date Range. The first day of the month, to the last day of the month should be selected.
5 Since NHDOT prefers that separate pandemic adjustment factors be used for the different time periods, select Monday through Friday for the weekday daily, weekday AM peak hour, and weekday PM peak hour comparisons. A separate analysis would be performed in determining the Saturday daily and Saturday midday peak hour factors.
5 Click the "Add Count" button and the time period and days of the week selected will appear on the graph to the right.
7 For the pre-pandemic volume comparison, go to the "Count Date Range" and select the same month and days but use 2019 as the pre-pandemic base. For this project, the 2019 month (first day to last day) would be used.
8 Click the "Add Count" button and the 2019 data selected will appear on the graph to the right.
9 Go to the top of the screen and select the "Grid" tab.
10 Hourly and daily ("Total") data will then be shown for the time periods selected for comparison. To determine the weekday AM peak hour comparison, review the highest peak hour traffic volumes from the counts between 7-9 AM (weekday PM = 4-6 PM, Saturday midday = 11 AM-1 PM).

Rockingham County - Group 4 Highway Station

02197002	Seabrook	NH 1A (Ocean Boulevard) at Seabrook TL	**JUNE**			
			2022	**2019**	**change**	
		AM	448	466	-3.9%	
		PM	782	854	-8.4%	
		SAT	857	991	-13.5%	
		Weekday	10136	11498	-11.8%	
		Weekend (SAT)	13762	16324	-15.7%	

Rockingham County - Group 4 Highway Station

82197076	Hampton Falls	US 1 (Lafayette Road) south of Road Split to NH 101	**JANUARY**			
			2022	**2019**	**change**	
		AM	1450	1397	3.8%	
		PM	1763	1755	0.5%	
		SAT	1714	1782	-3.8%	
		Weekday	22630	23285	-2.8%	
		Weekend (SAT)	22384	24117	-7.2%	

Strafford County - Group 4 Highway Station

02125001	Dover	Dover Point Road south of Middlebrook Road	**JANUARY**			
			2022	**2019**	**change**	
		AM	698	835	-16.4%	
		PM	1019	1039	-1.9%	
		SAT	854	877	-2.6%	
		Weekday	11641	12691	-8.3%	
		Weekend (SAT)	10416	11186	-6.9%	

	Average	
Covid Adjust	-5.5%	AM
	-3.3%	PM
	-6.6%	SAT
	-7.6%	Weekday
	-9.9%	Weekend (SAT)

Station 02197002: Seabrook

Count 1

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	57	3.6
1:00-2:00	-	-	-	-	43	-8.9
2:00-3:00	-	-	-	-	18	-40.0
3:00-4:00	-	-	-	-	27	11.8
4:00-5:00	-	-	-	-	53	-15.7
5:00-6:00	-	-	-	-	155	-3.2
6:00-7:00	-	-	-	-	275	-8.0
7:00-8:00	-	-	-	-	439	-9.8
8:00-9:00	-	-	-	-	448	-7.5
9:00-10:00	-	-	-	-	497	-15.6
10:00-11:00	-	-	-	-	563	-24.3
11:00-12:00	-	-	-	-	630	-20.8
12:00-13:00	-	-	-	-	681	-17.5
13:00-14:00	-	-	-	-	696	-21.2
14:00-15:00	-	-	-	-	741	-25.4
15:00-16:00	-	-	-	-	771	-23.2
16:00-17:00	-	-	-	-	747	-15.3
17:00-18:00	-	-	-	-	782	-22.7
18:00-19:00	-	-	-	-	684	-25.7
19:00-20:00	-	-	-	-	602	-31.1
20:00-21:00	-	-	-	-	504	-27.5
21:00-22:00	-	-	-	-	337	-14.6
22:00-23:00	-	-	-	-	234	-5.0
23:00-24:00	-	-	-	-	152	-35.7
Total			Counts = 11		10136	-20.1

Count Criteria

Local Id	02197002
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 2

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	77	33.3
1:00-2:00	-	-	-	-	48	2.1
2:00-3:00	-	-	-	-	22	-20.4
3:00-4:00	-	-	-	-	29	18.9
4:00-5:00	-	-	-	-	67	7.8
5:00-6:00	-	-	-	-	166	3.7
6:00-7:00	-	-	-	-	278	-6.9
7:00-8:00	-	-	-	-	449	-7.5
8:00-9:00	-	-	-	-	466	-3.6
9:00-10:00	-	-	-	-	548	-5.8
10:00-11:00	-	-	-	-	653	-9.6
11:00-12:00	-	-	-	-	719	-7.6
12:00-13:00	-	-	-	-	785	-3.4
13:00-14:00	-	-	-	-	796	-7.8
14:00-15:00	-	-	-	-	832	-14.0
15:00-16:00	-	-	-	-	838	-14.9
16:00-17:00	-	-	-	-	838	-3.9
17:00-18:00	-	-	-	-	854	-13.9
18:00-19:00	-	-	-	-	758	-15.6
19:00-20:00	-	-	-	-	702	-16.0
20:00-21:00	-	-	-	-	601	-10.1
21:00-22:00	-	-	-	-	455	15.4
22:00-23:00	-	-	-	-	330	29.2
23:00-24:00	-	-	-	-	187	-15.3
Total			Counts = 20		11498	-7.6

Count Criteria

Local Id	02197002
Start Date	06/01/2019
End Date	06/30/2019
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 1

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	195	112.0
1:00-2:00	-	-	-	-	136	97.3
2:00-3:00	-	-	-	-	48	56.0
3:00-4:00	-	-	-	-	26	8.0
4:00-5:00	-	-	-	-	48	-25.5
5:00-6:00	-	-	-	-	152	-5.1
6:00-7:00	-	-	-	-	237	-22.8
7:00-8:00	-	-	-	-	381	-23.8
8:00-9:00	-	-	-	-	461	-4.7
9:00-10:00	-	-	-	-	569	-2.1
10:00-11:00	-	-	-	-	724	0.7
11:00-12:00	-	-	-	-	785	1.2
12:00-13:00	-	-	-	-	857	5.4
13:00-14:00	-	-	-	-	874	1.5
14:00-15:00	-	-	-	-	992	3.6
15:00-16:00	-	-	-	-	1057	8.3
16:00-17:00	-	-	-	-	1030	16.7
17:00-18:00	-	-	-	-	994	1.2
18:00-19:00	-	-	-	-	978	9.9
19:00-20:00	-	-	-	-	878	6.3
20:00-21:00	-	-	-	-	781	16.0
21:00-22:00	-	-	-	-	662	51.7
22:00-23:00	-	-	-	-	524	72.2
23:00-24:00	-	-	-	-	373	52.5
Total			Counts = 2		13762	10.4

Count Criteria

Local Id	02197002
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Count 2

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	280	134.3
1:00-2:00	-	-	-	-	220	129.6
2:00-3:00	-	-	-	-	55	68.3
3:00-4:00	-	-	-	-	32	28.6
4:00-5:00	-	-	-	-	61	-1.6
5:00-6:00	-	-	-	-	145	-9.8
6:00-7:00	-	-	-	-	284	-4.8
7:00-8:00	-	-	-	-	450	-7.3
8:00-9:00	-	-	-	-	615	24.0
9:00-10:00	-	-	-	-	779	29.1
10:00-11:00	-	-	-	-	894	21.7
11:00-12:00	-	-	-	-	968	22.0
12:00-13:00	-	-	-	-	991	19.9
13:00-14:00	-	-	-	-	1011	16.6
14:00-15:00	-	-	-	-	1094	13.4
15:00-16:00	-	-	-	-	1124	14.4
16:00-17:00	-	-	-	-	1112	24.3
17:00-18:00	-	-	-	-	1153	16.0
18:00-19:00	-	-	-	-	1103	21.8
19:00-20:00	-	-	-	-	1022	21.5
20:00-21:00	-	-	-	-	915	31.6
21:00-22:00	-	-	-	-	787	67.5
22:00-23:00	-	-	-	-	717	97.8
23:00-24:00	-	-	-	-	512	80.5
Total			Counts = 5		16324	27.3

Count Criteria

Local Id	02197002
Start Date	06/01/2019
End Date	06/30/2019
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Station 82197076: Hampton Falls

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	78	-8.6
1:00-2:00	-	-	-	-	50	-2.0
2:00-3:00	-	-	-	-	41	5.0
3:00-4:00	-	-	-	-	62	-16.3
4:00-5:00	-	-	-	-	167	-6.9
5:00-6:00	-	-	-	-	531	-10.5
6:00-7:00	-	-	-	-	867	0.8
7:00-8:00	-	-	-	-	1450	-2.7
8:00-9:00	-	-	-	-	1374	-1.0
9:00-10:00	-	-	-	-	1244	-5.7
10:00-11:00	-	-	-	-	1343	-6.1
11:00-12:00	-	-	-	-	1463	-4.5
12:00-13:00	-	-	-	-	1505	-2.4
13:00-14:00	-	-	-	-	1506	-0.2
14:00-15:00	-	-	-	-	1663	5.7
15:00-16:00	-	-	-	-	1702	0.4
16:00-17:00	-	-	-	-	1763	-1.4
17:00-18:00	-	-	-	-	1694	-2.2
18:00-19:00	-	-	-	-	1333	-2.3
19:00-20:00	-	-	-	-	1003	-6.0
20:00-21:00	-	-	-	-	776	0.4
21:00-22:00	-	-	-	-	512	-0.8
22:00-23:00	-	-	-	-	328	-11.5
23:00-24:00	-	-	-	-	175	4.7
Total		Counts = 11			22630	-2.1

Count Criteria

Local Id	82197076
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	156	58.9
1:00-2:00	-	-	-	-	97	62.2
2:00-3:00	-	-	-	-	45	14.3
3:00-4:00	-	-	-	-	44	-49.6
4:00-5:00	-	-	-	-	102	-54.8
5:00-6:00	-	-	-	-	232	-87.1
6:00-7:00	-	-	-	-	434	-65.8
7:00-8:00	-	-	-	-	774	-63.3
8:00-9:00	-	-	-	-	1116	-21.7
9:00-10:00	-	-	-	-	1377	4.5
10:00-11:00	-	-	-	-	1619	12.6
11:00-12:00	-	-	-	-	1714	11.3
12:00-13:00	-	-	-	-	1695	9.5
13:00-14:00	-	-	-	-	1715	12.8
14:00-15:00	-	-	-	-	1676	6.5
15:00-16:00	-	-	-	-	1652	-2.6
16:00-17:00	-	-	-	-	1609	-10.5
17:00-18:00	-	-	-	-	1513	-13.5
18:00-19:00	-	-	-	-	1321	-3.2
19:00-20:00	-	-	-	-	1105	3.7
20:00-21:00	-	-	-	-	921	17.5
21:00-22:00	-	-	-	-	731	34.5
22:00-23:00	-	-	-	-	482	26.8
23:00-24:00	-	-	-	-	254	41.3
Total		Counts = 2			22384	-3.2

Count Criteria

Local Id	82197076
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Station 02125001: Dover

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	62	-7.8
1:00-2:00	-	-	-	-	34	12.5
2:00-3:00	-	-	-	-	24	-22.2
3:00-4:00	-	-	-	-	34	9.2
4:00-5:00	-	-	-	-	92	2.2
5:00-6:00	-	-	-	-	230	-11.5
6:00-7:00	-	-	-	-	441	0.2
7:00-8:00	-	-	-	-	698	4.2
8:00-9:00	-	-	-	-	688	-2.6
9:00-10:00	-	-	-	-	589	-4.0
10:00-11:00	-	-	-	-	612	-3.4
11:00-12:00	-	-	-	-	671	-0.1
12:00-13:00	-	-	-	-	756	0.3
13:00-14:00	-	-	-	-	750	-3.3
14:00-15:00	-	-	-	-	860	5.5
15:00-16:00	-	-	-	-	986	-1.6
16:00-17:00	-	-	-	-	1019	2.4
17:00-18:00	-	-	-	-	1009	-2.0
18:00-19:00	-	-	-	-	667	-3.1
19:00-20:00	-	-	-	-	491	-5.7
20:00-21:00	-	-	-	-	375	-4.2
21:00-22:00	-	-	-	-	254	-7.6
22:00-23:00	-	-	-	-	179	10.0
23:00-24:00	-	-	-	-	120	0.0
Total	Counts = 11				11641	-1.0

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min In 1st	2nd
0:00-1:00	-	-
1:00-2:00	-	-
2:00-3:00	-	-
3:00-4:00	-	-
4:00-5:00	-	-
5:00-6:00	-	-
6:00-7:00	-	-
7:00-8:00	-	-
8:00-9:00	-	-
9:00-10:00	-	-
10:00-11:00	-	-
11:00-12:00	-	-
12:00-13:00	-	-
13:00-14:00	-	-
14:00-15:00	-	-
15:00-16:00	-	-
16:00-17:00	-	-
17:00-18:00	-	-
18:00-19:00	-	-
19:00-20:00	-	-
20:00-21:00	-	-
21:00-22:00	-	-
22:00-23:00	-	-
23:00-24:00	-	-
Total		Cou

Count Cr

Local Id	0212500
Start Date	06/01/20
End Date	06/30/20
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Thursday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	89	28.2
1:00-2:00	-	-	-	-	51	51.9
2:00-3:00	-	-	-	-	27	-10.5
3:00-4:00	-	-	-	-	24	-25.5
4:00-5:00	-	-	-	-	41	-74.8
5:00-6:00	-	-	-	-	99	-89.1
6:00-7:00	-	-	-	-	189	-79.8
7:00-8:00	-	-	-	-	302	-75.6
8:00-9:00	-	-	-	-	443	-45.8
9:00-10:00	-	-	-	-	623	1.6
10:00-11:00	-	-	-	-	732	14.5
11:00-12:00	-	-	-	-	780	14.9
12:00-13:00	-	-	-	-	854	12.4
13:00-14:00	-	-	-	-	787	1.5
14:00-15:00	-	-	-	-	867	6.3
15:00-16:00	-	-	-	-	823	-19.6
16:00-17:00	-	-	-	-	755	-27.4
17:00-18:00	-	-	-	-	763	-29.7
18:00-19:00	-	-	-	-	592	-15.0
19:00-20:00	-	-	-	-	512	-1.6
20:00-21:00	-	-	-	-	402	2.8
21:00-22:00	-	-	-	-	325	17.0
22:00-23:00	-	-	-	-	197	19.5
23:00-24:00	-	-	-	-	139	14.7
Total	Counts = 2				10416	-12.1

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min In 1st	2nd
0:00-1:00	-	-
1:00-2:00	-	-
2:00-3:00	-	-
3:00-4:00	-	-
4:00-5:00	-	-
5:00-6:00	-	-
6:00-7:00	-	-
7:00-8:00	-	-
8:00-9:00	-	-
9:00-10:00	-	-
10:00-11:00	-	-
11:00-12:00	-	-
12:00-13:00	-	-
13:00-14:00	-	-
14:00-15:00	-	-
15:00-16:00	-	-
16:00-17:00	-	-
17:00-18:00	-	-
18:00-19:00	-	-
19:00-20:00	-	-
20:00-21:00	-	-
21:00-22:00	-	-
22:00-23:00	-	-
23:00-24:00	-	-
Total		Cou

Count Cr

Local Id	0212500
Start Date	06/01/20
End Date	06/30/20
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

AM Peak Hour	**Existing 2022 (Raw data) [06/23/2022]**	AM HEAVY	AM %Heavy	CALCULATED WEIGHTED AVERAGE	***If 0% calculated , use 2%***
West Road at Driveway/Wilson Road	**7:45 AM**				
Movement					
EBL	0	0	0%		
EBT	0	0	0%	0%	***2%***
EBR	0	0	0%		
WBL	22	2	~~9%~~	8%	***8%***
WBT	0	0	0%	6%	***6%***
WBR	31	2	6%		
NBL	0	0	0%	0%	***2%***
NBT	100	11	~~11%~~	8%	***8%***
NBR	14	3	~~21%~~	8%	***8%***
SBL	19	1	5%		
SBT	204	12	6%	6%	***6%***
SBR	2	0	0%		
Lafayette Road at Wilson Road	**8:00 AM**				
Movement					
EBL	20	3	~~15%~~	8%	***8%***
EBT	0	0	0%	6%	***6%***
EBR	52	3	6%		
WBL	12	0	0%		
WBT	3	0	0%	0%	***2%***
WBR	13	0	0%		
NBL	52	6	~~12%~~	8%	***8%***
NBT	647	38	6%	6%	***6%***
NBR	1	0	0%		
SBL	1	0	0%		
SBT	640	39	6%	6%	***6%***
SBR	73	3	4%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

PM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	SAT HEAVY	SAT %Heavy	CALCULATED WEIGHTED AVERAGE	*If 0% calculated , use 2%*
West Road at Driveway/Wilson Road Movement	**4:30 PM**				
EBL	0	0	0%		
EBT	1	0	0%	0%	***2%***
EBR	0	0	0%		
WBL	9	1	~~11%~~	8%	***8%***
WBT	0	0	0%	2%	***2%***
WBR	50	1	2%		
NBL	0	0	0%		
NBT	205	1	0%	1%	***1%***
NBR	33	2	6%		
SBL	48	2	4%		
SBT	64	5	8%	6%	***6%***
SBR	0	0	0%		
Lafayette Road at Wilson Road Movement	**4:45 PM**				
EBL	37	1	3%		
EBT	11	0	0%	1%	***1%***
EBR	132	1	1%		
WBL	11	0	0%		
WBT	6	0	0%	0%	***2%***
WBR	10	0	0%		
NBL	64	1	2%		
NBT	859	4	0%	1%	***1%***
NBR	4	0	0%		
SBL	6	0	0%		
SBT	781	7	1%	1%	***1%***
SBR	92	1	1%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

SAT Peak Hour	Existing 2022 (Raw data) [06/25/2022]	PM HEAVY	PM %Heavy	CALCULATED WEIGHTED AVERAGE	*If 0% calculated , use 2%*
West Road at Driveway/Wilson Road	**11:15 AM**				
Movement					
EBL	0	0	0%		
EBT	1	0	0%	0%	***2%***
EBR	0	0	0%		
WBL	3	0	0%		
WBT	1	0	0%	2%	***2%***
WBR	57	1	2%		
NBL	0	0	0%	0%	***2%***
NBT	25	4	~~16%~~	8%	***8%***
NBR	2	0	0%	0%	***2%***
SBL	34	0	0%	0%	***2%***
SBT	36	4	~~11%~~	8%	***8%***
SBR	0	0	0%	0%	***2%***
Lafayette Road at Wilson Road	**11:00 AM**				
Movement					
EBL	42	0	0%		
EBT	2	0	0%	1%	***1%***
EBR	108	1	1%		
WBL	13	0	0%		
WBT	12	0	0%	0%	***2%***
WBR	10	0	0%		
NBL	96	0	0%		
NBT	825	7	1%	1%	***1%***
NBR	4	0	0%		
SBL	5	0	0%		
SBT	814	7	1%	1%	***1%***
SBR	112	1	1%		

APPENDIX D

Other Developments

AM Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: AM Distribution

	In	Out
AM Totals	27	27

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	3%		1	0
WBT			0	0
WBR	4%		1	0
NBL			0	0
NBT			0	0
NBR		3%	0	1
SBL		4%	0	1
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**7%**	0	2
WBL		**2%**	0	1
WBT			0	0
WBR			0	0
NBL	**7%**		2	0
NBT	**93%**		25	0
NBR	**0%**		0	0
SBL			0	0
SBT		**91%**	0	25
SBR			0	0

PM Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: PM Distribution

	In	Out
PM Totals	24	23

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	2%		0	0
WBT			0	0
WBR	9%		2	0
NBL			0	0
NBT			0	0
NBR		6%	0	1
SBL		8%	0	2
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**14%**	0	3
WBL		**1%**	0	0
WBT			0	0
WBR			0	0
NBL	**10%**		2	0
NBT	**89%**		21	0
NBR	**0%**		0	0
SBL			0	0
SBT		**85%**	0	20
SBR			0	0

SAT Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: SAT Distribution

	In	Out
SAT Totals	28	24

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	1%		0	0
WBT			0	0
WBR	10%		3	0
NBL			0	0
NBT			0	0
NBR		1%	0	0
SBL		11%	0	3
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**12%**	0	3
WBL		**1%**	0	0
WBT			0	0
WBR			0	0
NBL	**10%**		3	0
NBT	**90%**		25	0
NBR	**0%**		0	0
SBL			0	0
SBT		**87%**	0	21
SBR			0	0

TOTAL Site Trip Distribution

AM Total Site Trips

AM TOTAL: 54

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	1
WBT	0
WBR	1
NBL	0
NBT	0
NBR	1
SBL	1
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	2
WBL	1
WBT	0
WBR	0
NBL	2
NBT	25
NBR	0
SBL	0
SBT	25
SBR	0

PM Total Site Trips

PM TOTAL: 47

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	2
NBL	0
NBT	0
NBR	1
SBL	2
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	3
WBL	0
WBT	0
WBR	0
NBL	2
NBT	21
NBR	0
SBL	0
SBT	20
SBR	0

SAT Total Site Trips

SAT TOTAL: 52

West Road at Driveway/Wilson Road

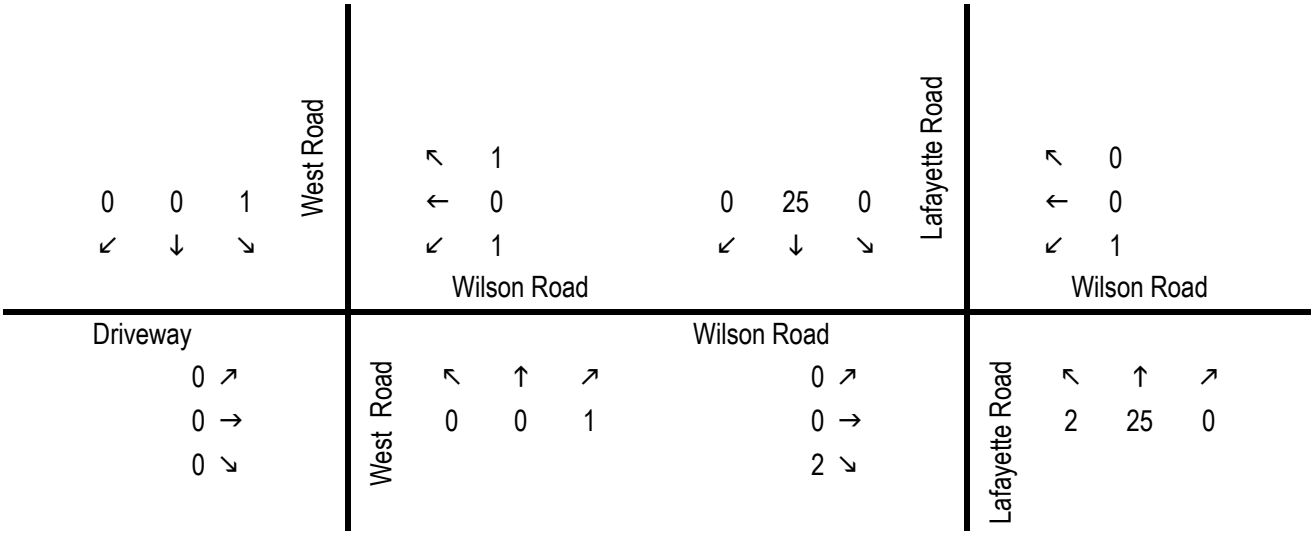
Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	3
NBL	0
NBT	0
NBR	0
SBL	3
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	3
WBL	0
WBT	0
WBR	0
NBL	3
NBT	25
NBR	0
SBL	0
SBT	21
SBR	0

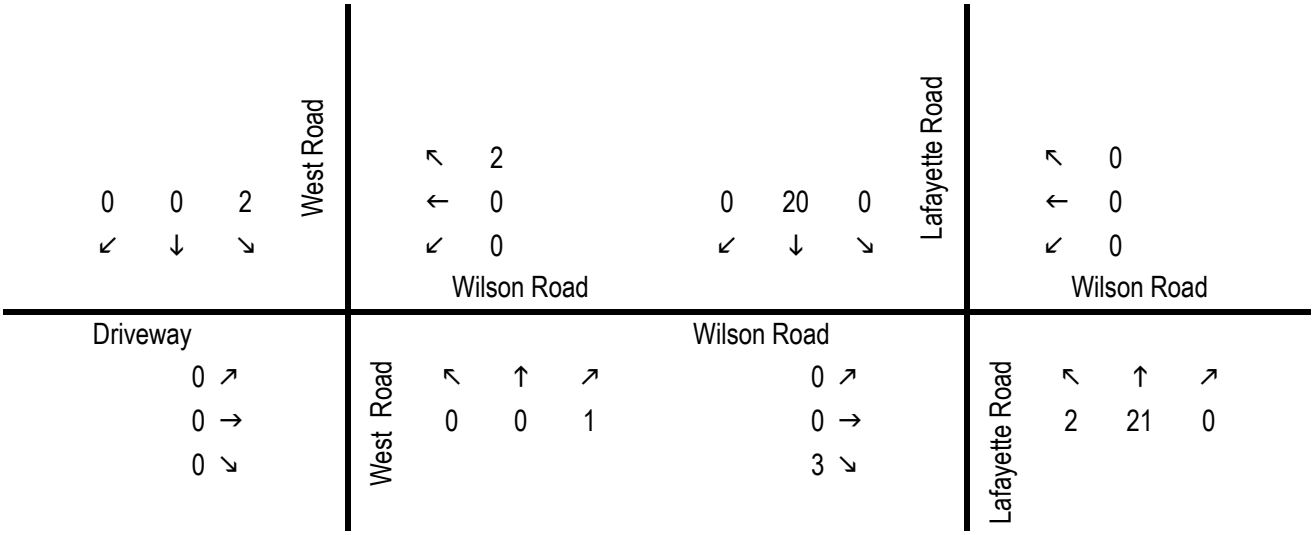
OTHER DEVELOPMENTS
Site Trips
AM Peak Hour

XX Other Development - Gas Station Trips



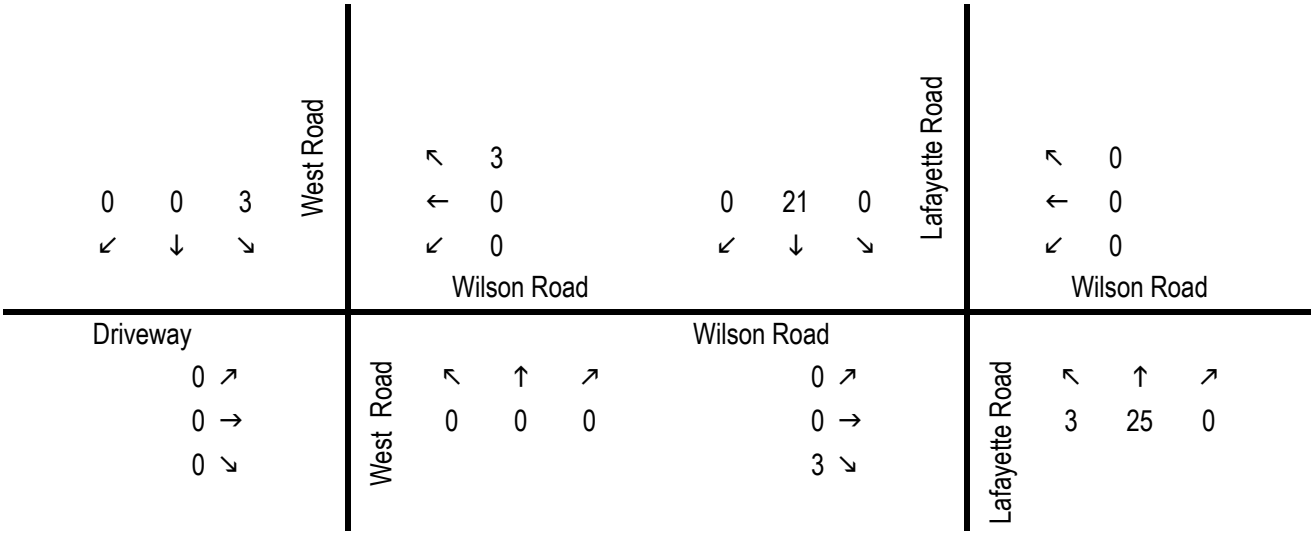
OTHER DEVELOPMENTS
Site Trips
PM Peak Hour

XX Other Development - Gas Station Trips



OTHER DEVELOPMENTS
Site Trips
SAT Peak Hour

XX Other Development - Gas Station Trips



APPENDIX E

AM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
AM Peak data

Assumed growth rate	**0.01**	
June 2019 Seasonal Adjust	**1.02**	NHDOT monthly adjustment factors - Group 4
COVID Adjustment	**1.055**	

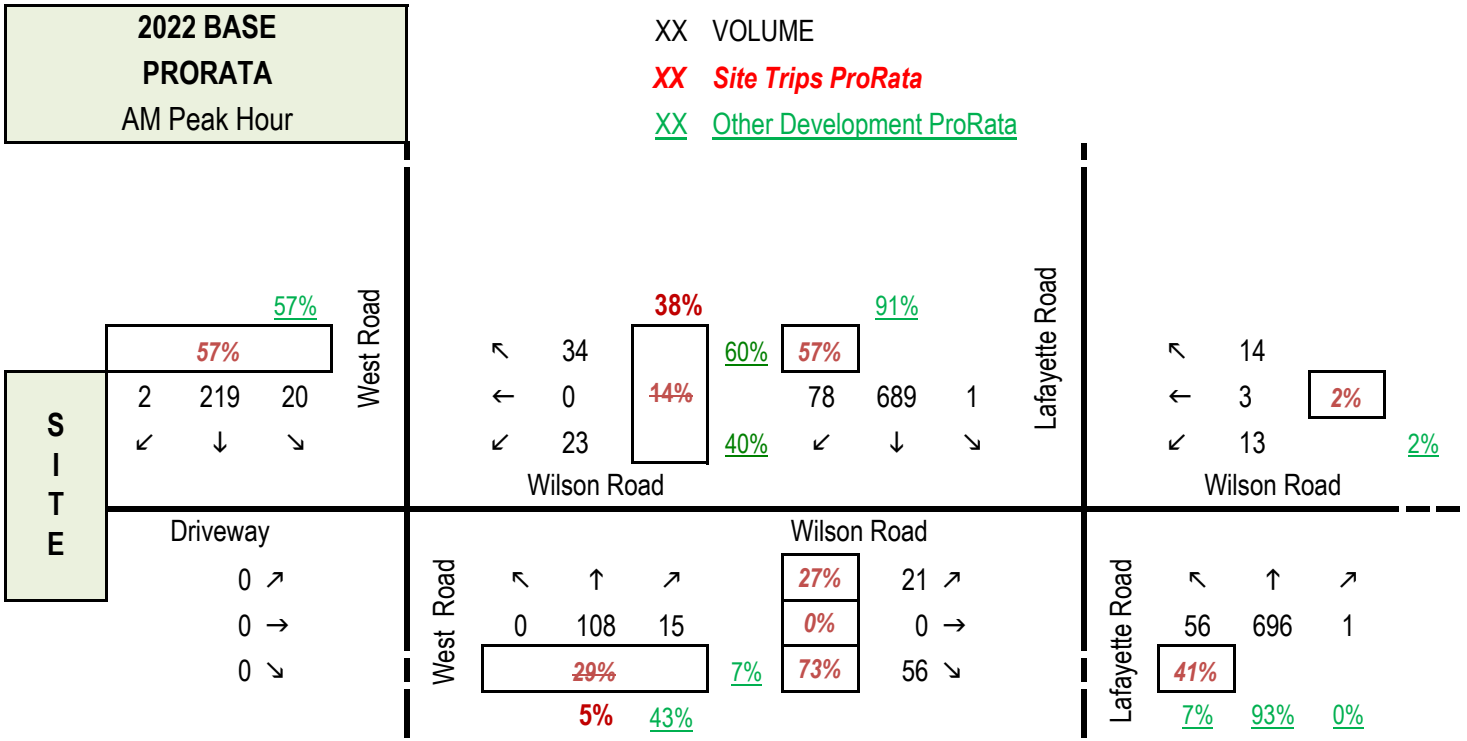
Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

AM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	AM PHF	% Heavy	Counted Heavy	*Calculated Heavy*
3. West Road at Driveway/Wilson Road	**7:45 AM**																					
Movement																						
EBL	0	*0*	1.055	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		-	0	
EBT	0	*0*	1.055	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0.00	-	0	***2%***
EBR	0	*0*	1.055	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		-	0	
WBL	22	22	1.055	23.21	23.44	23.67	23.91	24.15	24.39	24.63	24.88	25.13	25.38	25.63	25.89	26.15	26.41	26.67		9%	2	***8%***
WBT	0	*0*	1.055	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0.88	-	0	
WBR	31	32	1.055	33.76	34.10	34.44	34.78	35.13	35.48	35.83	36.19	36.55	36.92	37.29	37.66	38.04	38.42	38.80		6%	2	***6%***
NBL	0	*0*	1.055	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		-	0	***2%***
NBT	100	102	1.055	107.61	108.69	109.78	110.88	111.99	113.11	114.24	115.38	116.53	117.70	118.88	120.07	121.27	122.48	123.70	0.89	11%	11	***8%***
NBR	14	14	1.055	14.77	14.92	15.07	15.22	15.37	15.52	15.68	15.84	16.00	16.16	16.32	16.48	16.64	16.81	16.98		21%	3	***8%***
SBL	19	19	1.055	20.05	20.25	20.45	20.65	20.86	21.07	21.28	21.49	21.70	21.92	22.14	22.36	22.58	22.81	23.04		5%	1	
SBT	204	208	1.055	219.44	221.63	223.85	226.09	228.35	230.63	232.94	235.27	237.62	240.00	242.40	244.82	247.27	249.74	252.24	0.77	6%	12	***6%***
SBR	2	*2*	1.055	*2.11*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*		0%	0	
6. Lafayette Road at Wilson Road	**8:00 AM**																					
Movement																						
EBL	20	20	1.055	21.10	21.31	21.52	21.74	21.96	22.18	22.40	22.62	22.85	23.08	23.31	23.54	23.78	24.02	24.26		15%	3	***8%***
EBT	0	0	1.055	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	0.00	0.00	0.75	-	0	
EBR	52	53	1.055	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55	61.16	61.77	62.39	63.01	63.64	64.28		6%	3	***6%***
WBL	12	12	1.055	12.66	12.79	12.92	13.05	13.18	13.31	13.44	13.57	13.71	13.85	13.99	14.13	14.27	14.41	14.55		0%	0	
WBT	3	3	1.055	3.17	3.20	3.23	3.26	3.29	3.32	3.35	3.38	3.41	3.44	3.47	3.50	3.54	3.58	3.62	0.70	0%	0	***2%***
WBR	13	13	1.055	13.72	13.86	14.00	14.14	14.28	14.42	14.56	14.71	14.86	15.01	15.16	15.31	15.46	15.61	15.77		0%	0	
NBL	52	53	1.055	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55	61.16	61.77	62.39	63.01	63.64	64.28		12%	6	***8%***
NBT	647	660	1.055	696.30	703.26	710.29	717.39	724.56	731.81	739.13	746.52	753.99	761.53	769.15	776.84	784.61	792.46	800.38	0.94	6%	38	***6%***
NBR	1	1	1.055	1.06	1.07	1.08	1.09	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20		0%	0	
SBL	1	1	1.055	1.06	1.07	1.08	1.09	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20		0%	0	
SBT	640	653	1.055	688.92	695.81	702.77	709.80	716.90	724.07	731.31	738.62	746.01	753.47	761.00	768.61	776.30	784.06	791.90	0.89	6%	39	***6%***
SBR	73	74	1.055	78.07	78.85	79.64	80.44	81.24	82.05	82.87	83.70	84.54	85.39	86.24	87.10	87.97	88.85	89.74		4%	3	

AM Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
Movement							
EBL	**0**	0	0	**0**	0	**0**	
EBT	**0**	0	0	**0**	0	**0**	**0.90**
EBR	**0**	0	0	**0**	0	**0**	
WBL	**23**	24	1	**25**	0	**25**	
WBT	**0**	0	0	**0**	1	**1**	0.88
WBR	**34**	35	1	**36**	0	**36**	
NBL	**0**	0	0	**0**	0	**0**	
NBT	**108**	111	0	**111**	0	**111**	0.89
NBR	**15**	15	1	**16**	0	**16**	
SBL	**20**	21	1	**22**	0	**22**	
SBT	**219**	226	0	**226**	0	**226**	0.77
SBR	**2**	2	0	**2**	1	**3**	
6. Lafayette Road at Wilson Road							
Movement							
EBL	**21**	22	0	**22**	0	**22**	
EBT	**0**	0	0	**0**	0	**0**	0.75
EBR	**56**	58	2	**60**	0	**60**	
WBL	**13**	13	1	**14**	0	**14**	
WBT	**3**	3	0	**3**	0	**3**	0.70
WBR	**14**	14	0	**14**	0	**14**	
NBL	**56**	58	2	**60**	0	**60**	
NBT	**696**	717	25	**742**	0	**742**	0.94
NBR	**1**	1	0	**1**	0	**1**	
SBL	**1**	1	0	**1**	0	**1**	
SBT	**689**	710	25	**735**	0	**735**	0.89
SBR	**78**	80	0	**80**	1	**81**	

AM Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
Movement					
EBL	0	0	**0**	0	**0**
EBT	0	0	**0**	0	**0**
EBR	0	0	**0**	0	**0**
WBL	27	1	**28**	0	**28**
WBT	0	0	**0**	1	**1**
WBR	39	1	**40**	0	**40**
NBL	0	0	**0**	0	**0**
NBT	124	0	**124**	0	**124**
NBR	17	1	**18**	0	**18**
SBL	23	1	**24**	0	**24**
SBT	252	0	**252**	0	**252**
SBR	2	0	**2**	1	**3**
6. Lafayette Road at Wilson Road					
Movement					
EBL	24	0	**24**	0	**24**
EBT	0	0	**0**	0	**0**
EBR	64	2	**66**	0	**66**
WBL	15	1	**16**	0	**16**
WBT	4	0	**4**	0	**4**
WBR	16	0	**16**	0	**16**
NBL	64	2	**66**	0	**66**
NBT	800	25	**825**	0	**825**
NBR	1	0	**1**	0	**1**
SBL	1	0	**1**	0	**1**
SBT	792	25	**817**	0	**817**
SBR	90	0	**90**	1	**91**

47107.21 Black Rock Social Club - 2026 Update
08/10/2026



APPENDIX F

PM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
PM Peak data

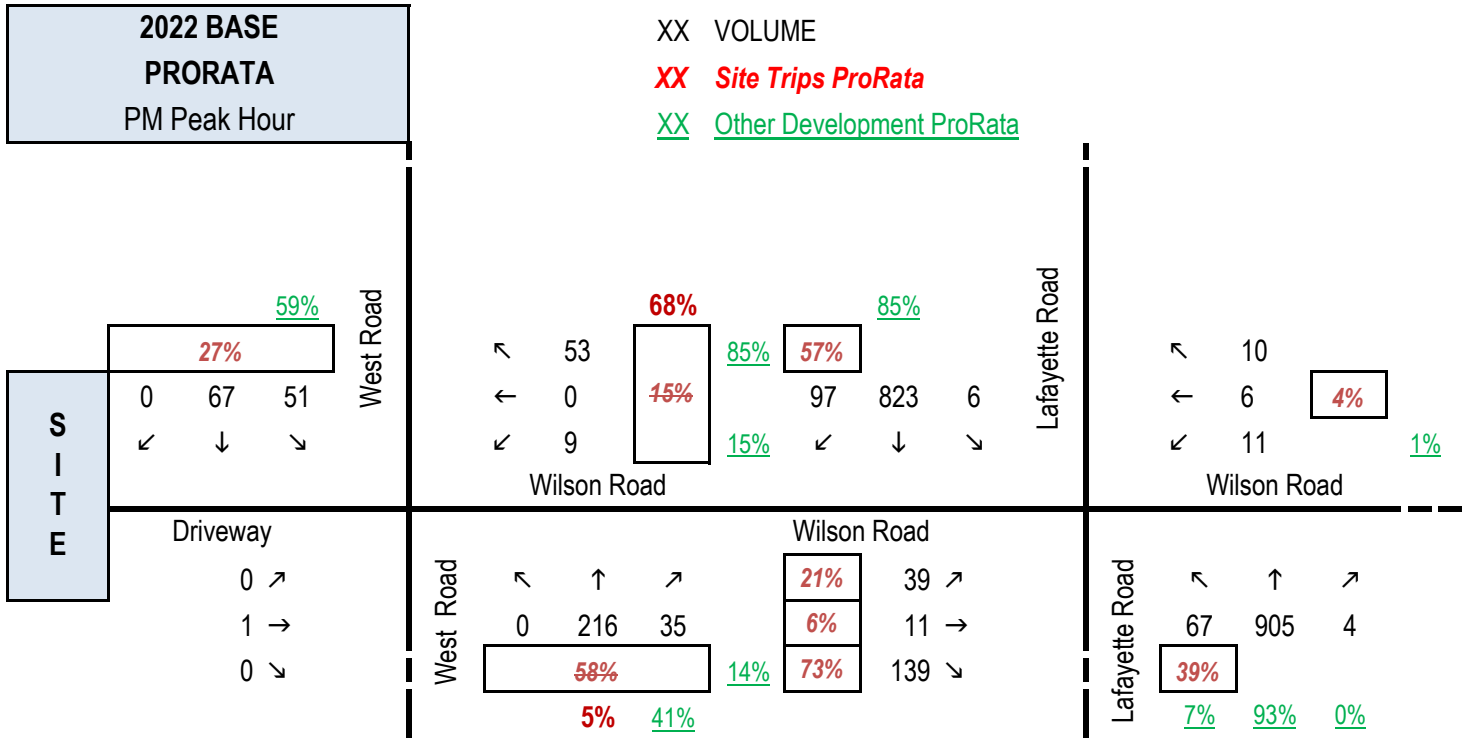
Assumed growth rate	**0.01**	
June 2019 Seasonal Adjust	**1.02**	NHDOT monthly adjustment factors - Group 4
COVID Adjustment	**1.033**	

Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

PM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	PM PHF	% Heavy	Counted Heavy	*Calculated Heavy*
3. West Road at Driveway/Wilson Road	**4:30 PM**																					
Movement																						
EBL	0	*0*	1.033	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
EBT	1	*1*	1.033	*1.03*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	0.25	0%	0	***2%***
EBR	0	*0*	1.033	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
WBL	9	9	1.033	9.30	9.39	9.48	9.57	9.67	9.77	9.87	9.97	10.07	10.17	10.27	10.37	10.47	10.57	10.68		11%	1	***8%***
WBT	0	*0*	1.033	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0.82	#DIV/0!	0	***2%***
WBR	50	51	1.033	52.68	53.21	53.74	54.28	54.82	55.37	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55		2%	1	
NBL	0	*0*	1.033	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
NBT	205	209	1.033	215.90	218.06	220.24	222.44	224.66	226.91	229.18	231.47	233.78	236.12	238.48	240.86	243.27	245.70	248.16	0.83	0%	1	***1%***
NBR	33	34	1.033	35.12	35.47	35.82	36.18	36.54	36.91	37.28	37.65	38.03	38.41	38.79	39.18	39.57	39.97	40.37		6%	2	
SBL	48	49	1.033	50.62	51.13	51.64	52.16	52.68	53.21	53.74	54.28	54.82	55.37	55.92	56.48	57.04	57.61	58.19		4%	2	
SBT	64	65	1.033	67.15	67.82	68.50	69.19	69.88	70.58	71.29	72.00	72.72	73.45	74.18	74.92	75.67	76.43	77.19	0.93	8%	5	***6%***
SBR	0	*0*	1.033	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
6. Lafayette Road at Wilson Road	**4:45 PM**																					
Movement																						
EBL	37	38	1.033	39.25	39.64	40.04	40.44	40.84	41.25	41.66	42.08	42.50	42.93	43.36	43.79	44.23	44.67	45.12		3%	1	
EBT	11	11	1.033	11.36	11.47	11.58	11.70	11.82	11.94	12.06	12.18	12.30	12.42	12.54	12.67	12.80	12.93	13.06	0.85	0%	0	***1%***
EBR	132	135	1.033	139.46	140.85	142.26	143.68	145.12	146.57	148.04	149.52	151.02	152.53	154.06	155.60	157.16	158.73	160.32		1%	1	
WBL	11	11	1.033	11.36	11.47	11.58	11.70	11.82	11.94	12.06	12.18	12.30	12.42	12.54	12.67	12.80	12.93	13.06		0%	0	
WBT	6	6	1.033	6.20	6.26	6.32	6.38	6.44	6.50	6.57	6.64	6.71	6.78	6.85	6.92	6.99	7.06	7.13	0.68	0%	0	***2%***
WBR	10	10	1.033	10.33	10.43	10.53	10.64	10.75	10.86	10.97	11.08	11.19	11.30	11.41	11.52	11.64	11.76	11.88		0%	0	
NBL	64	65	1.033	67.15	67.82	68.50	69.19	69.88	70.58	71.29	72.00	72.72	73.45	74.18	74.92	75.67	76.43	77.19		2%	1	
NBT	859	876	1.033	904.91	913.96	923.10	932.33	941.65	951.07	960.58	970.19	979.89	989.69	999.59	1009.59	1019.69	1029.89	1040.19	0.97	0%	4	***1%***
NBR	4	4	1.033	4.13	4.17	4.21	4.25	4.29	4.33	4.37	4.41	4.45	4.49	4.53	4.58	4.63	4.68	4.73		0%	0	
SBL	6	6	1.033	6.20	6.26	6.32	6.38	6.44	6.50	6.57	6.64	6.71	6.78	6.85	6.92	6.99	7.06	7.13		0%	0	
SBT	781	797	1.033	823.30	831.53	839.85	848.25	856.73	865.30	873.95	882.69	891.52	900.44	909.44	918.53	927.72	937.00	946.37	0.94	1%	7	***1%***
SBR	92	94	1.033	97.10	98.07	99.05	100.04	101.04	102.05	103.07	104.10	105.14	106.19	107.25	108.32	109.40	110.49	111.59		1%	1	

PM Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
Movement							
EBL	**0**	0	0	**0**	11	**11**	
EBT	**1**	1	0	**1**	28	**29**	**0.90**
EBR	**0**	0	0	**0**	2	**2**	
WBL	**9**	10	0	**10**	0	**10**	
WBT	**0**	0	0	**0**	43	**43**	0.82
WBR	**53**	54	2	**56**	0	**56**	
NBL	**0**	0	0	**0**	3	**3**	
NBT	**216**	222	0	**222**	0	**222**	0.83
NBR	**35**	36	1	**37**	0	**37**	
SBL	**51**	52	2	**54**	0	**54**	
SBT	**67**	69	0	**69**	0	**69**	0.93
SBR	**0**	0	0	**0**	17	**17**	
6. Lafayette Road at Wilson Road							
Movement							
EBL	**39**	40	0	**40**	6	**46**	
EBT	**11**	12	0	**12**	2	**14**	0.85
EBR	**139**	144	3	**147**	20	**167**	
WBL	**11**	12	0	**12**	0	**12**	
WBT	**6**	6	0	**6**	2	**8**	0.68
WBR	**10**	11	0	**11**	0	**11**	
NBL	**67**	69	2	**71**	17	**88**	
NBT	**905**	932	21	**953**	0	**953**	0.97
NBR	**4**	4	0	**4**	0	**4**	
SBL	**6**	6	0	**6**	0	**6**	
SBT	**823**	848	20	**868**	0	**868**	0.94
SBR	**97**	100	0	**100**	24	**124**	

PM Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
Movement					
EBL	0	0	**0**	11	**11**
EBT	1	0	**1**	28	**29**
EBR	0	0	**0**	2	**2**
WBL	11	0	**11**	0	**11**
WBT	0	0	**0**	43	**43**
WBR	61	2	**63**	0	**63**
NBL	0	0	**0**	3	**3**
NBT	248	0	**248**	0	**248**
NBR	40	1	**41**	0	**41**
SBL	58	2	**60**	0	**60**
SBT	77	0	**77**	0	**77**
SBR	0	0	**0**	17	**17**
6. Lafayette Road at Wilson Road					
Movement					
EBL	45	0	**45**	6	**51**
EBT	13	0	**13**	2	**15**
EBR	160	3	**163**	20	**183**
WBL	13	0	**13**	0	**13**
WBT	7	0	**7**	2	**9**
WBR	12	0	**12**	0	**12**
NBL	77	2	**79**	17	**96**
NBT	1040	21	**1061**	0	**1061**
NBR	5	0	**5**	0	**5**
SBL	7	0	**7**	0	**7**
SBT	946	20	**966**	0	**966**
SBR	112	0	**112**	24	**136**


2022 BASE PRORATA
PM Peak Hour
XX VOLUME
XX Site Trips ProRata
XX Other Development ProRata
SITE
Driveway
West Road
Wilson Road
Lafayette Road
59%
27%
0 67 51
0 ↗
1 →
0 ↘
68%
15%
53
0
9
85%
15%
57%
97 823 6
85%
10
6
11
4%
1%
0 216 35
58%
14%
5% 41%
21%
6%
73%
39 ↗
11 →
139 ↘
67 905 4
39%
7% 93% 0%

APPENDIX G

SAT Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
SAT Peak data

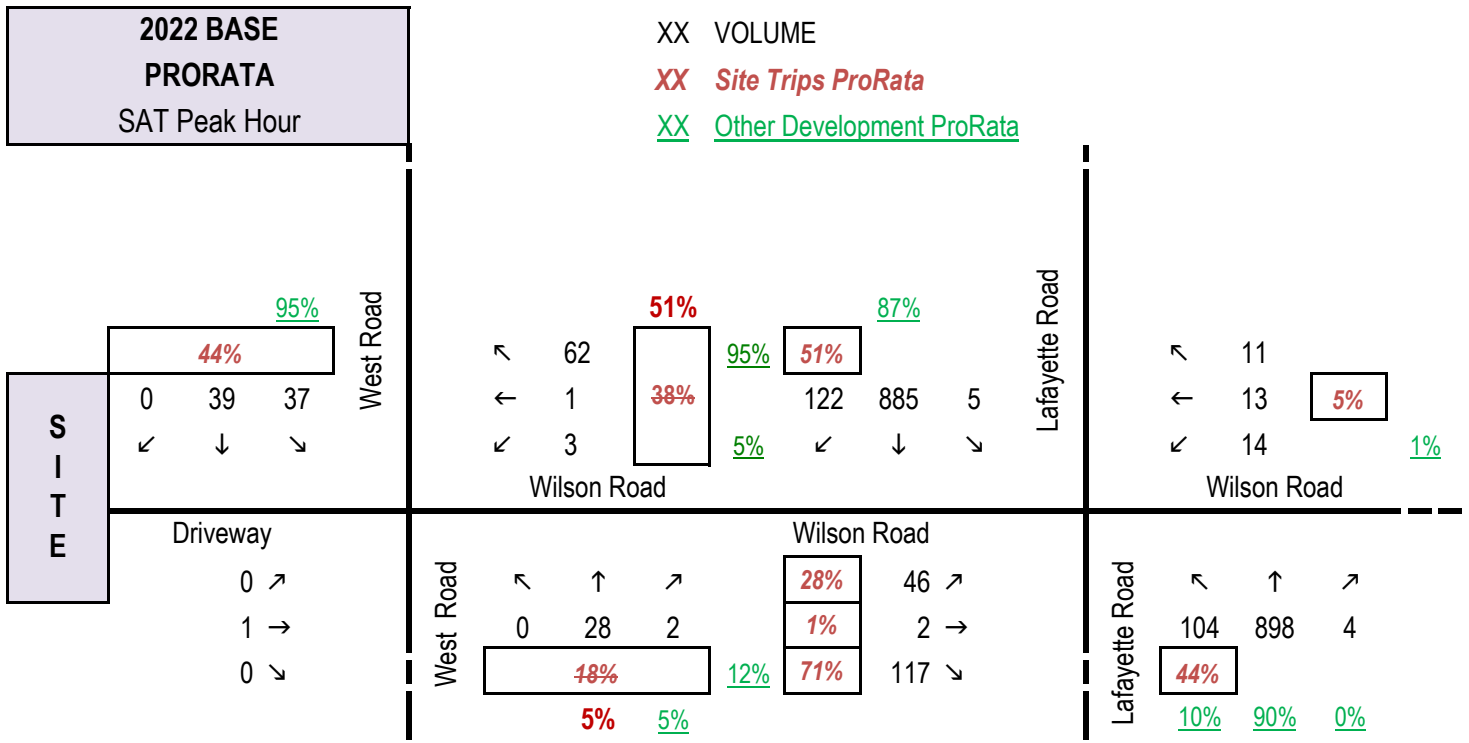
Assumed growth rate	**0.01**	
June 2019 Seasonal Adjust	**1.02**	NHDOT monthly adjustment factors - Group 4
COVID Adjustment	**1.066**	

Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

SAT Peak Hour	Existing 2022 (Raw data) [06/25/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	SAT PHF	% Heavy	Counted Heavy	*Calculated Heavy*
3. West Road at Driveway/Wilson Road	**11:15 AM**																					
Movement																						
EBL	0	*0*	1.066	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
EBT	1	*1*	1.066	*1.07*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	0.25	0%	0	***2%***
EBR	0	*0*	1.066	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	
WBL	3	3	1.066	3.20	3.23	3.26	3.29	3.32	3.35	3.38	3.41	3.44	3.47	3.50	3.54	3.58	3.62	3.66		0%	0	
WBT	1	*1*	1.066	*1.07*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	0.80	0%	0	***2%***
WBR	57	58	1.066	61.83	62.45	63.07	63.70	64.34	64.98	65.63	66.29	66.95	67.62	68.30	68.98	69.67	70.37	71.07		2%	1	
NBL	0	*0*	1.066	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	***2%***
NBT	25	26	1.066	27.72	28.00	28.28	28.56	28.85	29.14	29.43	29.72	30.02	30.32	30.62	30.93	31.24	31.55	31.87	0.75	16%	4	***8%***
NBR	2	2	1.066	2.13	2.15	2.17	2.19	2.21	2.23	2.25	2.27	2.29	2.31	2.33	2.35	2.37	2.39	2.41		0%	0	***2%***
SBL	34	35	1.066	37.31	37.68	38.06	38.44	38.82	39.21	39.60	40.00	40.40	40.80	41.21	41.62	42.04	42.46	42.88		0%	0	***2%***
SBT	36	37	1.066	39.44	39.83	40.23	40.63	41.04	41.45	41.86	42.28	42.70	43.13	43.56	44.00	44.44	44.88	45.33	0.80	11%	4	***8%***
SBR	0	*0*	1.066	*0.00*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		#DIV/0!	0	***2%***
6. Lafayette Road at Wilson Road	**11:00 AM**																					
Movement																						
EBL	42	43	1.066	45.84	46.30	46.76	47.23	47.70	48.18	48.66	49.15	49.64	50.14	50.64	51.15	51.66	52.18	52.70		0%	0	
EBT	2	2	1.066	2.13	2.15	2.17	2.19	2.21	2.23	2.25	2.27	2.29	2.31	2.33	2.35	2.37	2.39	2.41	0.78	0%	0	***1%***
EBR	108	110	1.066	117.26	118.43	119.61	120.81	122.02	123.24	124.47	125.71	126.97	128.24	129.52	130.82	132.13	133.45	134.78		1%	1	
WBL	13	13	1.066	13.86	14.00	14.14	14.28	14.42	14.56	14.71	14.86	15.01	15.16	15.31	15.46	15.61	15.77	15.93		0%	0	
WBT	12	12	1.066	12.79	12.92	13.05	13.18	13.31	13.44	13.57	13.71	13.85	13.99	14.13	14.27	14.41	14.55	14.70	0.80	0%	0	***2%***
WBR	10	10	1.066	10.66	10.77	10.88	10.99	11.10	11.21	11.32	11.43	11.54	11.66	11.78	11.90	12.02	12.14	12.26		0%	0	
NBL	96	98	1.066	104.47	105.51	106.57	107.64	108.72	109.81	110.91	112.02	113.14	114.27	115.41	116.56	117.73	118.91	120.10		0%	0	
NBT	825	842	1.066	897.57	906.55	915.62	924.78	934.03	943.37	952.80	962.33	971.95	981.67	991.49	#####	#####	#####	#####	0.93	1%	7	***1%***
NBR	4	4	1.066	4.26	4.30	4.34	4.38	4.42	4.46	4.50	4.55	4.60	4.65	4.70	4.75	4.80	4.85	4.90		0%	0	
SBL	5	5	1.066	5.33	5.38	5.43	5.48	5.53	5.59	5.65	5.71	5.77	5.83	5.89	5.95	6.01	6.07	6.13		0%	0	
SBT	814	830	1.066	884.78	893.63	902.57	911.60	920.72	929.93	939.23	948.62	958.11	967.69	977.37	987.14	997.01	#####	#####	0.93	1%	7	***1%***
SBR	112	114	1.066	121.52	122.74	123.97	125.21	126.46	127.72	129.00	130.29	131.59	132.91	134.24	135.58	136.94	138.31	139.69		1%	1	

SAT Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
Movement							
EBL	**0**	0	0	**0**	24	**24**	
EBT	**1**	1	0	**1**	29	**30**	**0.90**
EBR	**0**	0	0	**0**	3	**3**	
WBL	**3**	3	0	**3**	0	**3**	
WBT	**1**	1	0	**1**	29	**30**	0.80
WBR	**62**	64	3	**67**	0	**67**	
NBL	**0**	0	0	**0**	3	**3**	
NBT	**28**	29	0	**29**	0	**29**	0.75
NBR	**2**	2	0	**2**	0	**2**	
SBL	**37**	38	3	**41**	0	**41**	
SBT	**39**	41	0	**41**	0	**41**	0.80
SBR	**0**	0	0	**0**	25	**25**	
6. Lafayette Road at Wilson Road							
Movement							
EBL	**46**	47	0	**47**	8	**55**	
EBT	**2**	2	0	**2**	0	**2**	0.78
EBR	**117**	121	3	**124**	21	**145**	
WBL	**14**	14	0	**14**	0	**14**	
WBT	**13**	13	0	**13**	2	**15**	0.80
WBR	**11**	11	0	**11**	0	**11**	
NBL	**104**	108	3	**111**	12	**123**	
NBT	**898**	925	25	**950**	0	**950**	0.93
NBR	**4**	4	0	**4**	0	**4**	
SBL	**5**	5	0	**5**	0	**5**	
SBT	**885**	912	21	**933**	0	**933**	0.93
SBR	**122**	125	0	**125**	15	**140**	

SAT Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
Movement					
EBL	0	0	**0**	24	**24**
EBT	1	0	**1**	29	**30**
EBR	0	0	**0**	3	**3**
WBL	4	0	**4**	0	**4**
WBT	1	0	**1**	29	**30**
WBR	71	3	**74**	0	**74**
NBL	0	0	**0**	3	**3**
NBT	32	0	**32**	0	**32**
NBR	2	0	**2**	0	**2**
SBL	43	3	**46**	0	**46**
SBT	45	0	**45**	0	**45**
SBR	0	0	**0**	25	**25**
6. Lafayette Road at Wilson Road					
Movement					
EBL	53	0	**53**	8	**61**
EBT	2	0	**2**	0	**2**
EBR	135	3	**138**	21	**159**
WBL	16	0	**16**	0	**16**
WBT	15	0	**15**	2	**17**
WBR	12	0	**12**	0	**12**
NBL	120	3	**123**	12	**135**
NBT	1032	25	**1057**	0	**1057**
NBR	5	0	**5**	0	**5**
SBL	6	0	**6**	0	**6**
SBT	1017	21	**1038**	0	**1038**
SBR	140	0	**140**	15	**155**


2022 BASE
PRORATA
SAT Peak Hour
XX VOLUME
XX Site Trips ProRata
XX Other Development ProRata
SITE
Driveway
West Road
Wilson Road
Lafayette Road
95%
44%
0 39 37
0 ↗
1 →
0 ↘
62
1
3
51%
38%
95%
5%
51%
87%
122 885 5
11
13
14
5%
1%
0 28 2
18%
5%
5%
28%
1%
71%
46 ↗
2 →
117 ↘
12%
104 898 4
44%
10% 90% 0%

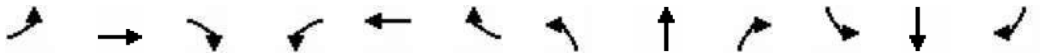
APPENDIX H

AM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Future Volume (Veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	26	0	39	0	121	17	26	284	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	506	476	286	467	469	130	287			138		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506	476	286	467	469	130	287			138		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	95	100	96	100			98		
cM capacity (veh/h)	450	479	754	489	478	910	1275			1421		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	65	138	313
Volume Left	0	26	0	26
Volume Right	0	39	17	3
cSH	1700	677	1275	1421
Volume to Capacity	0.00	0.10	0.00	0.02
Queue Length 95th (ft)	0	8	0	1
Control Delay (s/veh)	0.0	10.9	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	10.9	0.0	0.8
Approach LOS	A	B		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	32.7%	ICU Level of Service	A	
Analysis Period (min)	15			

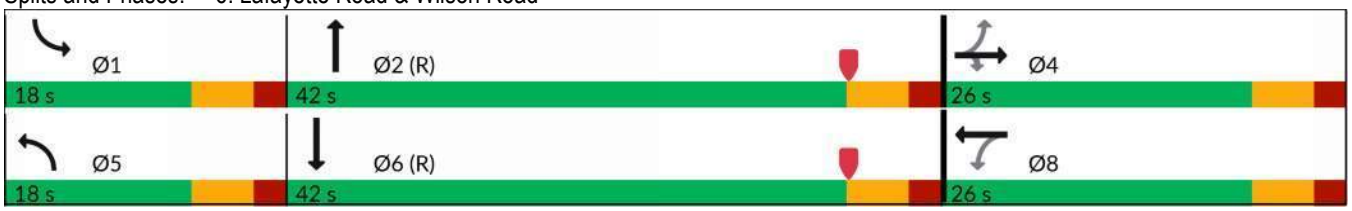
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	0	56	13	3	56	696	1	689
Future Volume (vph)	21	0	56	13	3	56	696	1	689
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		8.6	8.6		8.6	9.4	66.7	6.6	56.3
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.78	0.08	0.65
v/c Ratio		0.22	0.30		0.26	0.33	0.28	0.01	0.39
Control Delay (s/veh)		39.1	5.9		26.4	39.4	4.9	37.0	10.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.9		26.4	39.4	4.9	37.0	10.2
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.9			26.4		7.4		10.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay (s/veh): 9.7
Intersection Capacity Utilization 49.1%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	75	43	60	741	1	862
v/c Ratio	0.22	0.30	0.26	0.33	0.28	0.01	0.39
Control Delay (s/veh)	39.1	5.9	26.4	39.4	4.9	37.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.9	26.4	39.4	4.9	37.0	10.2
Queue Length 50th (ft)	15	0	12	33	51	1	128
Queue Length 95th (ft)	33	6	30	69	146	6	203
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	298	441	357	235	2640	237	2202
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.12	0.26	0.28	0.00	0.39

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	0	56	13	3	14	56	696	1	1	689	78
Future Volume (vph)	21	0	56	13	3	14	56	696	1	1	689	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1708		1671	3405		1703	3354	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1283	1524		1474		1671	3405		1703	3354	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	28	0	75	19	4	20	60	740	1	1	774	88
RTOR Reduction (vph)	0	0	69	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	28	6	0	25	0	60	741	0	1	855	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.1	59.4		1.4	52.7	
Effective Green, g (s)		7.2	7.2		7.2		8.1	59.4		1.4	52.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.09	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		123		157	2351		27	2055	
v/s Ratio Prot							c0.04	c0.22		0.00	c0.26	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.26	0.05		0.20		0.38	0.32		0.04	0.42	
Uniform Delay, d1		36.9	36.3		36.7		36.6	5.3		41.6	8.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8	0.2		1.1		2.1	0.4		0.8	0.6	
Delay (s)		38.7	36.5		37.8		38.7	5.6		42.4	9.3	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.8			8.1			9.3	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Future Volume (Veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	0	41	0	125	18	29	294	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	529	497	296	488	489	134	297			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529	497	296	488	489	134	297			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	433	465	744	473	464	904	1264			1415		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	69	143	326
Volume Left	0	28	0	29
Volume Right	0	41	18	3
cSH	1700	660	1264	1415
Volume to Capacity	0.00	0.10	0.00	0.02
Queue Length 95th (ft)	0	9	0	2
Control Delay (s/veh)	0.0	11.1	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.1	0.0	0.8
Approach LOS	A	B		

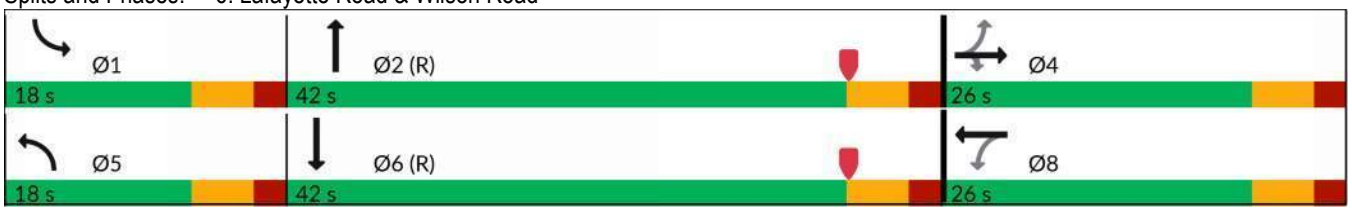
Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	0	60	14	3	60	742	1	735
Future Volume (vph)	22	0	60	14	3	60	742	1	735
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		8.6	8.6		8.6	9.6	66.6	6.6	56.0
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.77	0.08	0.65
v/c Ratio		0.23	0.31		0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		15.2			26.7		7.6		10.7
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay (s/veh): 9.9
Intersection LOS: A
Intersection Capacity Utilization 50.5%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	80	44	64	790	1	916
v/c Ratio	0.23	0.31	0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Length 50th (ft)	16	0	12	35	56	1	141
Queue Length 95th (ft)	34	9	31	72	158	6	222
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	297	441	356	236	2637	237	2192
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.12	0.27	0.30	0.00	0.42

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	80
Future Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1710		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1281	1524		1469		1671	3405		1703	3355	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	29	0	80	20	4	20	64	789	1	1	826	90
RTOR Reduction (vph)	0	0	73	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	29	7	0	26	0	64	790	0	1	909	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Effective Green, g (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		122		161	2351		27	2048	
v/s Ratio Prot							c0.04	c0.23		0.00	c0.27	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.27	0.05		0.21		0.40	0.34		0.04	0.44	
Uniform Delay, d1		36.9	36.3		36.7		36.5	5.4		41.6	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9	0.2		1.2		2.2	0.4		0.8	0.7	
Delay (s)		38.8	36.5		37.9		38.7	5.7		42.4	9.7	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.9			8.2			9.7	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Future Volume (Veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	0	44	0	138	20	27	280	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	493	281	483	484	148	282			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	493	281	483	484	148	282			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	468	758	477	468	888	1280			1398		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	75	158	309
Volume Left	0	31	0	27
Volume Right	0	44	20	2
cSH	1700	655	1280	1398
Volume to Capacity	0.00	0.11	0.00	0.02
Queue Length 95th (ft)	0	10	0	1
Control Delay (s/veh)	0.0	11.2	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.2	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

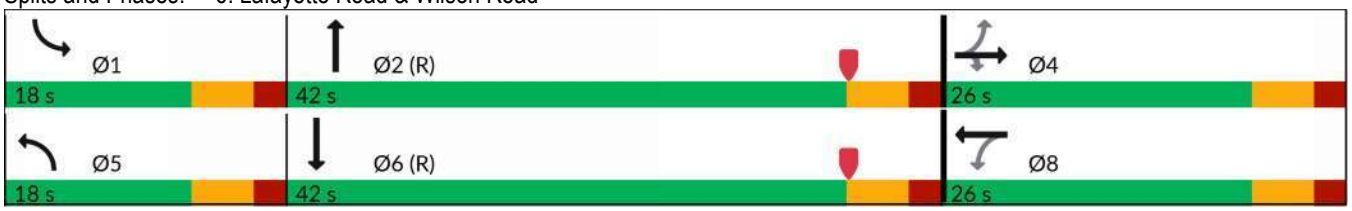
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		8.5	8.5		8.5	9.9	66.7	6.6	55.9
Actuated g/C Ratio		0.10	0.10		0.10	0.12	0.78	0.08	0.65
v/c Ratio		0.21	0.29		0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.7			26.7		7.7		11.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay (s/veh): 10.1
Intersection Capacity Utilization 53.4%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	73	40	70	879	1	1008
v/c Ratio	0.21	0.29	0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Length 50th (ft)	14	0	11	38	64	1	162
Queue Length 95th (ft)	40	18	40	77	179	6	258
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	299	441	356	238	2643	237	2187
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.11	0.29	0.33	0.00	0.46

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	90
Future Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1711		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1286	1524		1474		1671	3405		1703	3355	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Adj. Flow (vph)	27	0	73	18	4	18	70	878	1	1	908	100
RTOR Reduction (vph)	0	0	67	0	17	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	27	6	0	23	0	70	879	0	1	1001	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Effective Green, g (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		106	125		121		167	2355		27	2040	
v/s Ratio Prot							c0.04	c0.26		0.00	c0.30	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.25	0.05		0.19		0.42	0.37		0.04	0.49	
Uniform Delay, d1		37.0	36.3		36.8		36.4	5.5		41.6	9.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.2		1.1		2.3	0.5		0.8	0.8	
Delay (s)		38.7	36.6		37.9		38.7	6.0		42.4	10.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		37.1			37.9			8.4			10.3	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Future Volume (Veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	1	41	0	125	18	29	294	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	530	497	296	488	490	134	298			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	530	497	296	488	490	134	298			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	465	743	473	463	904	1263			1415		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	70	143	327
Volume Left	0	28	0	29
Volume Right	0	41	18	4
cSH	1700	656	1263	1415
Volume to Capacity	0.00	0.11	0.00	0.02
Queue Length 95th (ft)	0	9	0	2
Control Delay (s/veh)	0.0	11.1	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.1	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

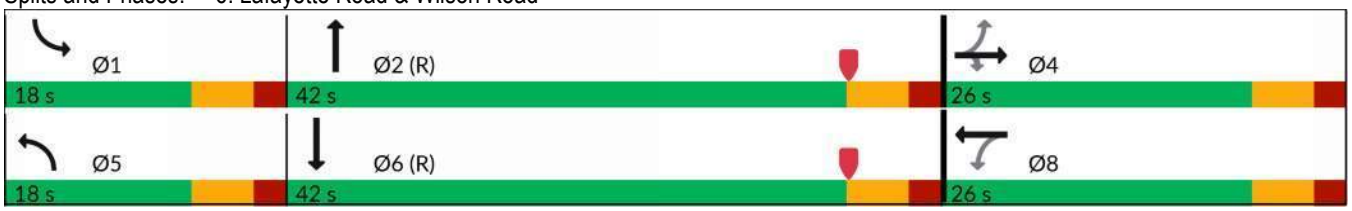
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	0	60	14	3	60	742	1	735
Future Volume (vph)	22	0	60	14	3	60	742	1	735
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		8.6	8.6		8.6	9.6	66.6	6.6	56.0
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.77	0.08	0.65
v/c Ratio		0.23	0.31		0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		15.2			26.7		7.6		10.7
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay (s/veh): 10.0
Intersection Capacity Utilization 50.5%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	80	44	64	790	1	917
v/c Ratio	0.23	0.31	0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Length 50th (ft)	16	0	12	35	56	1	141
Queue Length 95th (ft)	34	9	31	72	158	6	222
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	297	441	356	236	2637	237	2192
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.12	0.27	0.30	0.00	0.42

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	81
Future Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1710		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1281	1524		1469		1671	3405		1703	3355	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	29	0	80	20	4	20	64	789	1	1	826	91
RTOR Reduction (vph)	0	0	73	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	29	7	0	26	0	64	790	0	1	910	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Effective Green, g (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		122		161	2351		27	2048	
v/s Ratio Prot							c0.04	c0.23		0.00	c0.27	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.27	0.05		0.21		0.40	0.34		0.04	0.44	
Uniform Delay, d1		36.9	36.3		36.7		36.5	5.4		41.6	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9	0.2		1.2		2.2	0.4		0.8	0.7	
Delay (s)		38.8	36.5		37.9		38.7	5.7		42.4	9.7	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.9			8.2			9.7	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Future Volume (Veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	1	44	0	138	20	27	280	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	494	282	484	485	148	283			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	494	282	484	485	148	283			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	93	100	95	100			98		
cM capacity (veh/h)	431	468	757	477	467	888	1279			1398		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	76	158	310
Volume Left	0	31	0	27
Volume Right	0	44	20	3
cSH	1700	651	1279	1398
Volume to Capacity	0.00	0.12	0.00	0.02
Queue Length 95th (ft)	0	10	0	1
Control Delay (s/veh)	0.0	11.3	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.3	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

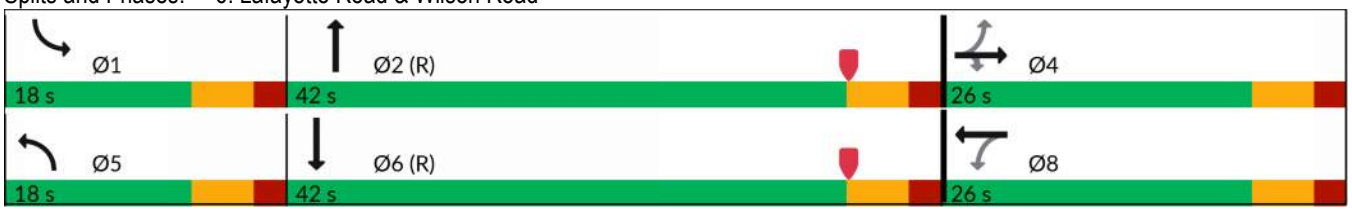
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		8.5	8.5		8.5	9.9	66.7	6.6	55.9
Actuated g/C Ratio		0.10	0.10		0.10	0.12	0.78	0.08	0.65
v/c Ratio		0.21	0.29		0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.7			26.7		7.7		11.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay (s/veh): 10.1
Intersection Capacity Utilization 53.4%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	73	40	70	879	1	1009
v/c Ratio	0.21	0.29	0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Length 50th (ft)	14	0	11	38	64	1	163
Queue Length 95th (ft)	40	18	40	77	179	6	258
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	299	441	356	238	2643	237	2187
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.11	0.29	0.33	0.00	0.46

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	91
Future Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1711		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1286	1524		1474		1671	3405		1703	3355	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Adj. Flow (vph)	27	0	73	18	4	18	70	878	1	1	908	101
RTOR Reduction (vph)	0	0	67	0	17	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	27	6	0	23	0	70	879	0	1	1002	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Effective Green, g (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		106	125		121		167	2355		27	2040	
v/s Ratio Prot							c0.04	c0.26		0.00	c0.30	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.25	0.05		0.19		0.42	0.37		0.04	0.49	
Uniform Delay, d1		37.0	36.3		36.8		36.4	5.5		41.6	9.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.2		1.1		2.3	0.5		0.8	0.8	
Delay (s)		38.7	36.6		37.9		38.7	6.0		42.4	10.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		37.1			37.9			8.4			10.3	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX I

PM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Future Volume (Veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	11	0	65	0	260	42	55	72	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	484	72	465	463	281	72			302		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	484	72	465	463	281	72			302		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	98	100	91	100			96		
cM capacity (veh/h)	407	461	990	478	474	758	1534			1237		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	76	302	127
Volume Left	0	11	0	55
Volume Right	0	65	42	0
cSH	461	699	1534	1237
Volume to Capacity	0.00*	0.11	0.00	0.04
Queue Length 95th (ft)	1	9	0	3
Control Delay (s/veh)	12.9	10.8	0.0	3.7
Lane LOS	B	B		A
Approach Delay (s/veh)	12.9	10.8	0.0	3.7
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

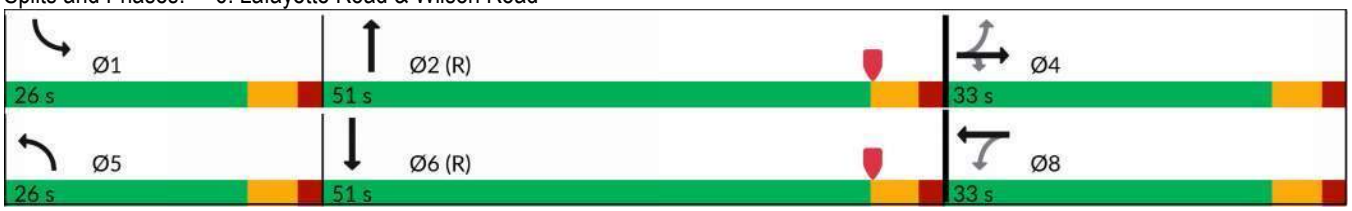
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	11	139	11	6	67	905	6	823
Future Volume (vph)	39	11	139	11	6	67	905	6	823
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		10.8	10.8		10.8	10.6	84.4	7.0	73.2
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.77	0.06	0.67
v/c Ratio		0.43	0.54		0.25	0.40	0.34	0.05	0.42
Control Delay (s/veh)		55.2	13.8		34.9	52.9	5.4	49.0	10.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.2	13.8		34.9	52.9	5.4	49.0	10.5
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.7			34.9		8.6		10.7
Approach LOS		C			C		A		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay (s/veh): 11.6
Intersection Capacity Utilization 55.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	164	40	69	937	6	979
v/c Ratio	0.43	0.54	0.25	0.40	0.34	0.05	0.42
Control Delay (s/veh)	55.2	13.8	34.9	52.9	5.4	49.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	13.8	34.9	52.9	5.4	49.0	10.5
Queue Length 50th (ft)	40	0	17	47	78	4	164
Queue Length 95th (ft)	75	51	35	90	205	18	253
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	344	516	378	324	2739	324	2343
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.11	0.21	0.34	0.02	0.42

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	11	139	11	6	10	67	905	4	6	823	97
Future Volume (vph)	39	11	139	11	6	10	67	905	4	6	823	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1734		1787	3572		1787	3518	
Flt Permitted		0.75	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1404	1599		1497		1787	3572		1787	3518	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	46	13	164	16	9	15	69	933	4	6	876	103
RTOR Reduction (vph)	0	0	148	0	14	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	59	16	0	26	0	69	937	0	6	974	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.8	10.8		10.8		9.2	79.6		1.6	72.0	
Effective Green, g (s)		10.8	10.8		10.8		9.2	79.6		1.6	72.0	
Actuated g/C Ratio		0.10	0.10		0.10		0.08	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		137	156		146		149	2584		25	2302	
v/s Ratio Prot							c0.04	0.26		0.00	c0.28	
v/s Ratio Perm		c0.04	0.01		0.02							
v/c Ratio		0.43	0.10		0.18		0.46	0.36		0.24	0.42	
Uniform Delay, d1		46.7	45.2		45.5		48.0	5.7		53.6	9.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.8		3.1	0.4		6.7	0.6	
Delay (s)		49.7	45.6		46.4		51.1	6.1		60.3	9.7	
Level of Service		D	D		D		D	A		E	A	
Approach Delay (s/veh)		46.7			46.4			9.2			10.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Future Volume (Veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	12	0	68	0	267	45	58	74	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	548	502	74	482	480	290	74			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	548	502	74	482	480	290	74			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	97	100	91	100			95		
cM capacity (veh/h)	392	449	988	465	463	750	1532			1226		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	80	312	132
Volume Left	0	12	0	58
Volume Right	0	68	45	0
cSH	449	686	1532	1226
Volume to Capacity	0.00*	0.12	0.00	0.05
Queue Length 95th (ft)	1	10	0	4
Control Delay (s/veh)	13.1	10.9	0.0	3.8
Lane LOS	B	B		A
Approach Delay (s/veh)	13.1	10.9	0.0	3.8
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

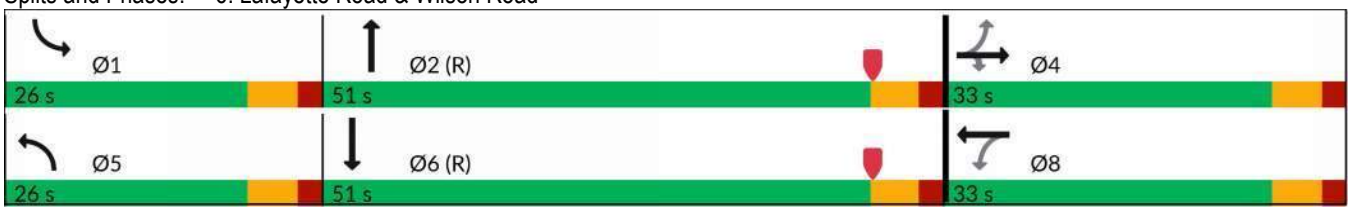
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	12	147	12	6	71	953	6	868
Future Volume (vph)	40	12	147	12	6	71	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		11.0	11.0		11.0	10.8	84.3	7.0	72.8
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.77	0.06	0.66
v/c Ratio		0.44	0.55		0.27	0.42	0.36	0.05	0.44
Control Delay (s/veh)		55.5	13.7		35.2	53.0	5.6	49.0	10.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.5	13.7		35.2	53.0	5.6	49.0	10.9
LOS		E	B		D	D	A	D	B
Approach Delay (s/veh)		24.6			35.2		8.8		11.2
Approach LOS		C			D		A		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay (s/veh): 11.9
Intersection Capacity Utilization 57.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	173	43	73	986	6	1029
v/c Ratio	0.44	0.55	0.27	0.42	0.36	0.05	0.44
Control Delay (s/veh)	55.5	13.7	35.2	53.0	5.6	49.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.5	13.7	35.2	53.0	5.6	49.0	10.9
Queue Length 50th (ft)	42	0	18	50	85	4	177
Queue Length 95th (ft)	77	52	36	94	220	18	275
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	344	523	376	324	2735	324	2335
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.33	0.11	0.23	0.36	0.02	0.44

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	12	147	12	6	11	71	953	4	6	868	100
Future Volume (vph)	40	12	147	12	6	11	71	953	4	6	868	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1733		1787	3572		1787	3519	
Flt Permitted		0.75	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1405	1599		1482		1787	3572		1787	3519	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	47	14	173	18	9	16	73	982	4	6	923	106
RTOR Reduction (vph)	0	0	156	0	14	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	61	17	0	29	0	73	986	0	6	1024	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.0	11.0		11.0		9.4	79.4		1.6	71.6	
Effective Green, g (s)		11.0	11.0		11.0		9.4	79.4		1.6	71.6	
Actuated g/C Ratio		0.10	0.10		0.10		0.09	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		140	159		148		152	2578		25	2290	
v/s Ratio Prot							c0.04	0.28		0.00	c0.29	
v/s Ratio Perm		c0.04	0.01		0.02							
v/c Ratio		0.44	0.11		0.19		0.48	0.38		0.24	0.45	
Uniform Delay, d1		46.6	45.0		45.4		48.0	5.9		53.6	9.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.9		3.2	0.4		6.7	0.6	
Delay (s)		49.5	45.5		46.3		51.2	6.3		60.3	10.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.5			46.3			9.4			10.4	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Future Volume (Veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	0	1	0	12	0	70	0	276	46	65	83	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	582	535	83	513	512	299	83			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	582	535	83	513	512	299	83			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	97	100	91	100			95		
cM capacity (veh/h)	369	427	976	443	440	741	1520			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	82	322	148
Volume Left	0	12	0	65
Volume Right	0	70	46	0
cSH	427	674	1520	1216
Volume to Capacity	0.00*	0.12	0.00	0.05
Queue Length 95th (ft)	0	10	0	4
Control Delay (s/veh)	13.4	11.1	0.0	3.8
Lane LOS	B	B		A
Approach Delay (s/veh)	13.4	11.1	0.0	3.8
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

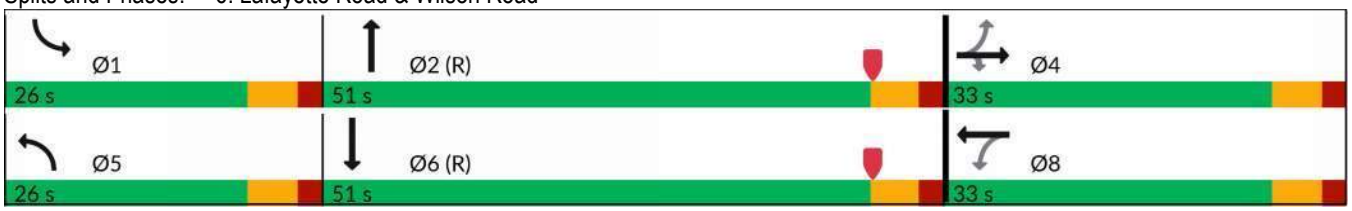
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	13	163	13	7	79	1061	7	966
Future Volume (vph)	45	13	163	13	7	79	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		11.4	11.4		11.4	11.3	83.8	7.0	72.0
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.76	0.06	0.65
v/c Ratio		0.44	0.55		0.21	0.44	0.40	0.06	0.50
Control Delay (s/veh)		54.7	13.2		33.7	53.3	6.1	49.3	12.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		54.7	13.2		33.7	53.3	6.1	49.3	12.2
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		24.1			33.7		9.4		12.4
Approach LOS		C			C		A		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay (s/veh): 12.4
Intersection Capacity Utilization 61.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	181	35	81	1099	7	1147
v/c Ratio	0.44	0.55	0.21	0.44	0.40	0.06	0.50
Control Delay (s/veh)	54.7	13.2	33.7	53.3	6.1	49.3	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.7	13.2	33.7	53.3	6.1	49.3	12.2
Queue Length 50th (ft)	44	0	15	55	100	5	212
Queue Length 95th (ft)	84	63	45	101	264	20	334
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	346	529	380	324	2721	324	2307
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.34	0.09	0.25	0.40	0.02	0.50

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	13	163	13	7	12	79	1061	5	7	966	112
Future Volume (vph)	45	13	163	13	7	12	79	1061	5	7	966	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1810	1599		1735		1787	3572		1787	3519	
Flt Permitted		0.75	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1410	1599		1510		1787	3572		1787	3519	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	50	14	181	14	8	13	81	1094	5	7	1028	119
RTOR Reduction (vph)	0	0	162	0	12	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	64	19	0	23	0	81	1099	0	7	1142	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.4	11.4		11.4		9.8	79.0		1.6	70.8	
Effective Green, g (s)		11.4	11.4		11.4		9.8	79.0		1.6	70.8	
Actuated g/C Ratio		0.10	0.10		0.10		0.09	0.72		0.01	0.64	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		146	165		156		159	2565		25	2264	
v/s Ratio Prot							c0.05	c0.31		0.00	c0.32	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.44	0.11		0.15		0.51	0.43		0.28	0.50	
Uniform Delay, d1		46.3	44.7		44.9		47.8	6.3		53.6	10.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.6		3.5	0.5		8.2	0.8	
Delay (s)		49.1	45.1		45.5		51.3	6.8		61.8	11.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.2			45.5			9.9			11.5	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Future Volume (Veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	52	68	4	267	45	58	74	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	591	519	83	515	506	290	92			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	591	519	83	515	506	290	92			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	93	100	97	88	91	100			95		
cM capacity (veh/h)	334	438	976	418	446	750	1509			1226		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	132	316	150
Volume Left	12	12	4	58
Volume Right	2	68	45	18
cSH	414	559	1509	1226
Volume to Capacity	0.11	0.24	0.00*	0.05
Queue Length 95th (ft)	9	23	0	4
Control Delay (s/veh)	14.8	13.4	0.1	3.4
Lane LOS	B	B	A	A
Approach Delay (s/veh)	14.8	13.4	0.1	3.4
Approach LOS	B	B		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

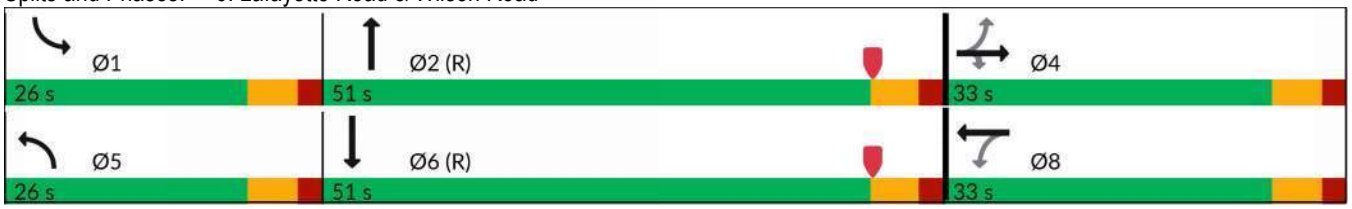
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	14	167	12	8	88	953	6	868
Future Volume (vph)	46	14	167	12	8	88	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		11.8	11.8		11.8	11.9	83.4	7.0	71.1
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.76	0.06	0.65
v/c Ratio		0.47	0.57		0.26	0.47	0.36	0.05	0.46
Control Delay (s/veh)		55.2	12.9		34.8	53.5	6.0	49.0	12.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.2	12.9		34.8	53.5	6.0	49.0	12.3
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.0			34.8		10.0		12.5
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay (s/veh): 13.1
Intersection Capacity Utilization 59.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	196	46	91	986	6	1055
v/c Ratio	0.47	0.57	0.26	0.47	0.36	0.05	0.46
Control Delay (s/veh)	55.2	12.9	34.8	53.5	6.0	49.0	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	12.9	34.8	53.5	6.0	49.0	12.3
Queue Length 50th (ft)	48	0	20	62	88	4	193
Queue Length 95th (ft)	85	53	38	111	232	18	307
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	343	540	381	324	2707	324	2270
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.36	0.12	0.28	0.36	0.02	0.46

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	14	167	12	8	11	88	953	4	6	868	124
Future Volume (vph)	46	14	167	12	8	11	88	953	4	6	868	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1741		1787	3572		1787	3507	
Flt Permitted		0.74	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1401	1599		1506		1787	3572		1787	3507	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	54	16	196	18	12	16	91	982	4	6	923	132
RTOR Reduction (vph)	0	0	175	0	14	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	70	21	0	32	0	91	986	0	6	1049	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.8	11.8		11.8		10.3	78.6		1.6	69.9	
Effective Green, g (s)		11.8	11.8		11.8		10.3	78.6		1.6	69.9	
Actuated g/C Ratio		0.11	0.11		0.11		0.09	0.71		0.01	0.64	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		150	171		161		167	2552		25	2228	
v/s Ratio Prot							c0.05	0.28		0.00	c0.30	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.47	0.12		0.20		0.54	0.39		0.24	0.47	
Uniform Delay, d1		46.1	44.4		44.8		47.6	6.2		53.6	10.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1	0.4		0.8		4.5	0.4		6.7	0.7	
Delay (s)		49.3	44.9		45.6		52.1	6.6		60.3	11.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.0			45.6			10.5			11.4	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Future Volume (Veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	48	70	3	276	46	65	83	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	621	550	92	545	536	299	101			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	621	550	92	545	536	299	101			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	92	100	97	89	91	100			95		
cM capacity (veh/h)	317	418	965	396	426	741	1498			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	130	325	166
Volume Left	12	12	3	65
Volume Right	2	70	46	18
cSH	395	547	1498	1216
Volume to Capacity	0.12	0.24	0.00*	0.05
Queue Length 95th (ft)	10	23	0	4
Control Delay (s/veh)	15.3	13.6	0.1	3.5
Lane LOS	C	B	A	A
Approach Delay (s/veh)	15.3	13.6	0.1	3.5
Approach LOS	C	B		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

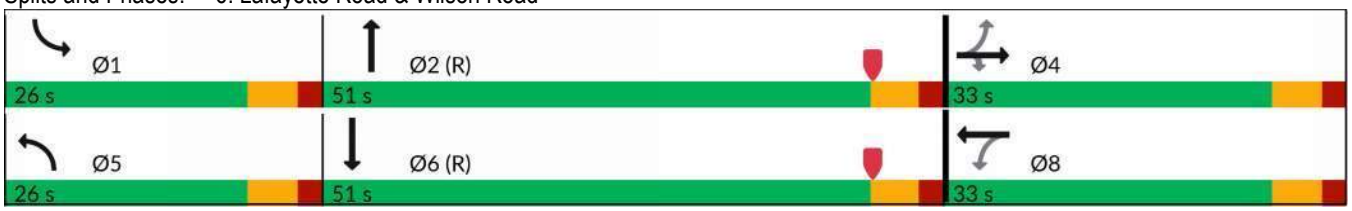
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	15	183	13	9	96	1061	7	966
Future Volume (vph)	51	15	183	13	9	96	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		12.1	12.1		12.1	12.4	83.1	7.0	67.5
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.76	0.06	0.61
v/c Ratio		0.48	0.57		0.21	0.50	0.41	0.06	0.54
Control Delay (s/veh)		55.1	12.6		33.5	53.6	6.5	49.3	14.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.1	12.6		33.5	53.6	6.5	49.3	14.4
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.0			33.5		10.4		14.6
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay (s/veh): 13.9
Intersection Capacity Utilization 63.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	203	37	99	1099	7	1173
v/c Ratio	0.48	0.57	0.21	0.50	0.41	0.06	0.54
Control Delay (s/veh)	55.1	12.6	33.5	53.6	6.5	49.3	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	12.6	33.5	53.6	6.5	49.3	14.4
Queue Length 50th (ft)	50	0	16	67	105	5	231
Queue Length 95th (ft)	94	65	46	118	272	20	366
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	346	545	384	324	2697	324	2158
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.37	0.10	0.31	0.41	0.02	0.54

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	15	183	13	9	12	96	1061	5	7	966	136
Future Volume (vph)	51	15	183	13	9	12	96	1061	5	7	966	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1741		1787	3572		1787	3508	
Flt Permitted		0.75	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1412	1599		1528		1787	3572		1787	3508	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	57	17	203	14	10	13	99	1094	5	7	1028	145
RTOR Reduction (vph)	0	0	181	0	12	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	74	22	0	25	0	99	1099	0	7	1166	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		12.1	12.1		12.1		12.4	78.3		1.6	67.5	
Effective Green, g (s)		12.1	12.1		12.1		12.4	78.3		1.6	67.5	
Actuated g/C Ratio		0.11	0.11		0.11		0.11	0.71		0.01	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		155	175		168		201	2542		25	2152	
v/s Ratio Prot							c0.06	0.31		0.00	c0.33	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.48	0.13		0.15		0.49	0.43		0.28	0.54	
Uniform Delay, d1		46.0	44.2		44.3		45.8	6.6		53.6	12.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1	0.5		0.6		2.6	0.5		8.2	1.0	
Delay (s)		49.1	44.6		44.9		48.4	7.1		61.8	13.3	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		45.8			44.9			10.5			13.6	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX J

SAT Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Future Volume (Veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	78	0	37	3	46	49	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	258	181	49	182	180	39	49			40		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	258	181	49	182	180	39	49			40		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	627	692	1020	759	693	1033	1558			1570		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	83	40	95
Volume Left	0	4	0	46
Volume Right	0	78	3	0
cSH	692	1010	1558	1570
Volume to Capacity	0.00*	0.08	0.00	0.03
Queue Length 95th (ft)	0	7	0	2
Control Delay (s/veh)	10.2	8.9	0.0	3.7
Lane LOS	B	A		A
Approach Delay (s/veh)	10.2	8.9	0.0	3.7
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

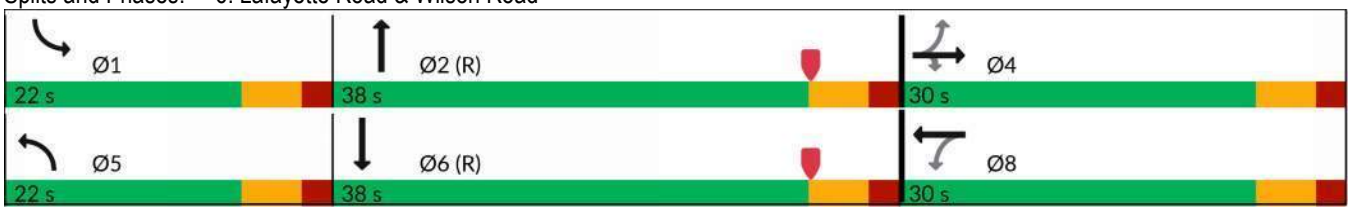
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	2	117	14	13	104	898	5	885
Future Volume (vph)	46	2	117	14	13	104	898	5	885
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		10.5	10.5		10.5	11.9	64.8	6.9	52.4
Actuated g/C Ratio		0.12	0.12		0.12	0.13	0.72	0.08	0.58
v/c Ratio		0.40	0.47		0.25	0.48	0.38	0.04	0.53
Control Delay (s/veh)		43.7	11.3		30.0	42.3	6.6	38.8	14.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.7	11.3		30.0	42.3	6.6	38.8	14.4
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.8			30.0		10.2		14.5
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay (s/veh): 13.4
Intersection Capacity Utilization 57.9%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	150	48	112	970	5	1083
v/c Ratio	0.40	0.47	0.25	0.48	0.38	0.04	0.53
Control Delay (s/veh)	43.7	11.3	30.0	42.3	6.6	38.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	11.3	30.0	42.3	6.6	38.8	14.4
Queue Length 50th (ft)	34	0	18	60	80	3	194
Queue Length 95th (ft)	60	34	42	107	217	14	311
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	351	536	418	317	2569	317	2049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.28	0.11	0.35	0.38	0.02	0.53

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	2	117	14	13	11	104	898	4	5	885	122
Future Volume (vph)	46	2	117	14	13	11	104	898	4	5	885	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1796	1599		1756		1787	3572		1787	3509	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1319	1599		1528		1787	3572		1787	3509	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	3	150	18	16	14	112	966	4	5	952	131
RTOR Reduction (vph)	0	0	133	0	12	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	62	18	0	36	0	112	970	0	5	1075	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.5	10.5		10.5		10.3	60.0		1.5	51.2	
Effective Green, g (s)		10.5	10.5		10.5		10.3	60.0		1.5	51.2	
Actuated g/C Ratio		0.12	0.12		0.12		0.11	0.67		0.02	0.57	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		153	186		178		204	2381		29	1996	
v/s Ratio Prot							c0.06	0.27		0.00	c0.31	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.41	0.09		0.20		0.55	0.41		0.17	0.54	
Uniform Delay, d1		36.9	35.5		36.0		37.7	6.9		43.6	12.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.8		3.8	0.5		3.8	1.0	
Delay (s)		39.2	35.8		36.7		41.4	7.4		47.5	13.1	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.8			36.7			10.9			13.3	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Future Volume (Veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	84	0	39	3	51	51	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	278	195	51	196	194	41	51			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	278	195	51	196	194	41	51			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	603	678	1017	741	679	1031	1555			1567		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	89	42	102
Volume Left	0	4	0	51
Volume Right	0	84	3	0
cSH	678	1007	1555	1567
Volume to Capacity	0.00*	0.09	0.00	0.03
Queue Length 95th (ft)	0	7	0	3
Control Delay (s/veh)	10.3	8.9	0.0	3.8
Lane LOS	B	A		A
Approach Delay (s/veh)	10.3	8.9	0.0	3.8
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

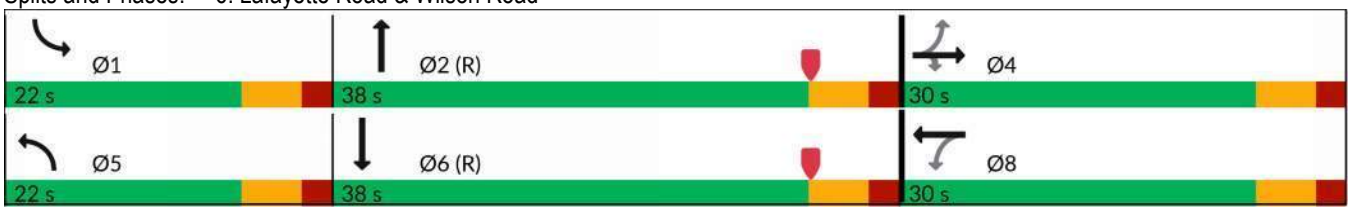
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	2	124	14	13	111	950	5	933
Future Volume (vph)	47	2	124	14	13	111	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		10.6	10.6		10.6	12.2	64.7	6.9	49.2
Actuated g/C Ratio		0.12	0.12		0.12	0.14	0.72	0.08	0.55
v/c Ratio		0.41	0.48		0.25	0.49	0.40	0.04	0.59
Control Delay (s/veh)		43.8	11.2		29.9	42.4	6.8	38.8	16.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.8	11.2		29.9	42.4	6.8	38.8	16.1
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.5			29.9		10.5		16.2
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay (s/veh): 14.3
Intersection Capacity Utilization 59.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	159	48	119	1026	5	1137
v/c Ratio	0.41	0.48	0.25	0.49	0.40	0.04	0.59
Control Delay (s/veh)	43.8	11.2	29.9	42.4	6.8	38.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8	11.2	29.9	42.4	6.8	38.8	16.1
Queue Length 50th (ft)	34	0	18	64	87	3	211
Queue Length 95th (ft)	61	34	42	112	234	14	338
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	351	543	418	319	2566	317	1927
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.29	0.11	0.37	0.40	0.02	0.59

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	2	124	14	13	11	111	950	4	5	933	125
Future Volume (vph)	47	2	124	14	13	11	111	950	4	5	933	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1796	1599		1756		1787	3572		1787	3511	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1319	1599		1528		1787	3572		1787	3511	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	60	3	159	18	16	14	119	1022	4	5	1003	134
RTOR Reduction (vph)	0	0	140	0	12	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	63	19	0	36	0	119	1026	0	5	1129	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.6	10.6		10.6		12.2	59.9		1.5	49.2	
Effective Green, g (s)		10.6	10.6		10.6		12.2	59.9		1.5	49.2	
Actuated g/C Ratio		0.12	0.12		0.12		0.14	0.67		0.02	0.55	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		155	188		179		242	2377		29	1919	
v/s Ratio Prot							c0.07	c0.29		0.00	c0.32	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.41	0.10		0.20		0.49	0.43		0.17	0.59	
Uniform Delay, d1		36.8	35.4		35.9		36.0	7.1		43.6	13.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.7		2.1	0.6		3.8	1.3	
Delay (s)		39.1	35.8		36.6		38.2	7.6		47.5	15.0	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.7			36.6			10.8			15.1	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Future Volume (Veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1	0	4	1	82	0	36	2	51	50	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	272	190	50	190	189	37	50			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272	190	50	190	189	37	50			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	92	100			97		
cM capacity (veh/h)	611	682	1018	751	683	1035	1557			1572		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	87	38	101
Volume Left	0	4	0	51
Volume Right	0	82	2	0
cSH	682	1012	1557	1572
Volume to Capacity	0.00*	0.09	0.00	0.03
Queue Length 95th (ft)	0	7	0	3
Control Delay (s/veh)	10.3	8.9	0.0	3.8
Lane LOS	B	A		A
Approach Delay (s/veh)	10.3	8.9	0.0	3.8
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

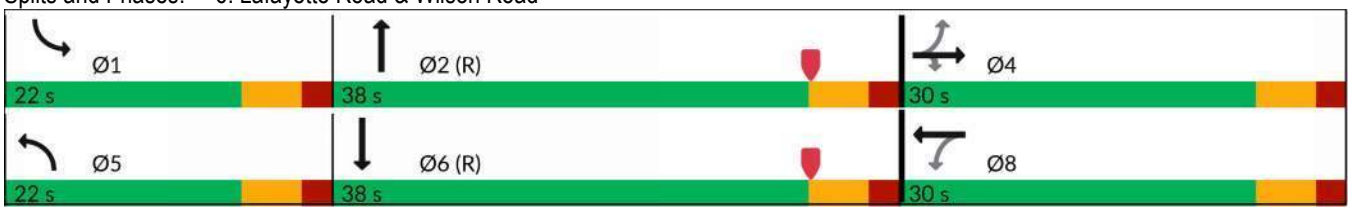
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	2	138	16	15	123	1057	6	1038
Future Volume (vph)	53	2	138	16	15	123	1057	6	1038
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		10.5	10.5		10.5	12.8	64.8	6.9	48.7
Actuated g/C Ratio		0.12	0.12		0.12	0.14	0.72	0.08	0.54
v/c Ratio		0.40	0.48		0.25	0.52	0.44	0.04	0.66
Control Delay (s/veh)		43.7	11.3		30.7	42.4	7.1	39.0	18.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.7	11.3		30.7	42.4	7.1	39.0	18.0
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.6			30.7		10.8		18.1
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay (s/veh): 15.2
Intersection Capacity Utilization 64.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	153	48	132	1142	6	1267
v/c Ratio	0.40	0.48	0.25	0.52	0.44	0.04	0.66
Control Delay (s/veh)	43.7	11.3	30.7	42.4	7.1	39.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	11.3	30.7	42.4	7.1	39.0	18.0
Queue Length 50th (ft)	33	0	19	71	100	3	252
Queue Length 95th (ft)	69	53	50	121	271	15	403
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	350	538	418	322	2570	317	1907
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.28	0.11	0.41	0.44	0.02	0.66

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	2	138	16	15	12	123	1057	5	6	1038	140
Future Volume (vph)	53	2	138	16	15	12	123	1057	5	6	1038	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794	1599		1762		1787	3572		1787	3510	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1313	1599		1533		1787	3572		1787	3510	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	2	153	18	17	13	132	1137	5	6	1116	151
RTOR Reduction (vph)	0	0	135	0	11	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	61	18	0	37	0	132	1142	0	6	1259	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.5	10.5		10.5		12.8	60.0		1.5	48.7	
Effective Green, g (s)		10.5	10.5		10.5		12.8	60.0		1.5	48.7	
Actuated g/C Ratio		0.12	0.12		0.12		0.14	0.67		0.02	0.54	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		153	186		178		254	2381		29	1899	
v/s Ratio Prot							c0.07	c0.32		0.00	c0.36	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.40	0.10		0.21		0.52	0.48		0.21	0.66	
Uniform Delay, d1		36.8	35.5		36.0		35.8	7.3		43.7	14.8	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.3	0.3		0.8		2.4	0.7		4.8	1.8	
Delay (s)		39.1	35.8		36.8		38.1	8.0		48.5	16.6	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.8			36.8			11.2			16.8	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Future Volume (Veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	27	33	3	4	38	84	4	39	3	51	51	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	320	219	67	237	233	41	82			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	320	219	67	237	233	41	82			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	94	92	100			97		
cM capacity (veh/h)	540	656	997	670	644	1031	1515			1567		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	63	126	46	133
Volume Left	27	4	4	51
Volume Right	3	84	3	31
cSH	610	860	1515	1567
Volume to Capacity	0.10	0.15	0.00*	0.03
Queue Length 95th (ft)	9	13	0	3
Control Delay (s/veh)	11.6	9.9	0.7	3.0
Lane LOS	B	A	A	A
Approach Delay (s/veh)	11.6	9.9	0.7	3.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

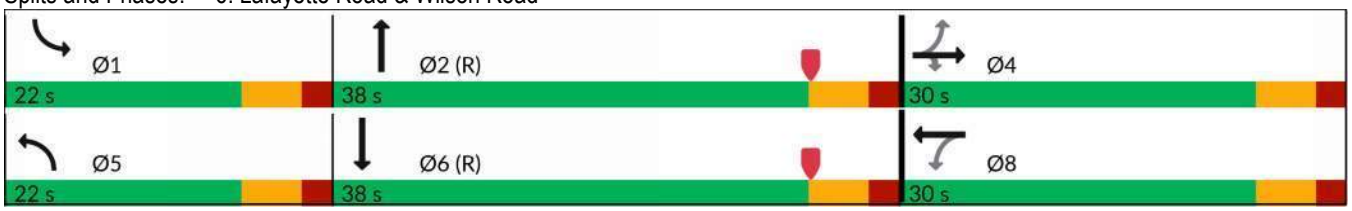
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	2	145	14	15	123	950	5	933
Future Volume (vph)	55	2	145	14	15	123	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		11.5	11.5		11.5	12.8	63.8	6.9	47.7
Actuated g/C Ratio		0.13	0.13		0.13	0.14	0.71	0.08	0.53
v/c Ratio		0.44	0.51		0.24	0.52	0.41	0.04	0.62
Control Delay (s/veh)		43.5	10.5		29.0	42.4	7.4	38.8	17.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.5	10.5		29.0	42.4	7.4	38.8	17.8
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		19.9			29.0		11.3		17.9
Approach LOS		B			C		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay (s/veh): 15.4
Intersection Capacity Utilization 61.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	186	51	132	1026	5	1154
v/c Ratio	0.44	0.51	0.24	0.52	0.41	0.04	0.62
Control Delay (s/veh)	43.5	10.5	29.0	42.4	7.4	38.8	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	10.5	29.0	42.4	7.4	38.8	17.8
Queue Length 50th (ft)	40	0	19	71	91	3	224
Queue Length 95th (ft)	66	35	43	121	248	14	368
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	349	562	423	322	2529	317	1865
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.33	0.12	0.41	0.41	0.02	0.62

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	2	145	14	15	11	123	950	4	5	933	140
Future Volume (vph)	55	2	145	14	15	11	123	950	4	5	933	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1795	1599		1763		1787	3572		1787	3504	
Flt Permitted		0.70	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1312	1599		1549		1787	3572		1787	3504	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	71	3	186	18	19	14	132	1022	4	5	1003	151
RTOR Reduction (vph)	0	0	162	0	12	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	74	24	0	39	0	132	1026	0	5	1144	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.5	11.5		11.5		12.8	59.0		1.5	47.7	
Effective Green, g (s)		11.5	11.5		11.5		12.8	59.0		1.5	47.7	
Actuated g/C Ratio		0.13	0.13		0.13		0.14	0.66		0.02	0.53	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		167	204		197		254	2341		29	1857	
v/s Ratio Prot							c0.07	0.29		0.00	c0.33	
v/s Ratio Perm		c0.06	0.01		0.03							
v/c Ratio		0.44	0.12		0.20		0.52	0.44		0.17	0.62	
Uniform Delay, d1		36.3	34.8		35.1		35.8	7.5		43.6	14.8	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.5	0.3		0.7		2.4	0.6		3.8	1.5	
Delay (s)		38.8	35.1		35.8		38.1	8.1		47.5	16.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.2			35.8			11.5			16.4	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Future Volume (Veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	27	33	3	4	33	82	3	36	2	51	50	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	308	210	64	229	223	37	78			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308	210	64	229	223	37	78			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	95	92	100			97		
cM capacity (veh/h)	556	663	1000	679	653	1035	1520			1572		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	63	119	41	129
Volume Left	27	4	3	51
Volume Right	3	82	2	28
cSH	622	877	1520	1572
Volume to Capacity	0.10	0.14	0.00*	0.03
Queue Length 95th (ft)	8	12	0	3
Control Delay (s/veh)	11.4	9.7	0.6	3.1
Lane LOS	B	A	A	A
Approach Delay (s/veh)	11.4	9.7	0.6	3.1
Approach LOS	B	A		

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	29.5%	ICU Level of Service	A	
Analysis Period (min)	15			

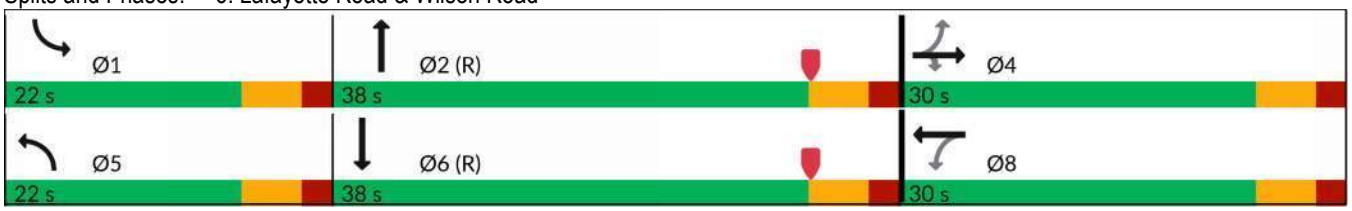
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	2	159	16	17	135	1057	6	1038
Future Volume (vph)	61	2	159	16	17	135	1057	6	1038
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)		11.3	11.3		11.3	13.4	64.0	6.9	47.3
Actuated g/C Ratio		0.13	0.13		0.13	0.15	0.71	0.08	0.53
v/c Ratio		0.43	0.50		0.24	0.55	0.45	0.04	0.69
Control Delay (s/veh)		43.4	10.6		29.7	42.5	7.6	39.0	19.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.4	10.6		29.7	42.5	7.6	39.0	19.9
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		19.9			29.7		11.6		20.0
Approach LOS		B			C		B		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay (s/veh): 16.4
Intersection LOS: B
Intersection Capacity Utilization 65.3%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	177	50	145	1142	6	1283
v/c Ratio	0.43	0.50	0.24	0.55	0.45	0.04	0.69
Control Delay (s/veh)	43.4	10.6	29.7	42.5	7.6	39.0	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	10.6	29.7	42.5	7.6	39.0	19.9
Queue Length 50th (ft)	38	0	20	78	105	3	267
Queue Length 95th (ft)	75	54	51	130	285	15	#445
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	348	556	422	325	2539	317	1850
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.32	0.12	0.45	0.45	0.02	0.69

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	2	159	16	17	12	135	1057	5	6	1038	155
Future Volume (vph)	61	2	159	16	17	12	135	1057	5	6	1038	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794	1599		1766		1787	3572		1787	3504	
Flt Permitted		0.70	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1308	1599		1548		1787	3572		1787	3504	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	2	177	18	19	13	145	1137	5	6	1116	167
RTOR Reduction (vph)	0	0	155	0	11	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	70	22	0	39	0	145	1142	0	6	1274	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.3	11.3		11.3		13.4	59.2		1.5	47.3	
Effective Green, g (s)		11.3	11.3		11.3		13.4	59.2		1.5	47.3	
Actuated g/C Ratio		0.13	0.13		0.13		0.15	0.66		0.02	0.53	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		164	200		194		266	2349		29	1841	
v/s Ratio Prot							c0.08	0.32		0.00	c0.36	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.43	0.11		0.20		0.55	0.49		0.21	0.69	
Uniform Delay, d1		36.4	34.9		35.3		35.5	7.7		43.7	15.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.7		2.8	0.7		4.8	2.2	
Delay (s)		38.8	35.2		36.0		38.3	8.5		48.5	18.1	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.2			36.0			11.8			18.2	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX K

Signal Timing

NH DOT - SEQUENCE AND TIMING CHART

7/11/2022 10:22:05 AM

CITY/TOWN: PORTSMOUTH **SIGNAL ID#:** S-379-16

LOCATION: US 1

INTERSECT: WILSON AVENUE/INDUSTRIAL PARK ENTRA

CABINET TYPE: P TYPE-1 **METER NUMBER and MFR:** 74-398-049 ES

CONTROLLER INFO

INSTALL DATE: 6 /27/1995 **FIRE PREEMPT** TOMAR

*****CONTROLLER TIMINGS*****

	PH 1	PH 2	PH 4	PH 5	PH 6	PH 8
INITIAL	5	10	7	5	10	7
PASSAGE	4	5	4	4	5	4
YELLOW	4	4	4	4	4	4
ALL RED	2	2	2	2	2	4
MAXIMUM 1	16	32	24	16	32	24
MAXIMUM 2	20	50	28	20	50	28
MAXIMUM 3						
MAXIMUM EXT						
RECALL	NL	MIN	NL	NL	MIN	NL
WALK		4				4
DON'T WALK		8				16
FL YEL ARROW						
MOVEMENT	SLT	1N	EAST	NLT	1S	WEST
TIME TO REDUCE						
REDUCE BY						
MIN GAP						
DYN MAX LIMI						
DYN MAX STEP						

NOTES:

SYS 906
PAT 2 CYCLE = 86s OFF = 60s
SPLIT = 18, 42, 26, 18, 42, 26 cord 2

PAT 3 CYCLE = 110s OFF = 73s
SPLIT = 26, 51, 33, 26, 51, 33 cord 2
DP1 0000 54, 0700 2, 1000 3, 1900 54, 2000 1(254) M-F

APPENDIX L

Turning Movement Counts

Location Map: 228713 Portsmouth, NH

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

(2) 7-9am/ 4-6pm/ Sat 11am-2pm TMCs

(2) Total VCUs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
TFMoran	J. Porter	47107.02	Thurs 6/23 and Sat 6/25/2022	228713	Portsmouth, NH

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	27	5	0	32	3	0	3	0	6	1	18	0	0	19	0	0	0	0	0	57
7:15 AM	0	24	4	0	28	3	0	1	0	4	0	10	0	0	10	0	0	0	0	0	42
7:30 AM	0	35	4	0	39	4	0	0	0	4	4	24	0	0	28	0	0	0	0	0	71
7:45 AM	2	61	2	0	65	7	0	7	0	14	4	22	0	0	26	0	0	0	0	0	105
Total	2	147	15	0	164	17	0	11	0	28	9	74	0	0	83	0	0	0	0	0	275
8:00 AM	0	65	8	0	73	7	0	3	0	10	1	25	0	0	26	0	0	0	0	0	109
8:15 AM	0	46	4	0	50	8	0	7	0	15	6	24	0	0	30	0	0	0	0	0	95
8:30 AM	0	32	5	0	37	9	0	5	0	14	3	29	0	0	32	0	0	0	0	0	83
8:45 AM	0	39	7	0	46	5	0	1	0	6	5	26	0	0	31	0	0	0	0	0	83
Total	0	182	24	0	206	29	0	16	0	45	15	104	0	0	119	0	0	0	0	0	370
Grand Total	2	329	39	0	370	46	0	27	0	73	24	178	0	0	202	0	0	0	0	0	645
Approach %	0.5	88.9	10.5	0.0		63.0	0.0	37.0	0.0		11.9	88.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.3	51.0	6.0	0.0	57.4	7.1	0.0	4.2	0.0	11.3	3.7	27.6	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					224					63					356					2	645
Cars	2	309	37	0	348	43	0	22	0	65	18	153	0	0	171	0	0	0	0	0	584
% Cars	100.0	93.9	94.9	0.0	94.1	93.5	0.0	81.5	0.0	89.0	75.0	86.0	0.0	0.0	84.7	0.0	0.0	0.0	0.0	0.0	90.5
Exiting Leg Total					196					55					331					2	584
Heavy Vehicles	0	20	2	0	22	3	0	5	0	8	6	25	0	0	31	0	0	0	0	0	61
% Heavy Vehicles	0.0	6.1	5.1	0.0	5.9	6.5	0.0	18.5	0.0	11.0	25.0	14.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	9.5
Exiting Leg Total					28					8					25					0	61

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

7:45 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	2	61	2	0	65	7	0	7	0	14	4	22	0	0	26	0	0	0	0	0	105
8:00 AM	0	65	8	0	73	7	0	3	0	10	1	25	0	0	26	0	0	0	0	0	109
8:15 AM	0	46	4	0	50	8	0	7	0	15	6	24	0	0	30	0	0	0	0	0	95
8:30 AM	0	32	5	0	37	9	0	5	0	14	3	29	0	0	32	0	0	0	0	0	83
Total Volume	2	204	19	0	225	31	0	22	0	53	14	100	0	0	114	0	0	0	0	0	392
% Approach Total	0.9	90.7	8.4	0.0		58.5	0.0	41.5	0.0		12.3	87.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.785	0.594	0.000	0.771	0.861	0.000	0.786	0.000	0.883	0.583	0.862	0.000	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.899
Cars	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Cars %	100.0	94.1	94.7	0.0	94.2	93.5	0.0	90.9	0.0	92.5	78.6	89.0	0.0	0.0	87.7	0.0	0.0	0.0	0.0	0.0	92.1
Heavy Vehicles	0	12	1	0	13	2	0	2	0	4	3	11	0	0	14	0	0	0	0	0	31
Heavy Vehicles %	0.0	5.9	5.3	0.0	5.8	6.5	0.0	9.1	0.0	7.5	21.4	11.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	7.9
Cars Enter Leg	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Heavy Enter Leg	0	12	1	0	13	2	0	2	0	4	3	11	0	0	14	0	0	0	0	0	31
Total Entering Leg	2	204	19	0	225	31	0	22	0	53	14	100	0	0	114	0	0	0	0	0	392
Cars Exiting Leg					118					29					212					2	361
Heavy Exiting Leg					13					4					14					0	31
Total Exiting Leg					131					33					226					2	392

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Cars

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	24	5	0	29	3	0	1	0	4	0	15	0	0	15	0	0	0	0	0	48
7:15 AM	0	23	4	0	27	3	0	1	0	4	0	8	0	0	8	0	0	0	0	0	39
7:30 AM	0	33	3	0	36	4	0	0	0	4	2	20	0	0	22	0	0	0	0	0	62
7:45 AM	2	60	2	0	64	6	0	7	0	13	3	20	0	0	23	0	0	0	0	0	100
Total	2	140	14	0	156	16	0	9	0	25	5	63	0	0	68	0	0	0	0	0	249
8:00 AM	0	60	7	0	67	7	0	1	0	8	0	23	0	0	23	0	0	0	0	0	98
8:15 AM	0	41	4	0	45	8	0	7	0	15	6	22	0	0	28	0	0	0	0	0	88
8:30 AM	0	31	5	0	36	8	0	5	0	13	2	24	0	0	26	0	0	0	0	0	75
8:45 AM	0	37	7	0	44	4	0	0	0	4	5	21	0	0	26	0	0	0	0	0	74
Total	0	169	23	0	192	27	0	13	0	40	13	90	0	0	103	0	0	0	0	0	335
Grand Total	2	309	37	0	348	43	0	22	0	65	18	153	0	0	171	0	0	0	0	0	584
Approach %	0.6	88.8	10.6	0.0		66.2	0.0	33.8	0.0		10.5	89.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.3	52.9	6.3	0.0	59.6	7.4	0.0	3.8	0.0	11.1	3.1	26.2	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					196					55					331					2	584

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

7:45 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	2	60	2	0	64	6	0	7	0	13	3	20	0	0	23	0	0	0	0	0	100
8:00 AM	0	60	7	0	67	7	0	1	0	8	0	23	0	0	23	0	0	0	0	0	98
8:15 AM	0	41	4	0	45	8	0	7	0	15	6	22	0	0	28	0	0	0	0	0	88
8:30 AM	0	31	5	0	36	8	0	5	0	13	2	24	0	0	26	0	0	0	0	0	75
Total Volume	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
% Approach Total	0.9	90.6	8.5	0.0		59.2	0.0	40.8	0.0		11.0	89.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.800	0.643	0.000	0.791	0.906	0.000	0.714	0.000	0.817	0.458	0.927	0.000	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.903
Entering Leg	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Exiting Leg					118					29					212					2	361
Total					330					78					312					2	722

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	2	1	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
7:45 AM	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
Total	0	7	1	0	8	1	0	2	0	3	4	11	0	0	15	0	0	0	0	0	26
8:00 AM	0	5	1	0	6	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9
Total	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
Grand Total	0	20	2	0	22	3	0	5	0	8	6	25	0	0	31	0	0	0	0	0	61
Approach %	0.0	90.9	9.1	0.0		37.5	0.0	62.5	0.0		19.4	80.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	32.8	3.3	0.0	36.1	4.9	0.0	8.2	0.0	13.1	9.8	41.0	0.0	0.0	50.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					28					8					25					0	61
Buses	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6
% Buses	0.0	5.0	0.0	0.0	4.5	0.0	0.0	40.0	0.0	25.0	33.3	4.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total					1					2					3					0	6
Single-Unit Trucks	0	17	2	0	19	2	0	3	0	5	3	22	0	0	25	0	0	0	0	0	49
% Single-Unit	0.0	85.0	100.0	0.0	86.4	66.7	0.0	60.0	0.0	62.5	50.0	88.0	0.0	0.0	80.6	0.0	0.0	0.0	0.0	0.0	80.3
Exiting Leg Total					24					5					20					0	49
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
% Articulated	0.0	10.0	0.0	0.0	9.1	33.3	0.0	0.0	0.0	12.5	16.7	8.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total					3					1					2					0	6

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

8:00 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	5	1	0	6	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9
Total Volume	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
% Approach Total	0.0	92.9	7.1	0.0		40.0	0.0	60.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.650	0.250	0.000	0.583	0.500	0.000	0.375	0.000	0.625	0.500	0.700	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.795
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	20.0	50.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5.7
Single-Unit Trucks	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Single-Unit %	0.0	84.6	100.0	0.0	85.7	50.0	0.0	66.7	0.0	60.0	50.0	85.7	0.0	0.0	81.3	0.0	0.0	0.0	0.0	0.0	80.0
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Articulated %	0.0	15.4	0.0	0.0	14.3	50.0	0.0	0.0	0.0	20.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14.3
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Total Entering Leg	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
Buses					0					1					1					0	2
Single-Unit Trucks					13					2					13					0	28
Articulated Trucks					3					0					2					0	5
Total Exiting Leg					16					3					16					0	35

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Buses

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	33.3	0.0	33.3	33.3	16.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					2					3					0	6

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

7:00 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
% 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	0.0	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Exiting Leg					1					1					2					0	4
Total					2					2					4					0	8

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	8
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	6	1	0	7	1	0	1	0	2	2	10	0	0	12	0	0	0	0	0	21
8:00 AM	0	3	1	0	4	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	8
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Total	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Grand Total	0	17	2	0	19	2	0	3	0	5	3	22	0	0	25	0	0	0	0	0	49
Approach %	0.0	89.5	10.5	0.0		40.0	0.0	60.0	0.0		12.0	88.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.7	4.1	0.0	38.8	4.1	0.0	6.1	0.0	10.2	6.1	44.9	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					24					5					20					0	49

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

8:00 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	3	1	0	4	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	8
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Total Volume	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
% Approach Total	0.0	91.7	8.3	0.0		33.3	0.0	66.7	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.550	0.250	0.000	0.600	0.250	0.000	0.500	0.000	0.750	0.250	0.600	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Exiting Leg					13					2					13					0	28
Total					25					5					26					0	56

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	16.7	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					1					2					0	6

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

7:45 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Exiting Leg					2					1					2					0	5
Total					4					1					5					0	10

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	
Exiting Leg Total							0							0							0							0	0

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

7:00 AM	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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		
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 #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Pedestrians**

	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							1							0							0	1

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

7:00 AM	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	5	0	29	15	0	3	0	18	11	52	0	0	63	0	0	0	0	0	110
4:15 PM	0	17	6	0	23	11	1	2	0	14	7	34	0	0	41	0	0	1	0	1	79
4:30 PM	0	18	11	0	29	9	0	1	0	10	17	55	0	0	72	0	0	0	0	0	111
4:45 PM	0	16	10	0	26	12	0	3	0	15	6	46	0	0	52	0	0	0	0	0	93
Total	0	75	32	0	107	47	1	9	0	57	41	187	0	0	228	0	0	1	0	1	393
5:00 PM	0	17	10	0	27	14	0	4	0	18	6	64	0	0	70	0	1	0	0	1	116
5:15 PM	0	13	17	0	30	15	0	1	0	16	4	40	0	0	44	0	0	0	0	0	90
5:30 PM	0	12	13	0	25	14	0	1	0	15	4	27	0	0	31	1	0	0	0	1	72
5:45 PM	0	3	9	0	12	7	0	0	0	7	2	24	0	0	26	0	0	0	0	0	45
Total	0	45	49	0	94	50	0	6	0	56	16	155	0	0	171	1	1	0	0	2	323
Grand Total	0	120	81	0	201	97	1	15	0	113	57	342	0	0	399	1	1	1	0	3	716
Approach %	0.0	59.7	40.3	0.0		85.8	0.9	13.3	0.0		14.3	85.7	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	16.8	11.3	0.0	28.1	13.5	0.1	2.1	0.0	15.8	8.0	47.8	0.0	0.0	55.7	0.1	0.1	0.1	0.0	0.4	
Exiting Leg Total					440					139					136					1	716
Cars	0	113	79	0	192	95	1	12	0	108	53	334	0	0	387	1	1	1	0	3	690
% Cars	0.0	94.2	97.5	0.0	95.5	97.9	100.0	80.0	0.0	95.6	93.0	97.7	0.0	0.0	97.0	100.0	100.0	100.0	0.0	100.0	96.4
Exiting Leg Total					430					133					126					1	690
Heavy Vehicles	0	7	2	0	9	2	0	3	0	5	4	8	0	0	12	0	0	0	0	0	26
% Heavy Vehicles	0.0	5.8	2.5	0.0	4.5	2.1	0.0	20.0	0.0	4.4	7.0	2.3	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total					10					6					10					0	26

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

4:30 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	18	11	0	29	9	0	1	0	10	17	55	0	0	72	0	0	0	0	0	111
4:45 PM	0	16	10	0	26	12	0	3	0	15	6	46	0	0	52	0	0	0	0	0	93
5:00 PM	0	17	10	0	27	14	0	4	0	18	6	64	0	0	70	0	1	0	0	1	116
5:15 PM	0	13	17	0	30	15	0	1	0	16	4	40	0	0	44	0	0	0	0	0	90
Total Volume	0	64	48	0	112	50	0	9	0	59	33	205	0	0	238	0	1	0	0	1	410
% Approach Total	0.0	57.1	42.9	0.0		84.7	0.0	15.3	0.0		13.9	86.1	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.889	0.706	0.000	0.933	0.833	0.000	0.563	0.000	0.819	0.485	0.801	0.000	0.000	0.826	0.000	0.250	0.000	0.000	0.250	0.884
Cars	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Cars %	0.0	92.2	95.8	0.0	93.8	98.0	0.0	88.9	0.0	96.6	93.9	99.5	0.0	0.0	98.7	0.0	100.0	0.0	0.0	100.0	97.1
Heavy Vehicles	0	5	2	0	7	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	12
Heavy Vehicles %	0.0	7.8	4.2	0.0	6.3	2.0	0.0	11.1	0.0	3.4	6.1	0.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.9
Cars Enter Leg	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Heavy Enter Leg	0	5	2	0	7	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	12
Total Entering Leg	0	64	48	0	112	50	0	9	0	59	33	205	0	0	238	0	1	0	0	1	410
Cars Exiting Leg					253					78					67					0	398
Heavy Exiting Leg					2					4					6					0	12
Total Exiting Leg					255					82					73					0	410

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars**

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	24	5	0	29	14	0	2	0	16	11	50	0	0	61	0	0	0	0	0	106
4:15 PM	0	15	6	0	21	11	1	1	0	13	6	31	0	0	37	0	0	1	0	1	72
4:30 PM	0	17	10	0	27	9	0	1	0	10	16	55	0	0	71	0	0	0	0	0	108
4:45 PM	0	16	10	0	26	12	0	3	0	15	5	46	0	0	51	0	0	0	0	0	92
Total	0	72	31	0	103	46	1	7	0	54	38	182	0	0	220	0	0	1	0	1	378
5:00 PM	0	15	9	0	24	13	0	4	0	17	6	63	0	0	69	0	1	0	0	1	111
5:15 PM	0	11	17	0	28	15	0	0	0	15	4	40	0	0	44	0	0	0	0	0	87
5:30 PM	0	12	13	0	25	14	0	1	0	15	3	27	0	0	30	1	0	0	0	1	71
5:45 PM	0	3	9	0	12	7	0	0	0	7	2	22	0	0	24	0	0	0	0	0	43
Total	0	41	48	0	89	49	0	5	0	54	15	152	0	0	167	1	1	0	0	2	312
Grand Total	0	113	79	0	192	95	1	12	0	108	53	334	0	0	387	1	1	1	0	3	690
Approach %	0.0	58.9	41.1	0.0		88.0	0.9	11.1	0.0		13.7	86.3	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	16.4	11.4	0.0	27.8	13.8	0.1	1.7	0.0	15.7	7.7	48.4	0.0	0.0	56.1	0.1	0.1	0.1	0.0	0.4	
Exiting Leg Total					430					133					126					1	690

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

4:30 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:30 PM	0	17	10	0	27	9	0	1	0	10	16	55	0	0	71	0	0	0	0	0	108
4:45 PM	0	16	10	0	26	12	0	3	0	15	5	46	0	0	51	0	0	0	0	0	92
5:00 PM	0	15	9	0	24	13	0	4	0	17	6	63	0	0	69	0	1	0	0	1	111
5:15 PM	0	11	17	0	28	15	0	0	0	15	4	40	0	0	44	0	0	0	0	0	87
Total Volume	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
% Approach Total	0.0	56.2	43.8	0.0		86.0	0.0	14.0	0.0		13.2	86.8	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.868	0.676	0.000	0.938	0.817	0.000	0.500	0.000	0.838	0.484	0.810	0.000	0.000	0.827	0.000	0.250	0.000	0.000	0.250	0.896
Entering Leg	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Exiting Leg					253					78					67					0	398
Total					358					135					302					1	796

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	4
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	3	1	0	4	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	15
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	1	0	5	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	11
Grand Total	0	7	2	0	9	2	0	3	0	5	4	8	0	0	12	0	0	0	0	0	26
Approach %	0.0	77.8	22.2	0.0		40.0	0.0	60.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.9	7.7	0.0	34.6	7.7	0.0	11.5	0.0	19.2	15.4	30.8	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					10					6					10					0	26
Buses	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	40.0	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19.2
Exiting Leg Total					1					2					2					0	5
Single-Unit Trucks	0	7	2	0	9	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	19
% Single-Unit	0.0	100.0	100.0	0.0	100.0	100.0	0.0	33.3	0.0	60.0	25.0	75.0	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	73.1
Exiting Leg Total					8					3					8					0	19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	12.5	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	7.7
Exiting Leg Total					1					1					0					0	2

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

4:15 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	5	2	0	7	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	16
% Approach Total	0.0	71.4	28.6	0.0		50.0	0.0	50.0	0.0		42.9	57.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.500	0.750	0.333	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.571
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	25.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	12.5
Single-Unit Trucks	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Single-Unit %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	33.3	75.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	81.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	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	33.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6.3
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	5	2	0	7	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	16
Buses					1					1					0					0	2
Single-Unit Trucks					4					3					6					0	13
Articulated Trucks					0					1					0					0	1
Total Exiting Leg					5					5					6					0	16

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Buses

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	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	40.0	0.0	40.0	40.0	20.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					2					2					0	5

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

4:00 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	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	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					0	3
Total					1					2					3					0	6

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Single-Unit Trucks**

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	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	3	1	0	4	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	10
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	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	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	1	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	9
Grand Total	0	7	2	0	9	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	19
Approach %	0.0	77.8	22.2	0.0		66.7	0.0	33.3	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	36.8	10.5	0.0	47.4	10.5	0.0	5.3	0.0	15.8	5.3	31.6	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					3					8					0	19

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

4:15 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	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
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
% Approach Total	0.0	71.4	28.6	0.0		50.0	0.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.500	0.250	0.375	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.542
Entering Leg	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Exiting Leg					4					3					6					0	13
Total					11					5					10					0	26

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Articulated Trucks

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

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

4:00 PM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Exiting Leg					1					1					0					0	2
Total					1					1					2					0	4

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	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	0	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	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Pedestrians

	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	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	0	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		
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	
Exiting Leg Total							0							0							0							0	0

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

4:00 PM	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	8	12	0	20	7	0	1	0	8	3	8	0	0	11	0	0	0	0	0	39
11:15 AM	0	12	10	0	22	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	36
11:30 AM	0	9	8	0	17	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	45
11:45 AM	0	7	6	0	13	16	0	0	0	16	1	7	0	0	8	0	0	0	0	0	37
Total	0	36	36	0	72	46	1	3	0	50	5	29	0	0	34	0	1	0	0	1	157
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	4	0	0	4	0	0	0	0	0	41
12:15 PM	0	6	6	0	12	15	0	1	0	16	1	6	0	0	7	0	0	0	0	0	35
12:30 PM	0	8	5	0	13	10	0	1	0	11	1	4	0	0	5	0	0	0	0	0	29
12:45 PM	0	5	4	0	9	9	0	2	0	11	3	8	0	0	11	0	0	0	0	0	31
Total	0	27	25	0	52	52	0	5	0	57	5	22	0	0	27	0	0	0	0	0	136
1:00 PM	0	11	6	0	17	10	0	1	0	11	2	9	1	0	12	1	0	0	0	1	41
1:15 PM	0	3	4	0	7	8	0	0	0	8	0	7	0	0	7	0	0	0	0	0	22
1:30 PM	0	5	5	0	10	7	0	3	0	10	3	4	0	0	7	0	0	0	0	0	27
1:45 PM	0	4	4	0	8	11	0	3	0	14	3	8	0	0	11	0	0	0	0	0	33
Total	0	23	19	0	42	36	0	7	0	43	8	28	1	0	37	1	0	0	0	1	123
Grand Total	0	86	80	0	166	134	1	15	0	150	18	79	1	0	98	1	1	0	0	2	416
Approach %	0.0	51.8	48.2	0.0		89.3	0.7	10.0	0.0		18.4	80.6	1.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	20.7	19.2	0.0	39.9	32.2	0.2	3.6	0.0	36.1	4.3	19.0	0.2	0.0	23.6	0.2	0.2	0.0	0.0	0.5	
Exiting Leg Total					213					99					102					2	416
Cars	0	78	78	0	156	133	1	15	0	149	18	72	1	0	91	1	1	0	0	2	398
% Cars	0.0	90.7	97.5	0.0	94.0	99.3	100.0	100.0	0.0	99.3	100.0	91.1	100.0	0.0	92.9	100.0	100.0	0.0	0.0	100.0	95.7
Exiting Leg Total					205					97					94					2	398
Heavy Vehicles	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
% Heavy Vehicles	0.0	9.3	2.5	0.0	6.0	0.7	0.0	0.0	0.0	0.7	0.0	8.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	4.3
Exiting Leg Total					8					2					8					0	18

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

11:15 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:15 AM	0	12	10	0	22	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	36
11:30 AM	0	9	8	0	17	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	45
11:45 AM	0	7	6	0	13	16	0	0	0	16	1	7	0	0	8	0	0	0	0	0	37
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	4	0	0	4	0	0	0	0	0	41
Total Volume	0	36	34	0	70	57	1	3	0	61	2	25	0	0	27	0	1	0	0	1	159
% Approach Total	0.0	51.4	48.6	0.0		93.4	1.6	4.9	0.0		7.4	92.6	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.750	0.850	0.000	0.795	0.792	0.250	0.375	0.000	0.803	0.500	0.781	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.883
Cars	0	32	34	0	66	56	1	3	0	60	2	21	0	0	23	0	1	0	0	1	150
Cars %	0.0	88.9	100.0	0.0	94.3	98.2	100.0	100.0	0.0	98.4	100.0	84.0	0.0	0.0	85.2	0.0	100.0	0.0	0.0	100.0	94.3
Heavy Vehicles	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
Heavy Vehicles %	0.0	11.1	0.0	0.0	5.7	1.8	0.0	0.0	0.0	1.6	0.0	16.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	5.7
Cars Enter Leg	0	32	34	0	66	56	1	3	0	60	2	21	0	0	23	0	1	0	0	1	150
Heavy Enter Leg	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
Total Entering Leg	0	36	34	0	70	57	1	3	0	61	2	25	0	0	27	0	1	0	0	1	159
Cars Exiting Leg					77					37					35					1	150
Heavy Exiting Leg					5					0					4					0	9
Total Exiting Leg					82					37					39					1	159

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	7	11	0	18	7	0	1	0	8	3	8	0	0	11	0	0	0	0	0	37
11:15 AM	0	9	10	0	19	8	0	0	0	8	0	4	0	0	4	0	0	0	0	0	31
11:30 AM	0	8	8	0	16	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	44
11:45 AM	0	7	6	0	13	15	0	0	0	15	1	6	0	0	7	0	0	0	0	0	35
Total	0	31	35	0	66	45	1	3	0	49	5	26	0	0	31	0	1	0	0	1	147
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	3	0	0	3	0	0	0	0	0	40
12:15 PM	0	6	5	0	11	15	0	1	0	16	1	5	0	0	6	0	0	0	0	0	33
12:30 PM	0	7	5	0	12	10	0	1	0	11	1	4	0	0	5	0	0	0	0	0	28
12:45 PM	0	4	4	0	8	9	0	2	0	11	3	8	0	0	11	0	0	0	0	0	30
Total	0	25	24	0	49	52	0	5	0	57	5	20	0	0	25	0	0	0	0	0	131
1:00 PM	0	10	6	0	16	10	0	1	0	11	2	8	1	0	11	1	0	0	0	1	39
1:15 PM	0	3	4	0	7	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	21
1:30 PM	0	5	5	0	10	7	0	3	0	10	3	4	0	0	7	0	0	0	0	0	27
1:45 PM	0	4	4	0	8	11	0	3	0	14	3	8	0	0	11	0	0	0	0	0	33
Total	0	22	19	0	41	36	0	7	0	43	8	26	1	0	35	1	0	0	0	1	120
Grand Total	0	78	78	0	156	133	1	15	0	149	18	72	1	0	91	1	1	0	0	2	398
Approach %	0.0	50.0	50.0	0.0		89.3	0.7	10.1	0.0		19.8	79.1	1.1	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	19.6	19.6	0.0	39.2	33.4	0.3	3.8	0.0	37.4	4.5	18.1	0.3	0.0	22.9	0.3	0.3	0.0	0.0	0.5	
Exiting Leg Total					205					97					94					2	398

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

11:30 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	8	8	0	16	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	44
11:45 AM	0	7	6	0	13	15	0	0	0	15	1	6	0	0	7	0	0	0	0	0	35
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	3	0	0	3	0	0	0	0	0	40
12:15 PM	0	6	5	0	11	15	0	1	0	16	1	5	0	0	6	0	0	0	0	0	33
Total Volume	0	29	29	0	58	63	1	4	0	68	3	22	0	0	25	0	1	0	0	1	152
% Approach Total	0.0	50.0	50.0	0.0		92.6	1.5	5.9	0.0		12.0	88.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.906	0.725	0.000	0.806	0.875	0.250	0.500	0.000	0.895	0.750	0.688	0.000	0.000	0.694	0.000	0.250	0.000	0.000	0.250	0.864
Entering Leg	0	29	29	0	58	63	1	4	0	68	3	22	0	0	25	0	1	0	0	1	152
Exiting Leg					85					33					33					1	152
Total					143					101					58					2	304

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

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

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 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	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
Approach %	0.0	80.0	20.0	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		
Total %	0.0	44.4	11.1	0.0	55.6	5.6	0.0	0.0	0.0	5.6	0.0	38.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					2					8					0	18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0
Single-Unit Trucks	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
% Single-Unit	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total					8					2					8					0	18
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0

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

11:00 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
% Approach Total	0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Single-Unit %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Buses					0					0					0					0	0
Single-Unit Trucks					4					1					5					0	10
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					4					1					5					0	10

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class: **Buses**

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

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

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

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class:

Single-Unit Trucks

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 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	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
Approach %	0.0	80.0	20.0	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		
Total %	0.0	44.4	11.1	0.0	55.6	5.6	0.0	0.0	0.0	5.6	0.0	38.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					2					8					0	18

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

11:00 AM	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
% Approach Total	0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Exiting Leg					4					1					5					0	10
Total					10					2					8					0	20

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class:

Articulated Trucks

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

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

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

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

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

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

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

PDI File #: **228713 A**
Location: **N: West Road S: West Road**
Location: **E: Wilson Road W: Driveway**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Pedestrians

	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	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	1	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	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Approach %	0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	0	0		0	0	0	0	0	100		
Total %	0	0	0	0	0	33.3	33.3	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	
Exiting Leg Total							1							1							0							1	3

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

11:00 AM	West Road from North							Wilson Road from East							West Road from South							Driveway from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	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	1	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	1	0	0	0	0	0	1	1	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	100.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							1							1							0							0	2
Total							2							2							0							0	4

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	102	0	0	112	4	1	0	0	5	0	118	11	0	129	4	1	2	0	7	253
7:15 AM	12	116	0	0	128	2	1	0	0	3	0	131	12	0	143	8	1	4	0	13	287
7:30 AM	12	104	1	0	117	2	1	1	0	4	0	180	13	0	193	12	1	5	0	18	332
7:45 AM	12	128	5	0	145	5	3	3	0	11	2	177	16	0	195	9	0	8	0	17	368
Total	46	450	6	0	502	13	6	4	0	23	2	606	52	0	660	33	3	19	0	55	1240
8:00 AM	17	148	1	0	166	3	1	4	0	8	0	179	8	0	187	12	0	1	0	13	374
8:15 AM	16	168	0	0	184	3	1	2	0	6	0	161	11	0	172	13	0	5	0	18	380
8:30 AM	7	157	0	0	164	1	0	3	0	4	0	162	19	0	181	12	0	5	0	17	366
8:45 AM	33	167	0	0	200	6	1	3	0	10	1	145	14	0	160	15	0	9	0	24	394
Total	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
Grand Total	119	1090	7	0	1216	26	9	16	0	51	3	1253	104	0	1360	85	3	39	0	127	2754
Approach %	9.8	89.6	0.6	0.0		51.0	17.6	31.4	0.0		0.2	92.1	7.6	0.0		66.9	2.4	30.7	0.0		
Total %	4.3	39.6	0.3	0.0	44.2	0.9	0.3	0.6	0.0	1.9	0.1	45.5	3.8	0.0	49.4	3.1	0.1	1.4	0.0	4.6	
Exiting Leg Total					1318					13					1191					232	2754
Cars	113	1031	5	0	1149	26	9	16	0	51	3	1166	92	0	1261	78	3	29	0	110	2571
% Cars	95.0	94.6	71.4	0.0	94.5	100.0	100.0	100.0	0.0	100.0	100.0	93.1	88.5	0.0	92.7	91.8	100.0	74.4	0.0	86.6	93.4
Exiting Leg Total					1221					11					1125					214	2571
Heavy Vehicles	6	59	2	0	67	0	0	0	0	0	0	87	12	0	99	7	0	10	0	17	183
% Heavy Vehicles	5.0	5.4	28.6	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	6.9	11.5	0.0	7.3	8.2	0.0	25.6	0.0	13.4	6.6
Exiting Leg Total					97					2					66					18	183

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

8:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	17	148	1	0	166	3	1	4	0	8	0	179	8	0	187	12	0	1	0	13	374
8:15 AM	16	168	0	0	184	3	1	2	0	6	0	161	11	0	172	13	0	5	0	18	380
8:30 AM	7	157	0	0	164	1	0	3	0	4	0	162	19	0	181	12	0	5	0	17	366
8:45 AM	33	167	0	0	200	6	1	3	0	10	1	145	14	0	160	15	0	9	0	24	394
Total Volume	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
% Approach Total	10.2	89.6	0.1	0.0		46.4	10.7	42.9	0.0		0.1	92.4	7.4	0.0		72.2	0.0	27.8	0.0		
PHF	0.553	0.952	0.250	0.000	0.893	0.542	0.750	0.750	0.000	0.700	0.250	0.904	0.684	0.000	0.936	0.867	0.000	0.556	0.000	0.750	0.961
Cars	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Cars %	95.9	93.9	100.0	0.0	94.1	100.0	100.0	100.0	0.0	100.0	100.0	94.1	88.5	0.0	93.7	94.2	0.0	85.0	0.0	91.7	93.9
Heavy Vehicles	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Heavy Vehicles %	4.1	6.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	11.5	0.0	6.3	5.8	0.0	15.0	0.0	8.3	6.1
Cars Enter Leg	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Heavy Enter Leg	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Total Entering Leg	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
Cars Exiting Leg					639					2					662					119	1422
Heavy Exiting Leg					41					0					42					9	92
Total Exiting Leg					680					2					704					128	1514

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	8	101	0	0	109	4	1	0	0	5	0	110	8	0	118	3	1	1	0	5	237
7:15 AM	11	105	0	0	116	2	1	0	0	3	0	112	11	0	123	7	1	4	0	12	254
7:30 AM	12	100	1	0	113	2	1	1	0	4	0	166	12	0	178	11	1	3	0	15	310
7:45 AM	12	124	3	0	139	5	3	3	0	11	2	169	15	0	186	8	0	4	0	12	348
Total	43	430	4	0	477	13	6	4	0	23	2	557	46	0	605	29	3	12	0	44	1149
8:00 AM	14	137	1	0	152	3	1	4	0	8	0	170	8	0	178	10	0	0	0	10	348
8:15 AM	16	162	0	0	178	3	1	2	0	6	0	147	11	0	158	13	0	4	0	17	359
8:30 AM	7	147	0	0	154	1	0	3	0	4	0	155	15	0	170	11	0	4	0	15	343
8:45 AM	33	155	0	0	188	6	1	3	0	10	1	137	12	0	150	15	0	9	0	24	372
Total	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Grand Total	113	1031	5	0	1149	26	9	16	0	51	3	1166	92	0	1261	78	3	29	0	110	2571
Approach %	9.8	89.7	0.4	0.0		51.0	17.6	31.4	0.0		0.2	92.5	7.3	0.0		70.9	2.7	26.4	0.0		
Total %	4.4	40.1	0.2	0.0	44.7	1.0	0.4	0.6	0.0	2.0	0.1	45.4	3.6	0.0	49.0	3.0	0.1	1.1	0.0	4.3	
Exiting Leg Total					1221					11					1125					214	2571

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

8:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	14	137	1	0	152	3	1	4	0	8	0	170	8	0	178	10	0	0	0	10	348
8:15 AM	16	162	0	0	178	3	1	2	0	6	0	147	11	0	158	13	0	4	0	17	359
8:30 AM	7	147	0	0	154	1	0	3	0	4	0	155	15	0	170	11	0	4	0	15	343
8:45 AM	33	155	0	0	188	6	1	3	0	10	1	137	12	0	150	15	0	9	0	24	372
Total Volume	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
% Approach Total	10.4	89.4	0.1	0.0		46.4	10.7	42.9	0.0		0.2	92.8	7.0	0.0		74.2	0.0	25.8	0.0		
PHF	0.530	0.927	0.250	0.000	0.894	0.542	0.750	0.750	0.000	0.700	0.250	0.896	0.767	0.000	0.921	0.817	0.000	0.472	0.000	0.688	0.956
Entering Leg	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Exiting Leg					639					2					662					119	1422
Total					1311					30					1318					185	2844

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	2	1	0	0	3	0	0	0	0	0	0	8	3	0	11	1	0	1	0	2	16
7:15 AM	1	11	0	0	12	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	33
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	22
7:45 AM	0	4	2	0	6	0	0	0	0	0	0	8	1	0	9	1	0	4	0	5	20
Total	3	20	2	0	25	0	0	0	0	0	0	49	6	0	55	4	0	7	0	11	91
8:00 AM	3	11	0	0	14	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	26
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	21
8:30 AM	0	10	0	0	10	0	0	0	0	0	0	7	4	0	11	1	0	1	0	2	23
8:45 AM	0	12	0	0	12	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	22
Total	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Grand Total	6	59	2	0	67	0	0	0	0	0	0	87	12	0	99	7	0	10	0	17	183
Approach %	9.0	88.1	3.0	0.0		0.0	0.0	0.0	0.0		0.0	87.9	12.1	0.0		41.2	0.0	58.8	0.0		
Total %	3.3	32.2	1.1	0.0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	47.5	6.6	0.0	54.1	3.8	0.0	5.5	0.0	9.3	
Exiting Leg Total					97					2					66					18	183
Buses	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	9
% Buses	50.0	1.7	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0	30.0	0.0	17.6	4.9
Exiting Leg Total					5					0					1					3	9
Single-Unit Trucks	3	48	1	0	52	0	0	0	0	0	0	70	11	0	81	7	0	6	0	13	146
% Single-Unit	50.0	81.4	50.0	0.0	77.6	0.0	0.0	0.0	0.0	0.0	0.0	80.5	91.7	0.0	81.8	100.0	0.0	60.0	0.0	76.5	79.8
Exiting Leg Total					76					1					55					14	146
Articulated Trucks	0	10	1	0	11	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	28
% Articulated	0.0	16.9	50.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	17.2	8.3	0.0	16.2	0.0	0.0	10.0	0.0	5.9	15.3
Exiting Leg Total					16					1					10					1	28

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

7:15 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	11	0	0	12	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	33
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	22
7:45 AM	0	4	2	0	6	0	0	0	0	0	0	8	1	0	9	1	0	4	0	5	20
8:00 AM	3	11	0	0	14	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	26
Total Volume	4	30	2	0	36	0	0	0	0	0	0	50	3	0	53	5	0	7	0	12	101
% Approach Total	11.1	83.3	5.6	0.0		0.0	0.0	0.0	0.0		0.0	94.3	5.7	0.0		41.7	0.0	58.3	0.0		
PHF	0.333	0.682	0.250	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.000	0.658	0.750	0.000	0.663	0.625	0.000	0.438	0.000	0.600	0.765
Buses	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Buses %	50.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	14.3	0.0	8.3	4.0
Single-Unit Trucks	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Single-Unit %	50.0	76.7	50.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	86.0	100.0	0.0	86.8	100.0	0.0	71.4	0.0	83.3	81.2
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	15
Articulated %	0.0	23.3	50.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	11.3	0.0	0.0	14.3	0.0	8.3	14.9
Buses	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Single-Unit Trucks	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	15
Total Entering Leg	4	30	2	0	36	0	0	0	0	0	0	50	3	0	53	5	0	7	0	12	101
Buses					2					0					0					2	4
Single-Unit Trucks					48					1					28					5	82
Articulated Trucks					7					1					7					0	15
Total Exiting Leg					57					2					35					7	101

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Grand Total	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	9
Approach %	75.0	25.0	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 %	33.3	11.1	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					5					0					1					3	9

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

8:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
% Approach Total	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Exiting Leg					3					0					1					2	6
Total					6					0					2					4	12

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	7	3	0	10	1	0	1	0	2	14
7:15 AM	1	10	0	0	11	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	29
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	18
7:45 AM	0	4	1	0	5	0	0	0	0	0	0	6	1	0	7	1	0	3	0	4	16
Total	2	18	1	0	21	0	0	0	0	0	0	41	6	0	47	4	0	5	0	9	77
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	19
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
8:30 AM	0	8	0	0	8	0	0	0	0	0	0	6	4	0	10	1	0	0	0	1	19
8:45 AM	0	10	0	0	10	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	15
Total	1	30	0	0	31	0	0	0	0	0	0	29	5	0	34	3	0	1	0	4	69
Grand Total	3	48	1	0	52	0	0	0	0	0	0	70	11	0	81	7	0	6	0	13	146
Approach %	5.8	92.3	1.9	0.0		0.0	0.0	0.0	0.0		0.0	86.4	13.6	0.0		53.8	0.0	46.2	0.0		
Total %	2.1	32.9	0.7	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	47.9	7.5	0.0	55.5	4.8	0.0	4.1	0.0	8.9	
Exiting Leg Total					76					1					55					14	146

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

7:15 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	1	10	0	0	11	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	29
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	18
7:45 AM	0	4	1	0	5	0	0	0	0	0	0	6	1	0	7	1	0	3	0	4	16
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	19
Total Volume	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
% Approach Total	7.7	88.5	3.8	0.0		0.0	0.0	0.0	0.0		0.0	93.5	6.5	0.0		50.0	0.0	50.0	0.0		
PHF	0.500	0.575	0.250	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.672	0.750	0.000	0.676	0.625	0.000	0.417	0.000	0.625	0.707
Entering Leg	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Exiting Leg					48					1					28					5	82
Total					74					1					74					15	164

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Grand Total	0	10	1	0	11	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	28
Approach %	0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	35.7	3.6	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	53.6	3.6	0.0	57.1	0.0	0.0	3.6	0.0	3.6	
Exiting Leg Total					16					1					10					1	28

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

8:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Total Volume	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.708
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Exiting Leg					8					0					8					1	17
Total					16					0					17					1	34

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	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	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							1							0							0	1

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

7:15 AM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

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

Pedestrians

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Approach %	0	0	0	0	0	0		0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	40	40	80	0	0	0	0	0	0	0	0	0	0	0	20	0	20	
Exiting Leg Total							0							4							0							1	5

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

8:00 AM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Exiting Leg							0							4							0							1	5
Total							0							8							0							2	10

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	21	202	2	0	225	1	1	2	0	4	2	209	13	0	224	31	2	11	0	44	497
4:15 PM	23	203	5	0	231	4	1	1	0	6	3	187	20	0	210	31	1	9	0	41	488
4:30 PM	26	203	2	0	231	4	0	2	0	6	2	180	24	0	206	27	4	12	0	43	486
4:45 PM	25	193	1	0	219	3	1	3	0	7	2	171	22	0	195	13	1	10	0	24	445
Total	95	801	10	0	906	12	3	8	0	23	9	747	79	0	835	102	8	42	0	152	1916
5:00 PM	27	205	0	0	232	3	4	3	0	10	1	213	18	0	232	35	4	14	0	53	527
5:15 PM	20	201	2	1	224	3	0	2	0	5	1	212	22	0	235	29	4	9	0	42	506
5:30 PM	28	204	2	0	234	0	1	4	0	5	2	209	11	0	222	39	1	10	0	50	511
5:45 PM	17	171	2	0	190	4	1	2	0	7	0	225	13	0	238	29	2	4	0	35	470
Total	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
Grand Total	187	1582	16	1	1786	22	9	19	0	50	13	1606	143	0	1762	234	19	79	0	332	3930
Approach %	10.5	88.6	0.9	0.1		44.0	18.0	38.0	0.0		0.7	91.1	8.1	0.0		70.5	5.7	23.8	0.0		
Total %	4.8	40.3	0.4	0.0	45.4	0.6	0.2	0.5	0.0	1.3	0.3	40.9	3.6	0.0	44.8	6.0	0.5	2.0	0.0	8.4	
Exiting Leg Total					1708					48					1835					339	3930
Cars	184	1563	16	1	1764	22	9	18	0	49	13	1590	141	0	1744	231	19	75	0	325	3882
% Cars	98.4	98.8	100.0	100.0	98.8	100.0	100.0	94.7	0.0	98.0	100.0	99.0	98.6	0.0	99.0	98.7	100.0	94.9	0.0	97.9	98.8
Exiting Leg Total					1688					48					1812					334	3882
Heavy Vehicles	3	19	0	0	22	0	0	1	0	1	0	16	2	0	18	3	0	4	0	7	48
% Heavy Vehicles	1.6	1.2	0.0	0.0	1.2	0.0	0.0	5.3	0.0	2.0	0.0	1.0	1.4	0.0	1.0	1.3	0.0	5.1	0.0	2.1	1.2
Exiting Leg Total					20					0					23					5	48

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

5:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	27	205	0	0	232	3	4	3	0	10	1	213	18	0	232	35	4	14	0	53	527
5:15 PM	20	201	2	1	224	3	0	2	0	5	1	212	22	0	235	29	4	9	0	42	506
5:30 PM	28	204	2	0	234	0	1	4	0	5	2	209	11	0	222	39	1	10	0	50	511
5:45 PM	17	171	2	0	190	4	1	2	0	7	0	225	13	0	238	29	2	4	0	35	470
Total Volume	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
% Approach Total	10.5	88.8	0.7	0.1		37.0	22.2	40.7	0.0		0.4	92.7	6.9	0.0		73.3	6.1	20.6	0.0		
PHF	0.821	0.952	0.750	0.250	0.940	0.625	0.375	0.688	0.000	0.675	0.500	0.954	0.727	0.000	0.974	0.846	0.688	0.661	0.000	0.849	0.955
Cars	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Cars %	98.9	99.1	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.5	98.4	0.0	99.5	99.2	100.0	97.3	0.0	98.9	99.3
Heavy Vehicles	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Heavy Vehicles %	1.1	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.6	0.0	0.5	0.8	0.0	2.7	0.0	1.1	0.7
Cars Enter Leg	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Heavy Enter Leg	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Total Entering Leg	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
Cars Exiting Leg					902					21					916					160	1999
Heavy Exiting Leg					5					0					8					2	15
Total Exiting Leg					907					21					924					162	2014

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Cars**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	20	198	2	0	220	1	1	2	0	4	2	204	12	0	218	30	2	11	0	43	485
4:15 PM	23	198	5	0	226	4	1	1	0	6	3	185	20	0	208	31	1	9	0	41	481
4:30 PM	25	200	2	0	227	4	0	2	0	6	2	178	24	0	204	26	4	11	0	41	478
4:45 PM	25	193	1	0	219	3	1	2	0	6	2	168	22	0	192	13	1	8	0	22	439
Total	93	789	10	0	892	12	3	7	0	22	9	735	78	0	822	100	8	39	0	147	1883
5:00 PM	27	204	0	0	231	3	4	3	0	10	1	212	17	0	230	35	4	14	0	53	524
5:15 PM	19	197	2	1	219	3	0	2	0	5	1	211	22	0	234	28	4	9	0	41	499
5:30 PM	28	203	2	0	233	0	1	4	0	5	2	208	11	0	221	39	1	9	0	49	508
5:45 PM	17	170	2	0	189	4	1	2	0	7	0	224	13	0	237	29	2	4	0	35	468
Total	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Grand Total	184	1563	16	1	1764	22	9	18	0	49	13	1590	141	0	1744	231	19	75	0	325	3882
Approach %	10.4	88.6	0.9	0.1		44.9	18.4	36.7	0.0		0.7	91.2	8.1	0.0		71.1	5.8	23.1	0.0		
Total %	4.7	40.3	0.4	0.0	45.4	0.6	0.2	0.5	0.0	1.3	0.3	41.0	3.6	0.0	44.9	6.0	0.5	1.9	0.0	8.4	
Exiting Leg Total					1688					48					1812					334	3882

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

5:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:00 PM	27	204	0	0	231	3	4	3	0	10	1	212	17	0	230	35	4	14	0	53	524
5:15 PM	19	197	2	1	219	3	0	2	0	5	1	211	22	0	234	28	4	9	0	41	499
5:30 PM	28	203	2	0	233	0	1	4	0	5	2	208	11	0	221	39	1	9	0	49	508
5:45 PM	17	170	2	0	189	4	1	2	0	7	0	224	13	0	237	29	2	4	0	35	468
Total Volume	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
% Approach Total	10.4	88.8	0.7	0.1		37.0	22.2	40.7	0.0		0.4	92.7	6.8	0.0		73.6	6.2	20.2	0.0		
PHF	0.813	0.949	0.750	0.250	0.936	0.625	0.375	0.688	0.000	0.675	0.500	0.954	0.716	0.000	0.973	0.840	0.688	0.643	0.000	0.840	0.954
Entering Leg	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Exiting Leg					902					21					916					160	1999
Total					1774					48					1838					338	3998

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

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

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	12
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	2	0	2	6
Total	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
5:15 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Grand Total	3	19	0	0	22	0	0	1	0	1	0	16	2	0	18	3	0	4	0	7	48
Approach %	13.6	86.4	0.0	0.0		0.0	0.0	100.0	0.0		0.0	88.9	11.1	0.0		42.9	0.0	57.1	0.0		
Total %	6.3	39.6	0.0	0.0	45.8	0.0	0.0	2.1	0.0	2.1	0.0	33.3	4.2	0.0	37.5	6.3	0.0	8.3	0.0	14.6	
Exiting Leg Total					20					0					23					5	48
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
% Buses	0.0	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.1	0.0	0.0	50.0	0.0	28.6	12.5
Exiting Leg Total					4					0					2					0	6
Single-Unit Trucks	3	15	0	0	18	0	0	1	0	1	0	11	2	0	13	3	0	1	0	4	36
% Single-Unit	100.0	78.9	0.0	0.0	81.8	0.0	0.0	100.0	0.0	100.0	0.0	68.8	100.0	0.0	72.2	100.0	0.0	25.0	0.0	57.1	75.0
Exiting Leg Total					12					0					19					5	36
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
% Articulated	0.0	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	16.7	0.0	0.0	25.0	0.0	14.3	12.5
Exiting Leg Total					4					0					2					0	6

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

4:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	12
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	2	0	2	6
Total Volume	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	92.3	7.7	0.0		40.0	0.0	60.0	0.0		
PHF	0.500	0.600	0.000	0.000	0.700	0.000	0.000	0.250	0.000	0.250	0.000	0.600	0.250	0.000	0.542	0.500	0.000	0.375	0.000	0.625	0.688
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Buses %	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	20.0	9.1
Single-Unit Trucks	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Single-Unit %	100.0	75.0	0.0	0.0	78.6	0.0	0.0	100.0	0.0	100.0	0.0	83.3	100.0	0.0	84.6	100.0	0.0	33.3	0.0	60.0	78.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Articulated %	0.0	8.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	15.4	0.0	0.0	33.3	0.0	20.0	12.1
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total Entering Leg	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
Buses					1					0					2					0	3
Single-Unit Trucks					11					0					12					3	26
Articulated Trucks					3					0					1					0	4
Total Exiting Leg					15					0					15					3	33

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class: **Buses**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
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	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total					4					0					2					0	6

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

4:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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 Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Exiting Leg					1					0					2					0	3
Total					3					0					2					1	6

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**

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

Class:

Single-Unit Trucks

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
Total	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	6	0	0	7	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	10
Grand Total	3	15	0	0	18	0	0	1	0	1	0	11	2	0	13	3	0	1	0	4	36
Approach %	16.7	83.3	0.0	0.0		0.0	0.0	100.0	0.0		0.0	84.6	15.4	0.0		75.0	0.0	25.0	0.0		
Total %	8.3	41.7	0.0	0.0	50.0	0.0	0.0	2.8	0.0	2.8	0.0	30.6	5.6	0.0	36.1	8.3	0.0	2.8	0.0	11.1	
Exiting Leg Total					12					0					19					5	36

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

4:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
Total Volume	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
% Approach Total	18.2	81.8	0.0	0.0		0.0	0.0	100.0	0.0		0.0	90.9	9.1	0.0		66.7	0.0	33.3	0.0		
PHF	0.500	0.563	0.000	0.000	0.688	0.000	0.000	0.250	0.000	0.250	0.000	0.625	0.250	0.000	0.550	0.500	0.000	0.250	0.000	0.750	0.650
Entering Leg	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Exiting Leg					11					0					12					3	26
Total					22					1					23					6	52

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Articulated Trucks

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	3	0	0	1	0	1	6
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	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total					4					0					2					0	6

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

4:00 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
% 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	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Exiting Leg					3					0					1					0	4
Total					4					0					3					1	8

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	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	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	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	2	0	0	0	0	3	5	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	3	0	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Grand Total	2	0	0	0	5	3	10	0	0	0	0	3	4	7	0	0	1	0	0	0	1	0	0	0	0	1	0	1	19
Approach %	20.0	0.0	0.0	0.0	50.0	30.0		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	10.5	0.0	0.0	0.0	26.3	15.8	52.6	0.0	0.0	0.0	0.0	15.8	21.1	36.8	0.0	0.0	5.3	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	5.3	0.0	5.3	
Exiting Leg Total							8							7							0							4	19

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

5:00 PM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	2	0	0	0	0	3	5	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	3	0	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
% Approach Total	25.0	0.0	0.0	0.0	37.5	37.5		0.0	0.0	0.0	0.0	42.9	57.1		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	0.250	0.000	0.000	0.000	0.250	0.250	0.400	0.000	0.000	0.000	0.000	0.250	0.333	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.469
Entering Leg	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Exiting Leg							6							7							0							2	15
Total							14							14							0							2	30

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Thursday, June 23, 2022**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:

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

Pedestrians

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	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 04:00 PM to 06:00 PM begins at:

4:00 PM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	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	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		
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 #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	23	199	2	0	224	4	3	3	0	10	1	218	29	0	248	22	0	14	0	36	518
11:15 AM	24	194	1	1	220	2	1	3	0	6	3	193	26	0	222	28	0	9	0	37	485
11:30 AM	32	216	2	0	250	2	4	2	0	8	0	201	24	0	225	37	1	11	0	49	532
11:45 AM	33	205	0	1	239	2	4	5	0	11	0	213	17	0	230	21	1	8	0	30	510
Total	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
12:00 PM	28	206	0	0	234	3	1	2	0	6	0	200	21	0	221	30	2	11	0	43	504
12:15 PM	22	193	2	0	217	4	2	4	0	10	1	204	22	0	227	26	1	11	0	38	492
12:30 PM	24	189	0	0	213	1	0	5	0	6	0	176	25	0	201	32	1	5	0	38	458
12:45 PM	29	195	4	0	228	4	0	1	0	5	1	207	25	0	233	25	1	10	0	36	502
Total	103	783	6	0	892	12	3	12	0	27	2	787	93	0	882	113	5	37	0	155	1956
1:00 PM	26	203	1	0	230	4	1	2	0	7	1	223	13	0	237	21	1	4	0	26	500
1:15 PM	23	187	0	0	210	0	1	5	0	6	0	231	16	0	247	30	2	11	0	43	506
1:30 PM	26	190	1	0	217	6	1	2	0	9	1	195	12	0	208	22	0	12	0	34	468
1:45 PM	31	202	1	0	234	6	1	4	0	11	0	187	19	0	206	15	3	10	0	28	479
Total	106	782	3	0	891	16	4	13	0	33	2	836	60	0	898	88	6	37	0	131	1953
Grand Total	321	2379	14	2	2716	38	19	38	0	95	8	2448	249	0	2705	309	13	116	0	438	5954
Approach %	11.8	87.6	0.5	0.1		40.0	20.0	40.0	0.0		0.3	90.5	9.2	0.0		70.5	3.0	26.5	0.0		
Total %	5.4	40.0	0.2	0.0	45.6	0.6	0.3	0.6	0.0	1.6	0.1	41.1	4.2	0.0	45.4	5.2	0.2	1.9	0.0	7.4	
Exiting Leg Total					2604					35					2726					589	5954
Cars	320	2355	14	2	2691	38	19	38	0	95	8	2424	249	0	2681	308	13	116	0	437	5904
% Cars	99.7	99.0	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.0	100.0	0.0	99.1	99.7	100.0	100.0	0.0	99.8	99.2
Exiting Leg Total					2580					35					2701					588	5904
Heavy Vehicles	1	24	0	0	25	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	50
% Heavy Vehicles	0.3	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.3	0.0	0.0	0.0	0.2	0.8
Exiting Leg Total					24					0					25					1	50

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

11:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	23	199	2	0	224	4	3	3	0	10	1	218	29	0	248	22	0	14	0	36	518
11:15 AM	24	194	1	1	220	2	1	3	0	6	3	193	26	0	222	28	0	9	0	37	485
11:30 AM	32	216	2	0	250	2	4	2	0	8	0	201	24	0	225	37	1	11	0	49	532
11:45 AM	33	205	0	1	239	2	4	5	0	11	0	213	17	0	230	21	1	8	0	30	510
Total Volume	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
% Approach Total	12.0	87.2	0.5	0.2		28.6	34.3	37.1	0.0		0.4	89.2	10.4	0.0		71.1	1.3	27.6	0.0		
PHF	0.848	0.942	0.625	0.500	0.933	0.625	0.750	0.650	0.000	0.795	0.333	0.946	0.828	0.000	0.932	0.730	0.500	0.750	0.000	0.776	0.961
Cars	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Cars %	99.1	99.1	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.2	100.0	0.0	99.2	99.1	100.0	100.0	0.0	99.3	99.2
Heavy Vehicles	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
Heavy Vehicles %	0.9	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.9	0.0	0.0	0.0	0.7	0.8
Cars Enter Leg	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Heavy Enter Leg	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
Total Entering Leg	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
Cars Exiting Leg					872					11					927					219	2029
Heavy Exiting Leg					7					0					8					1	16
Total Exiting Leg					879					11					935					220	2045

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class:

Cars

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	23	197	2	0	222	4	3	3	0	10	1	215	29	0	245	21	0	14	0	35	512
11:15 AM	24	192	1	1	218	2	1	3	0	6	3	192	26	0	221	28	0	9	0	37	482
11:30 AM	32	214	2	0	248	2	4	2	0	8	0	199	24	0	223	37	1	11	0	49	528
11:45 AM	32	204	0	1	237	2	4	5	0	11	0	212	17	0	229	21	1	8	0	30	507
Total	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
12:00 PM	28	204	0	0	232	3	1	2	0	6	0	197	21	0	218	30	2	11	0	43	499
12:15 PM	22	188	2	0	212	4	2	4	0	10	1	202	22	0	225	26	1	11	0	38	485
12:30 PM	24	186	0	0	210	1	0	5	0	6	0	175	25	0	200	32	1	5	0	38	454
12:45 PM	29	193	4	0	226	4	0	1	0	5	1	204	25	0	230	25	1	10	0	36	497
Total	103	771	6	0	880	12	3	12	0	27	2	778	93	0	873	113	5	37	0	155	1935
1:00 PM	26	202	1	0	229	4	1	2	0	7	1	218	13	0	232	21	1	4	0	26	494
1:15 PM	23	186	0	0	209	0	1	5	0	6	0	229	16	0	245	30	2	11	0	43	503
1:30 PM	26	188	1	0	215	6	1	2	0	9	1	195	12	0	208	22	0	12	0	34	466
1:45 PM	31	201	1	0	233	6	1	4	0	11	0	186	19	0	205	15	3	10	0	28	477
Total	106	777	3	0	886	16	4	13	0	33	2	828	60	0	890	88	6	37	0	131	1940
Grand Total	320	2355	14	2	2691	38	19	38	0	95	8	2424	249	0	2681	308	13	116	0	437	5904
Approach %	11.9	87.5	0.5	0.1		40.0	20.0	40.0	0.0		0.3	90.4	9.3	0.0		70.5	3.0	26.5	0.0		
Total %	5.4	39.9	0.2	0.0	45.6	0.6	0.3	0.6	0.0	1.6	0.1	41.1	4.2	0.0	45.4	5.2	0.2	2.0	0.0	7.4	
Exiting Leg Total					2580					35					2701					588	5904

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

11:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	23	197	2	0	222	4	3	3	0	10	1	215	29	0	245	21	0	14	0	35	512
11:15 AM	24	192	1	1	218	2	1	3	0	6	3	192	26	0	221	28	0	9	0	37	482
11:30 AM	32	214	2	0	248	2	4	2	0	8	0	199	24	0	223	37	1	11	0	49	528
11:45 AM	32	204	0	1	237	2	4	5	0	11	0	212	17	0	229	21	1	8	0	30	507
Total Volume	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
% Approach Total	12.0	87.2	0.5	0.2		28.6	34.3	37.1	0.0		0.4	89.1	10.5	0.0		70.9	1.3	27.8	0.0		
PHF	0.867	0.943	0.625	0.500	0.932	0.625	0.750	0.650	0.000	0.795	0.333	0.951	0.828	0.000	0.937	0.723	0.500	0.750	0.000	0.770	0.961
Entering Leg	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Exiting Leg					872					11					927					219	2029
Total					1797					46					1845					370	4058

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

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

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
Grand Total	1	24	0	0	25	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	50
Approach %	4.0	96.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	2.0	48.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	0.0	0.0	48.0	2.0	0.0	0.0	0.0	2.0	
Exiting Leg Total					24					0					25					1	50
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total					0					0					0					0	0
Single-Unit Trucks	1	22	0	0	23	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	45
% Single-Unit	100.0	91.7	0.0	0.0	92.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	87.5	100.0	0.0	0.0	0.0	100.0	90.0
Exiting Leg Total					21					0					23					1	45
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	8.3	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10.0
Exiting Leg Total					3					0					2					0	5

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

12:15 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
% 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	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.786
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Single-Unit %	0.0	81.8	0.0	0.0	81.8	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	86.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Articulated %	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
Buses					0					0					0					0	0
Single-Unit Trucks					10					0					9					0	19
Articulated Trucks					1					0					2					0	3
Total Exiting Leg					11					0					11					0	22

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class: **Buses**

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

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

11:00 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg					0					0					0					0	0
Total					0					0					0					0	0

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class:

Single-Unit Trucks

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Grand Total	1	22	0	0	23	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	45
Approach %	4.3	95.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	2.2	48.9	0.0	0.0	51.1	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	46.7	2.2	0.0	0.0	0.0	2.2	
Exiting Leg Total					21					0					23					1	45

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

12:15 PM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
% 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	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Exiting Leg					10					0					9					0	19
Total					19					0					19					0	38

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**

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

Class:

Articulated Trucks

	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	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	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 02:00 PM begins at:

11:30 AM	Lafayette Road (Route 1) from North					Wilson Road from East					Lafayette Road (Route 1) from South					Wilson Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	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
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg					1					0					2					0	3
Total					3					0					3					0	6

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	5	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	0	0	0	5	0	0	0	0	0	1	1	8
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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	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	1
1:15 PM	0	2	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
Grand Total	0	2	0	0	0	1	3	1	0	1	0	5	1	8	0	5	0	0	0	0	5	1	1	0	0	0	2	4	20
Approach %	0.0	66.7	0.0	0.0	0.0	33.3		12.5	0.0	12.5	0.0	62.5	12.5		0.0	100.0	0.0	0.0	0.0	0.0		25.0	25.0	0.0	0.0	0.0	50.0		
Total %	0.0	10.0	0.0	0.0	0.0	5.0	15.0	5.0	0.0	5.0	0.0	25.0	5.0	40.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	5.0	5.0	0.0	0.0	0.0	10.0	20.0	
Exiting Leg Total							7							7							4							2	20

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

1:00 PM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	2	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		20.0	0.0	20.0	0.0	60.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		33.3	33.3	0.0	0.0	0.0	33.3		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.375	0.417
Entering Leg	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
Exiting Leg							1							4							4							1	10
Total							3							9							4							4	20

PDI File #: **228713 B**
Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
Location: **E: Wilson Road W: Wilson Road**
City, State: **Portsmouth, NH**
Client: **TFMoran/J. Porter**
Site Code: **47107.02**
Count Date: **Saturday, June 25, 2022**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:

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

Pedestrians

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	1	5	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
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	1	0	1	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	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	6	0	6	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	7	5	12	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Approach %	0	0	0	0	58.3	41.7		0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	43.8	31.3	75	0	0	0	0	12.5	12.5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							12							4							0							0	16

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

11:00 AM	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	1	5	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
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	1	0	1	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 Volume	0	0	0	0	1	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	16.7	83.3		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		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	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	0.286
Entering Leg	0	0	0	0	1	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg							6							2							0							0	8
Total							12							4							0							0	16

APPENDIX M

Site Plan

PARKING OCCUPANCY RATE TABLE

USE	WEEKDAY				WEEKEND					
	DAYTIME (8 AM - 5 PM)		EVENING (6 PM - MIDNIGHT)		DAYTIME (8 AM - 5 PM)		EVENING (6 PM - MIDNIGHT)		NIGHTIME (MIDNIGHT - 6 AM)	
	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES
OFFICE	100%	5	20%	1	10%	1	5%	1	5%	1
EATING & DRINKING PLACES	70%	59	100%	84	80%	68	100%	84	10%	9
INDOOR RECREATION	40%	4	100%	10	80%	8	100%	10	10%	1
TOTAL SPACES		68		95		77		95		11

NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) PARCEL IS IN INDUSTRIAL ZONE (I):
MINIMUM LOT AREA.....2 ACRES
MINIMUM FRONTAGE.....200 FT
MINIMUM DEPTH.....200 FT
SETBACKS:
FRONT.....70 FT
SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....70 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%

3) BUILDING COVERAGE
EXISTING
BUILDING 17,500 SF
TOTAL 17,500 SF
COVERAGE = 17500 / 87507 = 20.0%

PROPOSED
BUILDING.....17,500 SF
LANDING & STAIRS >18" 54 SF
TOTAL 17,554 SF
COVERAGE = 17554 / 87507 = 20.1%

4) OPEN SPACE
EXISTING
SEE EXISTING OPEN SPACE DETAIL.
EXISTING OPEN SPACE IS 21,485.

OPEN SPACE = 21485 / 87507 = 24.6%

PROPOSED
SEE PROPOSED OPEN SPACE DETAIL.
PROPOSED OPEN SPACE IS 21,510 SF.

OPEN SPACE = 21,816 / 87507 = 24.9%

NOTES (CONT...)

5) PARKING
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.321 THE FOLLOWING NUMBER OF PARKING SPACES ARE REQUIRED

- INDOOR RECREATION (4.30) - 1 PER 4 PERSONS MAXIMUM OCCUPANCY
- OFFICE (5.10-5.30) - 1 PER 350 SF GFA
- EATING & DRINKING PLACES - 1 PER 100 SF GFA

REQUIRED PARKING
- MAXIMUM OCCUPANCY OF INDOOR RECREATION= 40 PEOPLE
40 PEOPLE X 1 SPACE/4 PEOPLE = 10
- OFFICE GFA = 1,700 SF
1700 SF X 1 SPACE/350 SF = 4.9 = 5
- EATING & DRINKING PLACE GFA = 8,398 SF
8398 SF X 1 SPACE/100 SF = 84

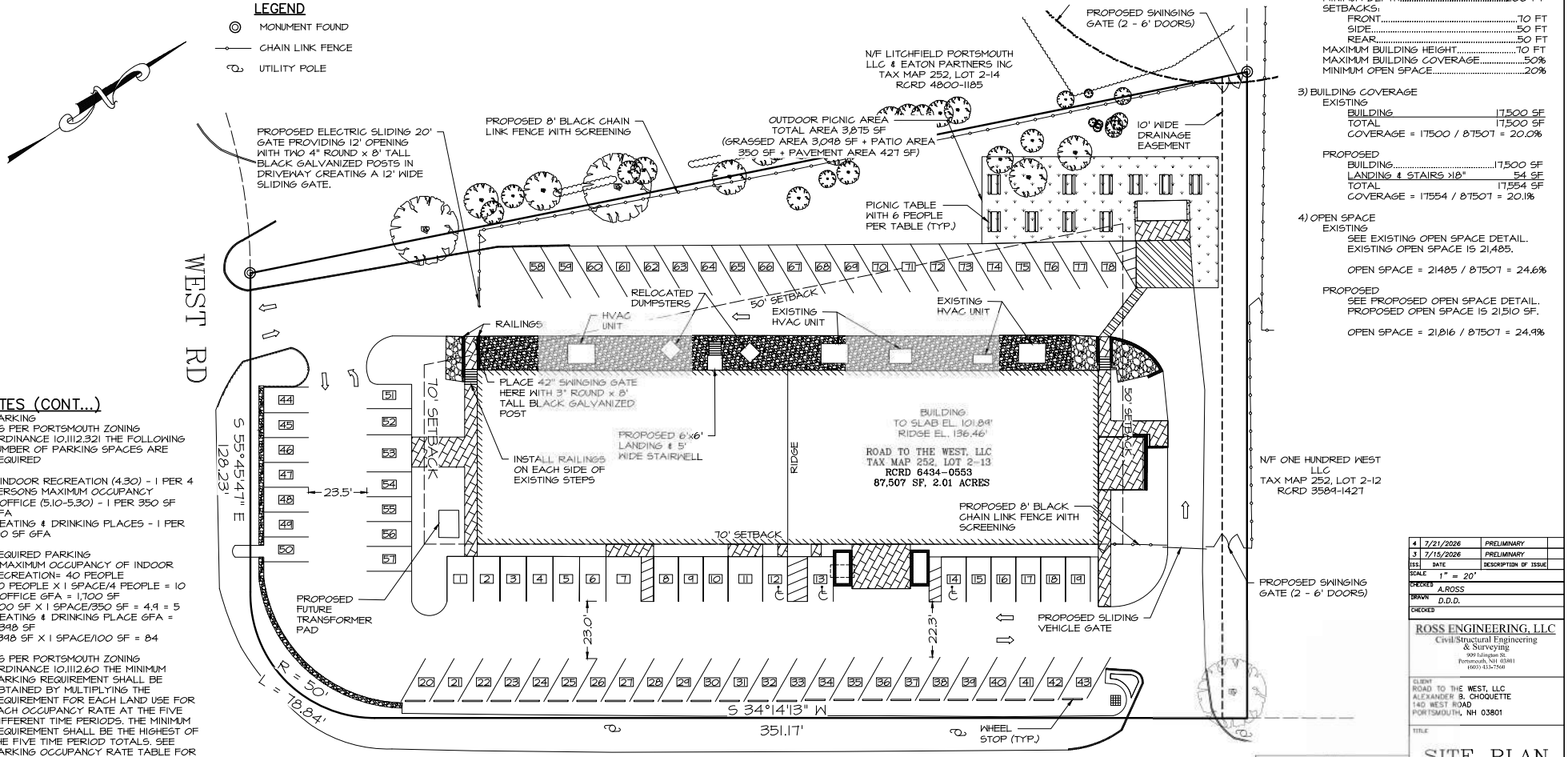
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.60 THE MINIMUM PARKING REQUIREMENT SHALL BE OBTAINED BY MULTIPLYING THE REQUIREMENT FOR EACH LAND USE FOR EACH OCCUPANCY RATE AT THE FIVE DIFFERENT TIME PERIODS. THE MINIMUM REQUIREMENT SHALL BE THE HIGHEST OF THE FIVE TIME PERIOD TOTALS. SEE PARKING OCCUPANCY RATE TABLE FOR MORE DETAIL.

MINIMUM REQUIRED PARKING = 95 SPACES

78 PARKING SPACES ARE SHOWN. THE PARKING CAN BE RECONFIGURED TO SHOW 95 SPACES.

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE



GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
SCALE 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
4	7/21/2026	PRELIMINARY
3	7/15/2026	PRELIMINARY

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

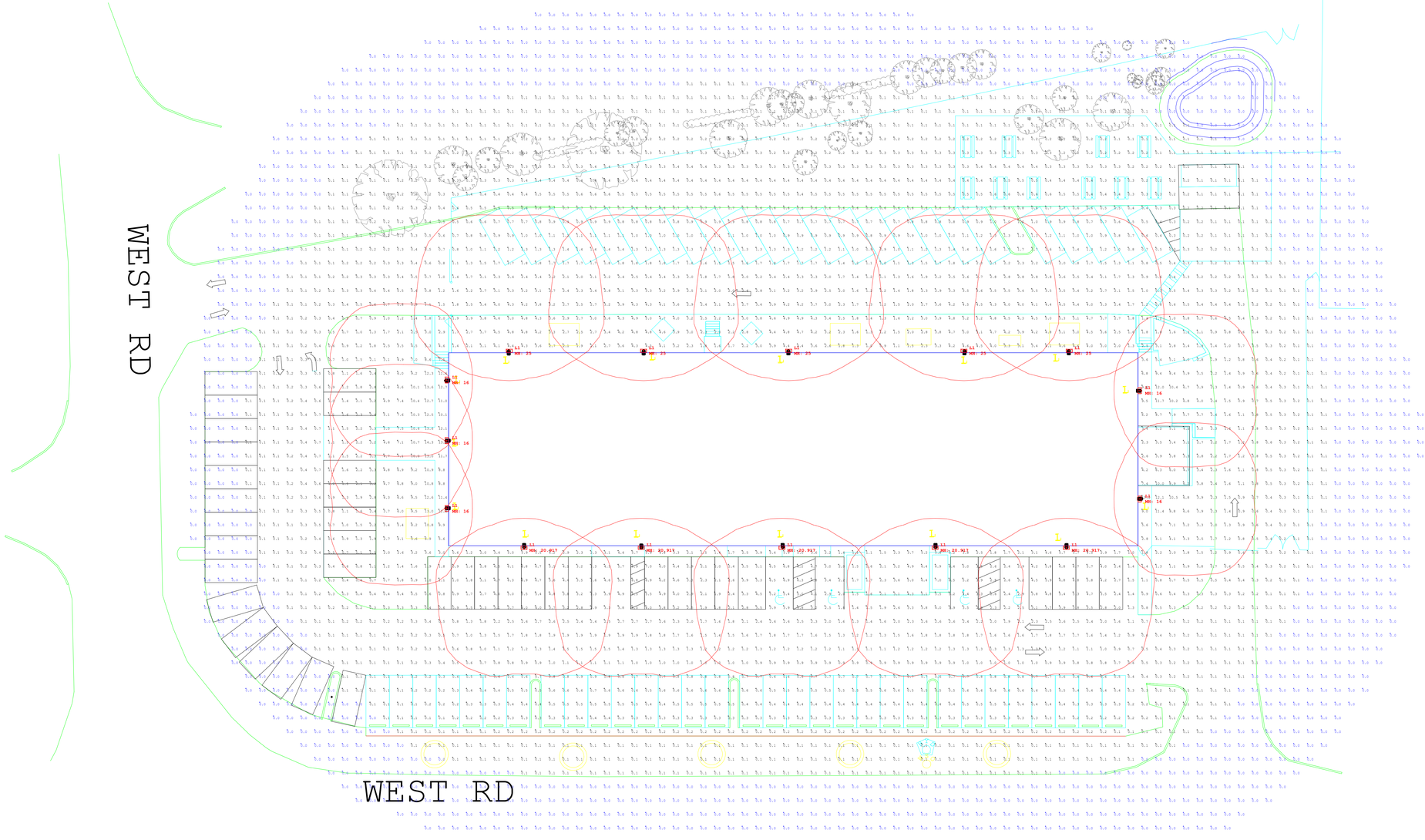
ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
909 Islington St
Portsmouth, NH 03801
(603) 433-7560

CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
SITE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER 21-168 | DWG. NO. 2 OF 4 | ISSUE 4



Luminaire Schedule (Note fixture catalog numbers are not complete)					
Qty	Label	Luminaire Watts	Arrangement	LLF	Description
15	L1	81	Single	0.900	XTOR8B

Please Note: Do not use this schedule for quoting or wattage calculating, contact Illuminate for a complete fixture schedule

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Site	Fc	1.00	14.3	0.0	N.A.	N.A.

Project:
140 West Road - Site

Contact:
Mike Corrao
Director of Spec Sales - NNE
207-219-1716
mcorrao@illuminatene.com

Detail: Photometric Calculation
Date: 09/21/2026
Revision: 4
Scale: 1" = 20'-0"
Drawn By: SHJ

Generated For:
PORTSMOUTH ARCHITECTS

Drawing Number:

L-1

illuminate
263 Winn Street
Burlington, MA 01803
(781) 272-2300

RECEIVED
NOV 04 2026
By 4:21 pm

ROAD TO THE WEST, LLC

BLACK ROCK SOCIAL CLUB

140 West Road, Portsmouth, New Hampshire
Planning Board Site Review
Site Plan Review Agreement and Site Security

November 19, 2026

The Applicant acknowledges the Portsmouth Site Plan Review Regulations' requirements for post-approval implementation measures, including execution of a Site Plan Review Agreement where the Planning Board deems it appropriate. The Applicant is willing to enter into a Site Plan Review Agreement memorializing the conditions of approval and any required post-approval obligations.

The Applicant respectfully requests that the Planning Board waive any requirement for a performance surety, bond, or letter of credit associated with this approval. Unlike a ground-up development project or a project involving substantial public infrastructure improvements, this application concerns an existing, fully developed, occupied, and operational property. The approval does not authorize construction of new buildings, significant utility extensions, roadway improvements, or other major site infrastructure that would create a substantial risk of incomplete construction.

The scope of remaining work is limited and discrete, consisting primarily of landscaping enhancements, modifications to portions of the existing stormwater system, and other minor site improvements identified on the approved plans. These improvements are readily verifiable through the City's normal inspection and certificate-of-compliance processes and do not present the type of unfinished-site risk that performance security is intended to address.

Requiring a surety under these circumstances would provide limited additional protection to the City while imposing unnecessary financial and administrative burdens on implementation of the approved improvements. Because the property is already an active site and the remaining work is modest in scope, the Applicant submits that the public interest is adequately protected through the Site Plan Review Agreement, inspection authority, and enforcement mechanisms already available to the City.

Accordingly, the Applicant respectfully requests that the Planning Board approve the project subject to a Site Plan Review Agreement, but without requiring a performance bond, letter of credit, or other financial surety.

Respectfully submitted,

ROAD TO THE WEST, LLC
By its attorney.



John K. Bosen, Esq.
DONAHUE, TUCKER & CIANDELLA, PPLC

6 November 2026

Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, New Hampshire 03801

RE: Request for Conceptual Site Plan Review | 163 Deer Street | Proposed Structure Replacement

Dear Mr. Chellman and Planning Board Members:

On behalf of EightKPH, LLC, we are pleased to submit the attached **Concept Site Plan Review** for the above-mentioned project and request that we be placed on the agenda for your **November 19, 2026,** Planning Board Meeting. The property is shown on the City of Portsmouth Assessors Map 125 as Lot 17-2. The project is located at 163 Deer Street, adjacent to the CSX Railroad Right-of-Way. The project is within the City of Portsmouth Character District 5 (CD5), Downtown Overlay District, North End Incentive Overlay District and Historic District Commission (HDC) Zoning District. The site is currently developed with an existing building and a surface parking lot. The site recently transitioned from a banking facility with drive-up to office.

Project Overview

The project consists of the replacement of the existing structure, with horizontal and vertical building expansions, and first floor parking behind a liner building. The second floor of the building, along Deer Street, will cantilever out over the proposed expanded sidewalk to comply with the city minimum front building setback requirement while maintaining the pedestrian experience. New exterior landscaping with pedestrian friendly sidewalks along the railroad corridor connecting to the existing public park space at 70 Maplewood are proposed. Updated street sidewalk, parking and lighting, coordinated with the proposed building entrance locations, are proposed. The site redevelopment will complete the contemplated construction on the building lots created by the Deer Street Associates 2015 subdivision (Lot 4) and fill in the gap in the new buildings along this section of the Deer Street corridor.

Site Zoning and Parking

The project is within the City of Portsmouth Character District 5 (CD5) Zone. The proposed residential use at the site is designed to be compliant with the Portsmouth Zoning Ordinance (PZO). The first-floor parking is behind a liner building along the street frontage. The intent is that the first-floor commercial space will be utilized as Concierge Services space which would support the upper floor residential uses. The site will provide 19 parking spaces on the ground level, one exterior parking space, and one Loading Zone / Delivery space.

200 GRIFFIN RD. UNIT 14, PORTSMOUTH, NH 03802 603.430.9282 | HALEYWARD.COM

Vehicular and Pedestrian Circulation

The proposed site continues the sidewalk program created for the 70 Maplewood project at a smaller density to match the building scale. Building pedestrian connections from the Deer Street sidewalk are along the storefront. Pedestrian access coming from the 70 Maplewood Avenue Public Park is continued along the rear of the site, and a secondary access to Deer Street at the westerly terminus (as a flush brick section) has been added.

Vehicular access to the garage parking from Deer Street is provided along the east and west sides of the proposed building, as a one-way loop through the garage. The easterly access is in a shared easement with the adjacent 70 Maplewood Avenue building; the westerly access is in a shared easement with the adjacent hotel. Vehicle warnings for pedestrians, similar to the 70 Maplewood building, are shown at the west garage exit.

Screening and Landscaping

The site's landscaping consists of the addition of landscaping similar to 70 Maplewood along the extended railroad pedestrian corridor. Fencing to separate the pedestrian area from the CSX railroad corridor will be extended. Street trees and planters are shown along Deer Street. Snow will be plowed to the rear of the site and hauled off-site as needed.

Water and Sewage Systems

The municipal water and sewer systems in Deer Street will be utilized for the new structure.

Stormwater Management

The site drainage patterns will remain, with roof drainage treated with a downspout filter.

Site Lighting

An additional City streetlight is proposed along Deer Street to continue that corridor enhancement. Site lighting will be introduced on the building to accent the edges.

Site Utilities and Solid Waste

Site utilities include underground electric, communications, water and sewer services as needed to service the new structure. Solid waste will be collected within the building and disposed of privately.

Submission

The submission includes the proposed building Floor Plans, Elevations, and Renderings.

The following full-size plans are included in our submission:

- Cover Sheet: This shows the Development team information, site location, index of drawings, and project permits & approvals.
- General Notes, Legends, and Abbreviations C001: This sheet provides specific and general project constructions notes, legend, common plan abbreviations, and the site location on the City's zoning map.
- Existing Conditions Plan V101: This plan shows the site boundary and the existing development area conditions in detail including easement areas.

- Orthophoto Plan V103: This plan shows the existing site, and the site relationship to the railroad and adjacent structures massing on Deer Street.
- Demolition Plan C101: This plan shows site demolition and enabling for redevelopment.
- Site Layout Plan C102: This plan shows the proposed building and exterior site improvements.
- First Floor Parking Plan C103: This plan shows the ground level parking layout and first floor programming within the proposed building footprint.
- Utility Plan C104: This plan shows the proposed utility connections.
- Details C501-505: These sheets provide erosion and sedimentation control details, utility installation details, site furnishing details, hardscape details, and stormwater management product and installation details.
- Architectural Plans PB1.01-3.01(12 sheets): - Floor Plans, Penthouse Plans, Roof Plans, Elevations, and Renderings.

We look forward to Planning Board review of this submission and look forward to an in-person presentation at your meeting.

Sincerely,

Amy Johnson, PE
Southern Maine & New Hampshire Land Development Manager

AJ-cba

P:\NH\5010205-EightKph_LLC\002-165 Deer Street, Portsmouth-SMT2\03-WIP_Files\Planning Board Concept Letter 11-6-26.doc

EIGHTKPH, LLC
PROPOSED MIXED USE DEVELOPMENT

163 DEER STREET, PORTSMOUTH NH

PROJECT INFORMATION

CIVIL ENGINEER
HALEY WARD, INC.
ATTN: AMY JOHNSON, PE.
200 GRIFFIN ROAD, UNIT 14
PORTSMOUTH, NH 03801
T: 603.430.9282

SURVEYOR
HALEY WARD, INC.
ATTN: PHILLIP YETMAN, PLS
200 GRIFFIN ROAD, UNIT 14
PORTSMOUTH, NH 03801
T: 603.430.9282

OWNER & APPLICANT
EIGHTKPH LLC
70 MAPLEWOOD AVENUE
UNIT 501
PORTSMOUTH, NH 03801

ARCHITECT
ARCOVE ARCHITECTS
ATTN: TRACY KOZAK
767 ISLINGTON STREET
SUITE 2A
PORTSMOUTH, NH 03801
T: 603.988.0042

UTILITY PROVIDERS

WATER & SEWER
CITY OF PORTSMOUTH DEPT. OF PUBLIC WORKS
ATTN: DOUG SPARKS
680 PEVERLY HILL ROAD
PORTSMOUTH, NH 03801
T: 603.427.1530

CABLE
XFINITY BY COMCAST
ATTN: MIKE COLLINS
180 GREENLEAF AVENUE
PORTSMOUTH, NH 03801
T: 603.266.2278

ELECTRIC
EVERSOURCE
ATTN: NICHOLAS KOSKO
1700 LAFAYETTE ROAD
PORTSMOUTH, NH 03801
T: 603.436.7708, EXT. 3327565

COMMUNICATIONS
CONSOLIDATED COMMUNICATIONS
ATTN: BENJAMIN WILLS
1575 GREENLAND ROAD
GREENLAND, NH 03840
T: 603.427.5525



LOCATION MAP

INDEX OF DRAWINGS

C000	COVER SHEET
C001	GENERAL NOTES, LEGEND, & ABBREVIATIONS
V101	EXISTING CONDITIONS PLAN
V103	ORTHOPHOTO PLAN
C101	DEMOLITION PLAN
C102	SITE LAYOUT PLAN
C103	FIRST FLOOR PARKING PLAN
C104	UTILITY PLAN
C501	SITE DETAILS
C502	SITE DETAILS
C503	SITE DETAILS
C504	SITE DETAILS
C505	SITE DETAILS

PERMITS & APPROVALS	PERMIT #	DATE
CITY OF PORTSMOUTH TAC REVIEW	TBD	PENDING
CITY OF PORTSMOUTH SITE PLAN - PLANNING BOARD	TBD	PENDING
CITY OF PORTSMOUTH HISTORIC DISTRICT	TBD	PENDING

ISSUED FOR PERMITTING
NOVEMBER 6, 2026

HALEY WARD
www.haleyward.com

5010205.002

CONSTRUCTION NOTES

CONSTRUCTION SEQUENCE

1. DO NOT BEGIN CONSTRUCTION UNTIL ALL LOCAL, STATE AND FEDERAL PERMITS HAVE BEEN APPLIED FOR AND RECEIVED.
2. INSTALL SILT SOXX AND CATCH BASIN FILTERS TO CONTROL EROSION AND SEDIMENTATION PRIOR TO ANY EARTH MOVING ACTIVITIES.
3. REMOVE EXISTING BUILDING AND SITE FEATURES AS REQUIRED.
4. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE.
5. CUT AND REMOVE ALL TREES, SHRUBS, AND OTHER DEBRIS AS REQUIRED.
6. STRIP AND STOCKPILE LOAM FROM SITE. STOCKPILES SHALL BE SURROUNDED WITH SILT SOXX TO CONTROL SEDIMENT RUN OFF.
7. ROUGH GRADE SITE AND CONSTRUCT DRAINAGE STRUCTURES. INSTALL AND MAINTAIN EROSION CONTROL DEVICES AS SHOWN ON THE PLANS. ALL PERMANENT DITCHES, AND SWALES SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM. CONSTRUCT BUILDING FOUNDATIONS.
8. LOAM AND SEED DISTURBED AREAS. CUT AND FILL SLOPES SHALL BE SEEDED IMMEDIATELY AFTER THEIR CONSTRUCTION.
9. CONSTRUCT UTILITIES, BUILDINGS AND PAVEMENT BASE COURSE.
10. PLANT LANDSCAPING.
11. CONSTRUCT PAVEMENT WEARING COURSE.
12. REMOVE TRAPPED SEDIMENTS FROM COLLECTION DEVICES AS APPROPRIATE, AND THEN REMOVE TEMPORARY EROSION CONTROL MEASURES.

PROJECT DESCRIPTION

1. THE PROJECT CONSISTS OF DEMOLISHING THE EXISTING BUILDING AND RELATED STRUCTURES, AND CONSTRUCTING A NEW RESIDENTIAL BUILDING AND ASSOCIATED SITE IMPROVEMENTS.
2. THE TOTAL AREA TO BE DISTURBED IS APPROXIMATELY 18,000 SQUARE FEET.
3. THE STORMWATER RUNOFF FROM THE SITE WILL FOLLOW EXISTING PATTERNS AND DISCHARGE OFFSITE TO THE INTO THE CITY STORMWATER SYSTEM IN DEER STREET.

GENERAL CONSTRUCTION NOTES

1. THE EROSION CONTROL PROCEDURES SHALL CONFORM TO SECTION 645 OF THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION" OF THE NHDOT, AND "STORM WATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE", THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.
2. DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED FOR MORE THAN 45 DAYS.
3. ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION.
4. THE PROJECT IS TO BE MANAGED IN A MANNER THAT MEETS THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.
5. DUST CONTROL MEASURES SHALL INCLUDE BUT ARE NOT LIMITED TO SPRINKLING WATER ON EXPOSED AREAS, COVERING LOADED DUMP TRUCKS LEAVING THE SITE, AND TEMPORARY MULCHING. DUST CONTROL MEASURES SHALL BE UTILIZED SO AS TO PREVENT THE MIGRATION OF DUST FROM THE SITE TO ABUTTING AREAS. IF TEMPORARY STABILIZATION PRACTICES, SUCH AS TEMPORARY VEGETATION AND MULCHING, DO NOT ADEQUATELY REDUCE DUST GENERATION, APPLICATION OF WATER OR CALCIUM CHLORIDE SHALL BE APPLIED IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.
6. SILTSOXX AND CATCH BASIN FILTERS SHALL BE PERIODICALLY INSPECTED DURING THE LIFE OF THE PROJECT AND AFTER EACH STORM. ALL DAMAGED SILTSOXX SHALL BE REPAIRED. SEDIMENT DEPOSITS SHALL PERIODICALLY BE REMOVED AND DISPOSED IN A SECURED LOCATION.
7. ALL FILLS SHALL BE PLACED AND COMPACTED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS.
8. ALL NON-STRUCTURAL, SITE-FILL SHALL BE PLACED AND COMPACTED TO 90% MODIFIED PROCTOR DENSITY IN LAYERS NOT EXCEEDING 18 INCHES IN THICKNESS UNLESS OTHERWISE NOTED.
9. FROZEN MATERIAL OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIAL, TRASH, WOODY DEBRIS, LEAVES, BRUSH OR ANY DELETERIOUS MATTER SHALL NOT BE INCORPORATED INTO FILLS.
10. FILL MATERIAL SHALL NOT BE PLACED ON FROZEN FOUNDATION SUBGRADE.
11. DURING CONSTRUCTION AND UNTIL ALL DEVELOPED AREAS ARE FULLY STABILIZED, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH ONE HALF INCH OF RAINFALL.
12. THE CONTRACTOR SHALL MODIFY OR ADD EROSION CONTROL MEASURES AS NECESSARY TO ACCOMMODATE PROJECT CONSTRUCTION.
13. ALL ROADWAYS AND PARKING AREAS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
14. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
    - BASE COURSE GRAVELS HAVE BEEN INSTALLED ON AREAS TO BE PAVED
    - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
    - A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED
    - EROSION CONTROL BLANKETS HAVE BEEN INSTALLED.
    - IN AREAS TO BE PAVED, "STABLE" MEANS THAT BASE COURSE GRAVELS MEETING THE REQUIREMENTS OF NHDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM 304.2 HAVE BEEN INSTALLED.
15. STABILIZATION SHALL BE INITIATED ON ALL LOAM STOCKPILES, AND DISTURBED AREAS, WHERE CONSTRUCTION ACTIVITY SHALL NOT OCCUR FOR MORE THAN TWENTY-ONE (21) CALENDAR DAYS BY THE FOURTEENTH (14TH) DAY AFTER CONSTRUCTION ACTIVITY HAS PERMANENTLY OR TEMPORARILY CEASED IN THAT AREA.
16. STABILIZATION MEASURES TO BE USED INCLUDE:
    - TEMPORARY SEEDING;
    - MULCHING.
17. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
18. WHEN CONSTRUCTION ACTIVITY PERMANENTLY OR TEMPORARILY CEASES WITHIN 100 FEET OF NEARBY SURFACE WATERS OR DELINEATED WETLANDS, THE AREA SHALL BE STABILIZED WITHIN SEVEN (7) DAYS OR PRIOR TO A RAIN EVENT. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN THESE AREAS, SILTSOXX, MULCH BERMS, HAY BALE BARRIERS AND ANY EARTH/DIKES SHALL BE REMOVED ONCE PERMANENT MEASURES ARE ESTABLISHED.
19. DURING CONSTRUCTION, RUNOFF WILL BE DIVERTED AROUND THE SITE WITH EARTH DIKES, PIPING OR STABILIZED CHANNELS WHERE POSSIBLE. SHEET RUNOFF FROM THE SITE WILL BE FILTERED THROUGH SILTSOXX, MULCH BERMS, HAY BALE BARRIERS, OR SILT SOCKS. ALL STORM DRAIN BASIN INLETS SHALL BE PROVIDED WITH FLARED END SECTIONS AND TRASH RACKS. THE SITE SHALL BE STABILIZED FOR THE WINTER BY OCTOBER 15.

MAINTENANCE AND PROTECTION

1. THE SILTSOXX BARRIER SHALL BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
2. SILTSOXX SHALL BE REMOVED ONCE SITE IS STABILIZED, AND DISTURBED AREAS SHALL BE PERMANENTLY SEEDED.
3. THE CATCH BASIN INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

WINTER NOTES

1. ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85% VEGETATED GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
2. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS;
3. AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3, OR IF CONSTRUCTION IS TO CONTINUE THROUGH THE WINTER SEASON BE CLEARED OF ANY ACCUMULATED SNOW AFTER EACH STORM EVENT;

STOCKPILES

1. LOCATE STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CATCH BASINS, SWALES, AND CULVERTS.
2. ALL STOCKPILES SHOULD BE SURROUNDED WITH TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE ONSET OF PRECIPITATION.
3. PERIMETER BARRIERS SHOULD BE MAINTAINED AT ALL TIMES, AND ADJUSTED AS NEEDED TO ACCOMMODATE THE DELIVERY AND REMOVAL OF MATERIALS FROM THE STOCKPILE. THE INTEGRITY OF THE BARRIER SHOULD BE INSPECTED AT THE END OF EACH WORKING DAY.
4. PROTECT ALL STOCKPILES FROM STORMWATER RUN-OFF USING TEMPORARY EROSION CONTROL MEASURES SUCH AS BERMS, SILT SOCK, OR OTHER APPROVED PRACTICE TO PREVENT MIGRATION OF MATERIAL BEYOND THE IMMEDIATE CONFINES OF THE STOCKPILES.

CONCRETE WASHOUT AREA

THE FOLLOWING ARE THE ONLY NON-STORMWATER DISCHARGES ALLOWED. ALL OTHER NON-STORMWATER DISCHARGES ARE PROHIBITED ON SITE:

1. THE CONCRETE DELIVERY TRUCKS SHALL, WHENEVER POSSIBLE, USE WASHOUT FACILITIES AT THEIR OWN PLANT OR DISPATCH FAILITY;
2. IF IT IS NECESSARY, SITE CONTRACTOR SHALL DESIGNATE SPECIFIC WASHOUT AREAS AND DESIGN FACILITIES TO HANDLE ANTICIPATED WASHOUT WATER;
3. CONTRACTOR SHALL LOCATE WASHOUT AREAS AT LEAST 150 FEET AWAY FROM STORM DRAINS, SWALES AND SURFACE WATERS OR DELINEATED WETLANDS;
4. INSPECT WASHOUT FACILITIES DAILY TO DETECT LEAKS OR TEARS AND TO IDENTIFY WHEN MATERIALS NEED TO BE REMOVED.

UTILITY NOTES

1. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
3. SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
4. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
5. ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH
6. CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
7. EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.
8. ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
9. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.
10. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
11. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
12. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATED TO THE OWNER PRIOR TO THE COMPLETION OF PROJECT.
13. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED IN THESE DRAWING TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
14. CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
15. A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS WATER ABOVE SEWER.
16. SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVED AREAS.
17. GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
18. COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
19. ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.
20. CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.
21. SITE LIGHTING SPECIFICATIONS, CONDUIT LAYOUT AND CIRCUITRY FOR PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL BE PROVIDED BY THE PROJECT ELECTRICAL ENGINEER IN COORDINATION WITH THE SITE CIVIL ENGINEER.
22. CONTRACTOR SHALL CONSTRUCT ALL UTILITIES AND DRAINS TO WITHIN 10' OF THE FOUNDATION WALLS AND CONNECT THESE TO SERVICE STUBS FROM THE BUILDING.
23. FINAL REVIEW OF ALL UTILITIES SHALL BE MADE DURING THE REQUIRED SEWER CONNECTION PERMIT PROCESS IN COORDINATION WITH DEPARTMENT OF PUBLIC WORKS.
24. ALL WORK PERFORMED IN THE PUBLIC RIGHT-OF-WAY SHALL BE BUILT TO DEPARTMENT OF PUBLIC WORKS STANDARDS.
25. THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.
26. UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
27. IRRIGATION, IF SUPPLIED, WILL BE PROVIDED ON A SEPARATE METERED SERVICE. DESIGNS OF IRRIGATION WILL BE PROVIDED BY THE LANDSCAPE CONTRACTOR AT THE TIME OF CONSTRUCTION.

ALLOWABLE NON-STORMWATER DISCHARGES

1. FIRE-FIGHTING ACTIVITIES;
2. FIRE HYDRANT FLUSHING;
3. WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED;
4. WATER USED TO CONTROL DUST;
5. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHING;
6. ROUTINE EXTERNAL BUILDING WASH DOWN WHERE DETERGENTS ARE NOT USED;
7. PAVEMENT WASH WATERS WHERE DETERGENTS ARE NOT USED;
8. UNCONTAMINATED AIR CONDITIONING/COMPRESSOR CONDENSATION;
9. UNCONTAMINATED GROUND WATER OR SPRING WATER;
10. FOUNDATION OR FOOTING DRAINS WHICH ARE UNCONTAMINATED;
11. UNCONTAMINATED EXCAVATION DEWATERING;
12. LANDSCAPE IRRIGATION.

WASTE DISPOSAL

1. WASTE MATERIAL
    - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN SECURELY LIDDED RECEPTACLES. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN A DUMPSTER;
    - NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE;
    - ALL PERSONNEL SHALL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL BY THE SUPERINTENDENT.
2. HAZARDOUS WASTE
    - ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER;
    - SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES BY THE SUPERINTENDENT.
3. SANITARY WASTE
    - ALL SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

BLASTING NOTES

1. CONTRACTOR SHALL CONTACT THE NHDES AND/OR LOCAL JURISDICTION PRIOR TO COMMENCING ANY BLASTING ACTIVITIES.
2. FOR ANY PROJECT FOR WHICH BLASTING OF BEDROCK IS ANTICIPATED, THE APPLICANT SHALL SUBMIT A BLASTING PLAN THAT IDENTIFIES:
    - WHERE THE BLASTING ACTIVITIES ARE ANTICIPATED TO OCCUR;
    - THE ESTIMATED QUANTITY OF BLAST ROCK IN CUBIC YARDS; AND
    - SITE-SPECIFIC BLASTING BEST MANAGEMENT PRACTICES.

ABBREVIATIONS

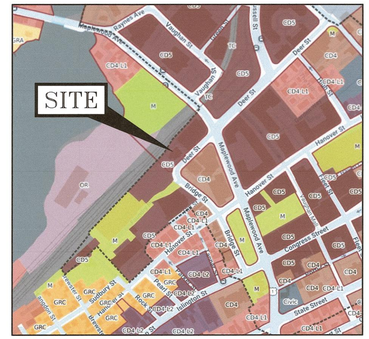
@	AT
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
APPROX.±	APPROXIMATELY
BLDG	BUILDING
CL	CENTERLINE
CB	CATCH BASIN
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CPE	CORRUGATED POLYETHYLENE
DI	DUCTILE IRON
DIA.	DIAMETER
E	EASTING
EL	ELEVATION
EFM	EXISTING FORCE MAIN
EPS	EXTRUDED POLYSTYRENE
FGC	FLUSH GRANITE CURB
FM	FORCEMAIN
GAL	GALLON
GALV	GALVANIZED
GPH	GALLONS PER HOUR
GPM	GALLONS PER MINUTE
HDPE	HIGH DENSITY POLYETHYLENE
HP	HORSEPOWER
ID	INSIDE DIAMETER
IN.	INCHES
INT.	INTERSECTION
INV.	INVERT
MAX.	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
N	NORTHING
NE	NORTHEAST
NHDOT	NH DEPT. OF TRANSPORTATION
N.T.S.	NOT TO SCALE
NWT	NON WOVEN GEOTEXTILE
OD	OUTSIDE DIAMETER
O.C.	ON CENTER
OH	OVERHEAD
OZ	OUNCES
PERF	PERFORATED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PL	PROPERTY LINE
POH	PROPOSED OVERHEAD ELECTRIC
PUGE	PROPOSED UNDERGROUND ELECTRIC
R	RADIUS
R&D	REMOVE AND DISPOSE
S	SLOPE
SCL	STORMWATER COLLECTION LINE
SCS	STORMWATER COLLECTION SYSTEM
SDR	STANDARD DIMENSION RATIO
SE	SOUTHEAST
SHT	SHEET
SQ	SQUARE
SS	STAINLESS STEEL
SY	SQUARE YARD
TBM	TEMPORARY BENCH MARK
TOC	TOP OF CONCRETE
TYP	TYPICAL
VGC	VERTICAL GRANITE CURB

LEGEND:

ITEMS SHOWN MAY NOT APPEAR ON PLANS

DESCRIPTION	*EXISTING*	*PROPOSED*
PROPERTY LINE		
BENCHMARK		
SURVEY STATION		
IRON PIN		
DRILL HOLE		
BOUND		
TEST PIT	TP	
SEWER MANHOLE	S	S
GAS VALVE	GV	GV
UTILITY POLE		
GUY ANCHOR		
ELECTRICAL MANHOLE	E	E
TRANSFORMER	TR	TR
PULL BOX	P	P
WELL	W	W
WATER VALVE	WV	
WATER SHUTOFF		
HYDRANT		
AIR RELIEF VALVE		
DRAINAGE MANHOLE	D	D
CATCH BASIN		
CURB INLET		
PARKING LIGHT		
FLOOD LIGHT		
SITE LIGHT		
SIGN		
TRASH CAN		
FLAGPOLE		
MONITORING WELL	MW	MW
EDGE OF GRAVEL		
EDGE OF PAVEMENT		
CURBING		
MAJOR FOOT CONTOUR	100	100
MINOR FOOT CONTOUR	98	98
WATERLINE	W	W
STORM DRAIN	SD	SD
UNDER DRAIN	UD	UD
SANITARY SEWER	SS	SS
FORCE MAIN	FM	FM
OVERHEAD UTILITIES	OHU	OHU
UNDERGROUND UTILITIES	UGE	UGU
GAS LINE	GAS	GAS
CHAIN LINK FENCE	X	X
GUARDRAIL		
SILT FENCE		SF
TREE LINE		
GRAVEL SURFACE		
PAVED SURFACE		
CONCRETE SURFACE		
BUILDING FOOTPRINT		
WETLANDS		
RIPRAP		

ZONING MAP



REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/2026	ISSUED FOR REVIEW	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH NH

TITLE

GENERAL NOTES, LEGEND & ABBREVIATIONS

STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON No. 7851 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
NOVEMBER 2026	NTS

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

PROJECT No. 5010205.002

DRAWING No. **C001** REV. **0**

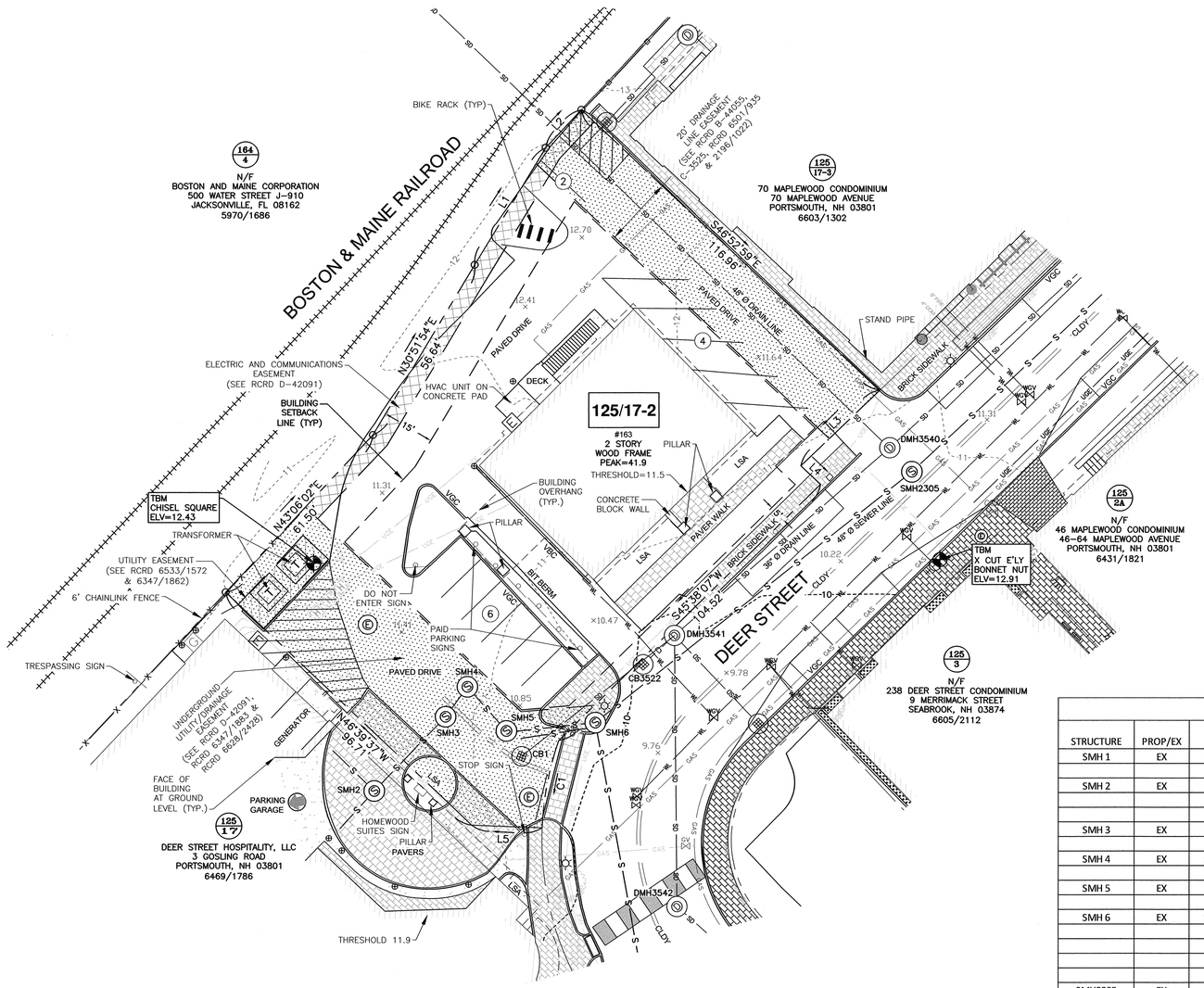
FILE LOCATION: P:\NH\5010205.EIGHTKPH_LLC\2271.04-DEER ST - PORTSMOUTH--RC\2026 SITE PLAN (163 DEER)\CIVIL\5010205.2271.04-C-TO.DWG, 2026-11-05, 7:58 AM

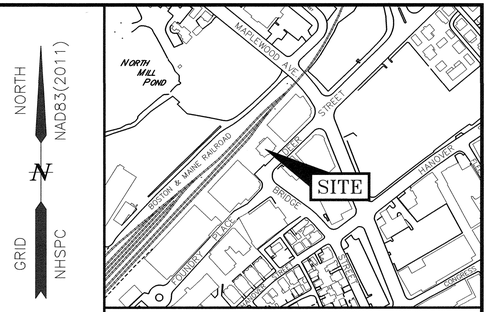
LEGEND:

DESCRIPTION	EXISTING
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
1234/123	DEED BOOK/PAGE
N/F	NOW OR FORMALLY
TYP.	TYPICAL
TBS	TO BE SET
INV.	INVERT
ELV.	ELEVATION
FF	FINISHED FLOOR
SWL	SINGLE WHITE LINE
DYL	DOUBLE YELLOW LINE
LSA	LANDSCAPE AREA
SGC	SLOPED GRANITE CURB
VGC	VERTICAL GRANITE CURB
CCB	CAPE COD BERM
MAP 21 LOT 8	21/8
BENCHMARK	
RAILROAD SPIKE	
BOUND	
IRON ROD/PIPE FOUND	
SEWER MANHOLE	
DRAIN MANHOLE	
COMMUNICATIONS MANHOLE	
ELECTRIC MANHOLE	
UTILITY POLE	
CATCH BASIN	
HYDRANT	
GATE VALVE	GGV WGV SGV
GAS/WATER SHUTOFF	
BOLLARD	
TREES	
GAS/ELECTRIC METER	E G
LIGHT POLE	
MAIL BOX	
AIR CONDITIONER	A
SIGN	
PROPERTY LINE	
APPROXIMATE EXTERIOR PROPERTY LINE	
EDGE OF PAVEMENT	
EDGE OF GRAVEL	
CENTERLINE DOUBLE YELLOW	
MINOR FOOT CONTOUR	98
MAJOR FOOT CONTOUR	100
GAS LINE	GAS GAS
WATER LINE	WL WL
STORM DRAIN LINE	SD SD
SANITARY SEWER LINE	SS SS
OVERHEAD UTILITY LINE	
UNDERGROUND COMMUNICATIONS LINE	UGT UGT

PLAN REFERENCES:

1) CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES, BRIDGE, DEER, AND HILL STREETS. PREPARED BY AMBIT ENGINEERING, INC. DATED JULY 2015. SCALE: 1"=50'. RCRD D-39699.
2) PLAN OF RESTRICTIVE COVENANT TAX MAP 164, LOT 4 BOSTON AND MAINE CORPORATION TO DEER STREET ASSOCIATES. PREPARED BY AMBIT ENGINEERING, INC. DATED DECEMBER 2016. SCALE: 1"=50'.
3) EASEMENT PLAN TAX MAP 125– LOT 17, FOR FOUNDRY PLACE, LLC. PREPARED BY AMBIT ENGINEERING, INC. DATED NOVEMBER 2018. LATEST REVISION #3 DATED 4/16/20. SCALE: 1" = 20'.





LOCATION MAP SCALE: 1" = 300'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 17-2.

2) OWNER OF RECORD:
EIGHTKPH, LLC
70 MAPLEWOOD
UNIT 501
PORTSMOUTH, NH 03801
6348/2213
RCRD D-39699 (LOT 4)

3) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 ZONE; DOWNTOWN OVERLAY, NORTH END INCENTIVE OVERLAY & HISTORIC DISTRICTS.

4) DIMENSIONAL REQUIREMENTS: SEE ZONING ORDINANCE.

5) LOT AREA: 18,347 S.F.
0.4212 ACRES

6) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021

7) THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON TAX MAP 125, LOT 17-2 IN THE CITY OF PORTSMOUTH, NH.

8) VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBS.

9) PARCEL IS BENEFITED BY A RESTRICTIVE COVENANT (NO BUILD EASEMENT) ON THE ADJACENT BOSTON AND MAINE PROPERTY.

10) SEE EASEMENT PLAN FOR INFORMATION REGARDING ADDITIONAL PROPERTY EASEMENTS.

12) PROPERTY IS SUBJECT TO A WATERLINE EASEMENT ALONG THE STREET FRONTAGE.

STRUCTURE TABLE

STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH 1	EX	11.76	12" PVC	5.66		NW
			8" PVC		4.76	SE
SMH 2	EX	11.63	8" PVC	4.73		NW
			8" PVC	4.73		SW
			8" PVC		4.63	NE
SMH 3	EX	11.27	8" PVC	4.21		SW
			8" PVC		4.06	NE
SMH 4	EX	11.07	8" PVC	3.77		SW
			8" PVC		3.67	SE
SMH 5	EX	10.67	8" PVC	3.37		NW
			8" PVC		3.17	E
SMH 6	EX	10.80	8" PVC	3.00		W
			8" PVC CAPPED	3.00		W
			8" PVC	3.00		NE
			48" BRICK	-1.45		S
			48" BRICK		-1.45	NE
SMH2305	EX	10.69	48" BRICK	-1.20		SW
			48" BRICK		-1.20	NE
DMH 1	EX	11.03	10" PVC	7.83		NW
			12" PVC W/BACKFLOW PREVENTER	6.08		NW
			4" PVC	6.08		SW
			12" CPP		6.03	NE
DMH 2	EX	10.06	8" PVC	5.06		SW
CB1	EX	10.50	8" PVC		6.10	NE
CB3522	EX	10.00	12" RCP		7.48	NE
DMH3540	EX	10.63	18" RCP	N/A		NE
			36"	N/A		SW
			48" RCP		1.53	NW
DMH3541	EX	10.11	12" RCP	7.48		SW
			36"	2.07		S
			36"		1.93	NE
DMH3542	EX	9.39	36"	2.58		SE
			36"		2.18	N

LINE TABLE:

LINE	BEARING	DISTANCE
L1	N31°17'20"E	39.07'
L2	N43°06'02"E	14.81'
L3	S46°12'15"W	31.25'
L4	S46°46'25"E	7.69'
L5	N87°48'09"W	20.15'

CURVE TABLE:

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	86.00'	25.48'	25.39'	S10°41'12"W	16°58'41"

GRAPHIC SCALE
20 0 10 20 40 60
(IN FEET)
1 inch = 20 ft.

STATE OF NEW HAMPSHIRE — No. 738 — JOHN R. CHAGNON — SIGNATURE — LICENSED LAND SURVEYOR

"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

11.6.26
JOHN R. CHAGNON, LLS 738 DATE

REV.	DATE	DESCRIPTION	BY	CHK
1	11/6/26	UPDATE ORTHOPHOTO AND PAVEMENT	RJB	JRC
0	1/7/25	ISSUED FOR COMMENT	RJB	JRC

DRAWING ISSUE STATUS
SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT
EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE
EXISTING CONDITIONS PLAN

DATE	SCALE
NOVEMBER 2025	1"=20'

DRAWN BY	DESIGNED BY	CHECKED BY
RJB	---	JRC

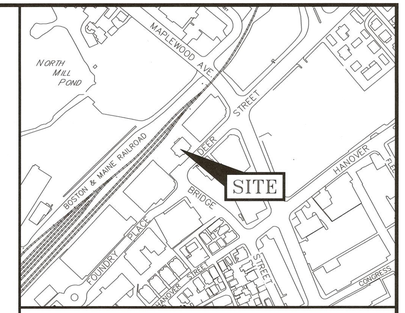
PROJECT No.	FIELD BOOK / PAGE
5010205..02	FB 482 PG 27

DRAWING No. **V101** REV. **1**

P:\PROJECTS\5010205..02 Deer St, Portsmouth, #163\DWG Files\V101 SITE SURVEY.DWG Plotted by: CHAGNON on Thursday, 11/6/2025 12:56:42 PM



NORTH
NAD83(2011)
N
GRID
NHSPC



LOCATION MAP SCALE: 1" = 300'

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

SITE SURVEY

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

ORTHOPHOTO PLAN

DATE: NOVEMBER 2026	SCALE: 1"=20'	
DRAWN BY: SJR	DESIGNED BY: ---	CHECKED BY: JRC
PROJECT No.: 5010205.002	FIELD BOOK / PAGE: FB 482 PG 27	
DRAWING No.: **V103**	REV.: **0**	

DEMOLITION NOTES:

A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTORS' RESPONSIBILITY TO LOCATE UTILITIES AND ANTICIPATE CONFLICTS. CONTRACTOR SHALL REPAIR EXISTING UTILITIES DAMAGED BY THEIR WORK AND RELOCATE EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED PRIOR TO COMMENCING ANY WORK IN THE IMPACTED AREA OF THE PROJECT.

B) ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTORS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES. THE CONTRACTOR SHALL COORDINATE REMOVAL, RELOCATION, DISPOSAL, OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.

C) ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

D) THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.

E) SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT TRENCH IN AREAS WHERE PAVEMENT IS TO BE REMOVED.

F) IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL THE PERMIT APPROVALS.

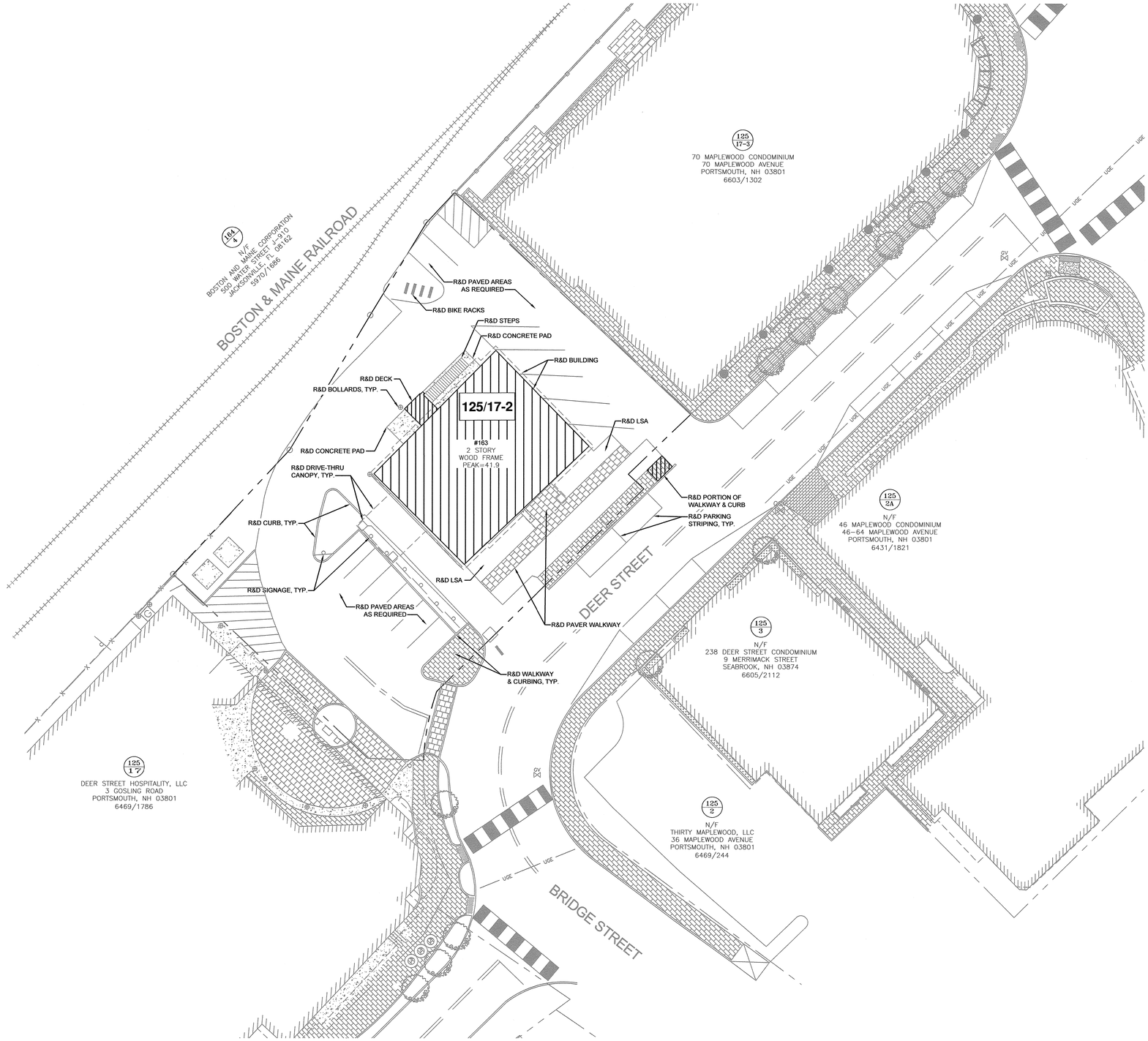
G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK.

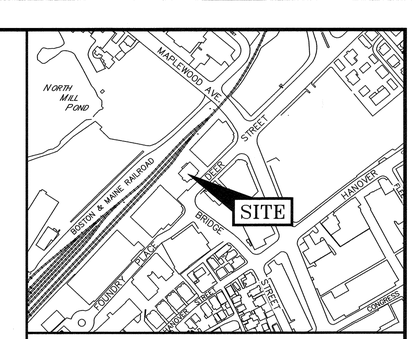
H) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE, UTILITIES, VEGETATION, PAVEMENT, AND CONTAMINATED SOIL WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ANY EXISTING DOMESTIC / IRRIGATION SERVICE WELLS IN THE PROJECT AREA IDENTIFIED DURING THE CONSTRUCTION AND NOT CALLED OUT ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER FOR PROPER CAPPING / RE-USE.

I) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.

J) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFELY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.

K) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS





LOCATION MAP SCALE: 1" = 300'

NORTH NAD83(2011)

GRID NHSPC

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

PROPOSED DEVELOPMENT
163 DEER STREET, PORTSMOUTH, NH

TITLE

DEMOLITION PLAN

STATE OF NEW HAMPSHIRE – JOHN R. CRAGNON No. 7651 – LICENSED PROFESSIONAL ENGINEER

DATE: NOVEMBER 2026	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: JRC / CHECKED BY: JRC
PROJECT No.: 5010205.002	FIELD BOOK / PAGE: FB 482 PG 27
DRAWING No.: C101	REV.: 0

ZONING DEVELOPMENT STANDARD		
163 Deer Street		
CD-5 with DOD & HDC overlay districts: CHARACTER DISTRICT 5		
	REQUIRED	PROPOSED
BUILDING PLACEMENT — PRINCIPAL BUILDING		
Height	2-4 stories, 50'	4 stories (49'-11") + penthouse (13'-11")
Façade Types	shop front	shop front
Building Type	mixed use, residential not allowed on "ground floor"	commercial & parking @ ground floor; residential above
Front (principle) max	5'	5'
Front (secondary) max	5'	5'
Side	NR	N/A
Rear, min	>of: 5' from rear line or 10' from cl alley & 15' at railroad	15'
Front lotline buildout	80% min	100% See Note A
Lot area (sf)	NR	18,347
Coverage, maximum	95%	93%
Footprint, max* 10.5a43.40	20,000	9,570
Building Coverage (not including eaves within 30" of wall)		9,162
Ground floor area per use, max	15,000	7,017
Open space, minimum	5%	11.2%
Permitted uses	multi-family dwelling, more than 8 units; commercial, live/work, mixed-use, flex space, community, office, retail, restaurant (<500occ)	Commercial Multi-Family Dwelling
Block length, max (ft)	225	113
Façade modulation length, max (ft)	100	98
Entrance spacing, max (ft)	50	43' 10"
Floor height above sidewalk, max	36"	7"
Ground floor height, min	12'	15'
Second floor height, min	10'	11'
Glazing, shopfront, min	*70%*	*71%*
Glazing, other	*20%-50%*	*40%*
Roof types(pitch)	flat (<1:4), gable (6:12-12:12), hip(>3:12), gambrel/mansard(6:12-30:12)	principal structure: flat / *penthouse: shed(hip)*
Parking, off-street; DOD	when >20 spaces, max spaces = 120% min required. 10.1112.60 mixed used - some shared spaces allowed.	1 space per dwelling unit 23 (-4) =19 With DOD (-4)
Parking, off-street; DOD Liner Building 10.5A44.35.	liner building minimum 20' deet along street facade	20' deep commercial liner space

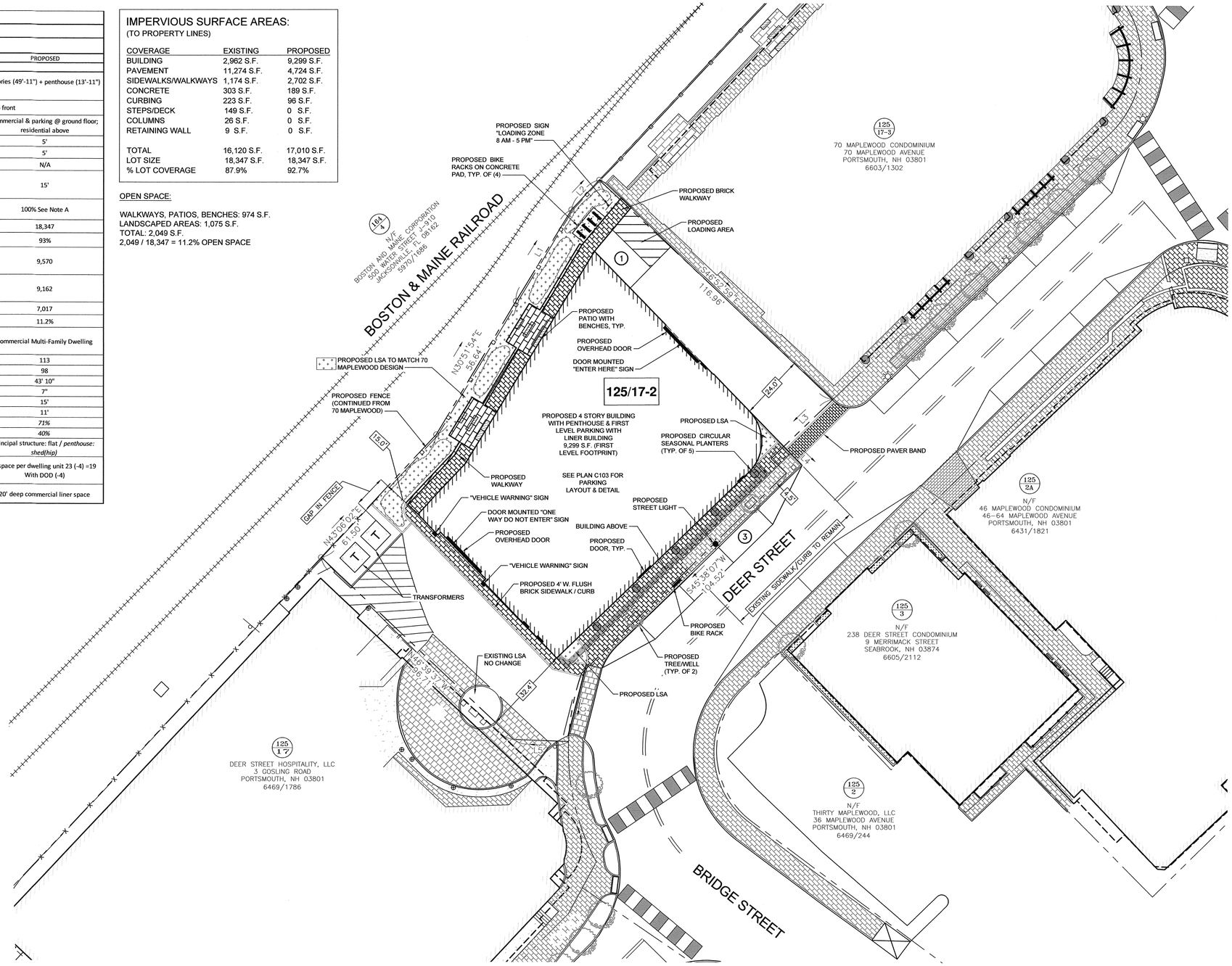
Note A: The property is burdened by two easements along the frontage which preclude building... therefore the building is limited to a certain area.

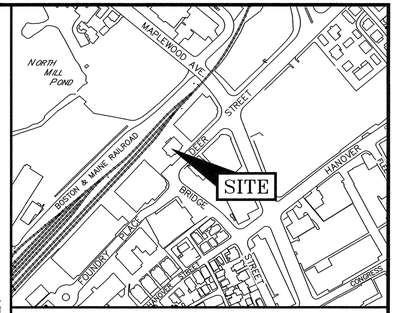
IMPERVIOUS SURFACE AREAS:
(TO PROPERTY LINES)

COVERAGE	EXISTING	PROPOSED
BUILDING	2,962 S.F.	9,299 S.F.
PAVEMENT	11,274 S.F.	4,724 S.F.
SIDEWALKS/WALKWAYS	1,174 S.F.	2,702 S.F.
CONCRETE	303 S.F.	189 S.F.
CURBING	223 S.F.	96 S.F.
STEPS/DECK	149 S.F.	0 S.F.
COLUMNS	26 S.F.	0 S.F.
RETAINING WALL	9 S.F.	0 S.F.
TOTAL	16,120 S.F.	17,010 S.F.
LOT SIZE	18,347 S.F.	18,347 S.F.
% LOT COVERAGE	87.9%	92.7%

OPEN SPACE:

WALKWAYS, PATIOS, BENCHES: 974 S.F.
LANDSCAPED AREAS: 1,075 S.F.
TOTAL: 2,049 S.F.
2,049 / 18,347 = 11.2% OPEN SPACE





LOCATION MAP SCALE: 1" = 300'

NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 125 AS LOT 17-2.

2) OWNER OF RECORD/APPLICANT:
EIGHTKPH, LLC
70 MAPLEWOOD
UNIT 501
PORTSMOUTH, NH 03801
6348/2213
RCRD D-39699 (LOT 4)

3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE JANUARY 29, 2021.

4) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 ZONE; DOWNTOWN OVERLAY, NORTH END INCENTIVE OVERLAY & HISTORIC DISTRICTS.

5) EXISTING LOT AREA:
18,347 S.F.
0.4212 ACRES

6) REFER TO THE EXISTING CONDITIONS PLAN (DWG. NO. V101) FOR ADDITIONAL SITE INFORMATION.

7) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED RESIDENTIAL BUILDING ON TAX MAP 125, LOT 17-2 IN THE CITY OF PORTSMOUTH, NH.

8) ALL EXISTING SITE FEATURES, STRUCTURES, AND BUILDINGS ON THE SUBJECT PARCEL ARE TO BE DEMOLISHED AND REMOVED AS PART OF THE DEVELOPMENT. SEE DEMOLITION PLAN.

8) TRASH SHALL BE DISPOSED OF IN AN ON SITE DUMPSTER.

9) ALL LIGHTING TO COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS, BE DARK SKY COMPLIANT, AND BE INSTALLED DIRECTED DOWNWARD.

10) PARKING CALCULATION:
23 RESIDENTIAL UNITS
23 SPACES REQUIRED
DOD CREDIT 4 SPACES
19 SPACES REQUIRED (ADJUSTED)
19 SPACES PROVIDED

CONDITIONS OF APPROVAL:

1. ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS:
2. THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
3. ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

``I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

11.6.26

JOHN R. CHAGNON, LLS 738 DATE

STATE OF NEW HAMPSHIRE — No. 738 — JOHN R. CHAGNON — SIGNATURE — LICENSED LAND SURVEYOR

GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.

LINE TABLE:

LINE	BEARING	DISTANCE
L1	N31°17'20"E	39.07'
L2	N43°06'02"E	14.81'
L3	S46°12'15"W	31.25'
L4	S46°46'25"E	7.69'
L5	N87°48'09"W	20.15'

CURVE TABLE:

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	86.00'	25.48'	25.39'	S10°41'12"W	16°58'41"

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS
PERMIT PLANS

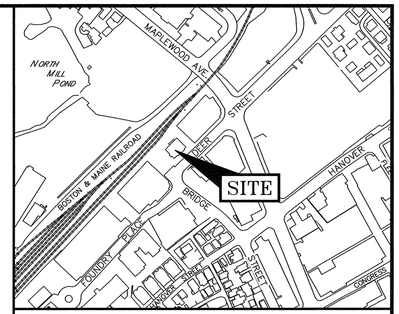
HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT
PROPOSED DEVELOPMENT
163 DEER STREET, PORTSMOUTH, NH

TITLE
SITE LAYOUT PLAN

STATE OF NEW HAMPSHIRE — JOHN R. CHAGNON — No. 738 — LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
OCTOBER 2026	1"=20'
DRAWN BY: SJR	DESIGNED BY: JRC
CHECKED BY: JRC	
PROJECT No.: 5010205.002	FIELD BOOK / PAGE: FB 482 PG 27
DRAWING No.: C102	REV.: 0



LOCATION MAP SCALE: 1" = 300'

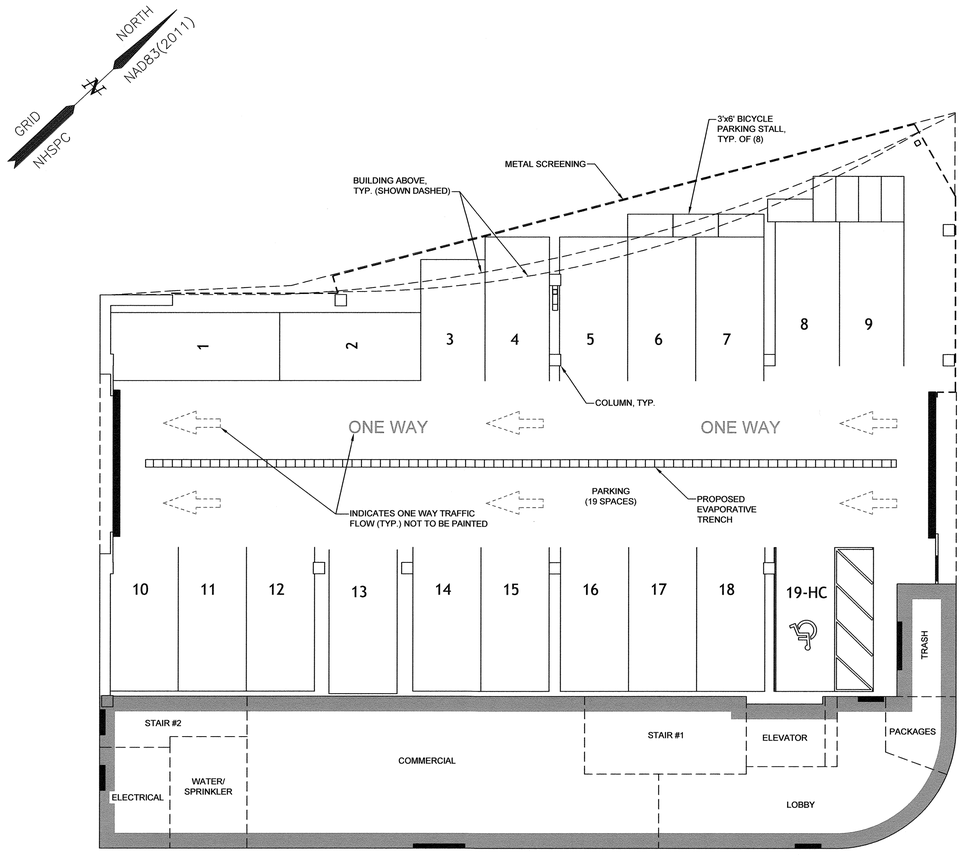
NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

4) PROVIDE TEMPORARY CONSTRUCTION DEWATERING AS/IF NEEDED. COORDINATE WITH PORTSMOUTH DPW.



GRAPHIC SCALE

10 0 5 10 20 30

(IN FEET)
1 inch = 10 ft.

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282
WWW.HALEYWARD.COM

PROJECT

PROPOSED DEVELOPMENT
163 DEER STREET, PORTSMOUTH, NH

TITLE

FIRST FLOOR PARKING PLAN

DATE	SCALE
NOVEMBER 2026	1"=10'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

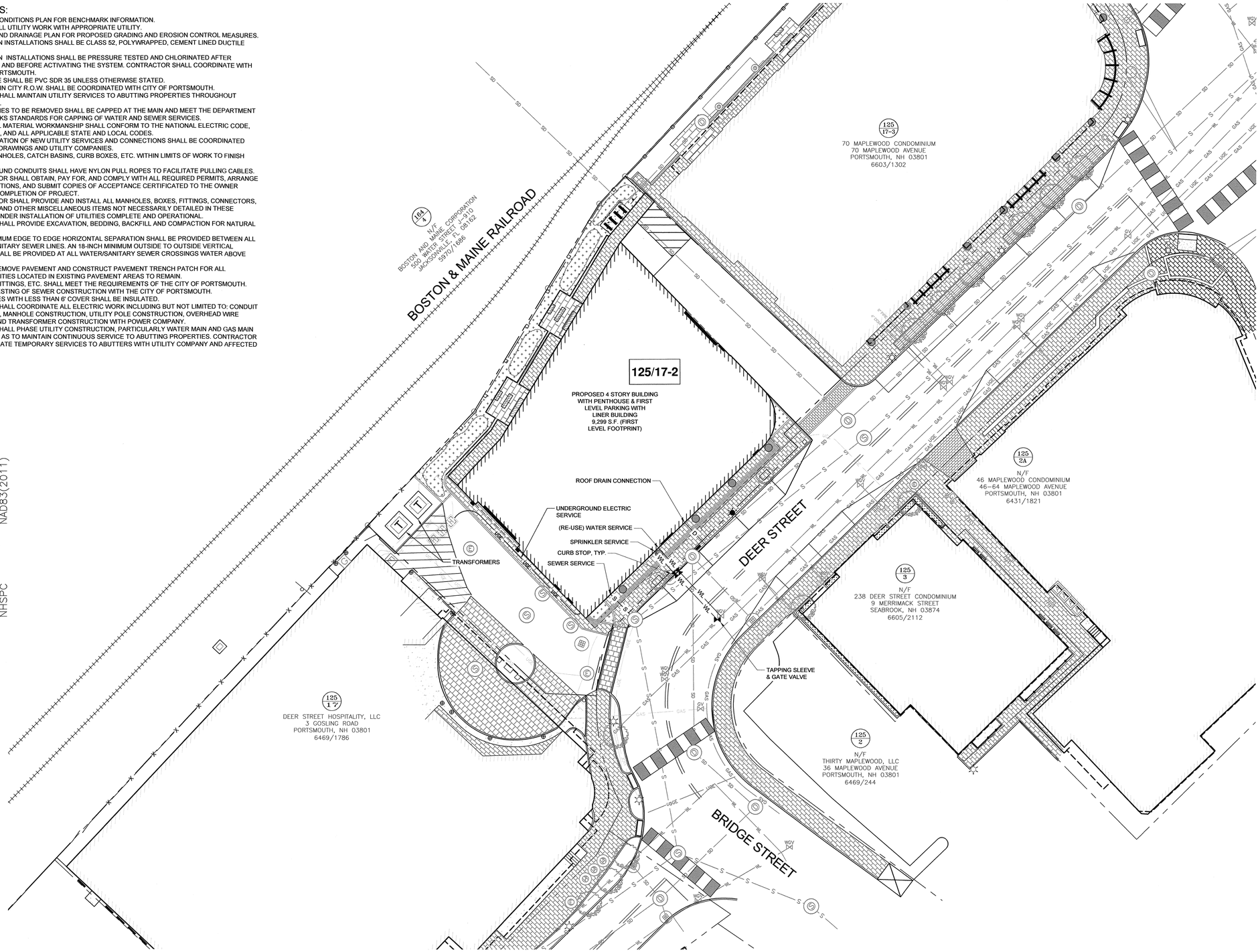
PROJECT No.	FIELD BOOK / PAGE
5010205.002	FB 482 PG 27

DRAWING No.	REV.
C103	0

P:\NH\5010205-EighthSph_LLC\2271.04-Deer St, Portsmouth-JRC\2025 Site Plan (163 Deer)\Civil\5010205.2271.04-C-SP.dwg, C103 Parking

UTILITY NOTES:

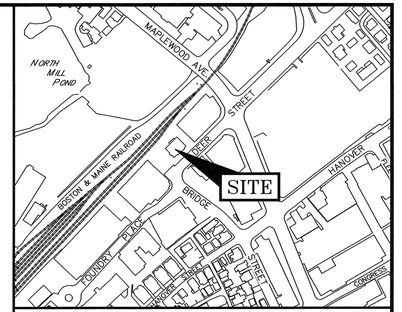
1. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
2. COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY.
3. SEE GRADING AND DRAINAGE PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
4. ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, POLYWRAPPED, CEMENT LINED DUCTILE IRON PIPE.
5. ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION AND BEFORE ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE WITH THE CITY OF PORTSMOUTH.
6. ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
7. ALL WORK WITHIN CITY R.O.W. SHALL BE COORDINATED WITH CITY OF PORTSMOUTH.
8. CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
9. EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.
10. ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
11. THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH BUILDING DRAWINGS AND UTILITY COMPANIES.
12. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
13. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
14. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATED TO THE OWNER PRIOR TO THE COMPLETION OF PROJECT.
15. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED IN THESE DRAWING TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
16. CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
17. A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS WATER ABOVE SEWER.
18. SAWCUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
19. GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTSMOUTH.
20. COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE CITY OF PORTSMOUTH.
21. ALL SEWER PIPES WITH LESS THAN 6' COVER SHALL BE INSULATED.
22. CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.
23. CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION, PARTICULARLY WATER MAIN AND GAS MAIN CONSTRUCTION AS TO MAINTAIN CONTINUOUS SERVICE TO ABUTTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH UTILITY COMPANY AND AFFECTED ABUTTER.



GRAPHIC SCALE

20 0 10 20 40 60

(IN FEET)
1 inch = 20 ft.



LOCATION MAP SCALE: 1" = 300'

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

4) PROPOSED SEWER FLOW:

FIRST FLOOR: CONCIERGE SERVICES

15 GPD X 39 RESIDENTS = 585 GPD

23 DWELLING UNITS X 163.3 GPD (2.3 X 71 GPD)/UNIT
= 3,756 GPD

TOTAL FLOW 4,341 GPD

5) APPLICANT, AND AUTHORIZED AGENTS, SHALL WORK WITH THE CITY OF PORTSMOUTH AND UTILITY PROVIDERS TO CONSTRUCT NEW, PERMANENT SERVICE CONNECTIONS TO PROPOSED WATER, SEWER, STORMDRAIN, POWER , AND COMMUNICATIONS.

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/26	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

PERMIT PLANS

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
WWW.HALEYWARD.COM
200 Griffin Road, Unit 14
Portsmouth, NH 03801
603-430-9282

PROJECT

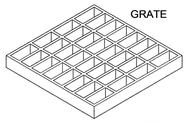
PROPOSED DEVELOPMENT
163 DEER STREET, PORTSMOUTH, NH

TITLE

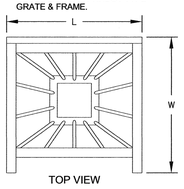
UTILITY PLAN

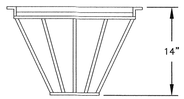
STATE OF NEW HAMPSHIRE – JOHN R. CHAGNON NO. 9854 LICENSED PROFESSIONAL ENGINEER

DATE: NOVEMBER 2026	SCALE: 1"=20'
DRAWN BY: SJR	DESIGNED BY: JRC / CHECKED BY: JRC
PROJECT No.: 5010205.002	FIELD BOOK / PAGE: FB 482 PG 27
DRAWING No.: C104	REV.: 0



LENGTH (L) & WIDTH (W) AS REQUIRED TO FIT NHDOT TYPE GRATE & FRAME.





1) INLET BASKETS SHALL BE INSTALLED IMMEDIATELY AFTER CATCH BASIN CONSTRUCTION IS COMPLETE AND SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL PAVEMENT BINDER COURSE IS COMPLETE.

2) FILTER FABRIC SHALL BE PUSHED DOWN AND FORMED TO THE SHAPE OF THE BASKET. THE SHEET OF FABRIC SHALL BE LARGE ENOUGH TO BE SUPPORTED BY THE BASKET FRAME WHEN HOLDING SEDIMENT AND, SHALL EXTEND AT LEAST 6" PAST THE FRAME. THE INLET GRATE SHALL BE PLACED OVER THE BASKET/FRAME AND WILL SERVE AS THE FABRIC ANCHOR.

3) THE FILTER FABRIC SHALL BE A GEOTEXTILE FABRIC; POLYESTER, POLYPROPYLENE, STABILIZED NYLON, POLYETHYLENE, OR POLYVINYLIDENE CHLORIDE MEETING THE FOLLOWING SPECIFICATIONS:
- -RAB STRENGTH: 45 LB. MIN. IN ANY PRINCIPAL DIRECTION (ASTM D1682)
- -MULLEN BURST STRENGTH: MIN. 60 psi (ASTM D774)

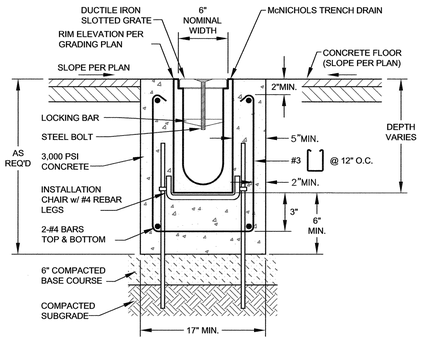
4) THE FABRIC SHALL HAVE AN OPENING NO GREATER THAN A NUMBER 20 U.S. STANDARD SIEVE AND A MINIMUM PERMEABILITY OF 120 gpm/s.f. (MULTIPLY THE PERMITTIVITY IN SEC.-1 FROM ASTM 54491-85 CONSTANT HEAD TEST USING THE CONVERSION FACTOR OF 74.)

5) THE INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING.

6) SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.

CATCH BASIN INLET BASKET

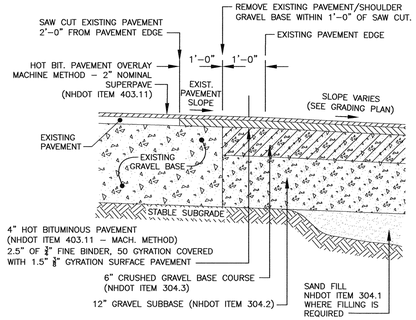
NTS



EVAPORATOR TRENCH DETAIL

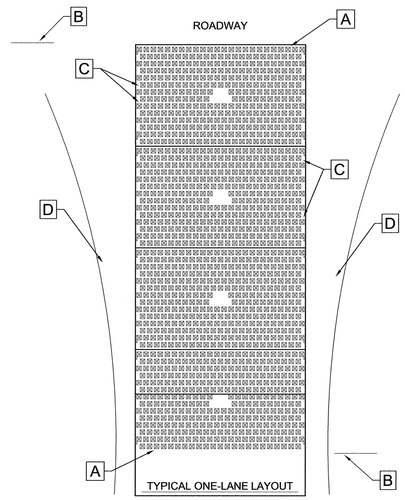
COORDINATE WITH BUILDING PLANS

NTS



TYPICAL PAVEMENT CROSS SECTION

NTS



INSTALLATION:
THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

A. FODS TRACKOUT CONTROL SYSTEM MAT.
B. FODS SAFETY SIGN.
C. ANCHOR POINT.
D. SILT OR ORANGE CONSTRUCTION FENCE.

INSTALLATION:
1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE OF FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
4. THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
8. AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
9. AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
10. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
11. NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
12. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
13. SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

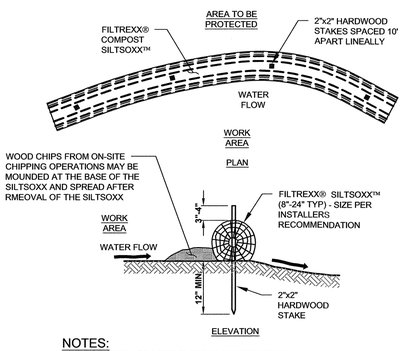
USE AND MAINTENANCE
1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

REMOVAL
1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE ANCHORS SHOULD BE REMOVED.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

FODS SEDIMENT TRACKING SYSTEM

OR APPROVED EQUAL

NTS



NOTES:
1. ALL MATERIAL TO MEET FILTREXX SPECIFICATIONS.
2. FILLTREXX SYSTEM SHALL BE INSTALLED BY A CERTIFIED FILTREXX INSTALLER.
3. THE CONTRACTOR SHALL MAINTAIN THE COMPOST FILTRATION SYSTEM IN A FUNCTIONAL CONDITION AT ALL TIMES. IT WILL BE ROUTINELY INSPECTED AND REPAIRED WHEN REQUIRED.
4. SILTSOXX DEPICTED IS FOR MINIMUM SLOPES, GREATER SLOPES MAY REQUIRE ADDITIONAL PLACEMENTS.
5. THE COMPOST FILTER MATERIAL WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE ENGINEER.

FILTREXX SILTSOXX DETAIL

N.T.S.

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

DETAILS



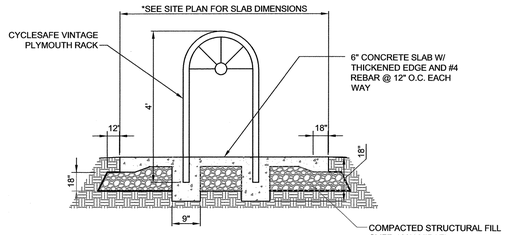
DATE	SCALE
NOVEMBER 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

PROJECT No. 5010205.002

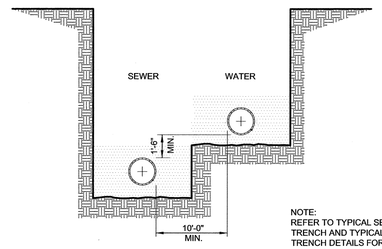
DRAWING No. **C501** REV. **0**

FILE LOCATION: P:\NH\5010205-EIGHTKPH_,LLC\2271-04-DEER ST., PORTSMOUTH--JR\C\02S SITE PLAN (163 DEER)\CIVIL\5010205-2271 04-C-DT DWG, 2026.11.05, 12:41 PM



BIKE RACK DETAIL

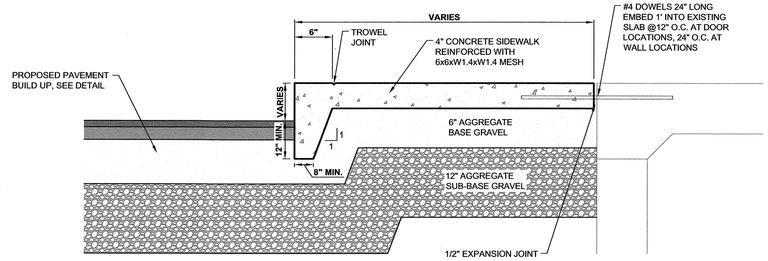
BIKE RACK SUBSTITUTIONS UPON APPROVAL **NTS**



NOTE:
REFER TO TYPICAL SEWER TRENCH AND TYPICAL WATER TRENCH DETAILS FOR ADDITIONAL INFORMATION.

TYPICAL SEWER/WATER SEPARATION DETAIL

NTS



NOTE:
EXPANSION JOINTS SHALL BE INSTALLED EVERY 20' WITH SCORE JOINTS EVERY 5'. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS THE BUILDING, BETWEEN ADJACENT SLABS, CURBS OR AT PENETRATION STRUCTURES. EXPANSION JOINTS ARE TO BE 1/2" WIDE.

CONCRETE SIDEWALK W/ INTEGRAL CURB DETAIL

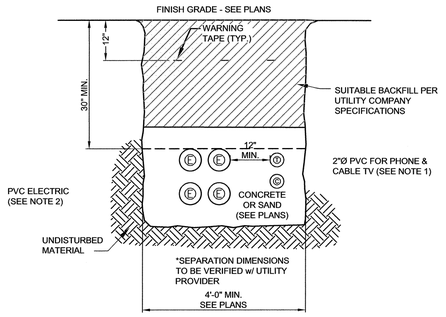
NTS

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).



NOTES:
1) ALL CONDUIT TO BE U.L. LISTED, SCH. 80 UNDER ALL TRAVEL WAYS, & SCHED. 40 FOR THE REMAINDER.

2) NORMAL CONDUIT SIZES FOR PSNH ARE 3 INCH FOR SINGLE PHASE PRIMARY AND SECONDARY VOLTAGE CABLES, 4 INCH FOR THREE PHASE SECONDARY, AND 5 INCH FOR THREE PHASE PRIMARY.

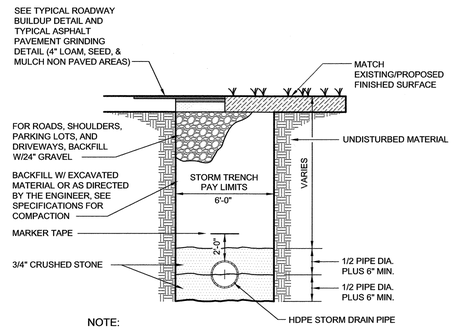
3) ALL WORK TO CONFORM TO THE NATIONAL ELECTRICAL CODE (LATEST REVISION)

4) INSTALL A 200# PULL ROPE FOR EACH CONDUIT

5) VERIFY ALL CONDUIT SPECIFICATIONS WITH UTILITY COMPANY'S PRIOR TO ANY CONSTRUCTION.

TYPICAL UNDERGROUND UTILITY TRENCH DETAIL

NTS



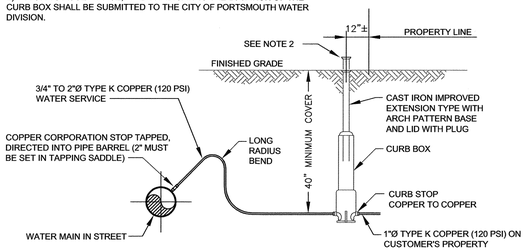
NOTE:

1. MATCH EXISTING SURFACE FINISH, EXCEPT WHERE NOTED. IN LAWN AREAS INSTALL 4" OF LOAM AND SEED AND MULCH.

TYPICAL STORM DRAIN TRENCH DETAIL

NTS

NOTE:
1) INSTALLATION OF WATER MAIN TAP & CURB STOP & BOX SHALL ONLY BE PERFORMED BY THOSE AUTHORIZED BY THE PUBLIC WORKS DEPARTMENT.
2) IN AREAS OF HEAVY GROWTH THE CURB BOX COVER SHALL BE SET 6" ABOVE FINISH GRADE AND A WITNESS STAKE SET.
3) CURB BOX SHALL BE SET APPROXIMATELY 12" OUTSIDE PROPERTY LINE AS SHOWN.
4) PRIOR TO ACCEPTANCE, A PLAN INDICATING THE LOCATION OF THE CURB BOX SHALL BE SUBMITTED TO THE CITY OF PORTSMOUTH WATER DIVISION.



TYPICAL WATER SERVICE CONNECTION DETAIL

NTS

BRICK PAVEMENT NOTES

SCOPE OF WORK:

1) THE WORK SHALL CONSIST OF CONSTRUCTING/RECONSTRUCTING THE SUB-BASE AND CONSTRUCTING A NEW BRICK SIDEWALK AS DIRECTED IN THE FIELD BY THE ENGINEER AND COORDINATED WITH PORTSMOUTH DPW.
2) STREET REVEAL SHALL BE COORDINATED WITH PORTSMOUTH DPW. ON SITE WALKWAY SHALL BE FLUSH.

METHODS OF CONSTRUCTION:

A) ALL LABOR AND MATERIALS SHALL CONFORM TO THE STATE OF NEW HAMPSHIRE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 608, AND CITY OF PORTSMOUTH SPECIFICATIONS FOR NEW BRICK SIDEWALK, SECTION 6.

B) EXCAVATION FOR SIDEWALKS SHALL BE AT A DEPTH OF 10 INCHES BELOW FINISH GRADE. IN AREAS NOT BUTTING CURBING OR BUILDINGS, THE EXCAVATION SHALL BE 6 INCHES WIDER THAN THE FINISHED SIDEWALK WIDTH. AT ALL DRIVE CROSSINGS, THE DEPTH OF EXCAVATION SHALL BE INCREASED ACCORDINGLY. THE CONTRACTOR SHALL PROVIDE NEAT AND SQUARE CUTTING OF EXISTING ASPHALT ROAD SURFACE AS NEEDED. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S OWN EXPENSE.

C) THE BASE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 100% PASSING THE 3 INCH SIEVE, 95% TO 100% PASSING THE 2 INCH SIEVE, 55% TO 85% PASSING THE 1 INCH SIEVE, AND 27% TO 52% PASSING THE NO. 4 SIEVE. AT LEAST 50% OF THE MATERIALS RETAINED ON THE 1 INCH SIEVE SHALL HAVE A FRACTURED FACE. THE BASE MATERIAL SHALL BE THOROUGHLY COMPACTED TO THE DEPTH SPECIFIED OR DIRECTED. IN THE WAY OF ALL DRIVE CROSSINGS THE BASE WILL BE INCREASED TO A COMPACTED DEPTH OF 12 INCHES. GRAVEL REQUIREMENTS FOR RECONSTRUCTION WILL BE AS DIRECTED, BASED ON SITE CONDITIONS. THE WORK INCLUDES BACKING UP ANY AND ALL CURB BEING INSTALLED BY OTHERS ON BOTH SIDES.

D) THE CLAY BRICK PAVERS SHALL BE LAID IN A 1 INCH BED OF A SAND MIXTURE COMPRISED OF: 3 PARTS SAND MIXED WITH 1 PART PORTLAND CEMENT.

E) THE CONTRACTOR SHALL LAY THE BRICKS SO THAT APPROXIMATELY 4.5 BRICKS SHALL COVER ONE SQUARE FOOT.

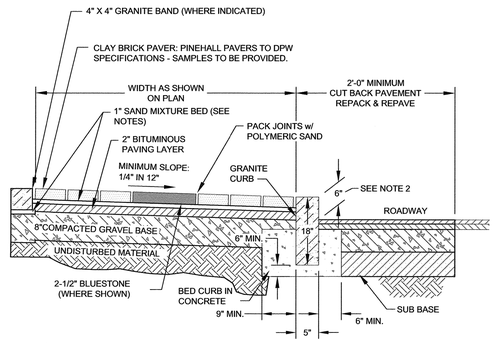
F) THE SIDEWALK SHALL PITCH TOWARDS THE STREET AS SHOWN ON THE GRADING PLAN.

G) IN AREAS WHERE THE FRONT OF THE BRICK SIDEWALK IS NOT ADJACENT TO GRANITE CURBING, THE CONTRACTOR SHALL INSTALL EDGING TO HOLD THE BRICKS IN PLACE. SUCH EDGING SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.

H) THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE BRICKS FOR APPROVAL BY THE CITY BEFORE BRICKS ARE INSTALLED.

CONSTRUCTION NOTE:

EXISTING GRANITE CURB DISTURBED BY CONSTRUCTION SHALL BE REUSED AND ANY MISSING CURB SHALL BE REPLACED WITH NEW CURB MATCHING EXISTING CURB SIZE. NO CURB LESS THAN 3' IN LENGTH WILL BE ALLOWED.



BRICK SIDEWALK W/ VERTICAL GRANITE CURB DETAIL

(STONE DUST BEDDING OVER BITUMINOUS PAVING) **NTS**

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

DETAILS

JOHN R. CRAGNON No. 9851 LICENSED PROFESSIONAL ENGINEER – STATE OF NEW HAMPSHIRE

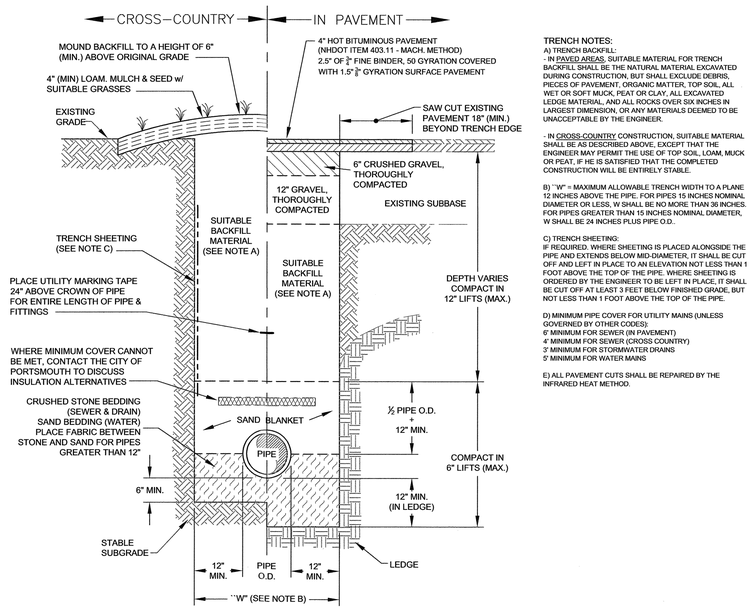
DATE	SCALE
NOVEMBER 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

PROJECT No. 5010205.002

DRAWING No. **C502** REV. **0**

FILE LOCATION: P:\NH\5010205-EIGHTKPH_LLC\2271.04-DEER ST - PORTSMOUTH--JRC\2023 SITE PLAN (163 DEER)\CIVIL\5010205 2271.04-C-DT.DWG, 2026.11.05, 9:53 AM



TRENCH NOTES:
A) TRENCH BACKFILL:
- IN PAVED AREAS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIALS DEEMED TO BE UNACCEPTABLE BY THE ENGINEER.

- IN CROSS-COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE AS DESCRIBED ABOVE, EXCEPT THAT THE ENGINEER MAY PERMIT THE USE OF TOP SOIL, LOAM, MUCK OR PEAT, IF HE IS SATISFIED THAT THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE.

B) "W" = MAXIMUM ALLOWABLE TRENCH WIDTH TO A PLANE 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER OR LESS, W SHALL BE NO MORE THAN 36 INCHES. FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS PIPE O.D..

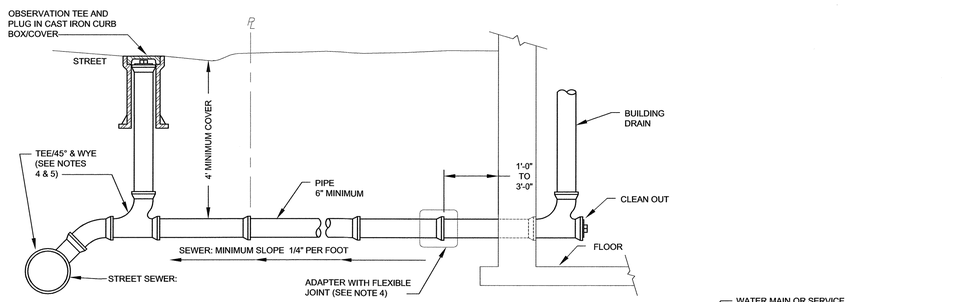
C) TRENCH SHEETING:
IF REQUIRED. WHERE SHEETING IS PLACED ALONGSIDE THE PIPE AND EXTENDS BELOW MID-DIAMETER, IT SHALL BE CUT OFF AND LEFT IN PLACE TO AN ELEVATION NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE. WHERE SHEETING IS ORDERED BY THE ENGINEER TO BE LEFT IN PLACE, IT SHALL BE CUT OFF AT LEAST 3 FEET BELOW FINISHED GRADE, BUT NOT LESS THAN 1 FOOT ABOVE THE TOP OF THE PIPE.

D) MINIMUM PIPE COVER FOR UTILITY MAINS (UNLESS GOVERNED BY OTHER CODES):
6' MINIMUM FOR SEWER (IN PAVEMENT)
4' MINIMUM FOR SEWER (CROSS COUNTRY)
3' MINIMUM FOR STORMWATER DRAINS
5' MINIMUM FOR WATER MAINS

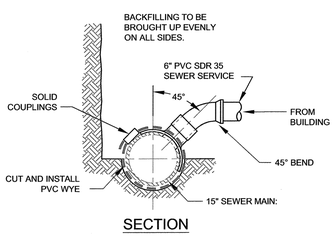
E) ALL PAVEMENT CUTS SHALL BE REPAIRED BY THE INFRARED HEAT METHOD.

TYPICAL PIPE TRENCH DETAIL

NTS

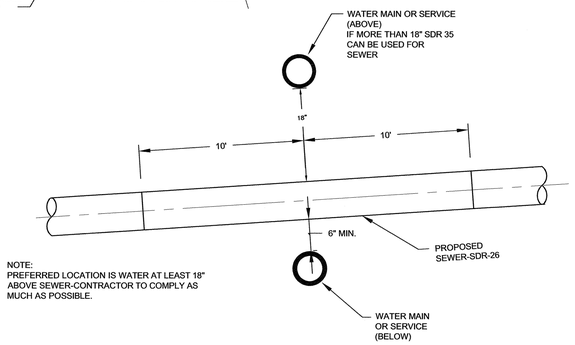


SEWER SERVICE



SECTION

SEWER SERVICE CONNECTION



NOTE:
PREFERRED LOCATION IS WATER AT LEAST 18" ABOVE SEWER-CONTRACTOR TO COMPLY AS MUCH AS POSSIBLE.

WATER CROSSING

SEWER SERVICE DETAILS

INSTALL PER PORTSMOUTH REQUIREMENTS

NTS

SEWER UTILITY GENERAL NOTES:

1) MINIMUM PIPE SIZE FOR COMMERCIAL SERVICE SHALL BE SIX INCHES.

2) PIPE AND JOINT MATERIALS:
A. PLASTIC SEWER PIPE

1. PIPE AND FITTINGS SHALL CONFORM TO THE FOLLOWING ASTM STANDARDS:

ASTM STANDARDS	GENERIC PIPE MATERIAL	SIZES APPROVED
D3034	*PVC (SOLID WALL)	8" THROUGH 15" (SDR 35)
F679	PVC (SOLID WALL)	18" THROUGH 27" (T-1 & T-2)
F789	PVC (SOLID WALL)	4" THROUGH 18" (T-1 To T-3)
F794	PVC (RIBBED WALL)	8" THROUGH 36"
AWWA C900	PVC (SOLID WALL)	6" THROUGH 18"

*PVC: POLYVINYL CHLORIDE

2. JOINT SEALS FOR PVC PIPE SHALL BE OIL RESISTANT COMPRESSION RINGS OF ELASTOMERIC MATERIAL CONFORMING TO ASTM D-3212 AND SHALL BE PUSH-ON BELL AND SPIGOT TYPE.

B. DUCTILE IRON PIPE, FITTINGS AND JOINTS.

1. DUCTILE IRON PIPE AND FITTINGS FOR SEWERS SHALL CONFORM TO THE FOLLOWING STANDARDS OF THE UNITED STATES OF AMERICA STANDARDS INSTITUTE:

A21.50 THICKNESS DESIGN OF DUCTILE IRON PIPE AND WITH ASTM A-536 DUCTILE IRON CASTINGS.

A21.51 DUCTILE IRON PIPE, CENTRIFUGALLY CAST IN METAL MOULDS OR SAND LINED MOULDS FOR SEWER APPLICATIONS.

2. JOINTS SHALL BE OF THE MECHANICAL OR PUSH ON TYPE. JOINTS AND GASKETS SHALL CONFORM TO:

A21.11 RUBBER GASKET JOINTS FOR CAST IRON PRESSURE PIPE & FITTINGS.

3) DAMAGED PIPE SHALL BE REJECTED AND REMOVED FROM THE JOB SITE.

4) JOINTS SHALL BE DEPENDENT UPON A NEOPRENE OR ELASTOMERIC GASKET FOR WATER TIGHTNESS. ALL JOINTS SHALL BE PROPERLY MATCHED WITH THE PIPE MATERIALS USED. WHERE DIFFERING MATERIALS ARE TO BE CONNECTED, AS AT THE STREET SEWER WYE OR AT THE FOUNDATION WALL, APPROPRIATE MANUFACTURED ADAPTERS SHALL BE USED.

5) TEES AND WYES: WHERE A TEE OR WYE IS NOT AVAILABLE IN THE EXISTING STREET SEWER, AN APPROPRIATE CONNECTION SHALL BE MADE DEPENDING ON THE PIPE ENCOUNTERED, FOR PVC PIPE, OR CUT IN A SANITARY TEE. FOR CLAY PIPE, USE INSERT-A-TEE OR CUT IN A SANITARY TEE. ALL WORK TO BE APPROVED BY GOVERNING BODY.

6) HOUSE SEWER INSTALLATION: THE PIPE SHALL BE HANDLED, PLACED AND JOINTED IN ACCORDANCE WITH INSTALLATION GUIDES OF THE APPROPRIATE MANUFACTURER. IT SHALL BE CAREFULLY BEDDED ON A 4 INCH LAYER OF CRUSHED STONE AND/OR GRAVEL AS SPECIFIED IN NOTE 10. BEDDING AND REFILL FOR DEPTH OF 12 INCHES ABOVE THE TOP OF THE PIPE SHALL BE CAREFULLY AND THOROUGHLY TAMPED BY HAND OR WITH APPROPRIATE MECHANICAL DEVICES.

THE PIPE SHALL BE LAID AT A CONTINUOUS AND CONSTANT GRADE FROM THE STREET SEWER CONNECTION TO THE FOUNDATION AT A GRADE OF NOT LESS THAN 1/4 INCH PER FOOT. PIPE JOINTS MUST BE MADE UNDER DRY CONDITIONS. IF WATER IS PRESENT, ALL NECESSARY STEPS SHALL BE TAKEN TO DEWATER THE TRENCH.

7) TESTING: WHEN REQUIRED BY THE GOVERNING AUTHORITY, TESTING SHALL CONFORM TO ENV-WQ 704.07.

8) ILLEGAL CONNECTIONS: NOTHING BUT SANITARY WASTE FLOW FROM DWELLING TOILETS, SINKS, LAUNDRY ETC. SHALL BE PERMITTED. ROOF LEADERS, FOOTING DRAINS, SUMP PUMPS OR OTHER SIMILAR CONNECTIONS CARRYING RAIN WATER, DRAINAGE OR GROUND WATER SHALL NOT BE PERMITTED.

9) WATER SERVICE SHALL NOT BE LAID IN SAME TRENCH AS SEWER SERVICE, UNLESS IT IS ON A SHELF 12" HIGHER, AND 18" APART.

10) BEDDING: SCREENED GRAVEL AND/OR CRUSHED STONE, FREE FROM CLAY, LOAM, ORGANIC MATTER AND MEETING ASTM C33 STONE SIZE NO. 67.

100% PASSING 1 INCH SCREEN
90%-100% PASSING 3/4 INCH SCREEN
20%- 55% PASSING 3/8 INCH SCREEN
0%- 10% PASSING #4 SIEVE
0%- 5% PASSING #8 SIEVE

WHERE ORDERED BY THE ENGINEER TO STABILIZE THE TRENCH BASE, GRADED SCREENED GRAVEL OR CRUSHED STONE 1/2 INCH TO 1-1/2 INCH SHALL BE USED.

11) LOCATION: THE LOCATION OF THE TEE OR WYE SHALL BE RECORDED AND FILED IN THE MUNICIPAL RECORDS. IN ADDITION, A FERROUS METAL ROD OR PIPE SHALL BE PLACED OVER THE TEE OR WYE AS DESCRIBED IN THE TYPICAL "CHIMNEY" DETAIL, TO AID IN LOCATING THE BURIED PIPE WITH A DIP NEEDLE OR PIPE FINDER.

12) CAST-IN-PLACE CONCRETE: SHALL CONFORM TO THE REQUIREMENTS FOR CLASS A (3000 PSI) CONCRETE OF THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AS FOLLOWS:
CEMENT: 6.0 BAGS PER CUBIC YARD
WATER: 5.75 GALLONS PER BAG OF CEMENT
MAXIMUM AGGREGATE SIZE: 3/4 INCH

13) CHIMNEYS: IF VERTICAL DROP INTO SEWER IS GREATER THAN 4 FEET, A CHIMNEY SHALL BE CONSTRUCTED FOR THE HOUSE CONNECTION. CHIMNEY INSTALLATION AS RECOMMENDED BY THE PIPE MANUFACTURER MAY BE USED IF APPROVED BY THE ENGINEER.

14) BACKFILL UP TO SUBBASE GRAVEL SHALL BE WITH EXCAVATED SOIL FROM TRENCHING OPERATIONS. COMPACT IN 8" LIFTS WITH VIBRATORY PLATE COMPACTORS TO 90% OF MODIFIED PROCTOR DENSITY. IF FINE-GRAINED, COMPACT WITH POGO STICKS OR SHEEPSFOOT ROLLERS. PLACE NO LARGE ROCKS WITHIN 24" OF PIPE. TRENCHES THAT ARE NOT ADEQUATELY COMPACTED SHALL BE RE-EXCAVATED AND BACKFILLED UNDER THE SUPERVISION OF THE DESIGN ENGINEER OR GOVERNING BODY. UNSUITABLE BACKFILL MATERIAL INCLUDES CHUNKS OF PAVEMENT, TOPSOIL, ROCKS OVER 6" IN SIZE, MUCK, PEAT OR PIECES OF PAVEMENT.

15) THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB-SITE SAFETY AND COMPLIANCE WITH GOVERNING REGULATIONS.

16) ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE. REFILL WITH BEDDING MATERIAL. FOR TRENCH WIDTH SEE TRENCH DETAIL.

17) SAND BLANKET: CLEAN SAND, FREE FROM ORGANIC MATTER, SO GRADED THAT 90% - 100% PASSES A 1/2 INCH SIEVE AND NOT MORE THAN 15% WILL PASS A #200 SIEVE. BLANKET MAY BE OMITTED FOR DUCTILE IRON AND REINFORCED CONCRETE PIPE PROVIDED THAT NO STONE LARGER THAN 2 INCHES IS IN CONTACT WITH THE PIPE.

18) BASE COURSE GRAVEL, IF ORDERED BY THE ENGINEER, SHALL MEET THE REQUIREMENTS OF DIVISION 300 OF THE LATEST EDITION OF THE:
"STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION".

19) FOR CROSS COUNTRY CONSTRUCTION, BACKFILL OR FILL SHALL BE MOUNDED TO A HEIGHT OF 6 INCHES ABOVE THE ORIGINAL GROUND SURFACE.

20) IF FULL ENCASEMENT IS UTILIZED, DEPTH OF CONCRETE BELOW PIPE SHALL BE 1/4 I.D. (4" MIN.) BLOCK SUPPORT SHALL BE SOLID CONCRETE BLOCKS.

21) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

22) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION.

23) THE PURPOSE OF THIS PLAN IS TO SHOW STANDARDS FOR SEWER CONSTRUCTION.

24) ALL WORK SHALL BE IN COMPLIANCE WITH NHDES CODE OF ADMINISTRATIVE RULES PART ENV-WQ 704 DESIGN OF SEWERS.

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

DETAILS

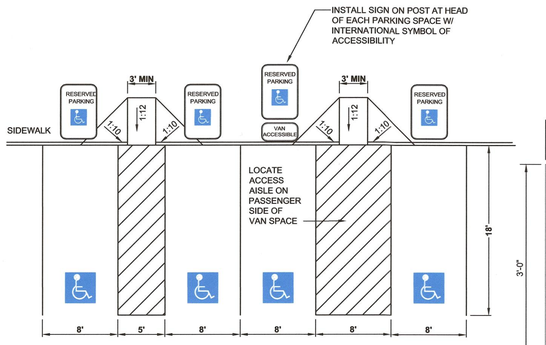
DATE	SCALE
NOVEMBER 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

PROJECT No. 5010205.002

DRAWING No. **C503** REV. **0**

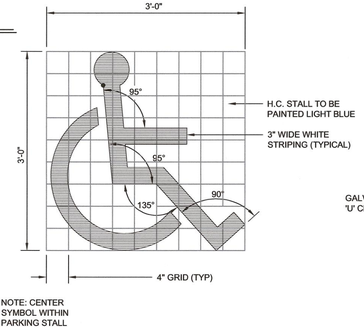
FILE LOCATION: P:\NH\5010205-EIGHTKPH_LLC\2271.04-DEER ST., PORTSMOUTH-JRC\2026 SITE PLAN (163 DEER)\CIVIL\5010205.2271.04-C-DT.DWG, 2026.11.05, 1:31 PM



NOTES:

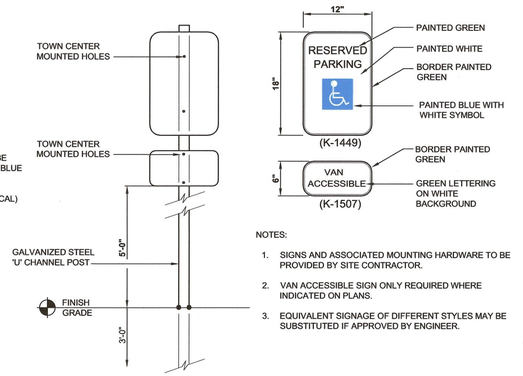
1. CAR PARKING SPACE: 8' WIDE MINIMUM W/ ACCESS AISLE 5' WIDE MINIMUM.
2. VAN PARKING SPACE 8' WIDE MINIMUM W/ ACCESS AISLE 8' WIDE MINIMUM.
3. SLOPES ACROSS PARKING SPACES IN EACH DIRECTION SHALL BE 2% MAX.

TYPICAL HANDICAP PARKING STALL LAYOUT



NOTE: CENTER SYMBOL WITHIN PARKING STALL

TYPICAL HANDICAP PARKING STALL SYMBOL



NOTES:

1. SIGNS AND ASSOCIATED MOUNTING HARDWARE TO BE PROVIDED BY SITE CONTRACTOR.
2. VAN ACCESSIBLE SIGN ONLY REQUIRED WHERE INDICATED ON PLANS.
3. EQUIVALENT SIGNAGE OF DIFFERENT STYLES MAY BE SUBSTITUTED IF APPROVED BY ENGINEER.

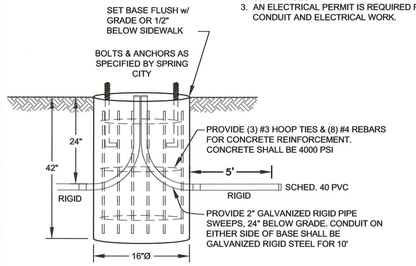
TYPICAL HANDICAP PARKING SIGNS

TYPICAL HANDICAP PARKING DETAILS

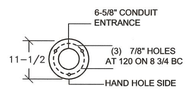
NTS

NOTES:

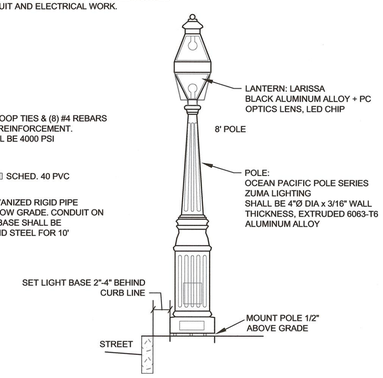
1. ELECTRICAL INSTALLATION SHALL BE BY A LICENSED ELECTRICIAN.
2. LIGHTS SHALL BE WIRED IN ACCORDANCE WITH NEC AND CITY OR PORTSMOUTH ORDINANCES
3. AN ELECTRICAL PERMIT IS REQUIRED FOR ALL CONDUIT AND ELECTRICAL WORK.



LIGHT POLE BASE DETAIL



BOLT PATTERN



LIGHT POLE DETAIL

CITY STREET LIGHT DETAIL

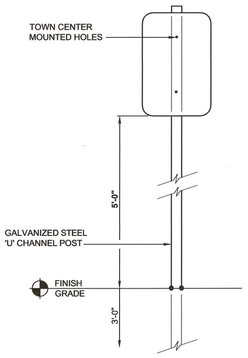
NTS

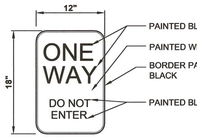
NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).





NOTES:

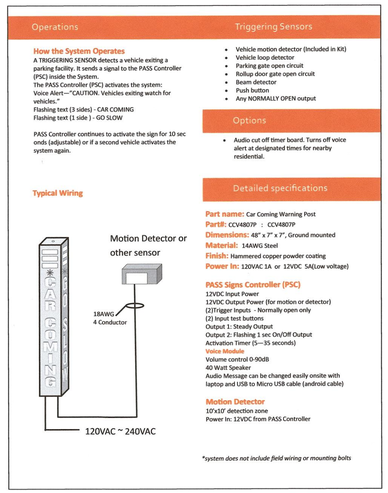
1. ALL SIGNAGE MUST BE MUTCD COMPLIANT.
2. SIGNS AND ASSOCIATED MOUNTING HARDWARE TO BE PROVIDED BY SITE CONTRACTOR.

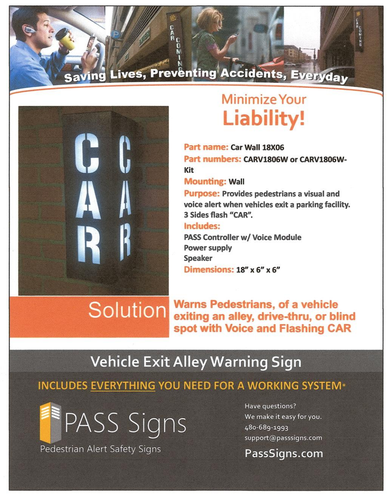
"EXIT ONLY" & "ONE-WAY" SIGN DETAIL

NTS

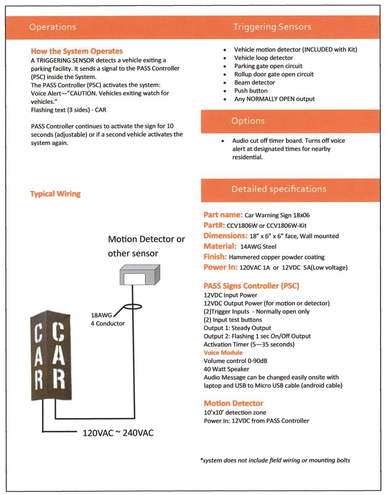


WARNING POST SIGN





WARNING WALL MOUNTED SIGN



ALERT WARNING SIGNS
BY PARKING ALERT SIGNS

NTS

REV.	DATE	DESCRIPTION	BY	CHK
0	11/06/2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

DETAILS

STATE OF NEW HAMPSHIRE — JOHN R. CHAGNON No. 7651 LICENSED PROFESSIONAL ENGINEER

DATE	SCALE
NOVEMBER 2026	1" = 20'

DRAWN BY	DESIGNED BY	CHECKED BY
SJR	JRC	JRC

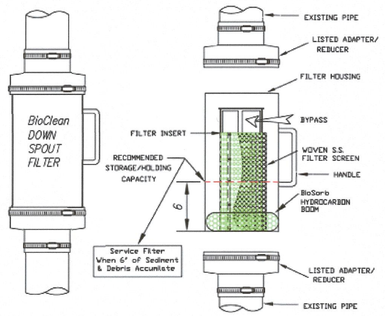
PROJECT No. 5010205.002

DRAWING No. **C504** REV. **0**

FILE LOCATION: P:\NH\5010206-EIGHTKPH_LLC\0271.04-DEER ST., PORTSMOUTH\--JRC\2026 SITE PLAN (163 DEER)\CIVIL\5010205.22714.04-C-DT.DWG, 2026.11.05, 9:55 AM

SERVICE MANUAL
(Cleaning Procedures)

Bio Clean DOWNSPOUT FILTER
Screen Type With Hydrocarbon Boom



DETAIL OF PARTS

TOOLS AND EQUIPMENT NEEDED:

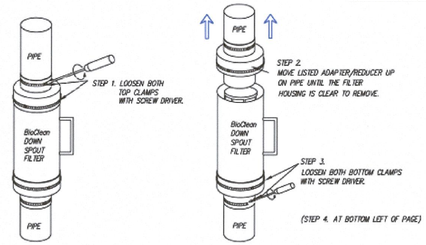
1. Medium size flat scred driver
2. BioSorb hydrocarbon boom. 25-1/2" X 2" dia. (Call Bio Clean to order)
3. Trash container or bag
4. Wooden dowel approx. 3' x 1/2' dia.

Bio Clean
A Forterra Company

P.O. BOX 869, Oceanside, Ca. 92049
(760) 433-7640 Fax (760) 433-3176
www.biocleanenvironmental.net

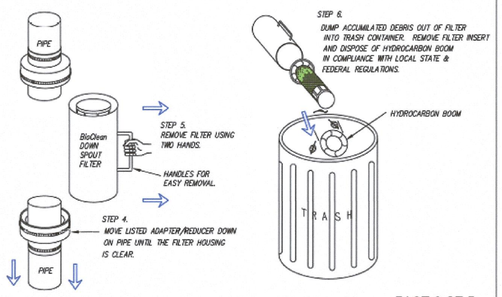
REMOVING FILTER

Bio Clean
P.O. BOX 869, Oceanside, Ca. 92049
(760) 433-7640 Fax (760) 433-3176
www.biocleanenvironmental.net

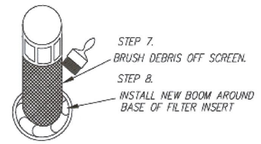


(STEP 4. AT BOTTOM LEFT OF PAGE)

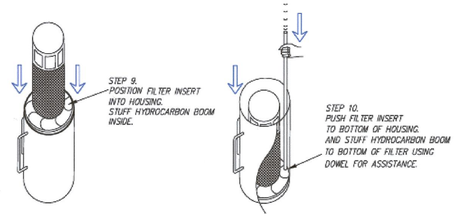
CLEANING FILTER



Bio Clean
P.O. BOX 869, Oceanside, Ca. 92049
(760) 433-7640 Fax (760) 433-3176
www.biocleanenvironmental.net

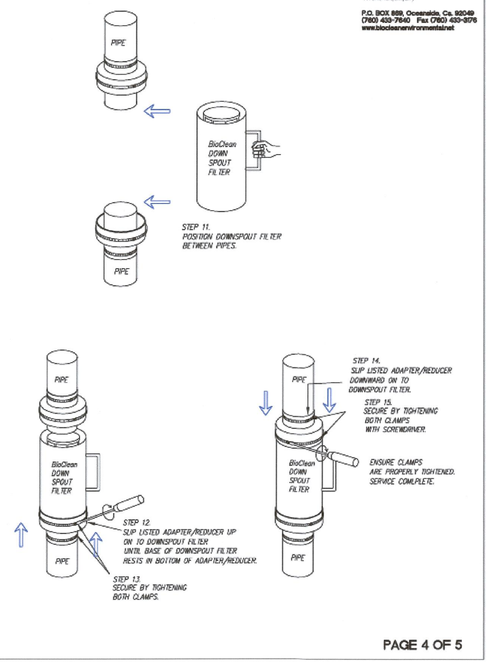


REPLACING FILTER INSERT



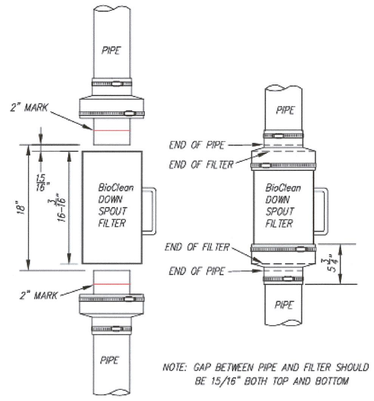
REPLACING FILTER

Bio Clean
P.O. BOX 869, Oceanside, Ca. 92049
(760) 433-7640 Fax (760) 433-3176
www.biocleanenvironmental.net



APPROPRIATE INSTALLATION

FILTER CENTERED BETWEEN PIPES WITH EVEN GAPS ON TOP AND BOTTOM



NOTE: GAP BETWEEN PIPE AND FILTER SHOULD BE 15/16" BOTH TOP AND BOTTOM

Bio Clean
A Forterra Company

P.O. BOX 869, Oceanside, Ca. 92049
(760) 433-7640 Fax (760) 433-3176
www.biocleanenvironmental.net

DOWNSPOUT FILTER SYSTEM

NTS

NOTES:

1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY WITHIN 100 FEET OF UNDERGROUND UTILITIES. THE EXCAVATOR IS RESPONSIBLE TO MAINTAIN MARKS. DIG SAFE TICKETS EXPIRE IN THIRTY DAYS.

2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.

3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).

REV.	DATE	DESCRIPTION	BY	CHK.
0	11/06/2026	ISSUED FOR COMMENT	SJR	JRC

DRAWING ISSUE STATUS

ISSUED FOR PERMITTING

HALEY WARD
WWW.HALEYWARD.COM
200 Griffin Rd., Unit 14
Portsmouth, New Hampshire 03801
603.430.9282

PROJECT

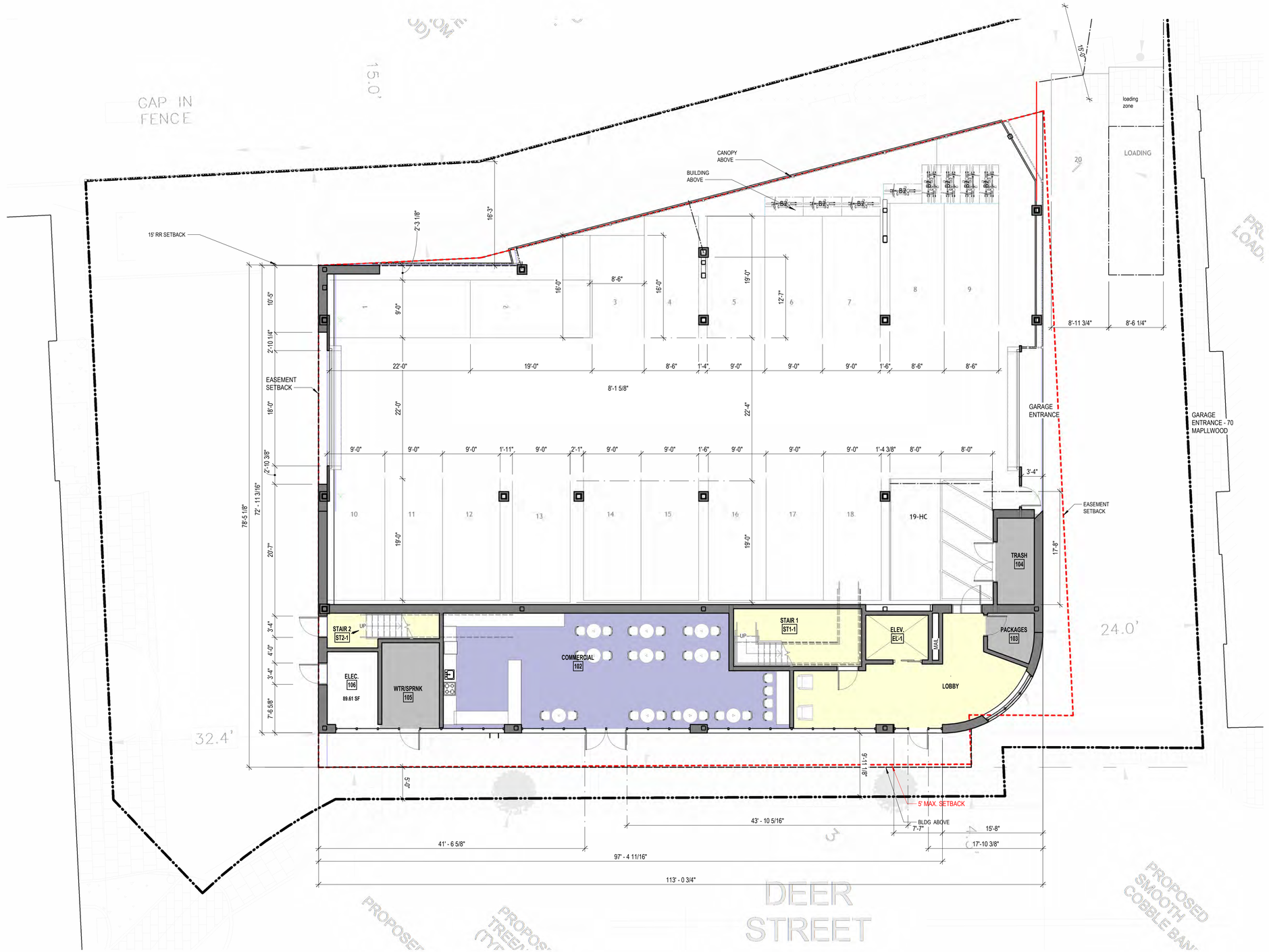
EIGHTKPH, LLC
163 DEER STREET, PORTSMOUTH, NH

TITLE

DETAILS

DATE	NOVEMBER 2026
SCALE	1" = 20'
DRAWN BY	SJR
DESIGNED BY	JRC
CHECKED BY	JRC
PROJECT No.	5010205.002
DRAWING No.	C505
REV.	0

FILE LOCATION: P:\NH\5010205-EIGHTKPH_LLC\2271.04-DEER ST., PORTSMOUTH--JRC\2023 SITE PLAN (163 DEER)\CIVIL\5010205.2271.04-C-DT.DWG, 2026.11.05, 1:01 PM



1 **PB - LEVEL 1**
1/8" = 1'-0"

ARCOVE ARCHITECTS
767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB1.01

COPYRIGHT ©2026



1 **PB - LEVEL 2**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

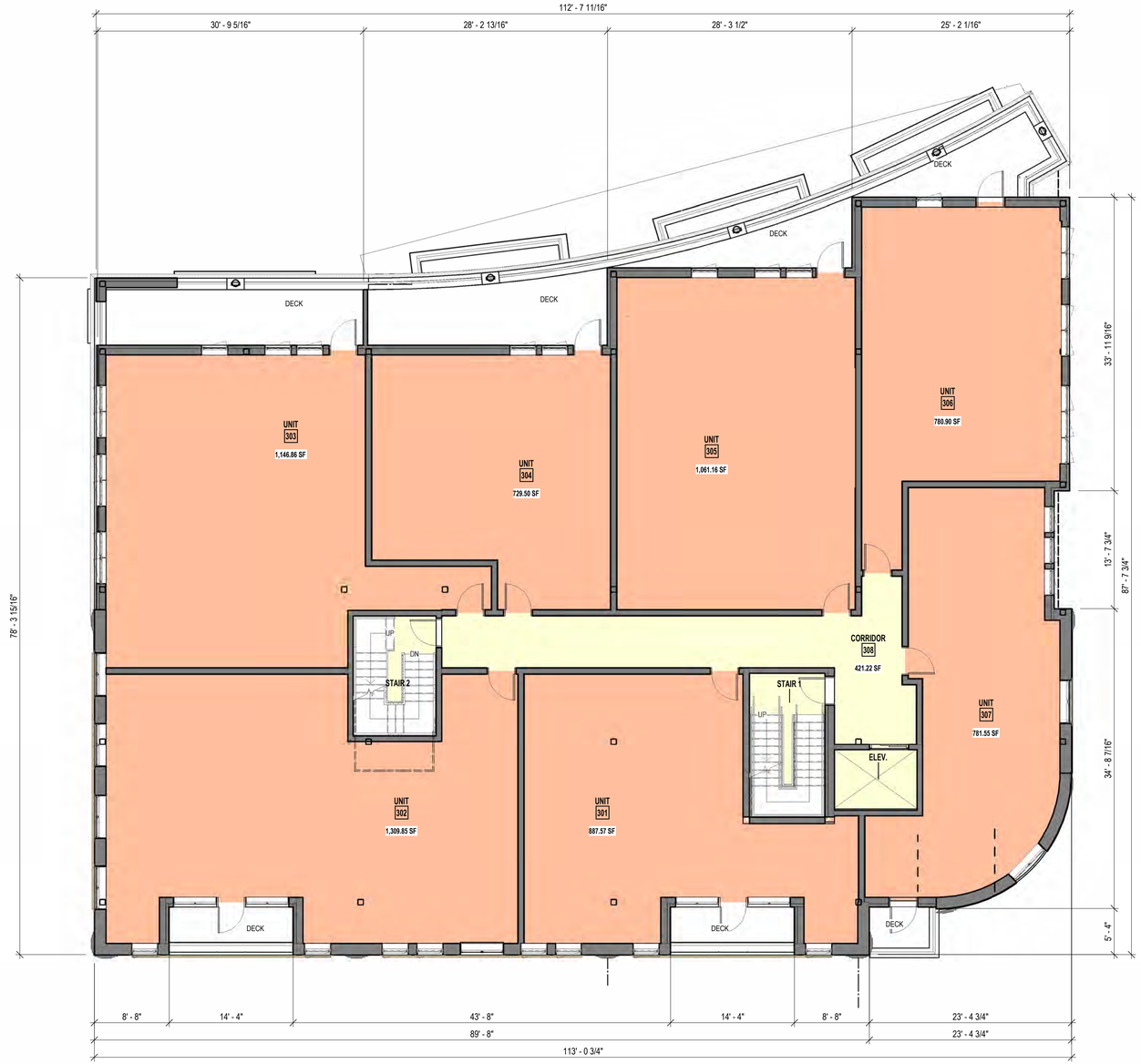
LANDSCAPE ARCHITECT

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB1.02

COPYRIGHT ©2026



1 **PB - LEVEL 3**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB1.03

COPYRIGHT ©2026



1 **PB - LEVEL 4**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

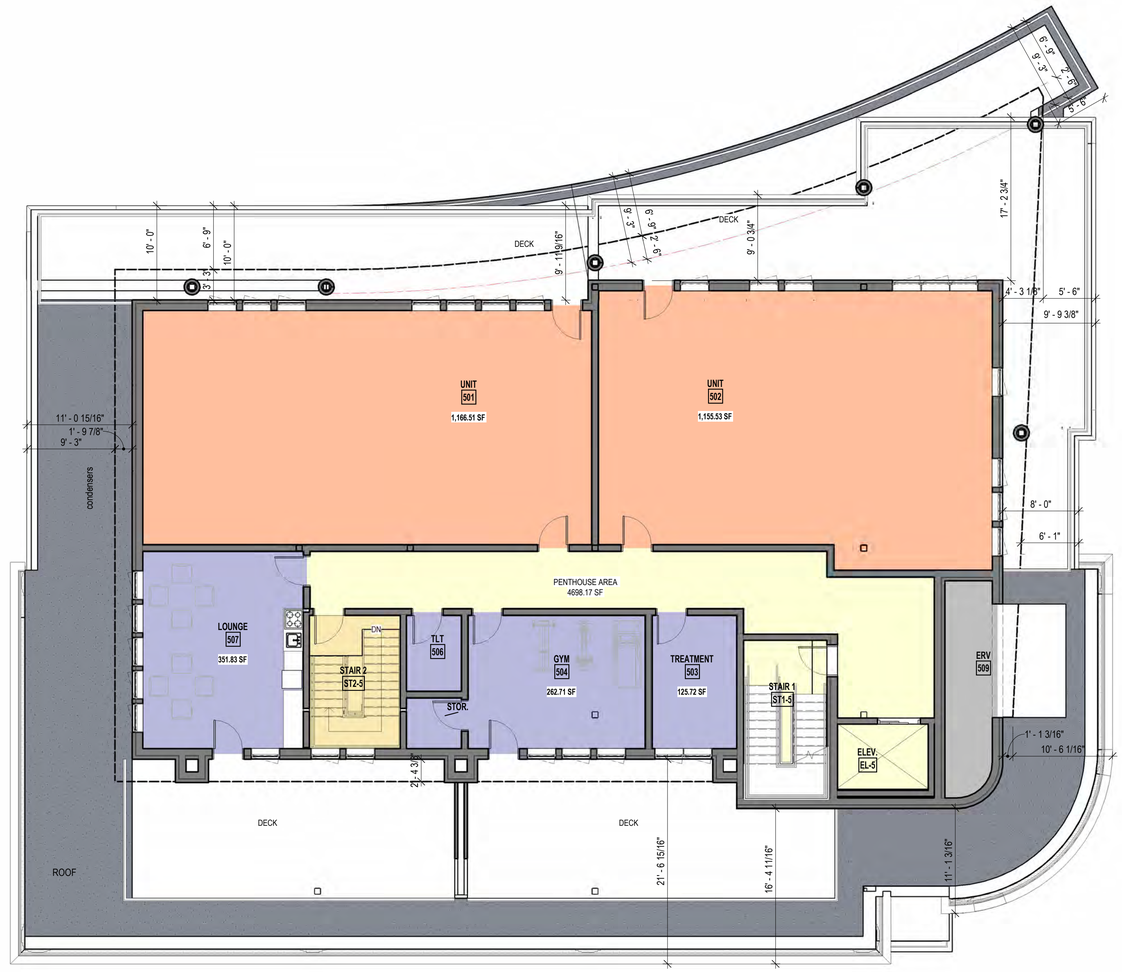
LANDSCAPE ARCHITECT

FOURTH FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB1.04

COPYRIGHT ©2026



1 **PB - PENTHOUSE**
1/8" = 1'-0"

ARCOVE
ARCHITECTS
767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

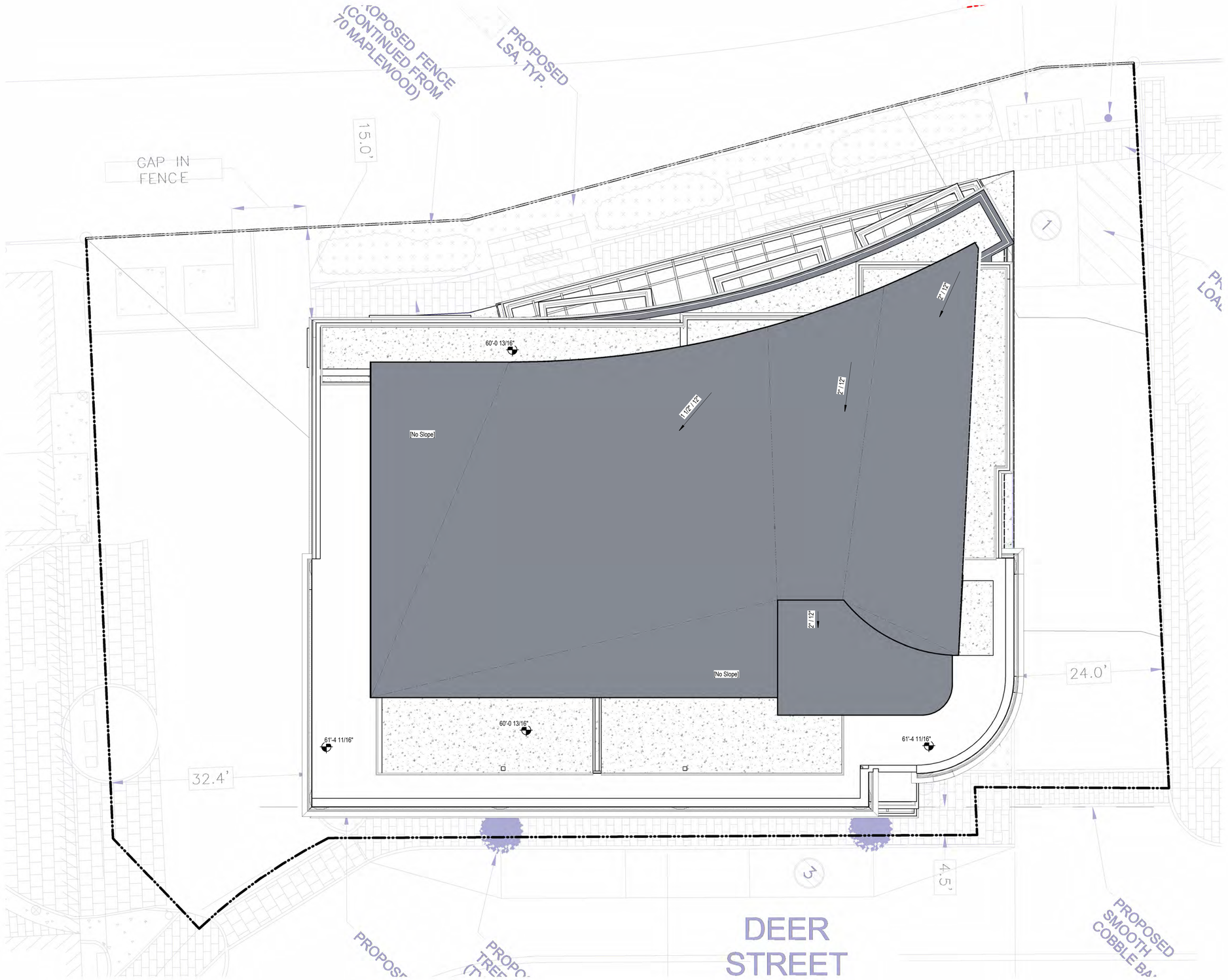
LANDSCAPE ARCHITECT

PENTHOUSE FLOOR PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB1.05

COPYRIGHT ©2026



ARCOVE
ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

ROOF PLAN

SCALE: 1/8" = 1'-0"
DATE: 11/06.26
DRAWN: Author
CHECKED: Checker

PB1.06

COPYRIGHT ©2026



1 **PB - EAST**
1/8" = 1'-0"

ARCOVE
ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

EAST ELEVATON

SCALE: 1/8" = 1'-0"
DATE: 10/20/26
DRAWN: Author
CHECKED: Checker

PB2.01

COPYRIGHT ©2026



2 **SOUTH ELEVATION**
1/8" = 1'-0"



CURRENT DESIGN , GLAZING : 67.5%

PROPOSED DESIGN , GLAZING : 72.8%

1 **FACADE GLAZING DIAGRAM**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

SOUTH ELEVATION

SCALE: 1/8" = 1'-0"
DATE: 11/03/26
DRAWN: Author
CHECKED: Checker

PB2.02

COPYRIGHT ©2026



1 **WEST**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

WEST ELEVATION

SCALE: 1/8" = 1'-0"
DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB2.03

COPYRIGHT ©2026



1 **PB - NORTH**
1/8" = 1'-0"

ARCOVE ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

NORTH ELEVATION

SCALE: 1/8" = 1'-0"
DATE: 10/20/26
DRAWN: Author
CHECKED: Checker

PB2.04

COPYRIGHT ©2026



LOOKING NORTHWEST ALONG DEER STREET FROM 30 MAPLEWOOD

ARCOVE
ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING

HALEY WARD
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

RENDERING

SCALE:

DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB3.01

COPYRIGHT ©2026



LOOKING SOUTHWEST FROM RAILROAD ALONG FUTURE NORTH MILL POND TRAIL AND GREENWAY

ARCOVE
ARCHITECTS

767 ISLINGTON ST, STE 2A
PORTSMOUTH NH 03801
603.988.0042
www.ARCove.com

163 DEER ST RESIDENCES

163 Deer Street
Portsmouth, NH 03801

PROJECT NO: 1048

EightKPH LLC
53 Regional Drive, Unit #11
Concord, NH 03301

CIVIL ENGINEERING
Haley Ward
200 Griffin Road, Unit
Portsmouth, NH 03801
(603) 430-9282

LANDSCAPE ARCHITECT

RENDERING

SCALE:

DATE: 11/06/26
DRAWN: Author
CHECKED: Checker

PB3.02

COPYRIGHT ©2026

DTC Lawyers
Dedicated to Clients

CELEBRATING 40 YEARS OF SERVICE TO OUR CLIENTS

LIZABETH M. MACDONALD
CHRISTOPHER L. BOLDT
DOUGLAS M. MANSFIELD
KATHERINE B. MILLER
CHRISTOPHER T. HILSON
HEIDI J. BARRETT-KITCHEN
ERIC A. MAHER
CHRISTOPHER D. HAWKINS
JOHN K. BOSEN
ELAINA H. SMITH
WILLIAM K. WARREN
COURTNEY P. VAUGHAN
KATIE A. MOSHER

OF COUNSEL
MOLLY C. FERRARA
SCOTT S. ANDERS

RETIRED
MICHAEL J. DONAHUE
CHARLES F. TUCKER
ROBERT D. CIANDELLA
JOHN J. RATIGAN
DENISE A. POULOS
SHARON CUDDY SOMERS
ROBERT M. DEROSIER
NICHOLAS R. AESCHLIMAN

PLEASE REPLY TO
111 MAPLEWOOD AVE, STE. D
PORTSMOUTH NH 03801

August 19, 2026

Portsmouth City Council
City of Portsmouth
1 Junkins Avenue
Portsmouth, New Hampshire 03801

Re: Request for Zoning Map Amendment – 107 Ledgewood Drive (Tax Map 229, Lot 7)

Dear Mayor and Members of the City Council:

I represent RPL Properties LLC, owner of the property located at 107 Ledgewood Drive, identified as Tax Map 229, Lot 7. The property consists of approximately 15 acres and is presently improved with approximately 150 residential apartment units that have existed on the site since approximately 1970.

On behalf of RPL Properties LLC, I respectfully request that the City Council initiate consideration of an amendment to the City's Zoning Map to rezone the property from its present Garden Apartment/Mobile Home zoning designation to the appropriate Gateway Neighborhood Mixed Use district.

The requested rezoning would represent a logical extension of the City's existing Gateway zoning in this area. The property is a substantial, long-established multifamily residential site situated in close relationship to lands already governed by Gateway zoning. Applying Gateway zoning to 107 Ledgewood Drive would provide a more contemporary zoning framework for the property and better integrate its long-term planning with the surrounding area.

The request is also consistent with the planning objectives underlying Portsmouth's Gateway zoning. The Gateway districts were established in part to increase the supply and diversity of housing, encourage appropriate residential and mixed-use development along the City's major corridors, and provide standards governing the form, scale, and quality of new development. The City's current housing-planning efforts likewise recognize the importance of zoning tools that facilitate additional multifamily housing and redevelopment in appropriate locations.

RPL Properties LLC has no specific development plan for the property at this time. The owner does, however, wish to preserve the opportunity to consider additional housing on this substantial site in the future. The proposed map amendment would create an appropriate regulatory framework for that consideration without committing either the owner or the City to any particular development proposal, unit count, density, building configuration, or timetable.

Any future development or redevelopment would remain subject to all applicable provisions of the Zoning Ordinance and to the City's customary land-use review process, including site plan review and any conditional use permits or other approvals that may be required. The City would therefore retain full opportunity to evaluate traffic, infrastructure, environmental conditions, building design, open space, and other site-specific considerations when an actual development proposal is presented.

In our view, the proposed amendment presents an opportunity to align the zoning of a large, existing multifamily property with the City's broader Gateway and housing objectives of the new Master Plan, while preserving the City's ability to carefully review any future development on its merits.

Accordingly, we respectfully request that the City Council initiate the zoning-map amendment process and refer the proposed rezoning of Tax Map 229, Lot 7 to the Portsmouth Planning Board for review and recommendation.

We would welcome the opportunity to meet with City staff, the Planning Board, and the City Council to discuss the proposed amendment and the property's relationship to the surrounding Gateway district.

Thank you for your consideration of this request.

Respectfully submitted,

John K. Bosen, Esq.

HALEY WARD

15 October 2026

Rick Chellman, Planning Board Chair
City of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

RE: Request for Site Plan Approval Extension at 84 Pleasant Street and 266 – 278 State Street, Floros Building, Redevelopment Site Plan

Dear Mr. Chellman and Planning Board Members:

On behalf of the PNF Trust of 2013, we hereby request a one-year extension of the **January 22, 2026 Site Plan** approval for the above-mentioned project and asked to be placed on your next **Planning Board Meeting** agenda. The project includes building construction and remodeling on Tax Map 107, Lots 77 – 80, with the associated and required site improvements. The proposal includes merging these four lots into one development parcel. The Portsmouth Zoning Board of Adjustment (ZBA) and the Historic District Commission (HDC) granted extensions for the project. The extension is needed to complete detailed building design plans.

We look forward to Planning Board review, and hereby request approval of the Site Plan extension.

Sincerely,



John R. Chagnon, PE

P:\NH\5010129-Floros_Realty_Group\3150-State Street-JRC\2024 Site Plan\Applications\City of Portsmouth Site Plan\Planning Board Site Plan Extension Letter 10-15-26.docx

200 GRIFFIN RD. UNIT 14, PORTSMOUTH, NH 03802 603.430.9282 | HALEYWARD.COM

P = Permitted AP = Administrative Approval S = Special Exception CU = Conditional Use Permit N = Prohibited

Section 10.440 Table of Uses – Residential, Mixed Residential, Business and Industrial Districts

Use	R	SRA SRB	GRA GRB	GRC (A)	GA/ MH	MRO CD4-L1	CD4-L2	MRB	CD5 CD4	GB	G1	G2	B CD4-W	WB	OR	I	WI	Supplemental Regulations
1. Residential Uses																		
1.10 **Single family dwelling**	P	P	P	P	N	P	P	P	N	N	P	P	N	N	N	N	N	
1.20 **Accessory dwelling unit** (**Attached** or **Detached**) up to 750 sq. ft. GLA	P	P	P	P	N	P	P	P	N	N	P	P	N	N	N	N	N	10.814 (Accessory Dwelling Units)
1.30 **Two-family dwelling**	N	N	P	P	P	P	P	P	P	N	P	P	N	N	N	N	N	10.640 (Downtown Overlay district)
1.40 **Townhouse**	N	N	S	P	P	P	P	P	P	N	P	P	P	N	N	N	N	10.640 (Downtown Overlay district)
1.50 **Multifamily dwelling**																		10.5A32 (Character district permitted uses)
1.51 3 or 4 **dwelling unit**s	N	N	S	P	P	P	P	P	P	P~~N~~	P	P	P	P~~N~~	P~~N~~	N	N	10.640 (Downtown Overlay district)
1.52 5 to 8 **dwelling unit**s	N	N	N	S	P	P	P	P	P	P~~N~~	P	P	P	P~~N~~	P~~N~~	N	N	10.813 (Multifamily Dwellings in the Business District)
1.53 More than 8 **dwelling unit**s	N	N	N	N	P	N	N	N	P	P~~N~~	P	P	P	P~~N~~	P~~N~~	N	N	
1.60 Conversion of a **building** existing on January 1, 1980, with less than the required minimum **lot area** per **dwelling unit** specified in Article 5																		10.640 (Downtown Overlay District) 10.812 (Conversion of Existing Dwelling to Multifamily Dwelling)
1.61 To 2 **dwelling unit**s	N	N	S	S	N	P	P	P	S	N	N	N	N	N	N	N	N	
1.62 To 3 or 4 **dwelling unit**s	N	N	S	S	N	P	P	P	S	N	N	N	N	N	N	N	N	

P = Permitted AP = Administrative Approval S = Special Exception CU = Conditional Use Permit N = Prohibited

Use	R	SRA SRB	GRA GRB	GRC (A)	GA/ MH	MRO CD4-L1	CD4-L2	MRB	CD5 CD4	GB	G1	G2	B CD4-W	WB	OR	I	WI	Supplemental Regulations
1.63 To 5 to 8 **dwelling units**	N	N	N	S	N	S	S	S	S	N	N	N	N	N	N	N	N	
1.64 To more than 8 **dwelling units**	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
1.70 **Live/work unit**	N	N	N	N	N	P	P	P	P	N	P	P	P	N	N	N	N	
1.71 **Coliving**	N	N	N	N	N	N	N	N	CU	N	CU	CU	CU	N	N	N	N	10.815 Coliving
1.80 **Manufactured housing park**	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N	N	N	10.816 (Manufactured Housing Park Dimensional Standards)
1.90 **Planned unit development (PUD)**																		10.720 (Planned Unit Developments)
1.91 **Open space PUD**	CU	CU	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
1.92 **Residential density incentive PUD**	N	N	CU	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
7. Services, Other Than Health Care																		
7.10 Day Care																		
7.11 **Family day care home ~~care facility~~**	P	P	P	~~P~~N	~~P~~N	P	P	P	~~P~~N	~~P~~N	P	P	~~P~~N	~~P~~N	~~P~~N	N	N	
7.12 **Family Group day care home ~~facility~~** ~~including private preschool and kindergarten~~	~~P~~S	~~P~~S	~~P~~S	~~P~~S	~~P~~N	~~P~~S	~~P~~S	P	P	P	~~P~~S	~~P~~S	P	~~P~~N	~~P~~N	N	N	~~10.824 (group day care facilities) 10.860 (hours of operation)~~
7.13 **Child Care Center**	N	N	N	N	N	N	N	P	P	P	P	P	P	P	P	P*	P*	*Exclusively Used by Employees in these districts 10.824 Child Care Centers
7.20 **Personal services**	N	N	N	N	N	N	S	S	P	P	P	S	P	N	N	N	N	

Section 10.720 Planned Unit Developments

10.722 Permitted Uses

10.722.10 A **PUD** may include the following **use**s, provided that each **dwelling unit** has direct access to the ground with no shared or common hallways or stairwells:

(a) **Single family dwelling**
(b) **Two-family dwelling**
(c) **Townhouse**
(d) **Multifamily dwelling**

10.722.20 A **PUD** may include the following **accessory use**s provided that they serve only the residents of the **PUD** and their guests and not the community at large:

(a) Recreational facilities;

(b) Up to 3,000 square feet of space for a self-service laundry and for pickup and delivery, on a periodic basis only, for dry cleaning, tailoring or shoe repair. Such **use** shall conform to the **off-street parking** requirements of Article 11.

10.722.30 A **dwelling unit** in a **PUD** may include **accessory use**s as permitted in the underlying zoning district, including **home occupation**s, except that the following **accessory use**s are not permitted in an **RDI-PUD**: ~~**family day care facility**~~; **home occupation 2**.

10.722.40 An **OS-PUD** may include a **child care center** ~~**group day care facility**~~.

Article 8 Supplemental Use Standards

Section 10.810 Residential and Institutional Residence or Care Uses
Section 10.820 Educational, Religious, Charitable, Cultural, Public and Recreational Uses
Section 10.830 Business Uses
Section 10.840 Motor Vehicles and Motor Vehicle Uses
Section 10.850 Industrial Uses
Section 10.860 Hours of Operation

10.824 ~~Group Day Care Facilities~~ Child Care Centers

10.824.10 Child Care Centers shall comply with the requirements of RSA 170-E and applicable administrative rules of the State of New Hampshire, as amended. ~~Adequate parking shall be available to allow safe passage from the parking area to the facility.~~

10.824.20 Child Care Centers licensed for 30 or fewer children shall not require site plan review solely due to operation as a Child Care Center. Child Care Centers licensed for more than 30 children may be subject to site plan review in accordance with the City's Site Plan Review Regulations. ~~Outdoor recreation areas shall be fenced.~~

Section 10.860 Hours of Operation

10.861 The following **use**s are limited to operation during the times specified:

Use No.*	Use	District with time limitations	From	To
3.51	**Performance facility, indoor**	CD5, CD4, CD4-W, GB, G1, G2, B	8 AM	11 PM
3.52	**Performance facility, outdoor**	CD5, CD4, CD4-W, GB, G1, G2, B	4 PM	11 PM
4.50	**Outdoor recreation use**	GB, G1, G2	9 AM	11 PM
~~7.12~~	~~**Group day care facility (non-accessory)**~~	~~R, SRA, SRB, GRA, GRB, GRC~~	~~7 AM~~	~~7 PM~~
8.111 8.121	**Convenience goods 1** & **Convenience goods 2**	MRB, CD5, CD4, CD4-W, GB, G1, G2, B	6 AM	11 PM
8.60	**Fish market**	WB	8 AM	9 PM
12.30	Repair of marine craft and **marine-related structures**	WB, I, WI	7 AM	7 PM
19.22	**Home occupation 2**	R, SRA, SRB, GRA, GRB, GRC	8 AM	5 PM

* Refer to Section 10.440, Table of Uses.

Section 10.930 Sexually Oriented Businesses

10.935 Site Requirements

A **sexually oriented business**, in addition to all other requirements of this Ordinance, shall, prior to a request for a special exception, demonstrate compliance with the following requirements:

10.935.10 No **sexually oriented business** shall be located within 500 feet from any property line of the following **use**s:

(a) A public, religious or private nursery school, kindergarten school, elementary school, middle school, junior high school, high school or similar education facility.

(b) Licensed **family day care** or **group day care**, or **child care center**s ~~**group day care facility** (no age restriction)~~.

(c) A public park, public recreational field or similar publicly owned facility.

(d) A religious institution or place of worship.

(e) Any residential district or **use**.

(f) A Mixed Residential Office District.

(g) A Mixed Residential Business District.

D

~~**Day care facility**~~

~~A facility operated daily where care, protection, and supervision are provided for **person**s regardless of age but excluding any psychiatric care.~~

~~**Family day care facility**~~

~~A **day care facility**, as an **accessory use** in a single residence, for up to 6 **person**s.~~

~~**Group day care facility**~~

~~A **day care facility** for more than 6 **person**s.~~

~~F~~

~~**Family day care facility**~~

~~See under **day care facility**.~~

~~**Group day care facility**~~

~~See under **day care facility**.~~

Child Care Center A facility, other than a family day care home or family group day care home, that provides child day care and is licensed by the State of New Hampshire as a child care center pursuant to RSA 170-E, as amended.

Family Day Care Home An occupied residence in which child day care is provided for children and which is licensed by the State of New Hampshire as a family day care home pursuant to RSA 170-E, as amended.

(a) "Family day care home" An occupied principal dwelling or existing ADU in which child day care is provided for less than 24 hours per day, except in emergencies, for up to 6 children from one or more unrelated families. The 6 children shall include any foster children residing in the home and all children who are related to the caregiver except children who are 10 years of age or older. In addition to the 6 children, up to 3 children attending a full day school program may also be cared for up to 5 hours per day on school days and all day during school holidays, provided that the after school and holiday increase in capacity is permitted by the state fire code and in compliance with any local ordinance.

Family Group Day Care Home An occupied residence in which child day care is provided for children and which is licensed by the State of New Hampshire as a family group day care home pursuant to RSA 170-E, as amended.

(b) "Family group day care home" An occupied principal dwelling or existing ADU in which child day care is provided for less than 24 hours per day, except in emergencies, for 7 to 12 children from one or more unrelated families. The 12 children shall include all children related to the caregiver and any foster children residing in the home, except children who are 10 years of age or older. In addition to the 12 children, up to 5 children attending a full day school program may also be cared for up to 5 hours per day on school days and all day during school holidays, provided that the after school and holiday increase in capacity is permitted by the state fire code and in compliance with any local ordinance.

Noise sensitive land use

Residential use, institutional residence or **residential care facility**, **hospital**, lodging establishment, places of assembly, library, school, and **child day care center**s ~~**day care facility**~~.

Article 5A Character-Based Zoning

10.5A43.33 For a **development** with a mix of residential and non-residential uses located within a CD4, CD4W, or CD5 **Character District** that is not located in an incentive overlay district and that contains at least one acre of **lot area,** the Planning Board may grant a conditional use permit to allow an additional **story** in height (up to 15 feet) for houses, duplexes, or mixed-use **building**s where the building type is otherwise permitted by this Ordinance and if all of the following requirements are met:

a) **Community Space** – The **development** shall have at least 50% of the property assigned and improved as a **community space**. Given the large scale of the **development,** the **community space** shall include a Plaza or Square of at least 5,000 sq. ft. per acre and any combination of the following: a Pedestrian Passage; a Wide Pedestrian Sidewalk; a Pedestrian Arcade; a Pocket Park; a Playground**,** or a Public Observation Deck, as further described and depicted in Figure 10.5A45.10. Such **community space** shall count toward the required **open space** listed in Figures 10.5A41.10A-D (Development Standards). The size, shape, location and type of the **community space** shall be determined by the Planning Board and be based on the proposed land use and the size and location of the **building**s within the **development**, and the **adjacent use**s and public amenities.

b) **Workforce Housing** – The **development** shall have either: 1) 10% of any proposed for sale **dwelling unit**s within a **development** shall be **workforce housing unit**s (**affordable** to a household with an income of no more than 100 percent of the **area median income** for a 4-**person** household); or 2) 5% of any proposed for rent **dwelling unit**s within a **development** shall be **workforce housing unit**s (**affordable** to a household with an income of no more than 60 percent of the **area median income** for a 3-**person** household)**.** Any **workforce housing unit**s shall be at least 600 sq. ft. in **gross floor area**s and be distributed throughout the **building** wherever **dwelling unit**s are located.

c) Calculations for **workforce housing unit** requirements shall be rounded to the nearest whole number, with 0.5 and below being rounded down.

d) The proposal is consistent with the findings, goals, and objectives of the Portsmouth Master Plan.

10.5A43.40 Maximum Building Footprint

10.5A43.41 No **building** or **structure** footprint shall exceed the applicable maximum **building footprint** listed in Figures 10.5A41.10A-D (Development Standards) except as provided in Sections 10.5A43.42-44 below.

10.5A43.42 In the CD5 district, a detached **liner building** may have a **building footprint** of up to 30,000 sq. ft. if it meets all other **development** standards and is integrated into a **parking structure** through the provision of **community space** or shared access.

10.5A43.43 For a **building** that contains **ground floor** parking, a **parking garage** or **underground parking level**s, and is not subject to Section 10.5A43.42, the Planning Board may grant a conditional use permit to allow a **building footprint** of up to 30,000 sq. ft. in the CD4 or CD4-W districts, and up to 40,000 sq. ft. in the CD5 district, if all of the following criteria are met:

(a) No **story** above the **ground floor** parking shall be greater than 20,000 sq. ft. in the CD4 or CD4-W districts or 30,000 sq. ft. in the CD5 district.
(b) All **ground floor** parking areas shall be separated from any public or private **street** by a **liner building**.
(c) At least 50% of **the gross floor area** of the **ground floor** shall be dedicated to parking.
(d) For **development**s with more than five (5) **dwelling units** at least 10% of the property shall be assigned and improved as **community space** and comply with the **workforce housing** requirements listed in (e). For **development**s with 5 or less **dwelling unit**s, 30% of the property shall be assigned and improved as **community space**. Such **community space** shall count toward the required **open space** listed under Figures 10.5A41.10A-D (Development Standards) and **community space** required under Section 10.5A46.20. The size, location and type of the **community space** shall be determined by the Planning Board based on the size and location of the **development**, and the proposed and **adjacent use**s.
(e) For **development**s with more than five (5) **dwelling unit**s**,** the **dwelling unit**s within a **building** shall be **workforce housing unit**s in compliance with state law for either: 1) 10% of any proposed for sale **dwelling unit**s within a **development** shall be **workforce housing unit**s (**affordable** to a household with an income of no more than 100 percent of the **area median income** for a 4 **person** household) or 2) 5% of any proposed for rent **dwelling unit**s with in a **development** shall be **workforce housing unit**s (**affordable** to a household with an income of no more than 60 percent of the **area median income** for a 3 **person** household). Such **unit**s shall be at least 600 sq. ft. The **workforce housing unit**s shall be distributed throughout the **building** wherever **dwelling unit**s are located.
(f) The **development** shall comply with all applicable standards of the ordinance and the City's land use regulations.
(g) Calculations for **workforce housing unit** requirements shall be rounded to the nearest whole number, with 0.5 and below begin rounded down.
(h**)** The proposal is consistent with the findings, goals, and objectives of the Portsmouth Master Plan**.**

10.5A43.44 The **building footprint** of a **parking structure** shall be no greater than 40,000 sq. ft., and the **façade** length shall be no greater than 300 feet.

10.5A46 Incentive Overlay Districts

The Incentive Overlay Districts are designated on Map 10.5A21B. In such areas, certain specified **development** standards may be modified as set forth in Section 10.5A46.10 below, if the **development** provides **community space** or **workforce housing** in accordance with Section 10.5A46.20, as applicable:

10.5A46.10 Incentives to Development Standards

DEVELOPMENT STANDARDS	INCENTIVES	
	North End Incentive Overlay District	West End Incentive Overlay District
Maximum **building coverage**	No Change	80%
Maximum **building footprint**	30,000 sf	30,000 sf[1, 2]
Maximum **building block** length	No Change	No Change [3]
Minimum **lot area**	No Change	2,000 sf
Minimum **lot area** per **dwelling unit**	No Change	No minimum
Maximum **building height**	Plus 1 **story** up to 10 ft[4]	Plus 1 **story** up to 10 ft[4,5]
Minimum **ground story height**	No Change	9 feet
Minimum **off-street parking**	No Change	Non-residential: 25% reduction from underlying standard
Ground story parking	Permitted with a **liner building** [6]	Permitted with a **liner building** [6]

[1] In CD4-L1 and CD4-L2 the maximum **building footprint** shall be 3,500 SF. Where the **building footprint** exceeds 2,500 SF, individual **building block**s shall be separated by **open space**, **community space**, or surface parking areas of at least 30 feet in width. Parking areas located between **building**s are not required to be set back from the **building** façade.

[2] For properties located within 200 feet of the North Mill Pond in the CD4-W District, the maximum **building footprint** shall be 20,000 sq. ft.

[3] In CD4-L1 and CD4-L2 the maximum **building block** length shall be 100 feet.

[4] In order to receive the **building height** incentive, the **sidewalk** width in front of any **façade** shall be at least 10 feet plus two feet for each story of **building height** above three stories. Any property area needed to comply with this requirement shall count as **open space** as required in Figures 10.5A41.10A-D (Development Standards) and as **community space**; even if less than 15 feet in width.

[5] For parcels over 80,000 sq. ft. in area that are located south of Islington Street, up to two stories or 20 feet may be added to the maximum **building height** provided both requirements listed under Section 10.5A46.22 (1) and (2) are met.

[6] If **ground story** parking is proposed, at least 50% of the **ground story** facing a **street** shall include a **liner building**.

10.5A46.20 Requirements to Receive Incentives to the Development Standards

10.5A46.21 For a **lot** located **adjacent** to, or within 100 feet of, North Mill Pond, Hodgson Brook or the Piscataqua River, the Planning Board may grant a conditional use permit to allow the incentive to the development standards listed under 10.5A46.20, provided the **development** shall include **community space** equal to 20% of the **lot area** that includes a continuous public **greenway** at least 20 feet in width with a multi-use path and that is parallel and located within 50 feet of the waterfront with at least a 10 foot setback from adjacent **building**s. Trail connections to abutting **street**(s) and sidewalks shall be provided and there shall be no buildings between the waterfront and the greenway unless otherwise approved by the Planning Board. The **greenway** shall include legal and physical access to abutting **lot**s or public ways. When access is not available due to current conditions on an abutting **lot**, provisions shall be made for future access in a location determined by the Planning Board.

10.5A46.22 For a **lot** that is more than 100 feet from North Mill Pond, Hodgson Brook or the Piscataqua River, the Planning Board may grant a conditional use permit to allow the incentive to the development standards listed under Section 10.5A46.20, provided the **development** shall include both **community space and workforce housing** as specified below:

(1) **Community space** option – All of the following criteria shall be met:

(a) The **community space** shall be a **community space** type that is permitted within the applicable Character district.
(b) For **development**s with more than 5 **dwelling unit**s the **community space** shall constitute at least 10% of the gross area of the **lot** and shall not have any dimension less than 15 feet. For **development**s with five (5) or less **dwelling unit**s, 20% of the property shall be assigned **community space.**
(c) The **community space** shall adjoin the public **sidewalk** and shall be open on one or more sides to the **sidewalk**.
(d) The **community space** shall include trees and other **landscaping** to provide shade and reduce noise, and pedestrian amenities such as overlooks, benches, lighting and other **street** furniture.
(e) The proposal is consistent with the findings, goals, and objectives of the Portsmouth Master Plan.
(f) The **community space** shall be located on or **adjacent** to the same **lot** as the **development**, except as provided in (g) below.
(g) The Planning Board may grant a conditional use permit to allow a proposed **community space** to be located on a different **lot** than the **development** if it finds that all of the following criteria will be met:

(i) An appropriate **community space** cannot feasibly be provided on the same **lot** as the **development**.
(ii) The proposed **community space** is within the same Incentive Overlay District as the **development**.
(iii) The proposed **community space** is suited to the scale, density, **use**s and character of the surrounding properties.
(iv) The proposal is consistent with the findings, goals, and objectives of the Portsmouth Master Plan.

(2) **Workforce housing** option – One of the following criteria shall be met:

(a) For **development**s with five (5) or less **dwelling unit**s, no **workforce housing unit**s are required**.** For a **development** with more than five (5) **dwelling unit**s**,** at least 20% of the **dwelling unit**s within a **building**, shall be **workforce housing unit**s for sale (**affordable** to a household with an income of no more than 100 percent of the **area median income** for a 4-**person** household). Such units shall be at least 600 sq. ft. The **workforce housing unit**s shall be distributed throughout the **building** wherever **dwelling unit**s are located; or at least 10% of the **dwelling unit**s within a **building** shall be **workforce housing unit**s for rent (**affordable** to a household with an income of no more than 60 percent of the **area median income** for a 3-**person** household). Such units shall be at least 600 sq. ft. The **workforce housing unit**s shall be distributed throughout the **building** wherever **dwelling unit**s are located.
(b) Calculations for **workforce housing unit** requirements shall be rounded to the nearest whole number, with 0.5 and below being rounded down.
(c) The proposal is consistent with the findings, goals, and objectives of the Portsmouth Master Plan.

10.5A46.23 When a proposed **development** in an Incentive Overlay District includes **community space** in excess of the amount required to support a proposed incentive under Section 10.5A43.43 or Sections 10.5A46.10 through 10.5A46.22, the Planning Board may grant a conditional use permit to allow the excess **community space** to be credited to the developer or its assigns for use in another **development** in the same Incentive Overlay District.

(1) The conditional use permit shall specify the total amount of **community space** provided, the portion of such **community space** to be credited toward incentives in the proposed **development**, and the amount of excess **community space** that may be credited toward a future project in accordance with the standards set forth in Section 10.5A43.43 or Sections 10.5A46.10 through 10.5A46.22.

(2) The conditional use permit may allow for conveyance to the City of unimproved land in lieu of **community space** that conforms to the types shown in Figure 10.5A45.10, subject to the following:

(a) The application for a conditional use permit to credit unimproved land in lieu of **community space** shall include a complete site plan and design for the proposed **community space**.

(b) In order for a future **development** to receive incentive credit for the excess unimproved land, the future developer will be required to improve the land to be a conforming **community space** as determined by the Planning Board at the time of site plan approval, except as provided in (c) below.

(c) At any time after receiving title to such unimproved land, the City may, at its option, improve such land to be a conforming **community space**. If the City exercises this option, in order for a future **development** to receive the incentive credit, the future developer shall pay to the City an amount representing the cost to the City of carrying out the improvements that were required to improve the land to be a conforming **community space**.

(3) The terms of the conditional use permit shall be documented in a Prospective Development Incentive Agreement (PDIA) to be entered into between the developer and the Planning Department. The maximum term of a PDIA shall not exceed fifteen (15) years, following which the rights to any unused incentive shall become null and void.

(4) The only effect of a conditional use permit and PDIA under this section shall be to increase the allowable **building footprint** or **building height**, or to reduce the required **off-street parking**, in accordance with Section 10.5A43.43 or Sections 10.5A46.10 through 10.5A46.22.

(5)The granting of a conditional use permit and the execution of a PDIA under this Section 10.5A46.23 shall not be deemed to supersede or waive any of the other provisions of this Article 5A or other applicable provisions of this Ordinance, nor shall such approval be considered to represent the granting of land use approval for any future **development**.

(6) Future use of the excess **community space** to support a future project shall require the granting of a conditional use permit by the Planning Board, whether or not the **community space** is on the same parcel as the future project.

10.5A46.24 Workforce Housing Requirement Alternatives

Where workforce housing units are required pursuant to this Article, such requirements may be satisfied through one or a combination of the following:

(a) Provision of workforce housing units within the development;

(b) Payment to the City in lieu of providing workforce housing in an amount based on the particular makeup of the development and in accordance with the fees established annually by the Fee Committee and the City Council in the fee schedule;

(c) Conveyance of land to the City for workforce housing purposes in accordance with Section 10.686.30; or

(d) A combination of the foregoing options.

10.5A46.25 Land Conveyance

Where land is conveyed pursuant to Section 10.5A46.24(c), the acreage calculation contained in Section 10.686.30 shall not apply. The land conveyed shall contain sufficient developable area to accommodate not less than the number of workforce housing units otherwise required by this Article, as determined by the Planning Board. Any such conveyance shall be subject to acceptance by the City Council.

10.5A46.50 Modification of Standards

In granting a Conditional Use Permit, the Planning Board may modify specific standards and requirements set forth in this Article provided that the Planning Board finds such modification will promote design flexibility and overall project quality, or that such modification is required for the development to provide a workforce housing component, and that such modification is consistent with the purpose and intent of the Character District and this Article.

10.5A46.51 In considering a request for a modification of the standards and requirements, the Planning Board may request that the applicant provide additional documentation and information from the applicant demonstrating that the requirements of this Ordinance are prohibitive to the successful completion of the project as proposed. Such information shall include, but not be limited to, project cost factors related to land acquisition, improvements for roads, utilities & drainage, insurance, labor, building materials, and profit to identify a total gross cost of the project and per unit gross costs.

Article 5B Gateway Neighborhood Mixed Use Districts

10.5B72 Density Bonus Incentives

A conditional use permit may be granted by the Planning Board for increased housing density or for increased **building height** and **footprint** as described in this section. Such conditional use permit shall be contingent upon satisfying the requirements of Section 10.5B73.

10.5B72.10 **Dwelling Unit**s Per **Building**: The Planning Board may, by conditional use permit, allow up to a maximum of 36 **dwelling unit**s per **building**.

10.5B72.20 **Dwelling Unit**s per Acre: The Planning Board may, by conditional use permit, allow higher density up to the maximum established in Section 10.5B71.

10.5B72.30 **Building Height** and **Building Footprint**: The Planning Board may, by conditional use permit, allow an increase in the maximum **building height** by one (1) story or 10' and an increase in the maximum **building footprint** and square footage by 20 percent.

10.5B73 Bonus Incentive Requirements

In order to be eligible one of the bonus incentives outlined in section 10.5B72, a **development** shall include **workforce housing** according to the requirements of 10.5B73.10. In order to be eligible for multiple bonus incentives outlined in Section 10.5B72 a **development** shall also provide **public realm** improvements according to the requirements of 10.5B73.20. Required documentation for these improvements must be submitted with the application as outlined in Section 10.5B74.

10.5B73.10 **Workforce Housing** Requirement: At least 20% of the **dwelling unit**s in the **development**, but no less than three units, shall be **workforce housing units** for sale or rent complying with the following criteria:

1) For sale units shall be at least the average **gross floor area** of the proposed units in the **building** or 1,000 sq. ft., whichever is greater.
2) Rental units shall be at least the average **gross floor area** of the proposed units in the **building** or 800 sq. ft., whichever is greater.
3) The **workforce housing unit**s shall be distributed throughout the **building** wherever **dwelling unit**s are located.

10.5B73.11 Where workforce housing units are required pursuant to this Article, such requirements may be satisfied through one or a combination of the following:

(a) Provision of workforce housing units within the development;

(b) A payment to the City in lieu of providing workforce housing in an amount based on the particular makeup of the development and in

accordance with the fees established annually by the Fee Committee and the City Council in the fee schedule;

(c) Conveyance of land to the City for workforce housing purposes in accordance with Section 10.686.30; or

(d) A combination of the foregoing options.

10.5B73.12 Where land is conveyed pursuant to subsection (c), the acreage calculation contained in Section 10.686.30 shall not apply. The land conveyed shall be sufficient to accommodate not less than the number of workforce housing units otherwise required by this Section, as determined by the Planning Board. Any such conveyance shall be subject to acceptance by the City Council.

10.5B73.20 **Public Realm** Improvements: All **public realm** improvements used for a density bonus shall be recommended in plans adopted by the City of Portsmouth including but not limited to the Master Plan, Bicycle and Pedestrian Plan, and Capital Improvement Program. Eligible improvements include the following:

1) Design and construction of an off-road trail or **path** that is at least equal to the linear public **street frontage** of the site and expands the Portsmouth Bicycle and Pedestrian Network consistent with the Portsmouth Bicycle and Pedestrian Plan. The trail or **path** shall be located on or adjacent to the project's **building lot** or **development site**, except as provided in (4) below.

2) Design and construction of a public park or athletic facility that is designed for active or passive recreation equal to at least 20% of the project's **gross floor area** that is located on or adjacent to the project's **building lot** or **development site**, except as provided in (d) below.

3) On-site **public realm** improvements provided for the purpose of satisfying the requirements of this section shall not be counted toward the required minimum **community space coverage**.

4) The Planning Board may allow a proposed **public realm** improvement to be located on a different **lot** than the **development** it if finds that all of the following criteria will be met:
   (a) An appropriate **public realm** improvement cannot feasibly be provided on the same **lot** as the **development**.
   (b) The proposed **public realm** improvement is within the same Zoning District as the **development**.

10.5B74 Approval of Density Bonus Incentives

10.5B74.10 Required Information: In order to be eligible for bonus incentives as described in 10.5B72, the following submissions must be included with an application for a Conditional Use Permit:

10.5B74.11 **Workforce Housing**:

1) A description of the **workforce housing unit**s, identifying quantity, location, and type;
2) Documentation that the proposed units qualify as **workforce housing unit**s as defined by this Ordinance;
3) Proposed covenant or other legally binding documents that provide enforceable restrictions as to price and occupancy to ensure long-term availability and affordability of the units.

10.5B74.12 **Public Realm** Improvements:

1) A written description of the intended site **development** or District improvements, the relevant City plan, the public benefit provided, provision for design, construction, management and maintenance if required, and plans showing the location and type, size and extent of each of the eligible improvements.
2) A specific time frame for the completion of all required on-site and off-site improvements shall be incorporated as a condition of approval of the Planning Board.
3) A list of all permits and approvals required in connection with any proposed **public realm** improvements with the application. These approvals shall be obtained prior to approval of the **development**, unless authorized by the Planning Board.

10.5B74.13 Any requests by the applicant for the Planning Board to modify specific standards and requirements set forth in this Section 10.5B70 as allowed under Section 10.5B74.30 and a detailed justification for the requested modification.

10.5B74.20 Planning Board Findings: Prior to granting a conditional use permit for density bonus incentives under this section, the **Board** shall make the following findings:

10.5B74.21 The proposed project (and any conditions of approval) satisfies the requirements in Section 10.5B73;

10.5B74.22 The proposed project is consistent with the purpose and intent set forth in Section 10.5B11.

10.5B74.30 Modification of Standards: In granting a conditional use permit, the Planning Board may modify specific standards and requirements set forth in Section 10.5B20, 10.5B30, 10.5B40 and 10.5B70 provided that the

Planning Board finds such modification will promote design flexibility and overall project quality, or that such modification is required for the **development** to provide a proposed **workforce housing** component, and that such modification is consistent with the purpose and intent set forth in Section 10.5B11.

10.5B74.31 In considering a request for a modification of the standards and requirements, the Planning Board may request that the applicant provide additional documentation and information from the applicant demonstrating that the requirements of this Ordinance are prohibitive to the successful completion of the project as proposed. Such information shall include, but not be limited to, project cost factors related to land acquisition, improvements for roads, utilities & drainage, insurance, labor, **building** materials, and profit to identify a total gross cost of the project and per unit gross costs.

Article 6 Overlay Districts

Section 10.610 Overlay Districts Generally
Section 10.620 Floodplain District
Section 10.630 Historic District
Section 10.640 Downtown Overlay District
Section 10.650 Osprey Landing Overlay District
Section 10.660 Airport Approach Overlay District
Section 10.670 Highway Noise Overlay District

Section 10.680 Gateway Neighborhood Overlay District

10.681 Purpose

The Gateway Neighborhood Overlay District is hereby created for the purpose of creating additional housing opportunities in certain neighborhoods and is referred to herein as the GNOD. This overlay shall allow for higher density housing in order to create neighborhoods where residents can live and work. A proposed **development** electing to use the provisions of the GNOD is referred to below as a GNOD **development**.

10.682 Applicability

10.682.10 The provisions of the GNOD shall apply to all land identified on the Zoning Map as the Gateway Neighborhood Overlay District (GNOD).

10.682.20 The requirements and provisions of the GNOD shall apply to any **development** containing residential uses, and/or any **development** electing any of the incentives of the GNOD. If the GNOD overlay options are not a part of a proposed **development**, then the underlying provisions of the zoning district shall apply.

10.683 Standards

10.683.10 All residential or **mixed-use** GNOD **developments** that include a residential use shall comply with the provisions of Article 5B of this Ordinance, with the following exceptions:

(1) No more than 24 **dwelling units** per **building** shall be allowed without providing Incentive Bonus Option(s) as provided herein.

(2) Maximum **building height** for any **apartment building** or **mixed-use building** containing residential uses shall not exceed 4 stories or 50 feet without providing Incentive Bonus Option(s) as provided herein.

(3) Maximum **building length** shall not exceed 400 linear feet without an approved conditional use permit.

(4) Front, side, and rear **building setback** from **lot lines** shall be a minimum of 10 feet.

(5) Maximum **building coverage** shall not exceed 75%.

(6) Minimum **open space coverage** shall be 10%.

(7) Except for the above setback requirements, the requirements of Sections 10.5B22.20, .30 and .40, 10.5B33, and 10.5B71 shall not apply to land within the GNOD.

(8) A **development** within the GNOD may include multiple lots owned or controlled by the same person or entity and assembled for a GNOD **development site without a CUP**. A GNOD **development** may contain more than one principal **building** or **building** type on the same **lot**.

10.683.20 Relationship to Other Provisions of this Zoning Ordinance

The provisions of the GNOD shall take precedence over all other provisions of the Zoning Ordinance that directly conflict with the provisions of the GNOD; otherwise, all other provisions shall apply.

10.684 Allowed Uses

In addition to the uses permitted in the underlying district, the following uses shall be permitted within the GNOD:

1. Multifamily Dwelling
2. Assisted Living Facility
3. **Retail Sales** conducted within a **building**
4. **Restaurant**, place of public assembly or function room
5. **Personal Services**
6. Consumer services such as copy shop, bicycle repair, and pet grooming.
7. Health club, yoga studio, martial arts school or similar **use**.

10.685 Parking

In the GNOD, the shared parking provisions of Section 4.4 of the Site Plan Review Regulations shall apply, and shared parking shall be permitted on separate **lot**s, whether in common ownership or separate ownership. The provisions of Section 4.6 of the Site Plan Review Regulations (Location of Vehicular Use Facilities) shall not apply to a GNOD **development**.

10.686 Optional Density Bonus Incentives

Buildings in the GNOD containing residential **dwelling units** are permitted to be up to four stories and to contain up to 24 units per **building** as a matter of right. In order to

encourage **multifamily** housing within the GNOD, additional opportunities are provided through the optional incentives below that permit increased **building** heights and increased numbers of **dwelling unit**s per **building**.

The following incentives apply to residential **development**s and mixed-use **development**s that include residential uses in the GNOD, with allowable bonuses as indicated in Table 1.

10.686.10 Table 1: Optional Density Bonus Incentives Maximums (If Requirements Are Met)			
Incentive Option	**Building Height Stories/Feet**	**Dwelling Units/Building**	**Approval Requirements**
For All GNOD Developments over 4 Stories, 50 Feet and 24 Units Per Building:			
10.686.10 Public Realm Improvements	**5/68**	**80**	**Director of Planning and Sustainability**
And For Additional Height and Density, *One of the Following*:			
10.686.20 Workforce Housing	**6/80**	**120**	**Conditional Use Permit by the Planning Board**
10.686.20 Payment in Lieu	**6/80**	**120**	**Conditional Use Permit by the Planning Board**
10.686.30 Land Transfer	**6/80**	**120**	**City Council Approval**

10.686.10 Public Realm Improvements Incentive Option

In order to qualify for a **public realm** improvements incentive bonus in the GNOD, as described here and in Section 10.5B73.20, the proposed **public realm** improvements shall be reviewed by the Planning Board as a part of site plan approval. The Planning Board shall then make written comments regarding the proposed public realm improvements to the Director of Planning and Sustainability. To the extent that the Planning Board's comments are not followed or incorporated into the Director of Planning and Sustainability's decision, the Director shall set forth findings relative to the Planning Board's comments.

All public realm improvements shall be subject to administrative approval by the Director of Planning and Sustainability. The Director of Planning and Sustainability shall review all proposed public realm improvements for compliance with Section 10.5B73.20, ensure that proposed public realm improvements are constructed to City standards, and are in the public interest. Public realm improvements under this section shall be permitted on a different lot than the **development,** and the remaining requirements of Section 10.5B73.20 (4) shall not apply to **public realm** improvements within the GNOD.

10.686.20 Workforce Housing or Payment in Lieu Incentive Option

The Planning Board may grant a conditional use permit for this optional bonus in accordance with Sections 10.240, et. seq. To qualify for this bonus, a development shall include either or a combination of the following:

(1) Workforce Housing may be provided in accordance with Section 10.5B73.10.

(2) A payment to the City in lieu of providing workforce housing in an amount based on the particular makeup of the development and in accordance with the fees established annually by the Fee Committee and the City Council in the fee schedule.

10.686.30 Land Transfer Incentive Option

In order to facilitate future development of below-market rate housing, there may be appropriate circumstances where applicants may convey real property to the City in lieu of or in conjunction with meeting the other requirements for workforce housing of the GNOD. However, recognizing the unique nature of land, not all property may be suitable or desirable for this purpose. Therefore, any real property offered to the City pursuant to this section shall be subject to acceptance by the City Council, and in accordance with the following requirements.

(1) In lieu of constructing workforce housing units within a GNOD Development, an applicant may offer real property to the City. Any real property offered to the City shall be suitable for developing workforce housing of a size set forth in section 10.686.40 and shall not require a conditional use permit from the Planning Board. Instead, the conveyance shall be subject to approval and acceptance by the City Council. In exchange for transferring land to the City, the developer shall be permitted to construct buildings up to six stories and 80 feet in height, and to construct up to 120 units per building.

(2) Any applicant must, at their own expense, provide a certificate of title and a Phase One environmental report for any property offered to the City Council. All closing costs shall be borne by the applicant. The City Council may request any additional information regarding the offered real property or the proposed transfer, the preparation of which shall be by the applicant.

(3) Any applicant must, at their own expense, demonstrate the suitability of the proposed land to be conveyed to the City for workforce housing purposes. This requirement shall be met by submitting a constraints site plan to the Director of Planning and Sustainability depicting: boundaries, existing and proposed; the setbacks; wetlands and wetlands buffers, if any; rights of way; utility easements; and, other identifiable **development** constraints. The Director of Planning and Sustainability shall provide comments on the proposed site's suitability based on the constraints site plan to the City Council prior to acceptance.

(4) Prior to acceptance by the City Council, the Planning Board shall provide written comments to the City Council regarding the offered real property and its compliance with this Article. Any comments offered by the Planning Board shall be advisory in nature only, but the City Council shall, to the extent that the Planning Board's comments are not followed or incorporated into the City Council's decision, set forth findings relative to the Planning Board's comments.

(5) The City Council shall not accept any real property offered if acceptance would subject the municipality to potential liability as an owner of property under the Comprehensive Environmental Response, Compensation and Liability Act of

1980, 42 U.S.C. section 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. section 6901 et seq., RSA 147-A and 147-B, and any other federal or state environmental statute which imposes strict liability on owners for environmental impairment of the real estate involved.

(6) In addition to the circumstances described in paragraph 2, the City Council may refuse to accept any offered real property whenever in its judgment acceptance and ownership of the real estate would subject the municipality to undesirable obligations or liability risks, including obligations under real estate covenants or obligations to tenants, or for any other reason would be contrary to the public interest.

(7) In order to qualify for this optional incentive, the amount of the proposed land transfer will be dependent on the size of the proposed GNOD development as follows:

(a) The developer shall convey at least one contiguous acre of **Developable Upland** to the City for up to twenty acres of **Developable Upland** in a proposed GNOD (the Parcel). For a GNOD larger than twenty acres, the size of the Parcel shall increase in the proportion of one acre of **Developable Upland** per each additional twenty acres of **Developable Upland** in the proposed GNOD.

(b) The City Council, at its sole discretion and following a recommendation by the Planning Board, may accept multiple parcels of not less than one acre each, if the City Council determines it is in the best interest of the City.

(8) Any property acquired by the City pursuant to this section shall be primarily utilized for below-market rate housing. The City Council shall designate the appropriate method for procurement, development, form of ownership, disposition and administration of individual parcels of land acquired pursuant to this section.

(9) Any land conveyed under this section may be conveyed as a condition subsequent to final Planning Board approval(s) and execution of the site review agreement, but in any event shall be conveyed prior to the issuance of a building permit for any project.

(10) If land is conveyed under this section, there shall be no further requirement to meet any specific percentage of workforce housing units in a GNOD as provided in Section 10.5B73.10, unless a building is proposed over 400 linear feet in length, in which case the Bonus Incentive Requirements of Section 10.5B73.10 shall apply.

10.686.40 Transfer of Development Rights Acquired through Land Transfer

(1) Land may be conveyed in conjunction with, or separately from a proposed **development** (GNOD conveyance). In the event that a GNOD conveyance

exceeds the amount required in order to support a proposed **development**, or when land is conveyed separately from any proposed development, the developer or its assigns will receive future credit for a future project or projects in accordance with the standards set forth below.

(2) Following any acceptance of real property by the City Council and successful transfer of fee ownership with warranted title, if there is any excess acreage above what is necessary for a proposed GNOD **development**, the Director of Planning and Sustainability shall notify the Planning Board and the transferor of land of the amount of Land Credit the developer shall receive, which shall be memorialized in a Proposed Development Incentive Agreement (PDIA), as defined below.

(3) Contemporaneous with any GNOD conveyance, the City and the developer shall enter into a PDIA, which shall specify the amount of land conveyed to the City, the amount if any used for a pending development, and the amount of excess land that may be credited toward a future project in accordance with the GNOD. Any excess land credit may only be used within the GNOD but may be sold or transferred without limitation for GNOD purposes. A sale or transfer of excess credits pursuant to this section is only valid upon written notice of the transfer to the Director of Planning and Sustainability.

(4) The maximum term of any PDIA shall not exceed fifteen (15) years, following which the rights to any unused incentive shall automatically expire and become null and void.

(5) Entering into a PDIA under this section shall not be deemed to supersede or waive any of the other provisions of the GNOD or Article 5B or other applicable provisions of this Ordinance, nor shall any approval be considered to represent the granting of land use approval or vesting for any future **development**.

(6) Future use of the excess land credit to support a future project shall require administrative approval of the Director of Planning and Sustainability, who shall certify to the Planning Board both the amount of land credit used as a part of a **development** and the remaining land credit pursuant to the PDIA.

(7) Excess land credits may be used in full or partial fulfillment of the requirements of a future **development** set forth in section 10.686.20.

10.687 Definitions

Developable Upland

Net land area of property suitable for, or used for, **development**, excluding any public rights of way or street rights of way platted as a part of the **development,** wetlands, and wetland buffers.