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January 2, 2025

Ms. Phyliss Eldredge, Chair
City of Portsmouth
Zoning Board of Adjustment
1 Junkins Avenue
Portsmouth, NH 03801

Re: 361 Hanover Street (LU-24-196)

Dear Chair Eldredge:

On behalf of 361 Hanover Steam Factory, LLC, I am writing to request that you suspend the rules to allow us to withdraw our request for a variance for a Penthouse. As you may recall, the Penthouse relief was part of the originally advertised and requested in our narrative dated October 24, 2024, however, the applicant now withdraws this specific variance request.

Per the letter dated December 20, 2024, the Board requested additional information for the January 22nd hearing as follows:

1. Plan and elevation of Building A.

Building A is a three (3) story building with attic, 40 feet high. See attached Exhibit A (zoning table from site plan) and Exhibit B.

2. Definitive number of stories in Building D.

Building D is a three (3) story building with attic. See attached Exhibit A and Exhibit B.

3. The Height elevation for all buildings.

See attached Exhibit A (zoning table) and Exhibit B.

4. Hanover Streetscape showing project next to 407.

Tangram is producing streetscapes that will be submitted prior to the meeting.

5. Burial Ground.

The Applicant has performed nine (9) test pits on the property and has not found any evidence of a burial ground nor is there any reference to a burial ground in any of the source Deeds. My office has also done extensive Deed research on this property going back hundreds of years and we have not discovered any evidence of a burial ground in any of the public records.

RSA 289:3 III states in part that new construction, excavation or building in the area of a known burial site or within the boundaries of any established burial ground or cemetery shall comply with local zoning regulations concerning burial sites, burial ground or cemeteries, whether or not such burial site or burial ground was properly recorded in the deed to the property. In the absence of such regulations, no new construction, excavation, or building shall be conducted within 25 feet of a known burial site. If a burial ground is discovered, the Applicant will follow all required laws and regulations pertaining to burial grounds.

6. Clarity on the height of each story within each building.

See attached Exhibit C, Site Plans, Zoning Table and Exhibit B.

7. Traffic Study.

The Applicant hired Vanesse & Associates, Inc. to perform a traffic study which is attached hereto as Exhibit D. The traffic study concludes that the project will not have a significant impact (increase) on motorist delays or vehicle queuing over existing or anticipated future conditions of the project with no changes in level of service of vehicle queuing shown to occur as a result of the addition of project related traffic. Traffic will be further analyzed in detail with the Technical Review Committee.

8. Additional information.

Exhibit B are building renderings from Tangram showing the buildings.

Attached as Exhibit C please find a site plan from Haley Ward.

Very truly yours,


John K. Bosen, Esquire

ZONING DEVELOPMENT STANDARD

CD5: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT

	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories 40'	2 Stories/ 18' +/-	3 stories with attic/ 40'	3 stories / 36'	3 stories / 36'	3 stories with attic/ 40'
Penthouses	may exceed bldg height by 2'	N/A	N/A	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Façade Types		N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commerical	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max S/B	5	99'	99'	0'	5'	2'
Front (secondary) max S/B	5	0'	0'	2'	N/A	N/A
Side S/B	NR	NR	NR	NR	NR	NR
Rear yard S/B	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Façade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0'	0'	24"	24"	24'
Ground story height, min	12'	10'	10.5'	12'	12'	12'
Second story height, min	10'	10'	10.5'	11'	11'	11'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Mansard	Hip	Hip	Mansard

Shaded Boxes = Zoning Relief Required

S/B = Setback

EXHIBIT A

Exhibit B



Building A



Building B



Building C



Building D



Hanover Street Perspective



Pearl Street Perspective

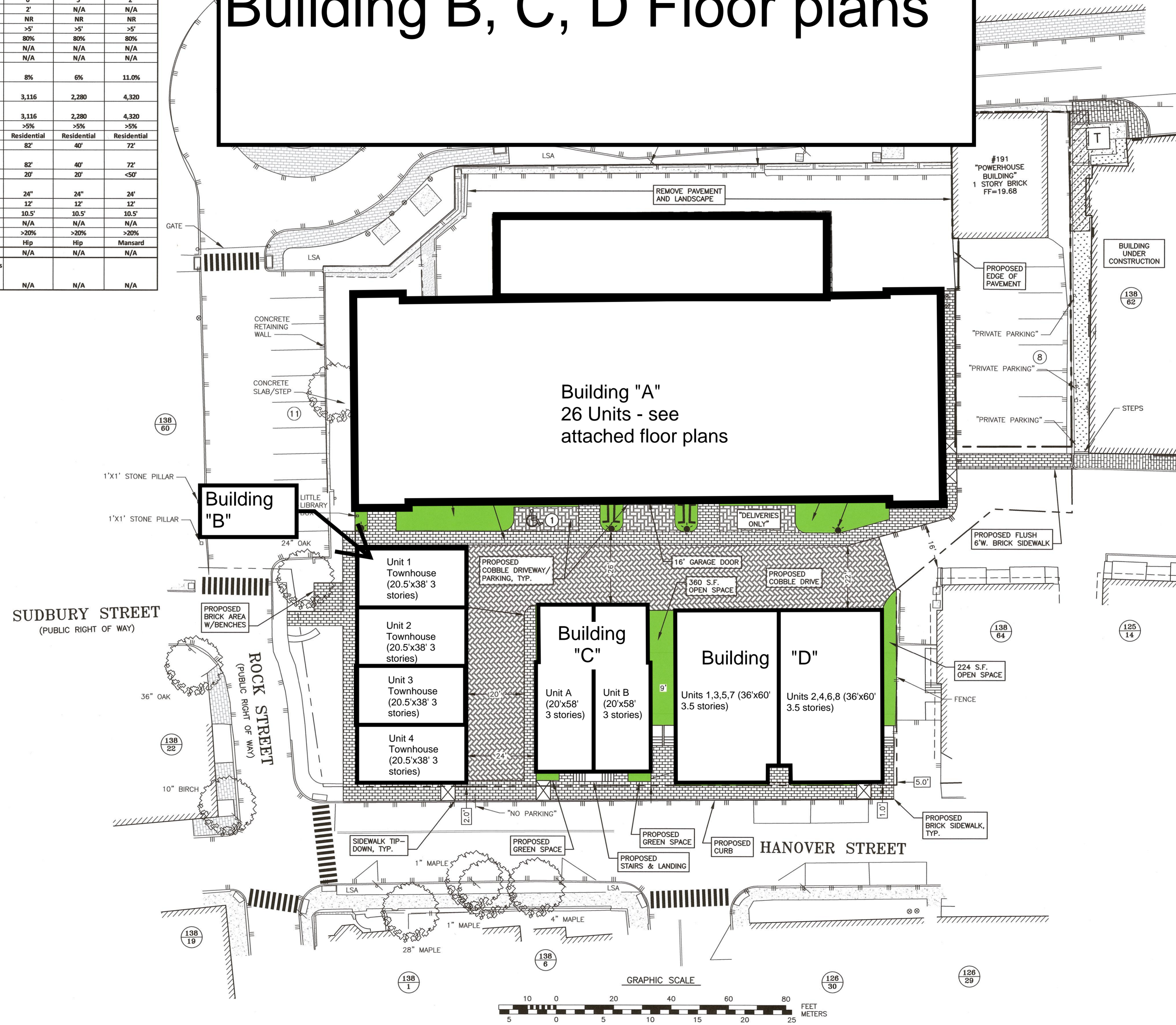


Rock Street Perspective

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 stories / 18' +/-	4 stories w/ penthouse 52'	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space / 8' Setback)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	N/A	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5'	99'	99'	0'	5'	2'
Front (secondary) max	NR	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0"	0"	24"	24"	24"
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10.5'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as previous)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Shaded Boxes = Zoning Relief Required

ZBA "Preferred Plan" Building B, C, D Floor plans

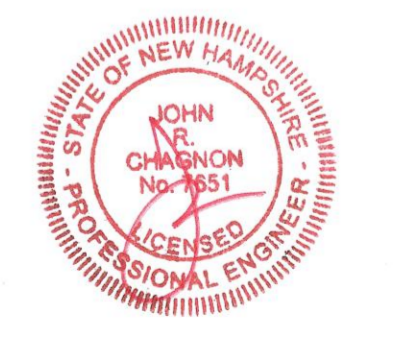


- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:
LOT 138/63
38,528 S.F.±
0.8845 AC

LOT 138/63-1
4,717 S.F.
0.1083 AC
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:**
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.
- MINIMUM LOT AREA: NR
SETBACKS:
FRONT: 5 FEET (MAXIMUM)
SIDE: NR
REAR: 5 FEET
MAXIMUM BUILDING COVERAGE: 95%
MINIMUM OPEN SPACE: 5%
- THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
 - PROPOSED USE: 48 RESIDENTIAL DWELLING UNITS

SITE REDEVELOPMENT 361 HANOVER STREET PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

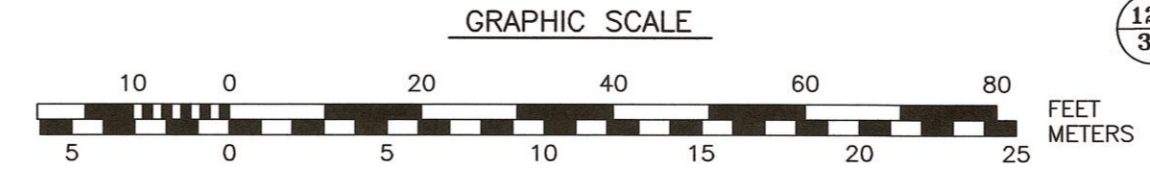
SITE PLAN **C3**

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

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

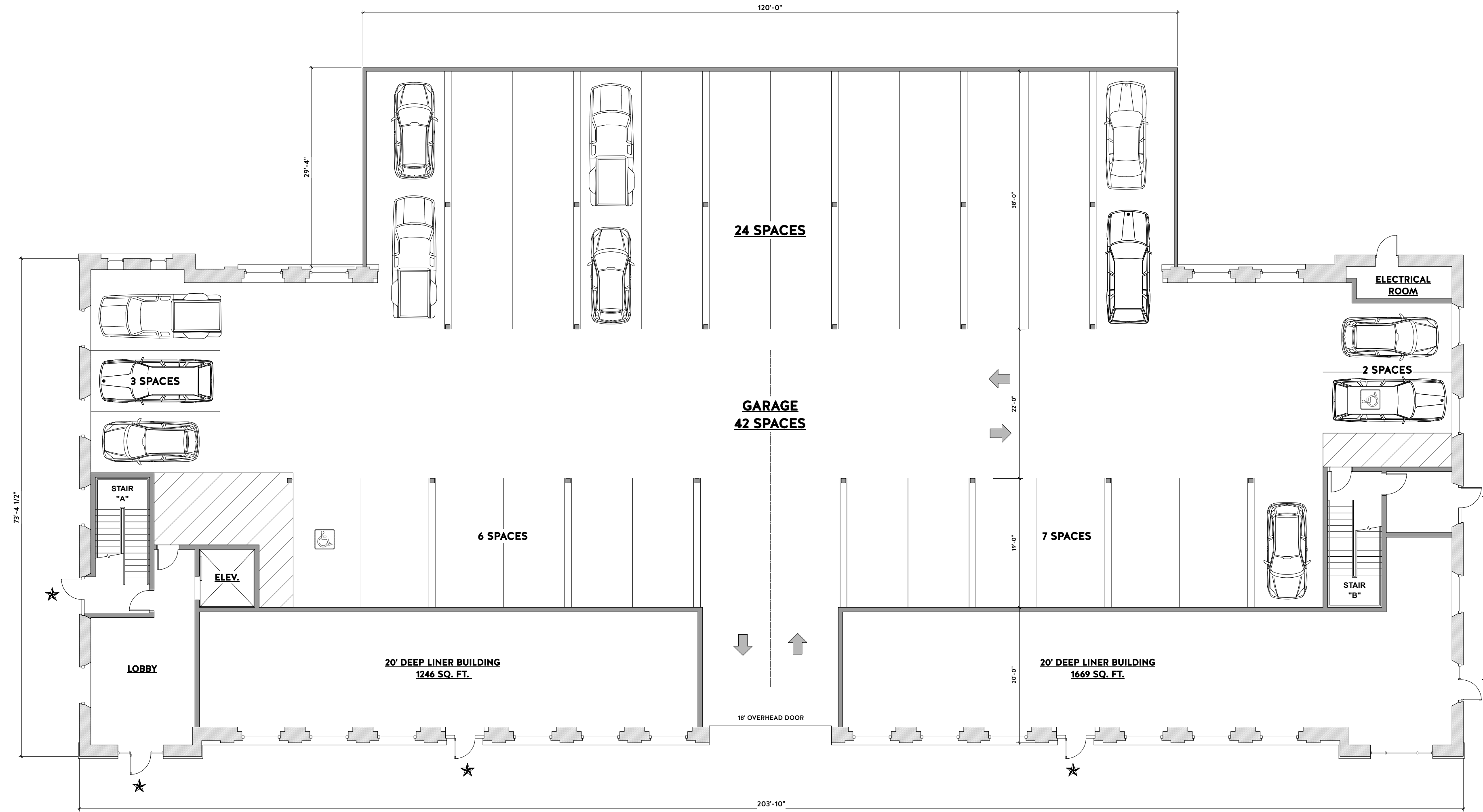
CHAIRMAN _____ DATE _____



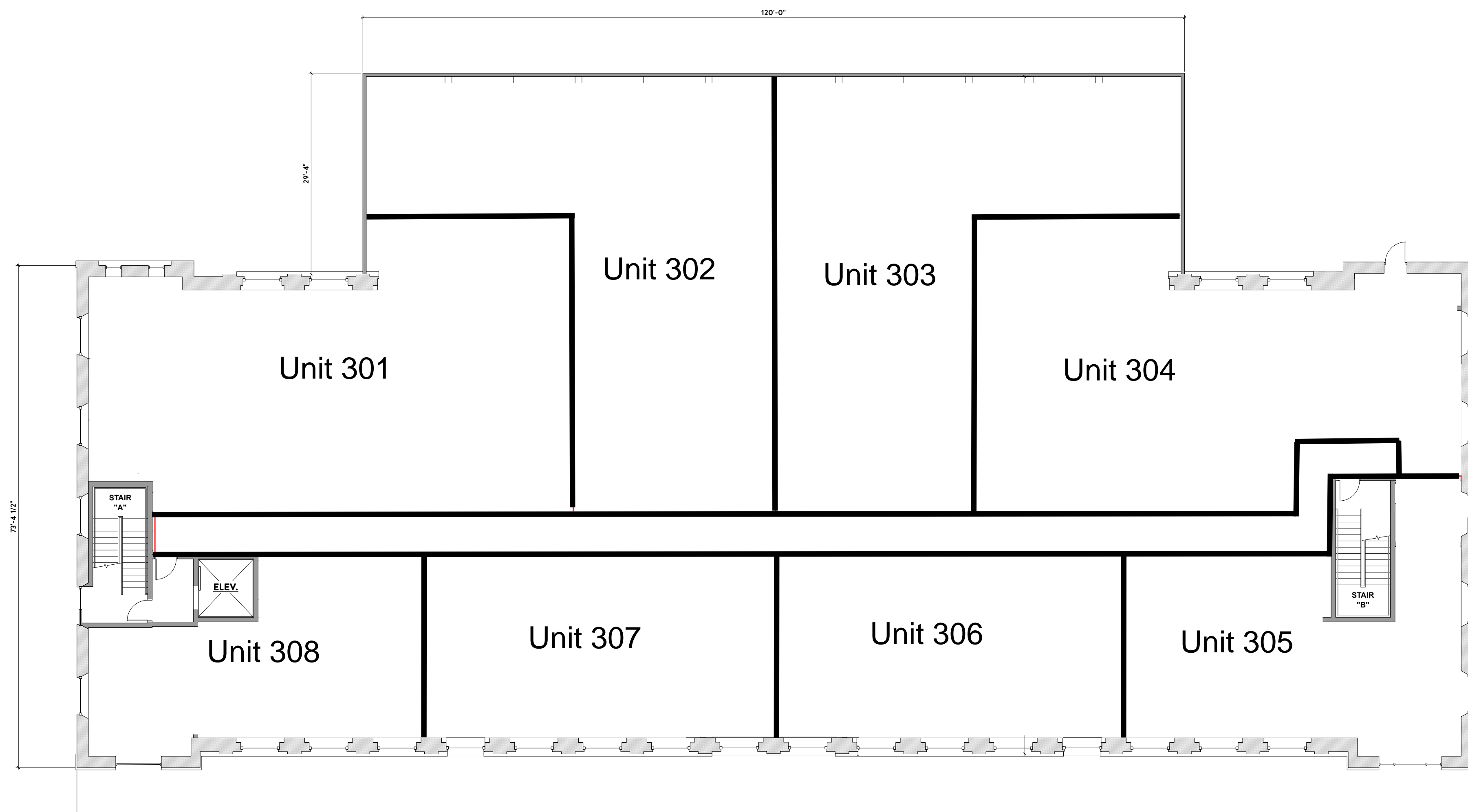
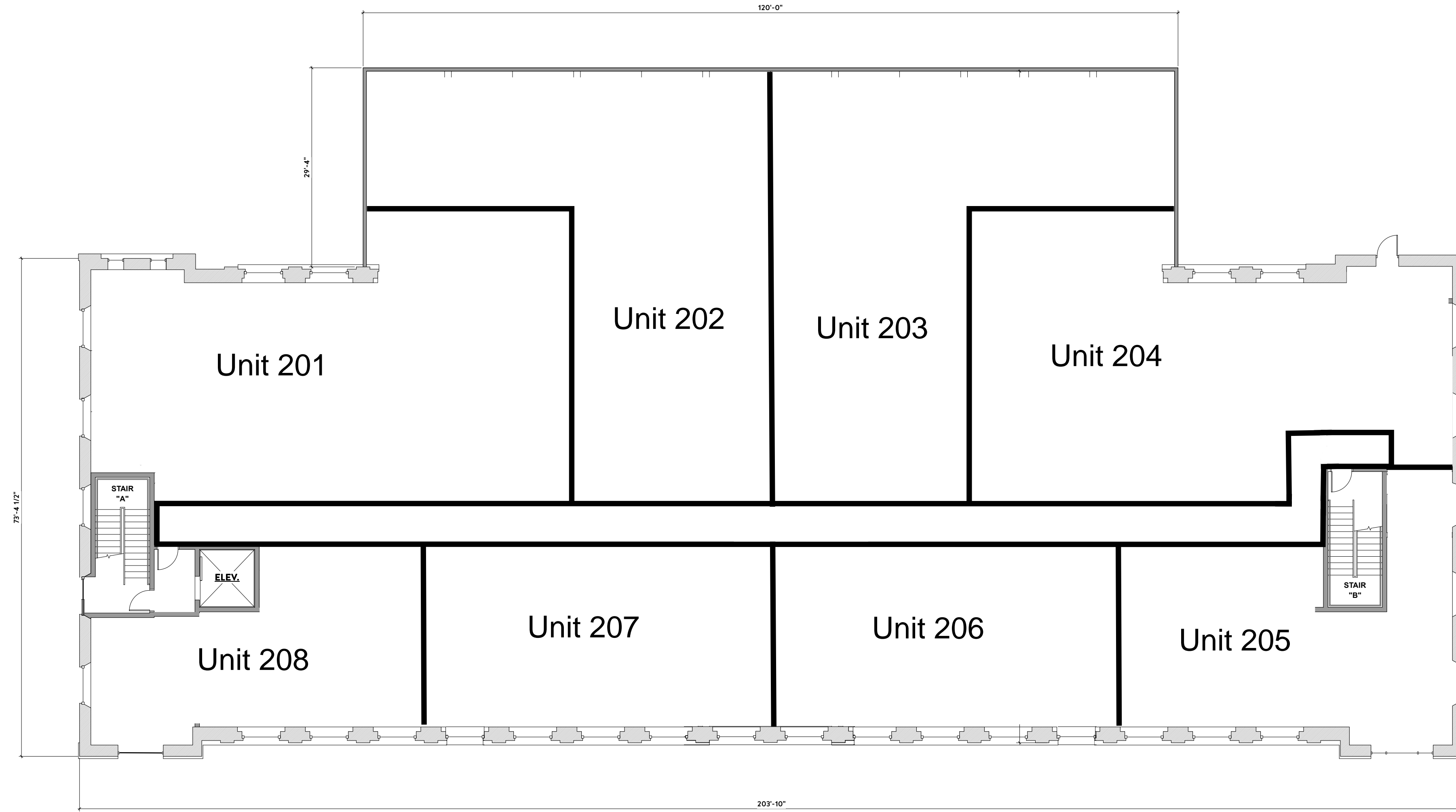
P:\NH\5010135-Hampshire Development\037701-Hanover St., Portsmouth-RCON 28771-2024 Site Plan Plans & Specs\Sites\287701 Site Option B.dwg, 7/3/2024, 7:51:44 AM, Portsmouth Plotted, Canon TX3000, pc3

Building "A" Floorplans

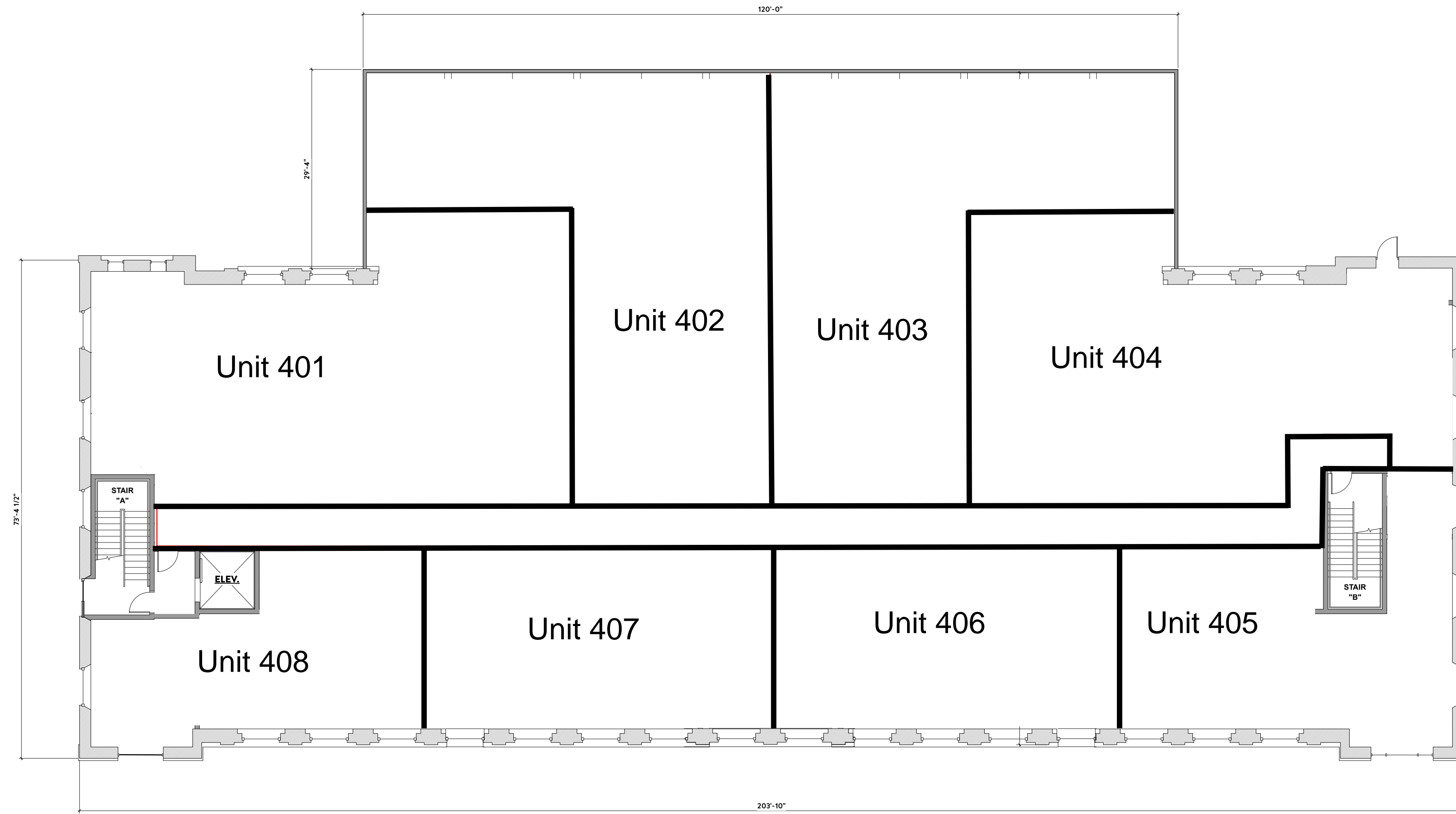
1st Floor Parking Plan (Commercial Units Shown, Residential Requested)



2nd Floor & 3rd Floor (Typical)




4th Floor (Typical)



MEMORANDUM

TO: 361 Hanover Steam Factory, LLC
c/o Mr. Shayne Forsley
Hampshire Development Corp.
41 Industrial Drive #20
Exeter, NH 03833

FROM: Mr. Jeffrey S. Dirk, P.E.*, PTOE, FITE 
Managing Partner and
Mr. Makenlove Marc
Transportation Engineer
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com

**Professional Engineer in CT, MA, ME, NH, RI and VA*

DATE: September 13, 2024

RE: 10068

SUBJECT: Traffic Impact Study
Kearsarge Mill Residential Development – 361 Hanover Street
Portsmouth, New Hampshire

Vanasse & Associates, Inc. (VAI) has conducted a Traffic Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed redevelopment of the Kearsarge Mill located at 361 Hanover Street in Portsmouth, New Hampshire, to accommodate a multifamily residential development (hereafter referred to as the “Project”). This study has been completed in accordance with the New Hampshire Department of Transportation (NHDOT) guidelines for the preparation of a TIS as defined in the Driveway Permit Policy and evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Hanover Street and Bridge Street. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineer (ITE),¹ the Project is expected to generate approximately 262 vehicle trips on an average weekday (two-way, 24-hour volume), with approximately 20 vehicle trips expected during the weekday morning peak-hour and 22 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with no (0) changes in level of service or vehicle queuing shown to occur as a result of the addition of Project-related traffic and all movements at the study area intersections shown to continue to operate at a level-of-service (LOS) B or better, where an LOS “D” or better is defined as “acceptable” operating conditions;
3. Under 2025 Opening Year Build and 2035 Build conditions, all movements exiting the Project site driveway to Hanover Street were shown to operate at LOS A with negligible vehicle queuing. All

¹*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.



movements along Hanover Street approaching the Project site driveway were shown to operate at LOS A, also with negligible vehicle queuing; and

4. Lines of sight at the intersection of the Project site driveway with Hanover Street were found to exceed the recommended minimum distance for the intersection to operate in a safe manner based on the appropriate speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations defined herein.

The following details our assessment of the Project.

PROJECT DESCRIPTION

The Project will entail the renovation of the Kearsarge Mill building located at 361 Hanover Street in Portsmouth, New Hampshire, and the construction of three (3) new multifamily residential buildings that will front along Hanover Street. When complete, a total of 51 residential units will be provided and dispersed between four buildings: the existing four-story Kearsarge Mill building (Building “A”) will be renovated to accommodate 37 residential units; two new three story buildings (Buildings “B” and “C”) that will accommodate 4 residential units and 2 residential units, respectively; and a new three-and-a-half story building (Building “D”) that will accommodate 8 residential units. The Project site encompasses approximately 1.0± acres of land bounded by Foundry Place to the north; Hanover Street to the south; residential properties to the east; and Rock Street and the Rock Street park to the west. The Project site is currently improved with the Kearsarge Mill building and supporting parking and appurtenances. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project site will be provided by way of Rock Street and Foundry Place, and by way of a new driveway that will intersect the south side of Hanover Street approximately 60 feet east of Rock Street. On-site parking will be provided for 60 vehicles, consisting of both surface parking and covered parking beneath the residential units that are to be located in the Kearsarge Mill building.

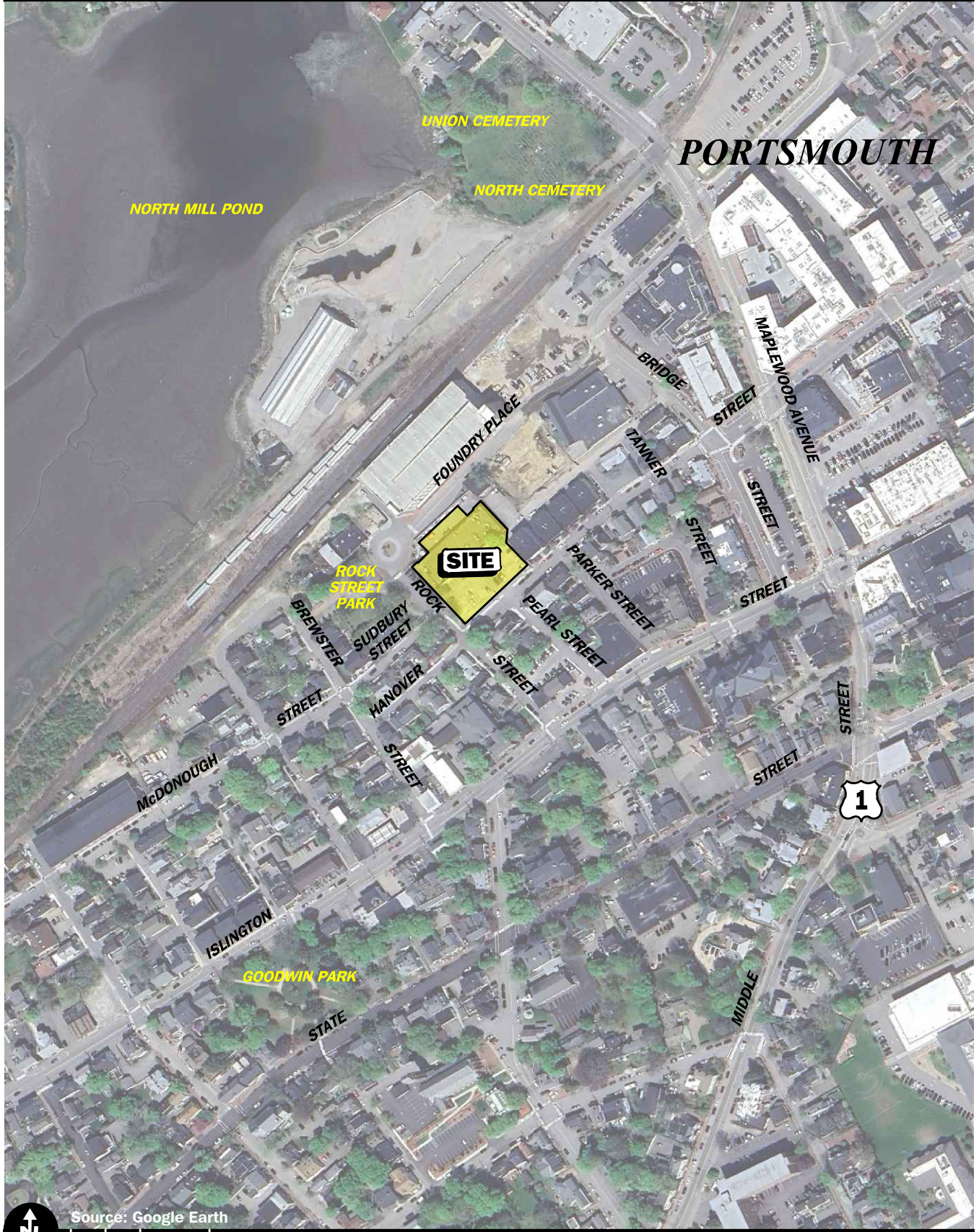
STUDY METHODOLOGY

This study was prepared in consultation with the City of Portsmouth and NHDOT; was performed in accordance with the NHDOT guidelines for the preparation of TISs as defined in the Driveway Permit Policy and the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage of the study involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics, pedestrian and bicycle facilities, and public transportation services; observations of traffic flow; and the collection of daily and peak-period traffic counts.

In the second stage of the study, future conditions on the transportation system were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future demands on the transportation system that are expected due to growth independent of the Project. In accordance with NHDOT guidelines for the preparation of TISs, four future conditions were evaluated: 1) 2025 No-Build conditions *without* the Project; 2) 2025 Opening-Year Build conditions *with* the Project; 3) 2035 No-Build conditions *without* the Project; and 4) 2035 Build conditions (ten-year projection from opening-year) *with*





PORTSMOUTH

SITE

1

Source: Google Earth
 0 150 300 Scale in Feet

Figure 1

Site Location Map



the Project. The analyses conducted in stage two of the study identify existing or projected future roadway capacity and traffic safety issues.

The third stage of the study presents and evaluates measures to address roadway and intersection capacity issues and safety concerns, if any, identified in stages one and two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in August 2024. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Hanover Street, Rock Street, Pearl Street, Bridge Street, and Foundry Place, and the following intersections: Hanover Street at Rock Street; Hanover Street at Pearl Street; Hanover Street at Bridge Street; and Bridge Street at Foundry Place. The following describes the study area roadways and intersections.

Roadways

Hanover Street

Hanover Street is a Tier 5, Class 5, local roadway that is under City jurisdiction and traverses the study area in a general west-east direction, conveying traffic in a one-way eastbound direction between Pearl Street and Bridge Street and one-way westbound between Rock Street and Brewster Street, with two-way traffic between Pearl Street and Rock Street. The one-way roadway segments vary from 30 feet in width with one-street parking along both sides to 18-feet with on-street parking along one side. The two-way segment is approximately 27-feet in width with on-street parking along one side. A posted speed limit is not provided and, as such, the statutory speed limit pursuant to RSA 265:60 is 30 miles per hour (mph) in a residential district.² Sidewalks are provided along both sides of the roadway within the study area. Illumination is provided by way of streetlights mounted on wood poles. Land use along Hanover Street in the vicinity of the Project site consists of residential and commercial properties.

Rock Street

Rock Street is a Tier 5, Class 5, local roadway under City jurisdiction that traverses the study area in a general northwest-southeast direction, conveying one-way northbound traffic between Islington Street and Hanover Street and two-way traffic between Hanover Street and Sudbury Street. The one-way roadway segment is approximately 28-feet in width with on-street parking along one side, with the two-way segment varying from 16 to 20-feet in width. A posted speed limit is not provided and, as such, the statutory speed limit pursuant to RSA 265:60 is 30 mph in a residential district. Sidewalks are provided along both sides of the roadway. Illumination is provided by way of streetlights mounted on wood poles. Land use along Rock Street in the vicinity of the Project site consists of residential and commercial properties and the Rock Street Park.

²RSA 265:60 defines the “reasonable and prudent standard” as follows: “No person shall drive a vehicle on a way at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the way in compliance with the legal requirements and the duty of all persons to use due care.”



Pearl Street

Pearl Street is a Tier 5, Class 5, local roadway under City jurisdiction that traverses the study area in a general northwest-southeast direction and accommodates two-way travel between Islington Street and Hanover Street. Within the study area, Pearl Street provides an approximate 28-foot wide traveled-way with parking along one side and a faded double-yellow centerline approaching Hanover Street. A posted speed limit is not provided and, as such, the statutory speed limit pursuant to RSA 265:60 is 30 mph in a residential district. Sidewalks are provided along both sides of the roadway. Illumination is provided by way of streetlights mounted on wood poles. Land use along Pearl Street in the vicinity of the Project site consists of residential and commercial properties.

Bridge Street

Bridge Street is a Tier 5, Class 5, local roadway under City jurisdiction that traverses the study area in a general northwest-southeast direction and conveys two-way traffic between Islington Street and Maplewood Avenue. Within the study area, Bridge Street provides two 10- to 19-foot-wide travel lanes separated by a double-yellow centerline with no marked shoulders and on-street parking along one or both sides of the roadway where defined by pavement markings. A posted speed limit is not provided and, as such, the statutory speed limit pursuant to RSA 265:60 is 30 mph in a residential district. Sidewalks are provided along both sides of the road within the study area. Illumination is provided by way of streetlights mounted on wood poles, steel poles, and ornamental lighting fixtures. Land use along Bridge Street in the vicinity of the Project site consists of residential and commercial properties.

Foundry Place

Foundry Place is a Tier 5, Class 5, local roadway under City jurisdiction that traverses the study area in a general northeast-southwest direction and conveys two-way traffic between Bridge Street its terminus in a cul-de-sac approximately 600 feet southwest of Bridge Street. Within the study area, Foundry Place provides two 12-foot-wide travel lanes separated by a double-yellow centerline with no marked shoulders. A posted speed limit is not provided and, as such, the statutory speed limit pursuant to RSA 265:60 is 30 mph in a residential district. A sidewalk is provided along the north side of the roadway within the study area. Illumination is provided by ornamental lighting fixtures. Land use along Foundry Place in the vicinity of the Project site consists of residential and commercial properties, Rock Street Park and the Foundry Place garage.

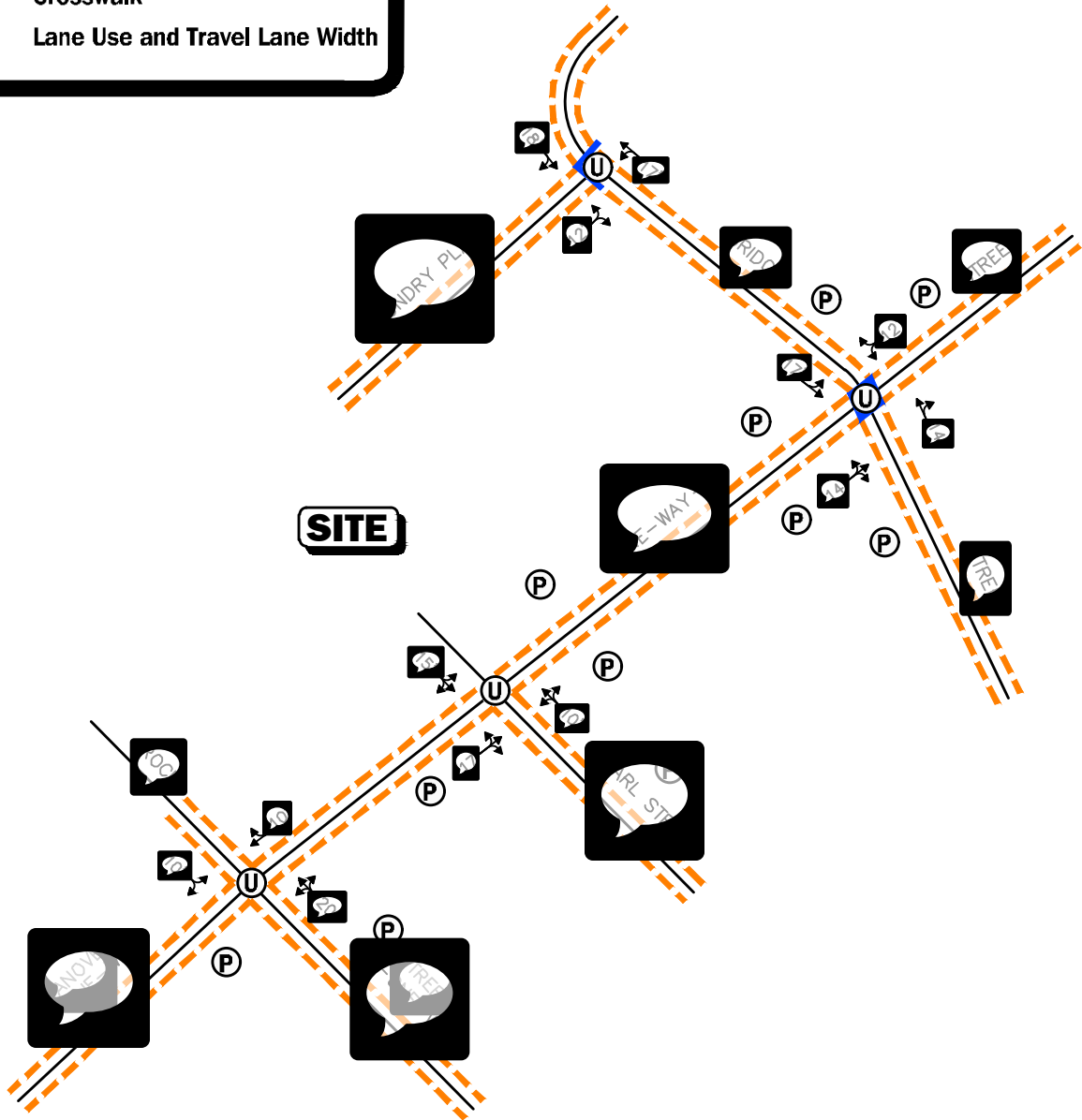
Intersections

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in August 2024.



Legend:

- Ⓢ Unsignalized Intersection
- Ⓟ Parking Lane
- Sidewalk
- Crosswalk
- ↔ Lane Use and Travel Lane Width



Not To Scale



Figure 2

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Hanover St./ Rock St.	S	1 general-purpose lane provided on Hanover St. westbound and Rock St. southbound; Hanover St. west leg is one-way westbound; Rock St. south leg is one-way northbound on-street parking along one or both sides of Hanover St. and Rock St. south leg	No	Yes; sidewalks along both sides of the intersecting roadways	Yes; shared traveled-way ^b
Hanover St./ Pearl St	S	1 general-purpose lane provided on Hanover St. west leg and on Pearl St.; Hanover St. east leg is one-way eastbound; on-street parking along one or both sides of Hanover St. and Pearl St.	No	Yes; sidewalks along both sides of the intersecting roadways	Yes; shared traveled-way on Hanover St.
Hanover St./ Bridge St	S	1 general-purpose lane provided on Bridge St. and Hanover St. east leg; Hanover St. west leg is one-way eastbound; on-street parking along one or both sides of Hanover St. and Bridge St.	No	Yes; sidewalks along both sides of the intersecting roadways; crosswalks across all legs	Yes; shared traveled-way
Bridge St./ Foundry Pl.	S	1 general-purpose travel lane on all approaches	No	Yes; sidewalks along both sides of the intersecting roadways; crosswalks provided across Foundry Pl. and the Bridge St. north leg	Yes; shared traveled-way

^aS = stop signal control.

^bCombined shoulder and travel lane width equal to or exceeding 14 feet.

Existing Traffic Volumes

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in August 2024. The ATR counts were conducted on August 6th through 7th, 2024 (Tuesday through Wednesday, inclusive) on Hanover Street east of Rock Street in order to record weekday daily traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and evening (3:00 to 6:00 PM) peak-period TMCs performed at the study area intersections on Tuesday, August 6, 2024. These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.



Traffic Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, 2019 peak-hour and average daily traffic count data were reviewed for NHDOT Continuous Count Station No. 02125001, which is located on Dover Point Road in Strafford, were reviewed. Based on a review of this data, it was determined that traffic volumes for the month of August are approximately 1.0 percent below peak-month (June) conditions. As such, the August traffic volumes were adjusted upward by 1.0 percent in order to be representative of peak-month conditions in accordance with NHDOT standards.

In order to account for the impact on the traffic volume and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at NHDOT Continuous Count No. 02125001 was reviewed. Traffic-volume data for August 2024 was compared to data collected at the same location in August 2019. The following summarizes the comparison between the August 2024 and August 2019 traffic volumes:

- Average Daily Traffic Volumes: -0.3%
- Weekday Morning Peak-Hour Traffic Volumes: -3.0%
- Weekday Evening Peak-Hour Traffic Volumes: +2.4%

As such, the average weekday traffic volumes were adjusted upward by 0.3 percent (multiplied by 1.003) and the weekday morning peak-hour traffic volumes were adjusted upward by 3.0 percent (multiplied by 1.03); no adjustment was required to the weekday evening peak-hour traffic volumes as the August 2024 traffic volumes were found to be 2.4 percent higher than the traffic volumes in August 2019.

The 2024 Existing peak-month traffic volumes are summarized in Table 2, with the weekday morning and evening peak-month, peak-hour traffic volumes graphically depicted on Figures 3 and 4, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

**Table 2
2024 EXISTING PEAK-MONTH TRAFFIC VOLUMES**

Location/Peak Hour	AWT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Hanover Street, east of Rock Street:</i>	510	--	--	--
Weekday Morning (8:00 – 9:00 AM)	--	54	10.6	96.3% EB
Weekday Evening (3:45 – 4:45 PM)	--	42	8.2	90.5% EB

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

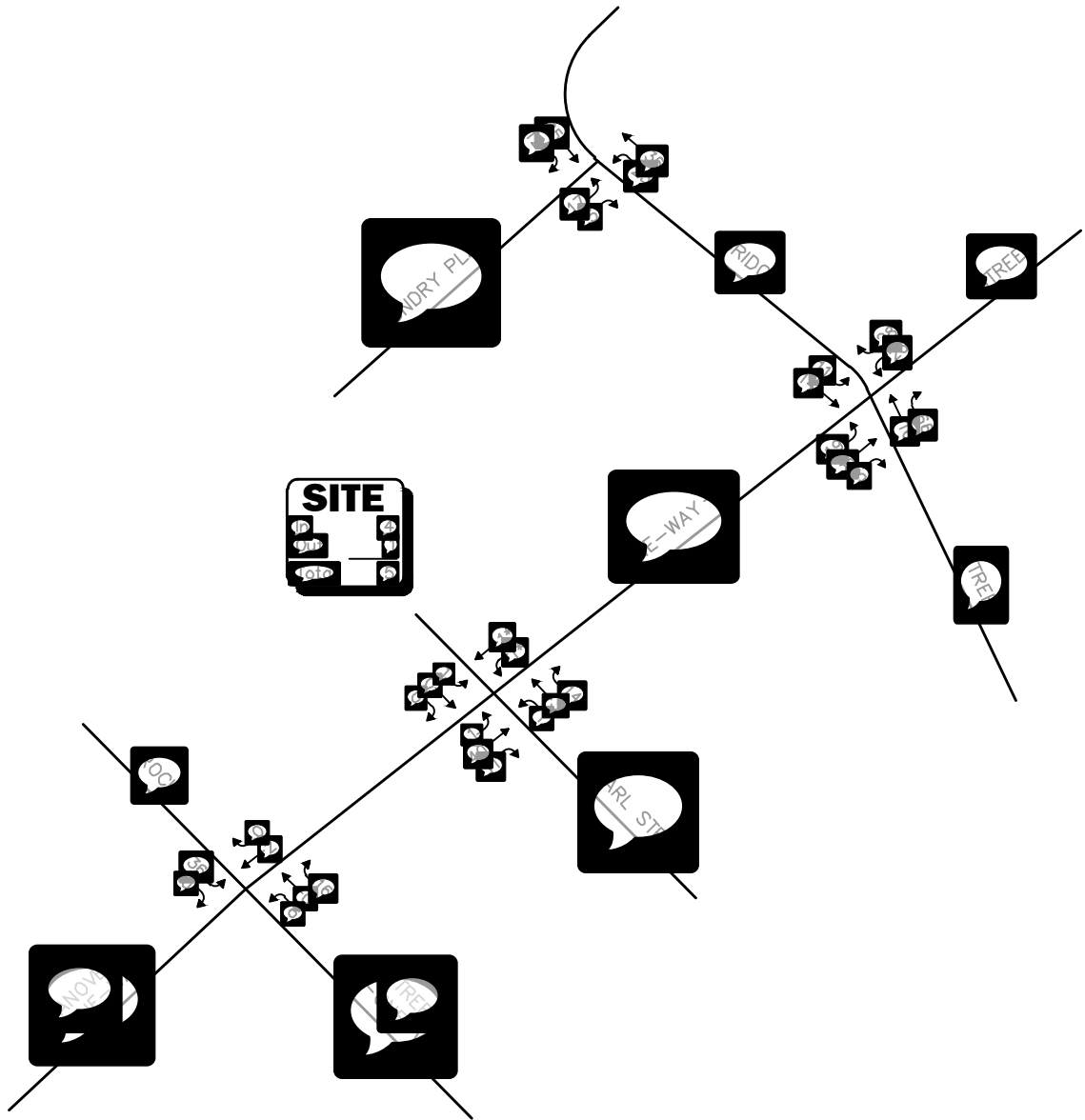
^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

EB = eastbound.

As can be seen in Table 2, Hanover Street east of Rock Street was found to accommodate approximately 510 vehicles on an average weekday (two-way, 24-hour volume) under peak-month conditions, with approximately 54 vehicles per hour (vph) during the weekday morning peak-hour and 42 vph during the weekday evening peak-hour.





*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

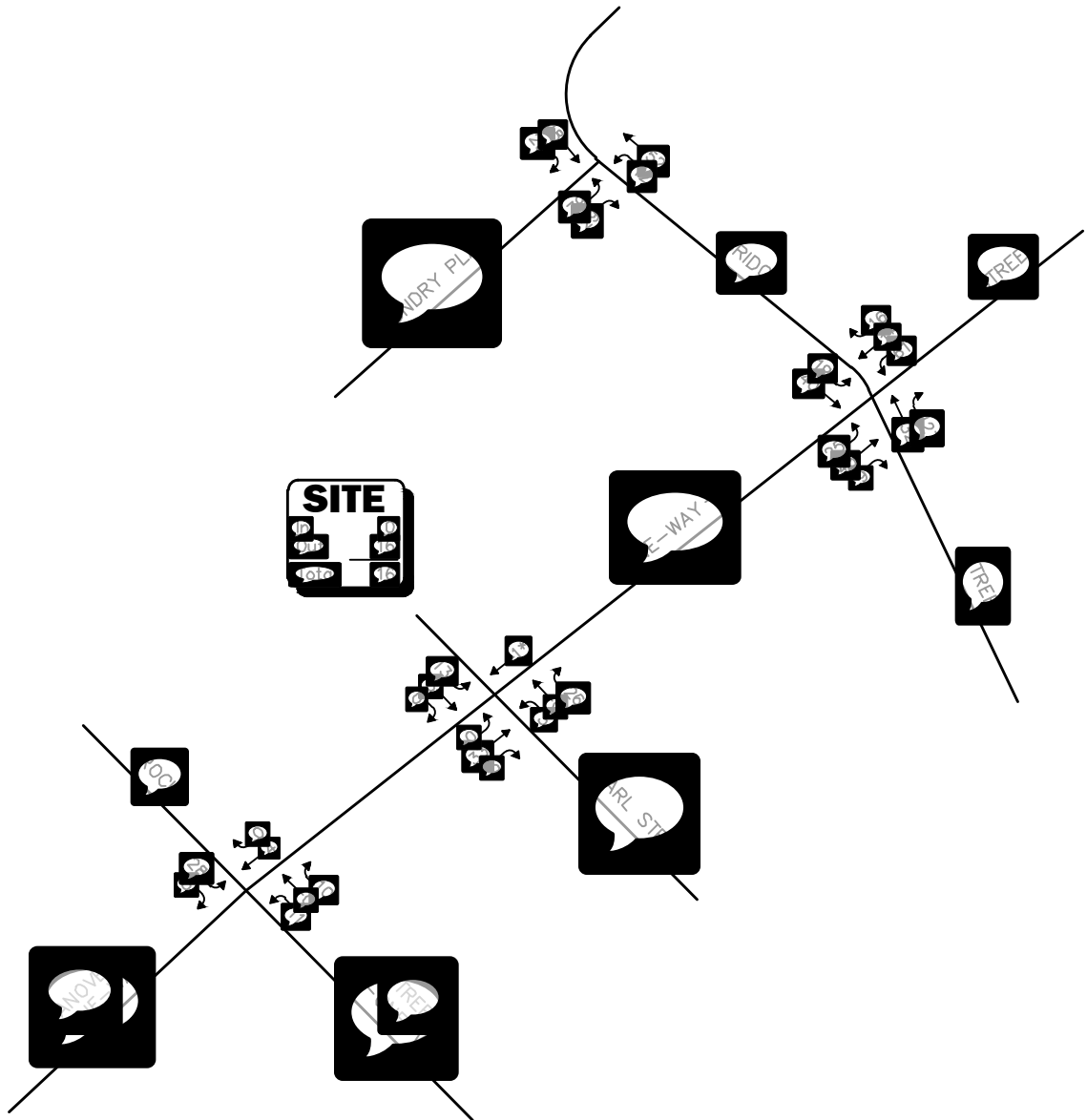
Not To Scale



Figure 3

2024 Existing
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes





*Illegal movement.
 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 4



2024 Existing
 Peak-Month
 Weekday Evening
 Peak-Hour Traffic Volumes

Spot Speed Measurements

Vehicle travel speed measurements were performed on Hanover Street in the vicinity of the Project site in conjunction with the ATR counts, the results of which are summarized in Table 3.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Hanover Street	
	Eastbound	Westbound
Mean Travel Speed (mph)	13	11
85 th Percentile Speed (mph)	14	13
Statutory Speed Limit (mph)	30	30

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Hanover Street in the vicinity of the Project site was found to be 13 mph in the eastbound direction and 11 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 14 mph in the eastbound direction and 13 mph westbound, which is 16 to 17 mph below the statutory speed limit (30 mph) in the vicinity of the Project site. The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

Pedestrian and Bicycle Facilities

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in August 2024. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways, as well as the location of existing and planned future bicycle facilities. Sidewalks are provided along both sides of the study area roadways, with marked crosswalks provided at the Bridge Street/Hanover Street and Bridge Street/Foundry Place intersections. Formal bicycle facilities are not provided within the study area; however, the study area roadways generally provide sufficient width to accommodate bicycle travel in a shared-traveled-way configuration.³

Public Transportation

Regularly scheduled public transportation services are not provided within the study area; however, east of the Project site, the Cooperative Alliance for Seacoast Transportation (COAST) provides fixed-route bus services by way of the following routes:

- *Route 13*: Dover/Portsmouth
- *Route 40*: Islington/Borthwick Trolley
- *Route 41*: Lafayette Trolley

³A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared-traveled-way condition.



- *Route 42:* Pease Shuttle
- *Route 43:* Newington/Portsmouth
- *Route 44:* Portsmouth City Hall/Kittery (PNSY Gate 1)

All six bus routes include a stop at Hanover Station, which is 0.3 mile to the northeast of the Project site, or an approximate 7-minute walking distance. Route 40 has a stop located at the Islington Street/Tenner Street intersection, which is located 0.1 miles to the southeast of the Project site, or an approximate 3-minute walking distance. In addition to fixed-route bus services, COAST provides paratransit services for eligible persons who cannot use fixed-route transit at all or some of the time due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA).

The public transportation schedules and fare information are attached.

Motor Vehicle Crash Data

Motor vehicle crash data for the study area intersections has been requested from the Portsmouth Police Department in order to examine motor vehicle crash trends occurring within the study area. The data will be summarized in a supplement to this TIS once the data is received.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the years 2025 and 2035, which reflect the anticipated opening-year of the Project and a ten-year planning horizon from opening-year, respectively, consistent with NHDOT TIS guidelines. The future condition traffic-volume projections incorporate identified specific development projects by others, as well as general background traffic growth as a result of development external to the study area and presently unforeseen projects. Anticipated Project-generated traffic volumes superimposed upon the 2025 and 2035 No-Build traffic volumes reflect the Build conditions with the Project.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The City of Portsmouth Planning Department was contacted in order to determine if there were any projects planned within the Town that would have an impact on future traffic volumes within the study area. Based on this consultation, the following projects were identified for review in conjunction with this assessment:



- ***Proposed Lot 5, Deer Street Development, 70 Maplewood Avenue, Portsmouth, New Hampshire.*** This project entails the construction of a mixed-use development to be located at 70 Maplewood Avenue, east of the Project site. The Project will consist of a four-story mixed-use building with retail, office, hotel, and commercial space.
- ***Proposed Lot 2 Community Space, Foundry Place, Portsmouth, New Hampshire.*** This project entails the construction of community space to be located at Foundry Place, east of the Foundry Place garage. The community space will consist of an 8,521 sf open space plaza.
- ***Proposed Lot 3, Deer Street Development, Deer Street, Portsmouth, New Hampshire.*** This project entails the construction of a mixed-use development to be located at 165 Deer Street, northeast of the Project site. The Project will consist of a five-story hotel with a rooftop restaurant and bar.
- ***Proposed Lot 4, Deer Street Development, Deer Street, Portsmouth, New Hampshire.*** This project entails the construction of a mixed-use development to be located at 163 Deer Street, northeast of the Project site. The Project will consist of a four-story commercial and office building with a restaurant on the first floor.
- ***Proposed Lot 6, Deer Street Development, Deer Street, Portsmouth, New Hampshire.*** This project entails the construction of a mixed-use development to be located at 89 and 99 Foundry Place, east of the Project site. The project will consist of a four-story multifamily residential building with ground floor commercial space.

Traffic volumes associated with identified specific development projects by others were obtained from information filed with the City and using trip-generation data published by the ITE⁴ for similar land uses as those identified. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by NHDOT from count station No. 02125001 was reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with the average traffic growth rate found to be approximately 0.04 percent. In order to provide a prudent planning condition from which to assess the potential impact of the Project on the transportation infrastructure, a higher 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The City of Portsmouth and NHDOT were contacted in order to determine if there were any planned roadway improvement projects expected to be completed within the study area. Based on these discussions, no roadway improvement projects are currently scheduled within the study area beyond routine maintenance activities.

No-Build Traffic Volumes

The 2025 and 2035 No-Build peak-month, peak-hour traffic volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2024 Existing peak-month,

⁴Institute of Transportation Engineers, op. cit. 1.



peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development projects by others. The resulting 2025 No-Build weekday morning and evening peak-month, peak-hour traffic volumes are shown on Figures 5 and 6, respectively, with the corresponding 2035 No-Build peak-month, peak-hour traffic volumes shown on Figure 7 and 8.

PROJECT-GENERATED TRAFFIC

As proposed, the Project will entail the construction of 51 multifamily residential housing units. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE⁵ for similar land uses as those proposed were used. ITE Land Use Codes (LUC) 220, *Multifamily Housing (Low Rise)*, and 221, *Multifamily Housing (Mid Rise)*, were used to develop the anticipated traffic characteristics of the Project, the results of which are summarized in Table 4.

**Table 4
TRIP GENERATION SUMMARY**

Time Period	Vehicle Trips		
	(A) Multifamily Residential Housing (14 units)^a	(B) Multifamily Residential Housing (37 units)^b	(A+B) Total
<i>Average Weekday:</i>			
Entering	47	84	131
Exiting	47	84	131
Total	94	168	262
<i>Weekday Morning Peak-Hour:</i>			
Entering	1	3	4
Exiting	5	11	16
Total	6	14	20
<i>Weekday Evening Peak-Hour:</i>			
Entering	4	9	13
Exiting	3	6	9
Total	7	15	22

^aBased on ITE LUC 220, *Multifamily Housing (Low Rise)*.

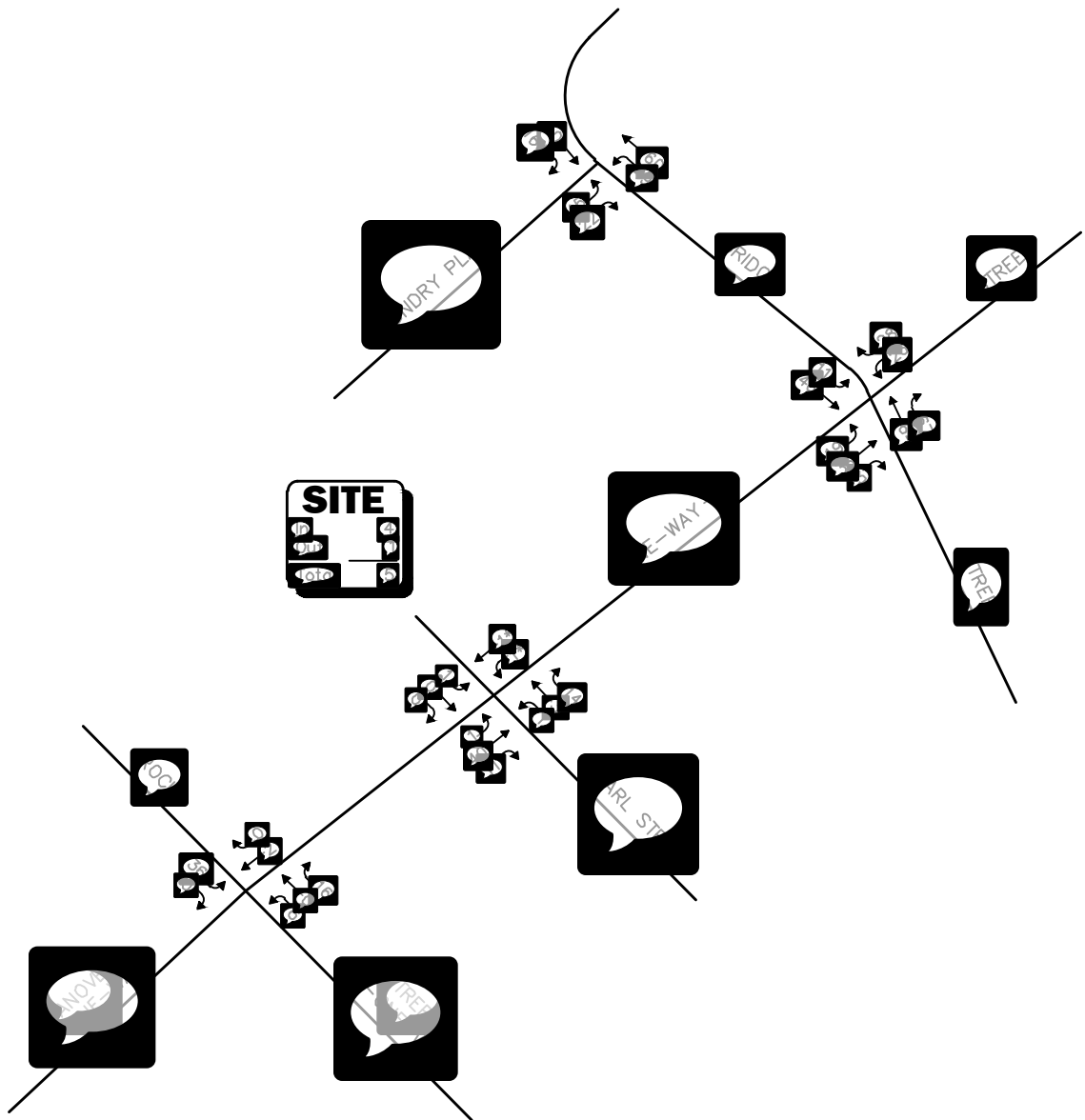
^bBased on ITE LUC 221, *Multifamily Housing (Mid Rise)*.

Project-Generated Traffic-Volume Summary

As can be seen in Table 4, the Project is predicted to generate approximately 262 vehicle trips on an average weekday (two-way, 24-hour volume, or 131 vehicles entering and 131 exiting) and approximately 20 vehicle trips (4 vehicles entering and 16 exiting) expected during the weekday morning peak-hour and 22 vehicle trips (13 vehicles entering and 9 exiting) expected during the weekday evening peak-hour.

⁵Institute of Transportation Engineers, op. cit. 1.





*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

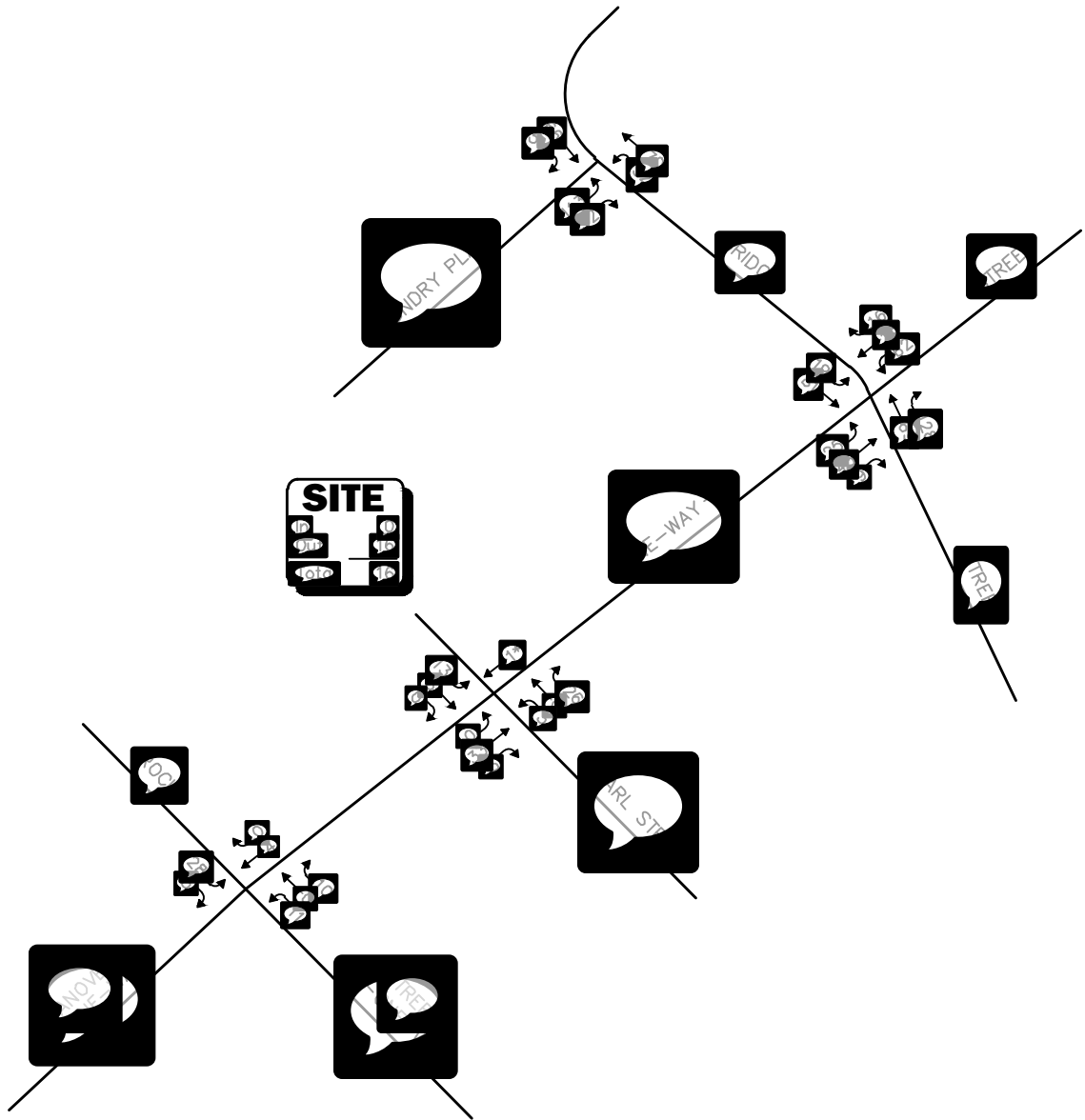
Not To Scale



Figure 5

**2025 No-Build
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes**





*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

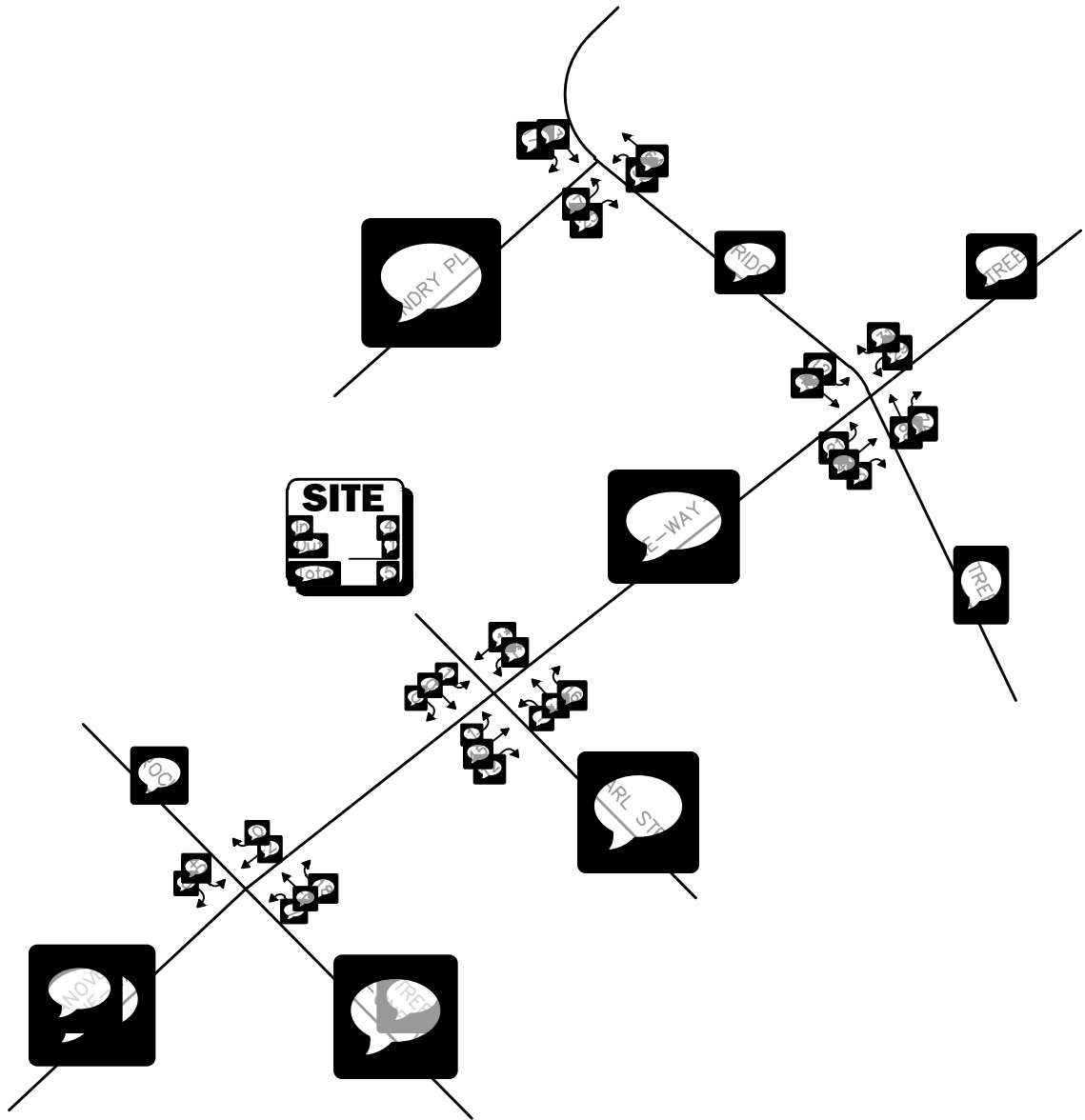
Not To Scale



Figure 6

2025 No-Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes





*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

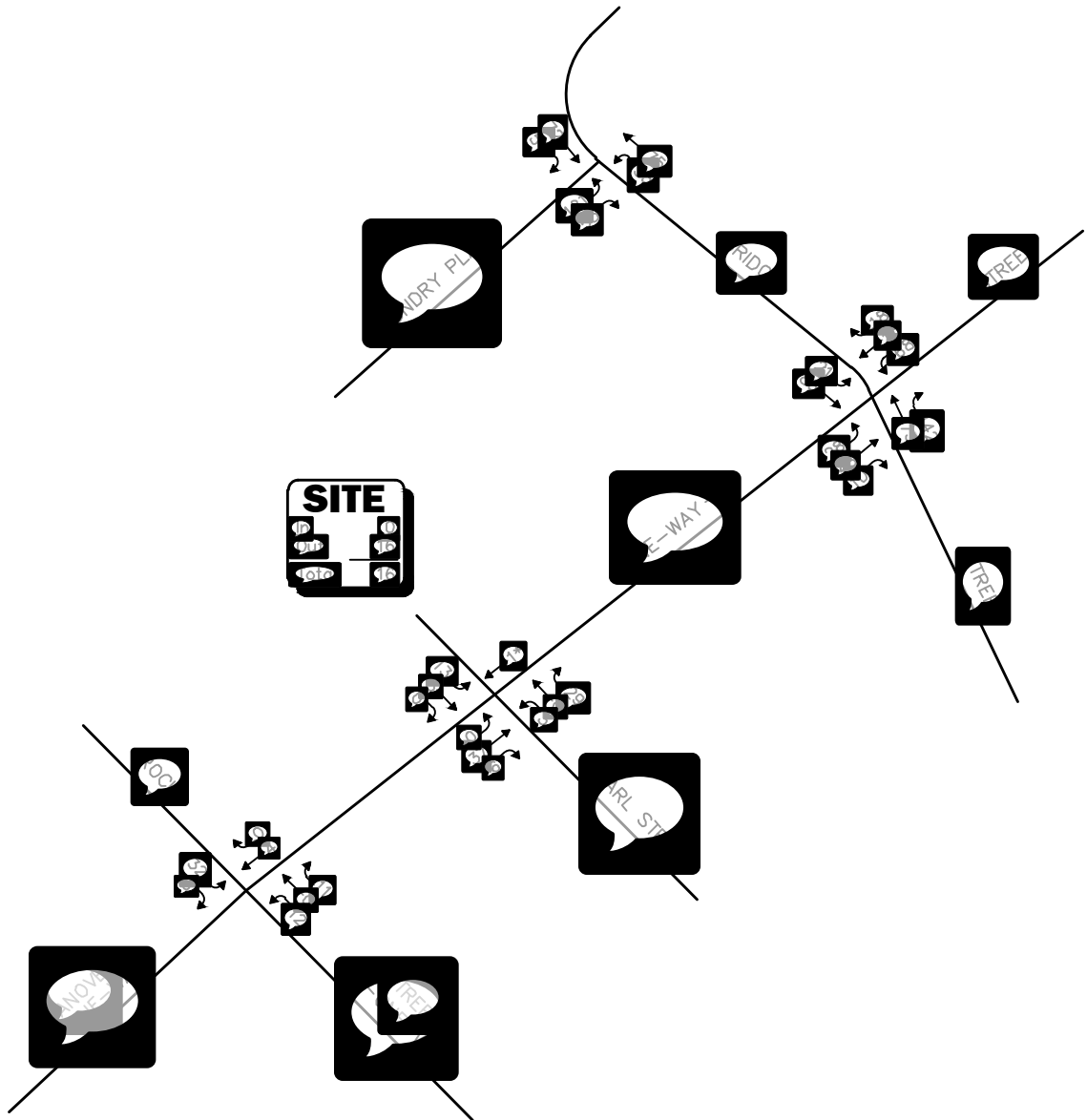


Not To Scale

Figure 7



2035 No-Build
 Peak-Month
 Weekday Morning
 Peak-Hour Traffic Volumes



*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 8

2035 No-Build
 Peak-Month
 Weekday Evening
 Peak-Hour Traffic Volumes



Trip Distribution and Assignment

The directional distribution of generated trips to and from the Project site was determined based on a review of U.S. Census Journey-to-Work data for the City of Portsmouth and then refined based on a review of existing traffic patterns within the study area. The general trip distribution for the Project is graphically depicted on Figure 9, with the additional traffic expected to be generated by the Project assigned onto the study area roadway network as shown on Figures 10 and 11.

Build Traffic Volumes

The 2025 Opening-Year Build and 2035 Build condition traffic volumes were developed by adding the peak-hour Project-generated traffic to the corresponding 2025 and 2035 No-Build peak-month, peak-hour traffic volumes. The resulting 2025 Opening-Year Build condition weekday morning and evening peak-hour traffic volumes are graphically depicted on Figures 12 and 13, respectively, with the corresponding 2035 Build condition peak-month, peak-hour traffic volumes depicted on Figures 14 and 15.

TRAFFIC OPERATIONS ANALYSIS

In order to assess the potential impact of the Project on the roadway network, a detailed traffic operations analysis (motorist delays, vehicle queuing, and level of service) was performed at the study area intersections. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with LOS “A” representing the best operating conditions and LOS “F” representing congested or constrained operations. An LOS of “E” is representative of a transportation facility that is operating at its design capacity while an LOS of “D” is generally defined as the limit of “acceptable” traffic operations. Since the level of service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® 12 intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the 7th Edition *Highway Capacity Manual* (HCM)⁶ for unsignalized intersections.

Analysis Results

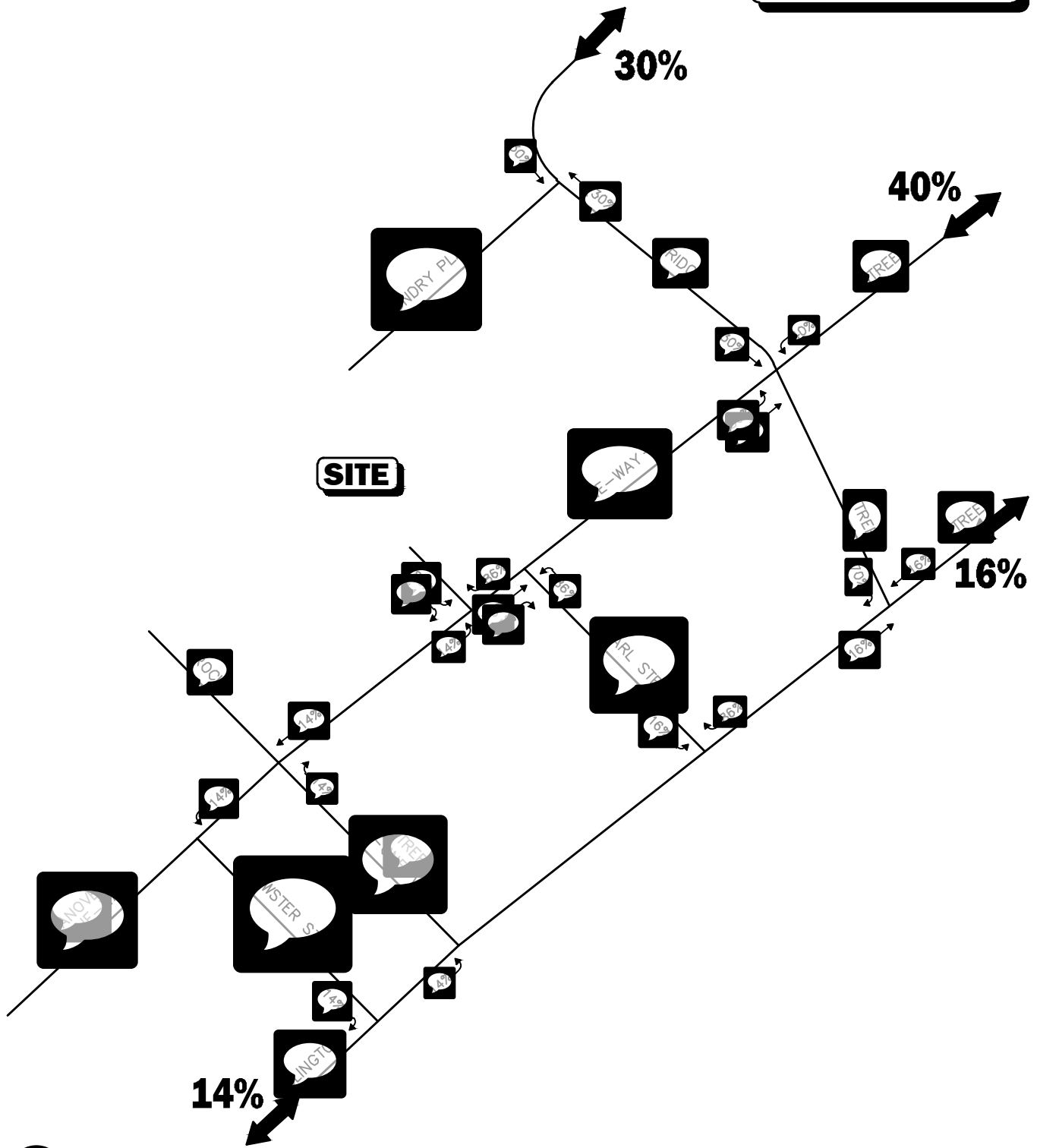
Level-of-service and vehicle queue analyses were conducted for 2024 Existing, 2025 No-Build, 2025 Opening-Year Build, 2035 No-Build, and 2035 Build conditions for the study area intersections and the Project site driveway. The results of the intersections capacity and vehicle queue analyses are summarized in Table 5, with the detailed analysis results presented in the Attachment.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions.

⁶*Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2022.



Legend:
 XX Entering Trips
 (XX) Exiting Trips



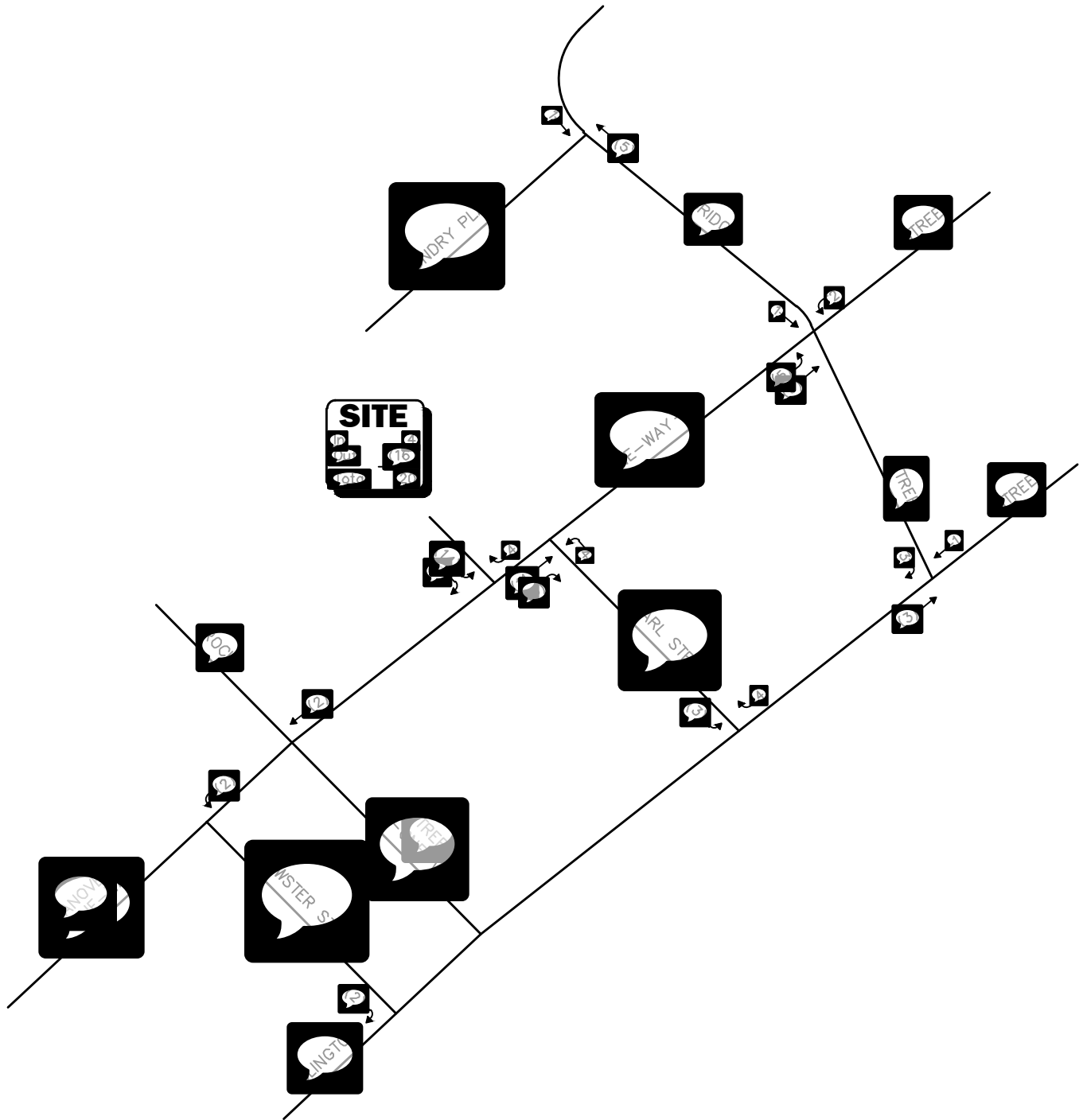
Not To Scale Figure 9



Trip Distribution Map

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Legend:
XX Entering Trips
(XX) Exiting Trips



Not To Scale **Figure 10**

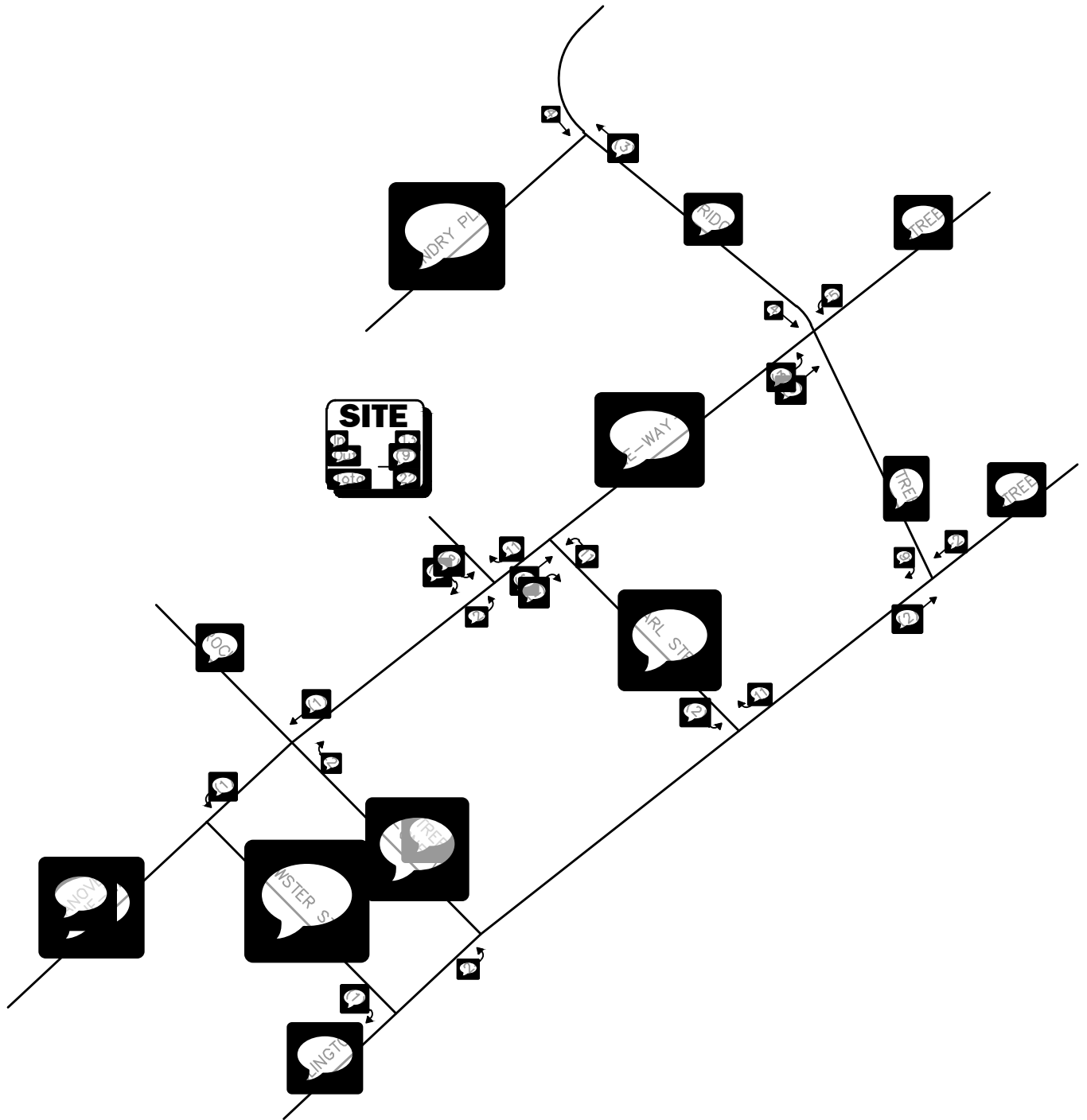


**Project-Generated
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes**

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Legend:

- XX Entering Trips
- (XX) Exiting Trips

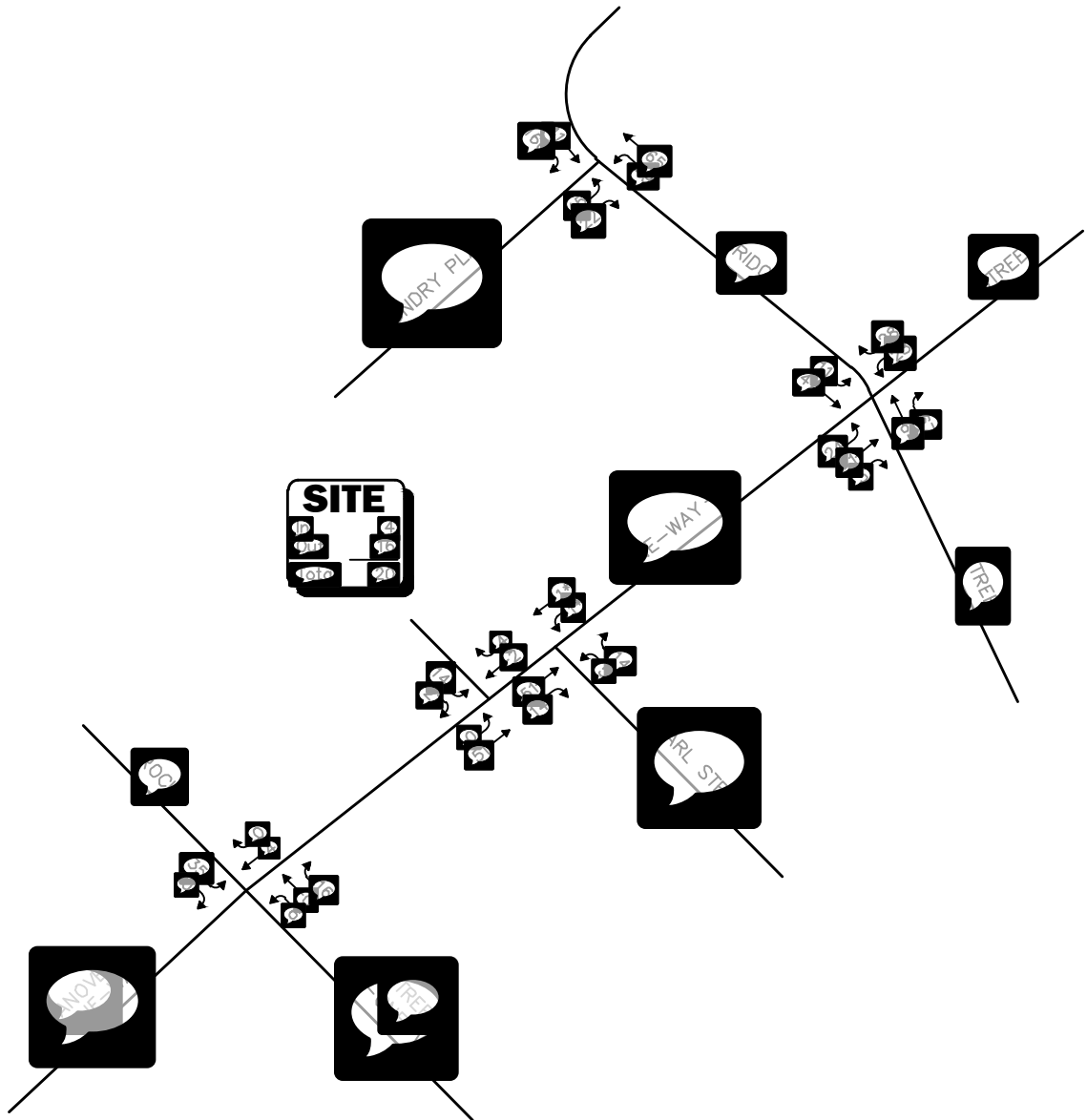


Not To Scale **Figure 11**



**Project-Generated
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes**

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*Illegal movement.

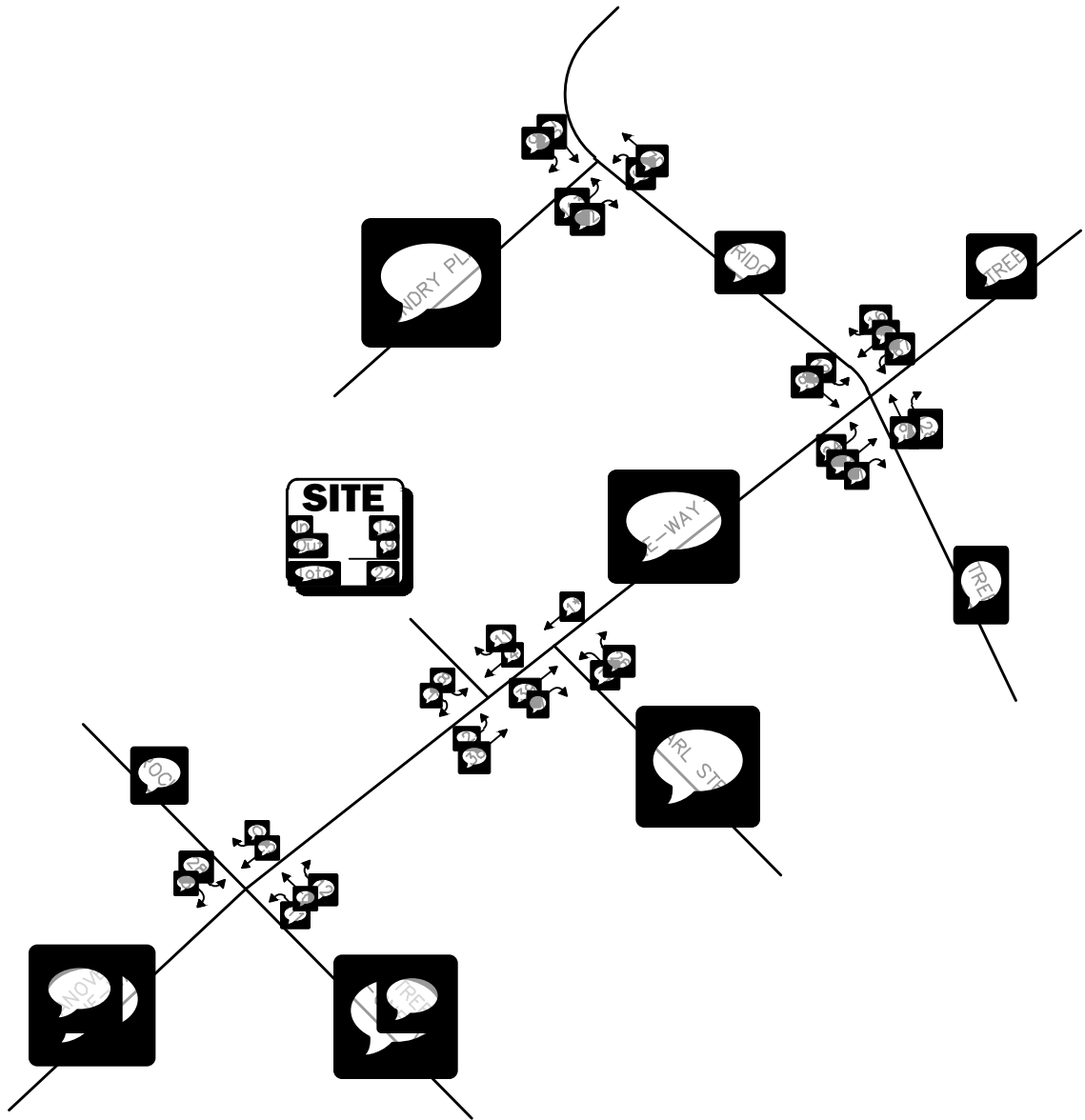
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 12

**2025 Opening-Year Build
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes**





*Illegal movement.

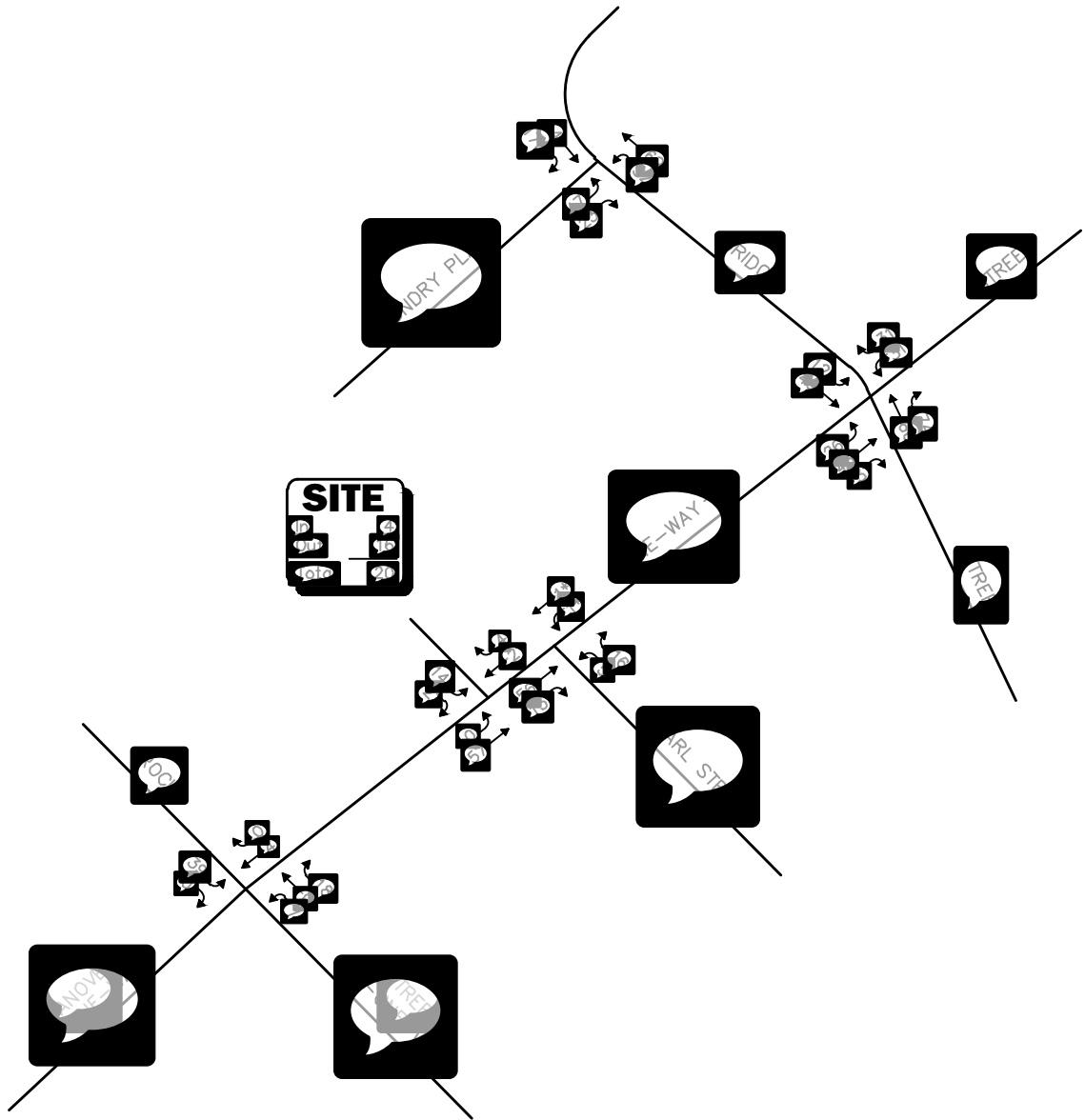
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 13

2025 Opening-Year Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes





*Illegal movement.

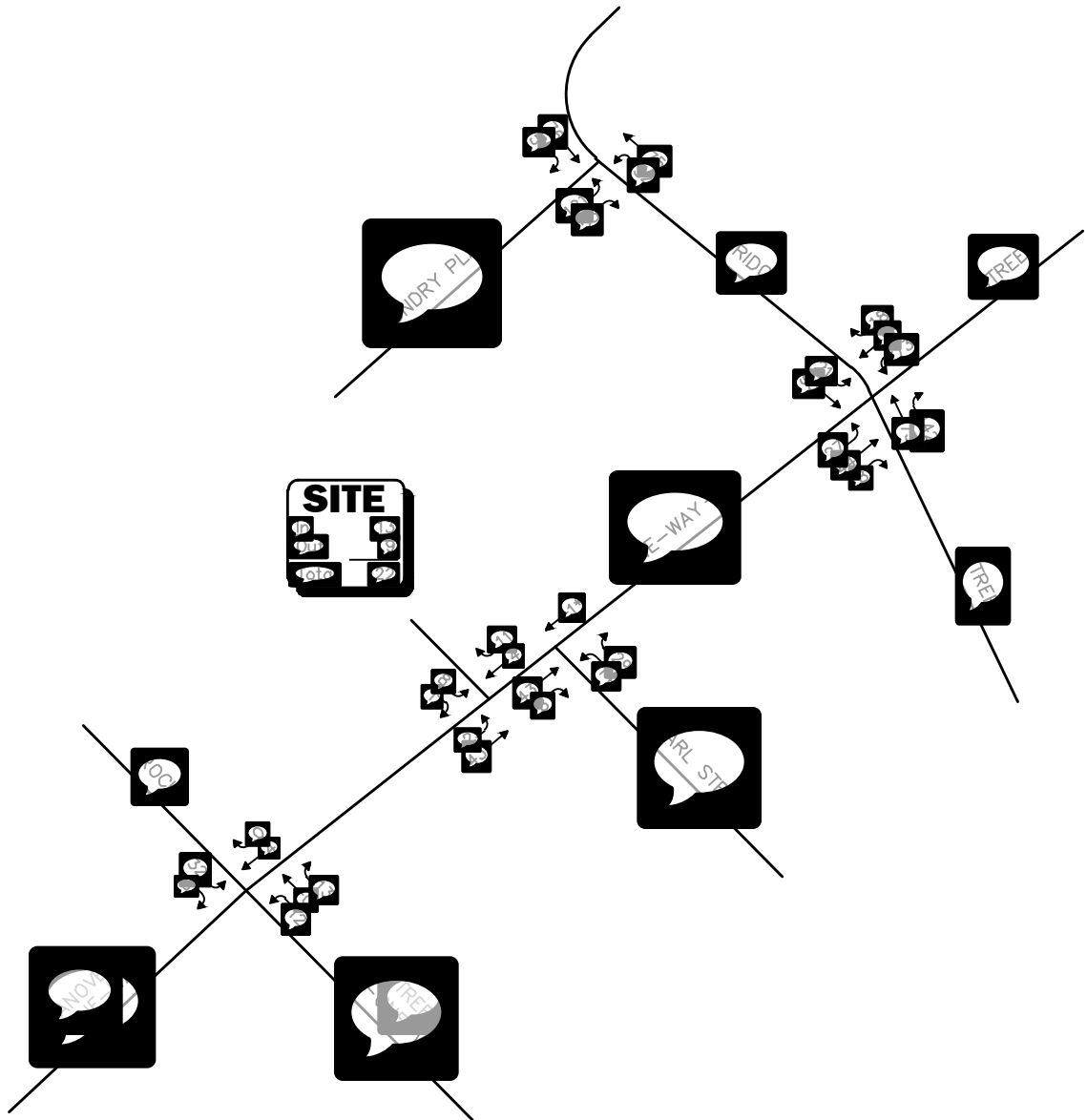
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 14

2035 Build
Peak-Month
Weekday Morning
Peak-Hour Traffic Volumes





*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 15

2035 Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes



Hanover Street at Rock Street

Under 2025 Opening-Year and 2035 Build peak-month conditions, no changes in level of service or vehicle queuing were shown to occur over No-Build conditions as a result of the addition of Project-related traffic, with all movements continuing to operate at LOS A with negligible vehicle queuing.

Hanover Street at Pearl Street

Under 2025 Opening-Year and 2035 Build peak-month conditions, no changes in level of service or vehicle queuing were shown to occur over No-Build conditions as a result of the addition of Project-related traffic, with all movements continuing to operate at LOS A with negligible vehicle queuing.

Hanover Street at Bridge Street

Under 2025 Opening-Year and 2035 Build peak-month conditions, no changes in level of service or vehicle queuing were shown to occur over No-Build conditions as a result of the addition of Project-related traffic, with all movements continuing to operate at LOS A with vehicle queues of up to one (1) vehicle.

Bridge Street at Foundry Place

Under 2025 Opening-Year and 2035 Build peak-month conditions, no changes in level of service or vehicle queuing were shown to occur over No-Build conditions as a result of the addition of Project-related traffic, with all movements continuing to operate at LOS B or better with vehicle queues of up to (2) vehicles.

Hanover Street at the Project Site Driveway

Under 2025 Opening-Year and 2035 Build peak-month conditions, all movements at the Project site driveway intersection with Hanover Street were shown to operate at LOS A during both the weekday morning and evening peak hours with negligible vehicle queuing predicted



Table 5
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak Hour/Movement	2024 Existing				2025 No-Build				2025 Opening-Year Build				2035 No-Build				2035 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Hanover Street at Rock Street																				
<i>Weekday Morning:</i>																				
Hanover Street WB TH/RT	2	7.1	A	0	2	7.1	A	0	4	7.1	A	0	2	7.1	A	0	4	7.1	A	0
Rock Street NB LT/TH/RT	22	6.7	A	0	22	6.7	A	0	22	6.7	A	0	25	6.7	A	0	25	6.7	A	0
Rock Street SB LT/RT	36	7.3	A	0	36	7.3	A	0	35	7.3	A	0	40	7.4	A	0	39	7.4	A	0
<i>Weekday Evening:</i>																				
Hanover Street WB TH/RT	4	7.1	A	0	4	7.1	A	0	5	7.1	A	0	4	7.1	A	0	4	7.1	A	0
Rock Street NB LT/TH/RT	21	6.9	A	0	21	6.9	A	0	23	6.9	A	0	23	6.9	A	0	25	6.9	A	0
Rock Street SB LT/RT	33	7.2	A	0	33	7.2	A	0	33	7.3	A	0	27	7.3	A	0	38	7.3	A	0
Hanover Street at Pearl Street																				
<i>Weekday Morning:</i>																				
Hanover Street EB LT/TH/RT	52	0.1	A	0	52	0.1	A	0	65	0.1	A	0	58	0.1	A	0	71	0.1	A	0
Hanover Street WB LT/TH	2	2.6	A	0	2	2.6	A	0	2	2.6	A	0	2	2.6	A	0	2	2.6	A	0
Pearl Street NB LT/TH/RT	18	8.8	A	0	18	8.8	A	0	19	8.8	A	0	20	8.8	A	0	21	8.8	A	0
Pearl Street SB LT/TH/RT	1	8.3	A	0	1	8.3	A	0	--	--	--	--	1	8.3	A	0	--	--	--	--
<i>Weekday Evening:</i>																				
Hanover Street EB LT/TH/RT	38	0.0	A	0	38	0.0	A	0	46	0.0	A	0	43	0.0	A	0	51	0.0	A	0
Hanover Street WB TH	1	0.0	A	0	1	0.0	A	0	1	0.0	A	0	1	0.0	A	0	1	0.0	A	0
Pearl Street NB LT/TH/RT	29	8.8	A	0	29	8.8	A	0	40	8.9	A	0	32	8.9	A	0	43	8.9	A	0
Pearl Street SB LT/TH/RT	16	8.6	A	0	16	9.1	A	0	--	--	--	--	16	9.1	A	0	--	--	--	--
Hanover Street at Bridge Street																				
<i>Weekday Morning:</i>																				
Hanover Street EB LT/TH/RT	58	7.7	A	1	58	8.0	A	1	68	8.1	A	1	64	8.1	A	1	74	8.2	A	1
Hanover Street WB LT/RT	54	7.3	A	0	54	7.6	A	0	56	7.7	A	0	60	7.8	A	1	62	7.8	A	1
Bridge Street NB TH/RT	82	7.2	A	1	130	8.0	A	1	131	8.0	A	1	140	8.1	A	1	140	8.2	A	1
Bridge Street SB LT/TH	25	7.5	A	0	57	7.9	A	1	61	7.9	A	1	60	8.0	A	1	61	8.0	A	1
<i>Weekday Evening:</i>																				
Hanover Street EB LT/TH/RT	77	8.1	A	1	77	8.4	A	1	84	8.6	A	1	86	8.6	A	1	79	8.6	A	1
Hanover Street WB LT/TH/RT	78	8.3	A	1	79	8.6	A	1	70	8.6	A	1	87	8.8	A	1	92	8.9	A	1
Bridge Street NB TH/RT	159	7.9	A	1	197	8.5	A	1	197	8.5	A	1	215	8.8	A	1	215	8.8	A	1
Bridge Street SB LT/TH	59	8.1	A	1	100	8.6	A	1	104	8.6	A	1	107	8.8	A	1	111	8.8	A	1
Bridge Street at Foundry Place																				
<i>Weekday Morning:</i>																				
Foundry Place EB LT/RT	22	10.0	A	0	67	11.5	B	1	67	11.6	B	1	69	11.8	B	1	70	12.2	B	1
Bridge Street NB LT/TH	61	3.2	A	0	109	3.6	A	0	114	3.6	A	0	116	3.6	A	0	121	4.6	A	0
Bridge Street SB TH/RT	146	0.0	A	0	200	0.0	A	0	201	0.0	A	0	216	0.0	A	0	217	0.0	A	0
<i>Weekday Evening:</i>																				
Foundry Place EB LT/RT	108	10.5	B	1	165	12.5	B	2	165	12.6	B	2	176	13.1	B	2	176	13.1	B	2
Bridge Street NB LT/TH	64	1.4	A	0	102	2.4	A	0	101	2.4	A	0	108	2.3	A	0	107	2.3	A	0
Bridge Street SB TH/RT	71	0.0	A	0	120	0.0	A	0	124	0.0	A	0	129	0.0	A	0	133	0.0	A	0
Hanover at the Project Site Driveway																				
<i>Weekday Morning:</i>																				
Hanover Street EB TH/RT	--	--	--	--	--	--	--	--	51	0.0	A	0	--	--	--	--	57	0.0	A	0
Hanover Street WB LT/TH	--	--	--	--	--	--	--	--	6	0.0	A	0	--	--	--	--	6	0.0	A	0
Project Site Driveway SB LT/RT	--	--	--	--	--	--	--	--	16	8.8	A	0	--	--	--	--	16	8.8	A	0
<i>Weekday Evening:</i>																				
Hanover Street EB TH/RT	--	--	--	--	--	--	--	--	40	0.4	A	0	--	--	--	--	45	0.4	A	0
Hanover Street WB LT/TH	--	--	--	--	--	--	--	--	15	0.0	A	0	--	--	--	--	15	0.0	A	0
Project Site Driveway SB LT/RT	--	--	--	--	--	--	--	--	9	8.8	A	0	--	--	--	--	9	8.8	A	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE MEASUREMENTS

Sight distance measurements were performed at the Project site driveway intersection with Hanover Street in accordance with the American Association of State Highway and Transportation Officials (AASHTO)⁷ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an oncoming vehicle and safely complete a turning or crossing maneuver with oncoming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 6 presents the measured SSD and ISD at the subject intersection.

Table 6
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Hanover Street at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Hanover Street approaching from the East	115	--	188
Hanover Street approaching from the West	115	--	281
<i>Intersection Sight Distance:</i>			
Looking to the East from the Project Driveway	115	195	146
Looking to the West from the Project Driveway	115	225	150

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 20-mph approach speed along Hanover Street.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

As can be seen in Table 6, the available lines of sight to and from Hanover Street at its intersection with the Project site driveway exceed the recommended minimum sight distance to function in a safe manner (SSD) based on a 20-mph approach speed which is slightly higher than the measured 85th percentile vehicle travel speed (13/16 mph).

⁷*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



SUMMARY

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed redevelopment of the Kearsarge Mill located at 361 Hanover Street in Portsmouth, New Hampshire, to accommodate a multifamily residential development. This study has been completed in accordance with the NHDOT guidelines for the preparation of a TIS as defined in the Driveway Permit Policy and has evaluated the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,⁸ the Project is expected to generate approximately 262 vehicle trips on an average weekday (two-way, 24-hour volume), with approximately 20 vehicle trips expected during the weekday morning peak-hour and 22 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with no (0) changes in level of service or vehicle queuing shown to occur as a result of the addition of Project-related traffic and all movements at the study area intersections shown to continue to operate at LOS B or better, where an LOS “D” or better is defined as “acceptable” operating conditions;
3. Under 2025 Opening Year Build and 2035 Build conditions, all movements exiting the Project site driveway to Hanover Street were shown to operate at LOS A with negligible vehicle queuing. All movements along Hanover Street approaching the Project site driveway were shown to operate at LOS A, also with negligible vehicle queuing; and
4. Lines of sight at the intersection of the Project site driveway with Hanover Street were found to exceed the recommended minimum distance for the intersection to operate in a safe manner based on the appropriate speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

RECOMMENDATIONS

Project Access

Access to the Project site will be provided by way of Rock Street and Foundry Place, and by way of a new driveway that will intersect the south side of Hanover Street approximately 60 feet east of Rock Street. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulations, many of which are reflected on the site plans:

- The Project site driveway will be 24 feet in width and will be designed to accommodate the turning and maneuvering requirements of moving vans, trash/recycling vehicles and the largest anticipated responding emergency vehicle.

⁸Institute of Transportation Engineers, op. cit. 1.



- Vehicles exiting the Project site to Hanover Street should be placed under STOP-sign control.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.⁹
- Sidewalks have been provided within the Project site that link the existing and proposed buildings to the existing sidewalks along Hanover Street, Rock Street and Foundry Place and crosswalks are proposed for crossing Rock Street (two (2) locations), at the Hanover Street/Rock Street intersection and across Pearl Street.
- ADA-compliant wheelchair ramps should be provided at all pedestrian crossings to be constructed or modified in conjunction with the Project, including for crossing the Project site driveway, or the driveway should be designed so that the sidewalk crosses the driveway (i.e., pan-type drive).
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sightlines.
- Consideration should be given to providing electric vehicle (EV) charging stations for use by residents of the Project.

Transportation Demand Management

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be implemented as part of the Project:

- A transportation coordinator should be assigned for the Project, who may also have other duties and responsibilities, to coordinate the TDM program;
- A “welcome packet” should be provided to residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- A central maildrop should be provided within each building; and
- Secure bicycle parking should be provided at an appropriate location within the Project site, including exterior bicycle racks and interior weather protected bicycle parking.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

Attachments

⁹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.



ATTACHMENT

PROJECT SITE PLAN
AUTOMATIC TRAFFIC RECORDER COUNT DATA
MANUAL TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
COVID-19 ADJUSTMENT DATA
VEHICLE TRAVEL SPEED DATA
TRANSIT INFORMATION
GENERAL BACKGROUND TRAFFIC GROWTH
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
TRIP-DISTRIBUTION
TRIP-GENERATION CALCULATIONS
CAPACITY ANALYSIS WORKSHEETS

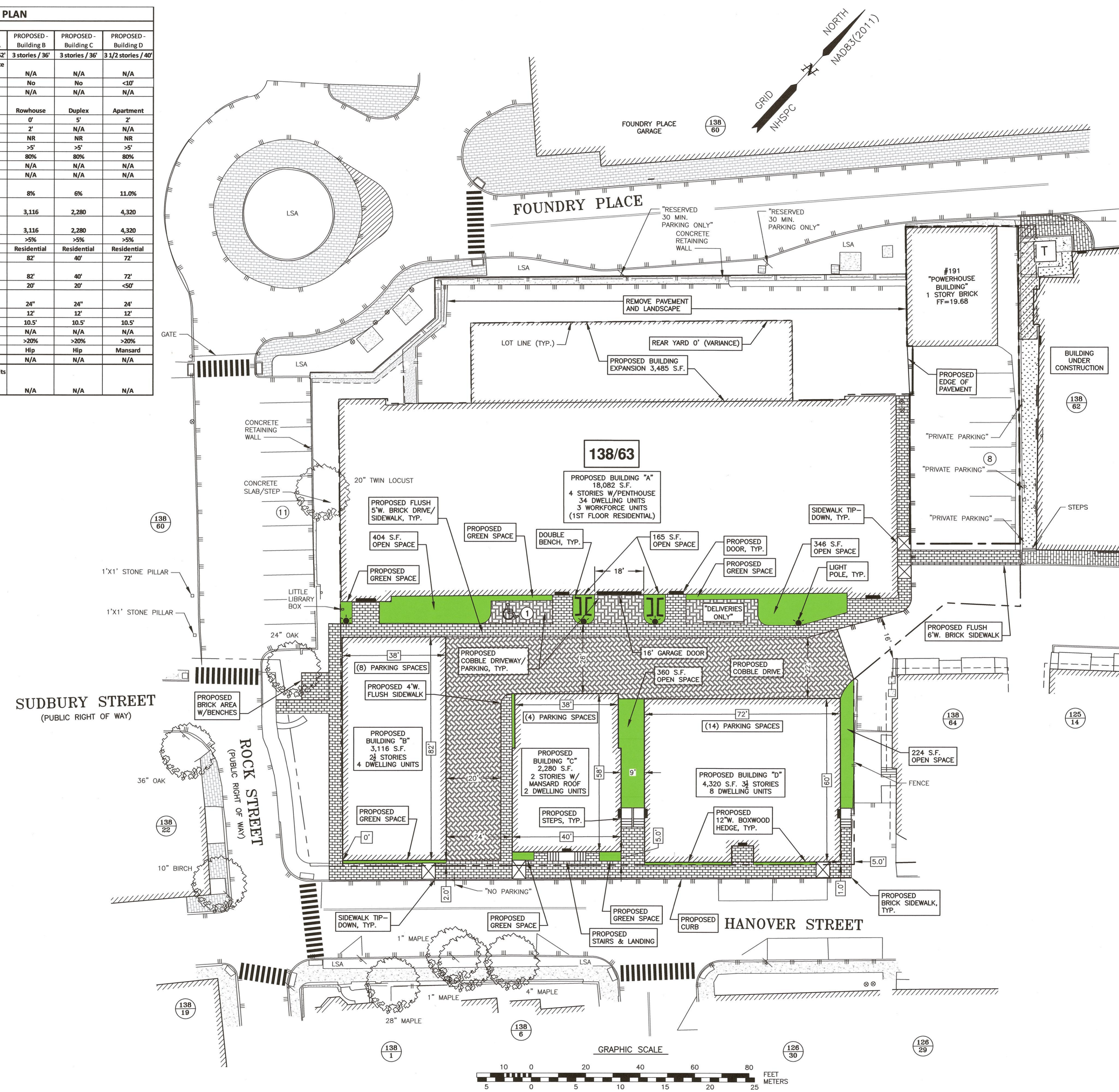
PROJECT SITE PLAN

ZONING DEVELOPMENT STANDARD - CUP PLAN						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories / 40'	2 stories / 18' +/-	4 stories w/ penthouse 52'	3 stories / 36'	3 stories / 36'	3 1/2 stories / 40'
Penthouses	may exceed bldg height by 2'	N/A	Yes (75% Habitable Space / 8' Setback)	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	N/A	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max	5'	99'	99'	0'	5'	2'
Front (secondary) max	5'	0'	0'	2'	N/A	N/A
Side	NR	NR	NR	NR	NR	NR
Rear yard	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0"	0"	24"	24"	24"
Ground story height, min	12'	10'	10'	12'	12'	12'
Second story height, min	10'	10.5'	10.5'	10.5'	10.5'	10.5'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Flat	Hip	Hip	Mansard
Community Space	>10% or 3,852 SF (1,926 SF as pervious)	N/A	4,250 SF +/- (12%)	N/A	N/A	N/A
Workforce Housing Units	If rental units =10% of total units. 10% of 36 = 3.4 Units = 3 Units	N/A	3 Workforce Housing Units Floor 1 = 1 Unit Floor 2 = 2 Units	N/A	N/A	N/A

Shaded Boxes = Zoning Relief Required

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:
LOT 138/63
38,528 S.F.±
0.8845 AC

LOT 138/63-1
4,717 S.F.
0.1083 AC
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:**
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.
MINIMUM LOT AREA: NR
SETBACKS:
FRONT: 5 FEET (MAXIMUM)
SIDE: NR
REAR: 5 FEET
MAXIMUM BUILDING COVERAGE: 95%
MINIMUM OPEN SPACE: 5%
 - THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
 - PROPOSED USE: 48 RESIDENTIAL DWELLING UNITS



SITE REDEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.

NO.	DESCRIPTION	DATE
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

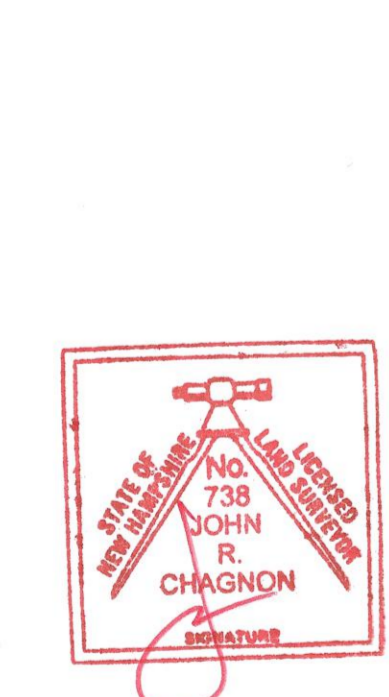
SITE PLAN **C3**

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

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 _____



AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH

Site Code: 10068001

8/6/2024 Time	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	1			0	9				
12:15	0	0			0	9				
12:30	0	1			0	7				
12:45	0	1	0	3	0	10	0	35	0	38
1:00	0	0			1	10				
1:15	0	0			0	15				
1:30	0	1			0	5				
1:45	0	1	0	2	0	8	1	38	1	40
2:00	0	1			0	8				
2:15	0	3			0	8				
2:30	0	2			0	7				
2:45	0	0	0	6	0	9	0	32	0	38
3:00	0	0			0	8				
3:15	0	1			0	12				
3:30	0	0			0	5				
3:45	0	2	0	3	0	14	0	39	0	42
4:00	0	0			0	10				
4:15	1	0			1	12				
4:30	0	0			0	6				
4:45	0	3	1	3	0	11	1	39	2	42
5:00	0	0			1	11				
5:15	0	0			0	4				
5:30	0	2			0	4				
5:45	0	2	0	4	2	11	3	30	3	34
6:00	0	1			1	7				
6:15	0	0			4	2				
6:30	2	0			4	4				
6:45	0	0	2	1	3	1	12	14	14	15
7:00	0	1			5	6				
7:15	0	0			9	1				
7:30	0	1			4	1				
7:45	1	0	1	2	8	3	26	11	27	13
8:00	0	0			9	6				
8:15	0	0			12	1				
8:30	1	0			20	2				
8:45	0	0	1	0	9	0	50	9	51	9
9:00	0	0			8	3				
9:15	0	1			12	1				
9:30	0	0			8	1				
9:45	1	1	1	2	13	3	41	8	42	10
10:00	0	0			14	0				
10:15	2	1			8	1				
10:30	1	0			4	0				
10:45	0	0	3	1	10	0	36	1	39	2
11:00	0	0			4	0				
11:15	0	0			5	1				
11:30	2	0			12	0				
11:45	0	0	2	0	8	1	29	2	31	2
Total	11	27			199	258			210	285
Percent	28.9%	71.1%			43.5%	56.5%			42.4%	57.6%

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH

Site Code: 10068001

8/7/2024 Time	WB,		Hour Totals		EB,		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	2			0	11				
12:15	0	3			0	11				
12:30	0	0			0	7				
12:45	0	3	0	8	0	7	0	36	0	44
1:00	0	0			1	6				
1:15	0	1			0	5				
1:30	0	1			0	5				
1:45	0	0	0	2	0	8	1	24	1	26
2:00	0	4			0	10				
2:15	0	0			0	7				
2:30	0	2			0	6				
2:45	0	2	0	8	0	11	0	34	0	42
3:00	0	1			0	9				
3:15	0	1			0	4				
3:30	0	3			0	9				
3:45	0	3	0	8	0	7	0	29	0	37
4:00	0	0			0	11				
4:15	1	0			2	13				
4:30	0	0			2	10				
4:45	0	1	1	1	1	8	5	42	6	43
5:00	0	0			1	10				
5:15	0	1			0	7				
5:30	0	2			1	4				
5:45	0	1	0	4	3	3	5	24	5	28
6:00	0	0			2	5				
6:15	0	1			4	4				
6:30	2	0			2	10				
6:45	1	0	3	1	4	3	12	22	15	23
7:00	2	0			3	3				
7:15	0	1			2	1				
7:30	2	0			9	3				
7:45	2	1	6	2	8	6	22	13	28	15
8:00	2	0			16	6				
8:15	0	2			11	2				
8:30	3	0			4	1				
8:45	2	0	7	2	8	0	39	9	46	11
9:00	3	0			14	2				
9:15	4	1			6	1				
9:30	1	0			9	2				
9:45	0	0	8	1	7	1	36	6	44	7
10:00	1	0			9	2				
10:15	2	0			7	0				
10:30	4	0			14	0				
10:45	1	0	8	0	6	0	36	2	44	2
11:00	1	0			10	0				
11:15	3	0			10	1				
11:30	2	0			13	0				
11:45	0	0	6	0	4	0	37	1	43	1
Total	39	37			193	242			232	279
Percent	51.3%	48.7%			44.4%	55.6%			45.4%	54.6%
Grand Total	50	64			392	500			442	564
Percent	43.9%	56.1%			43.9%	56.1%			43.9%	56.1%

ADT

ADT: 503

AADT: 503

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH

Site Code: 10068001

8/5/2024 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,
12:00 AM	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
1:00	*	*	0	1	0	1	*	*	*	*	*	*	*	*	0	1
2:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
3:00	*	*	0	0	0	0	*	*	*	*	*	*	*	*	0	0
4:00	*	*	1	1	1	5	*	*	*	*	*	*	*	*	1	3
5:00	*	*	0	3	0	5	*	*	*	*	*	*	*	*	0	4
6:00	*	*	2	12	3	12	*	*	*	*	*	*	*	*	2	12
7:00	*	*	1	26	6	22	*	*	*	*	*	*	*	*	4	24
8:00	*	*	1	50	7	39	*	*	*	*	*	*	*	*	4	44
9:00	*	*	1	41	8	36	*	*	*	*	*	*	*	*	4	38
10:00	*	*	3	36	8	36	*	*	*	*	*	*	*	*	6	36
11:00	*	*	2	29	6	37	*	*	*	*	*	*	*	*	4	33
12:00 PM	*	*	3	35	8	36	*	*	*	*	*	*	*	*	6	36
1:00	*	*	2	38	2	24	*	*	*	*	*	*	*	*	2	31
2:00	*	*	6	32	8	34	*	*	*	*	*	*	*	*	7	33
3:00	*	*	3	39	8	29	*	*	*	*	*	*	*	*	6	34
4:00	*	*	3	39	1	42	*	*	*	*	*	*	*	*	2	40
5:00	*	*	4	30	4	24	*	*	*	*	*	*	*	*	4	27
6:00	*	*	1	14	1	22	*	*	*	*	*	*	*	*	1	18
7:00	*	*	2	11	2	13	*	*	*	*	*	*	*	*	2	12
8:00	*	*	0	9	2	9	*	*	*	*	*	*	*	*	1	9
9:00	*	*	2	8	1	6	*	*	*	*	*	*	*	*	2	7
10:00	*	*	1	1	0	2	*	*	*	*	*	*	*	*	0	2
11:00	*	*	0	2	0	1	*	*	*	*	*	*	*	*	0	2
Total	0	0	38	457	76	435	0	0	0	0	0	0	0	58	446	
Day	0		495		511		0		0		0		0	504		
AM Peak			10:00	8:00	9:00	8:00								10:00	8:00	
Volume			3	50	8	39								6	44	
PM Peak			2:00	3:00	12:00 PM	4:00								2:00	4:00	
Volume			6	39	8	42								7	40	
Comb Total	0		495		511		0		0		0		0	504		
ADT	ADT: 503		AADT: 503													

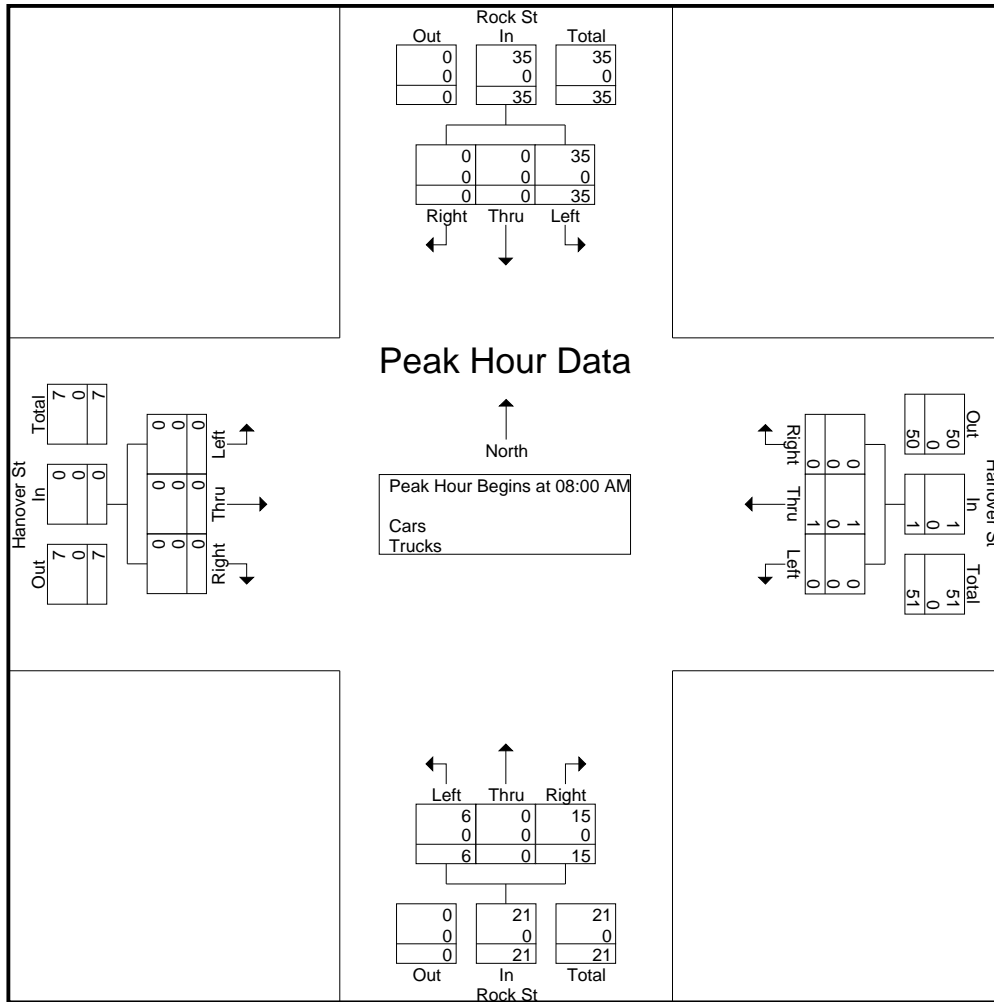
MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 2



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

Peak Hour for Each Approach Begins at:

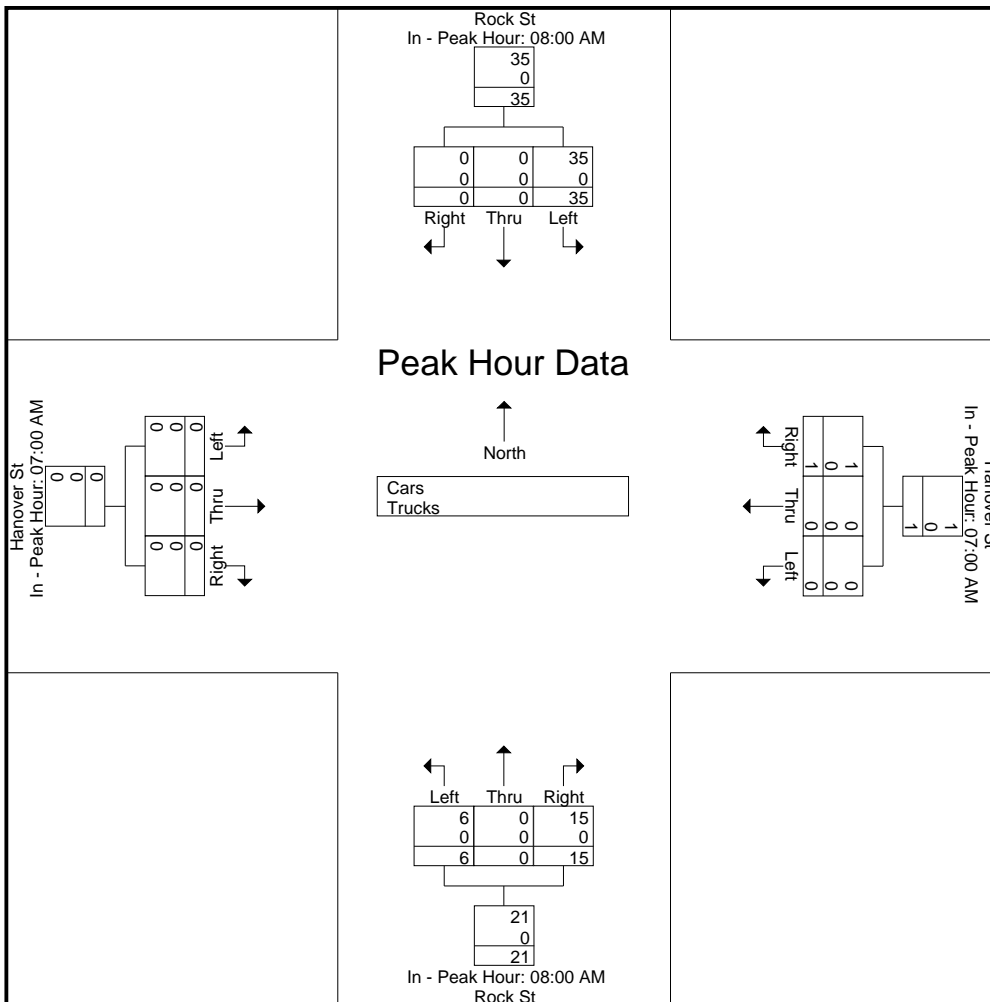
	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	5	0	0	5	0	0	0	0	1	0	3	4	0	0	0	0
+15 mins.	8	0	0	8	0	0	0	0	2	0	3	5	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	2	0	4	6	0	0	0	0
+45 mins.	10	0	0	10	0	0	1	1	1	0	5	6	0	0	0	0
Total Volume	35	0	0	35	0	0	1	1	6	0	15	21	0	0	0	0
% App. Total	100	0	0		0	0	100		28.6	0	71.4		0	0	0	
PHF	.729	.000	.000	.729	.000	.000	.250	.250	.750	.000	.750	.875	.000	.000	.000	.000
Cars	35	0	0	35	0	0	1	1	6	0	15	21	0	0	0	0
% Cars	100	0	0	100	0	0	100	100	100	0	100	100	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 3



Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Rock St From North			Hanover St From East			Rock St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	0	0	0	0	0	0	0	1	0	0	0	4
07:15 AM	4	0	0	0	0	0	1	0	2	0	0	0	7
07:30 AM	6	0	0	0	0	0	0	0	1	0	0	0	7
07:45 AM	6	0	2	0	0	1	2	0	2	0	0	0	13
Total	19	0	2	0	0	1	3	0	6	0	0	0	31
08:00 AM	5	0	0	0	0	0	1	0	3	0	0	0	9
08:15 AM	8	0	0	0	0	0	2	0	3	0	0	0	13
08:30 AM	12	0	0	0	0	0	2	0	4	0	0	0	18
08:45 AM	10	0	0	0	1	0	1	0	5	0	0	0	17
Total	35	0	0	0	1	0	6	0	15	0	0	0	57
Grand Total	54	0	2	0	1	1	9	0	21	0	0	0	88
Apprch %	96.4	0	3.6	0	50	50	30	0	70	0	0	0	
Total %	61.4	0	2.3	0	1.1	1.1	10.2	0	23.9	0	0	0	

Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	0	0	5	0	0	0	0	1	0	3	4	0	0	0	0	9
08:15 AM	8	0	0	8	0	0	0	0	2	0	3	5	0	0	0	0	13
08:30 AM	12	0	0	12	0	0	0	0	2	0	4	6	0	0	0	0	18
08:45 AM	10	0	0	10	0	1	0	1	1	0	5	6	0	0	0	0	17
Total Volume	35	0	0	35	0	1	0	1	6	0	15	21	0	0	0	0	57
% App. Total	100	0	0		0	100	0		28.6	0	71.4		0	0	0		
PHF	.729	.000	.000	.729	.000	.250	.000	.250	.750	.000	.750	.875	.000	.000	.000	.000	.792

Accurate Counts

978-664-2565

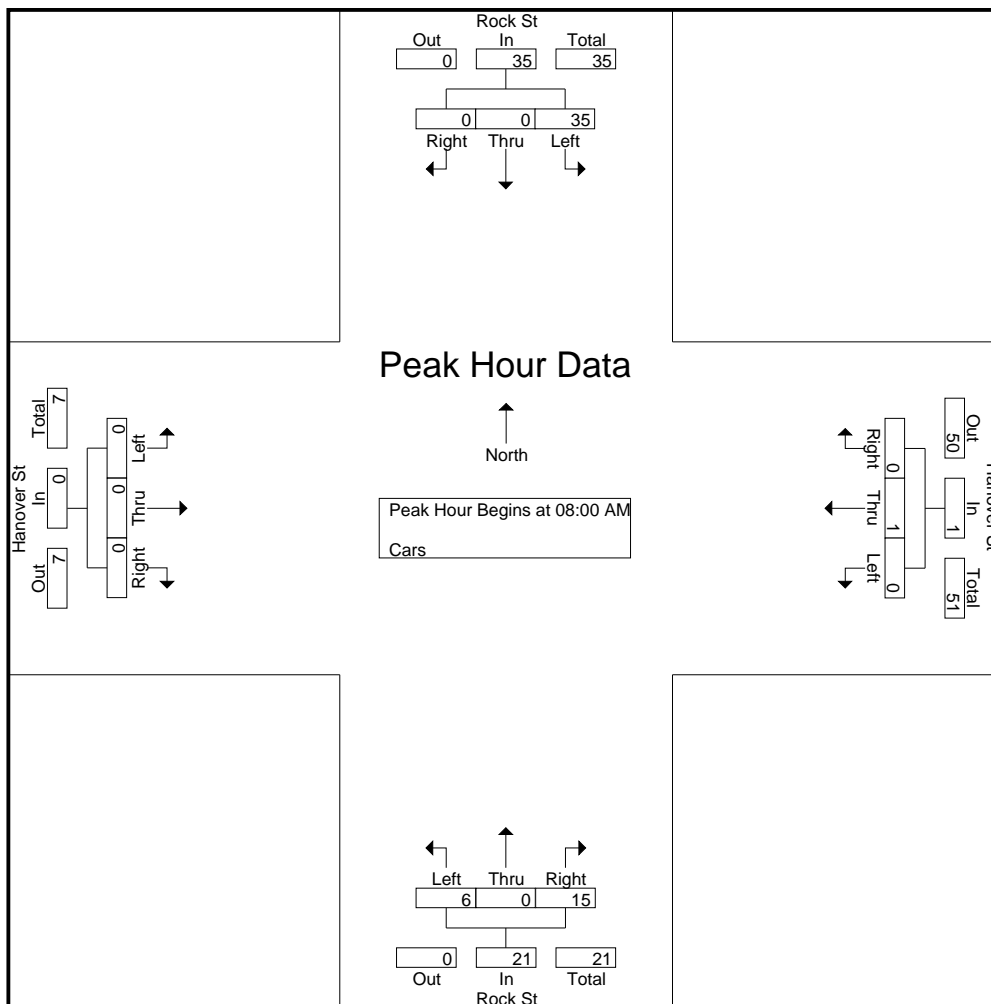
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 5

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	5	0	0	5	0	0	0	0	1	0	3	4	0	0	0	0
+15 mins.	8	0	0	8	0	0	0	0	2	0	3	5	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	2	0	4	6	0	0	0	0
+45 mins.	10	0	0	10	0	0	1	1	1	0	5	6	0	0	0	0
Total Volume	35	0	0	35	0	0	1	1	6	0	15	21	0	0	0	0
% App. Total	100	0	0		0	0	100		28.6	0	71.4		0	0	0	
PHF	.729	.000	.000	.729	.000	.000	.250	.250	.750	.000	.750	.875	.000	.000	.000	.000

Accurate Counts

978-664-2565

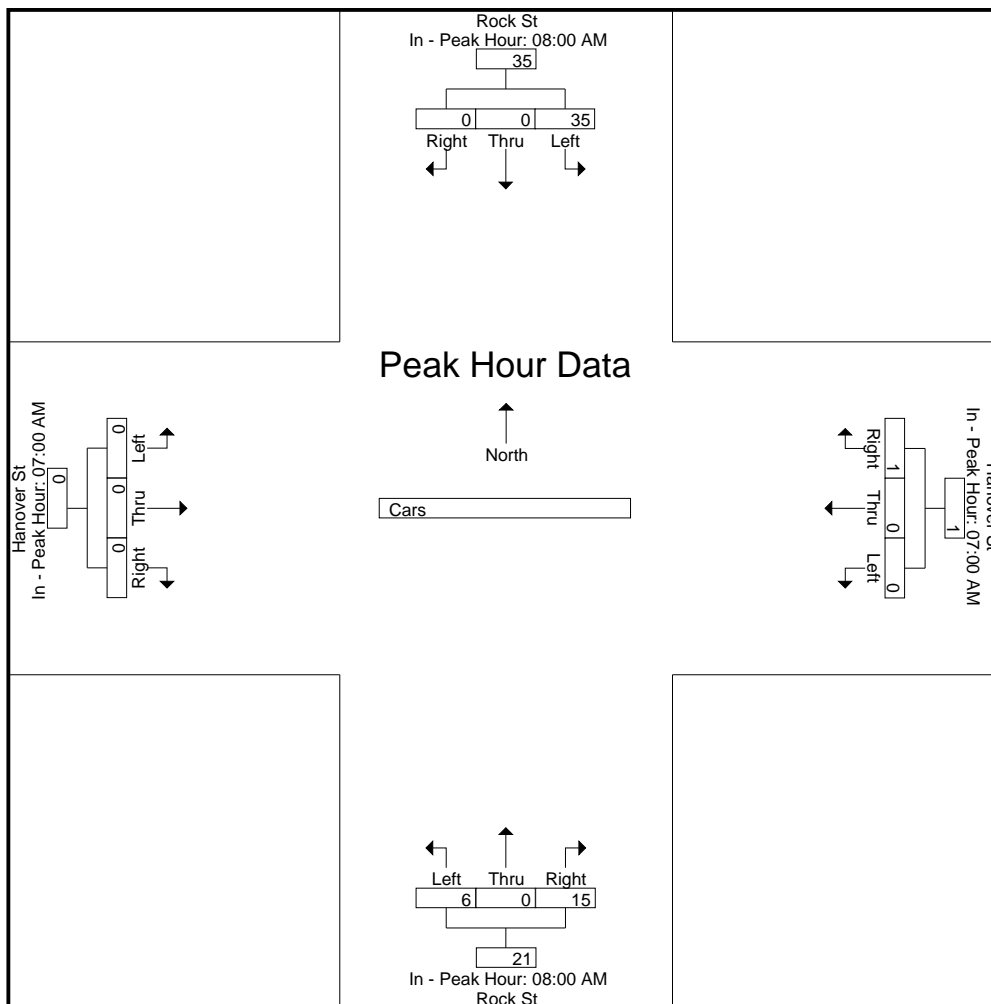
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 6

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

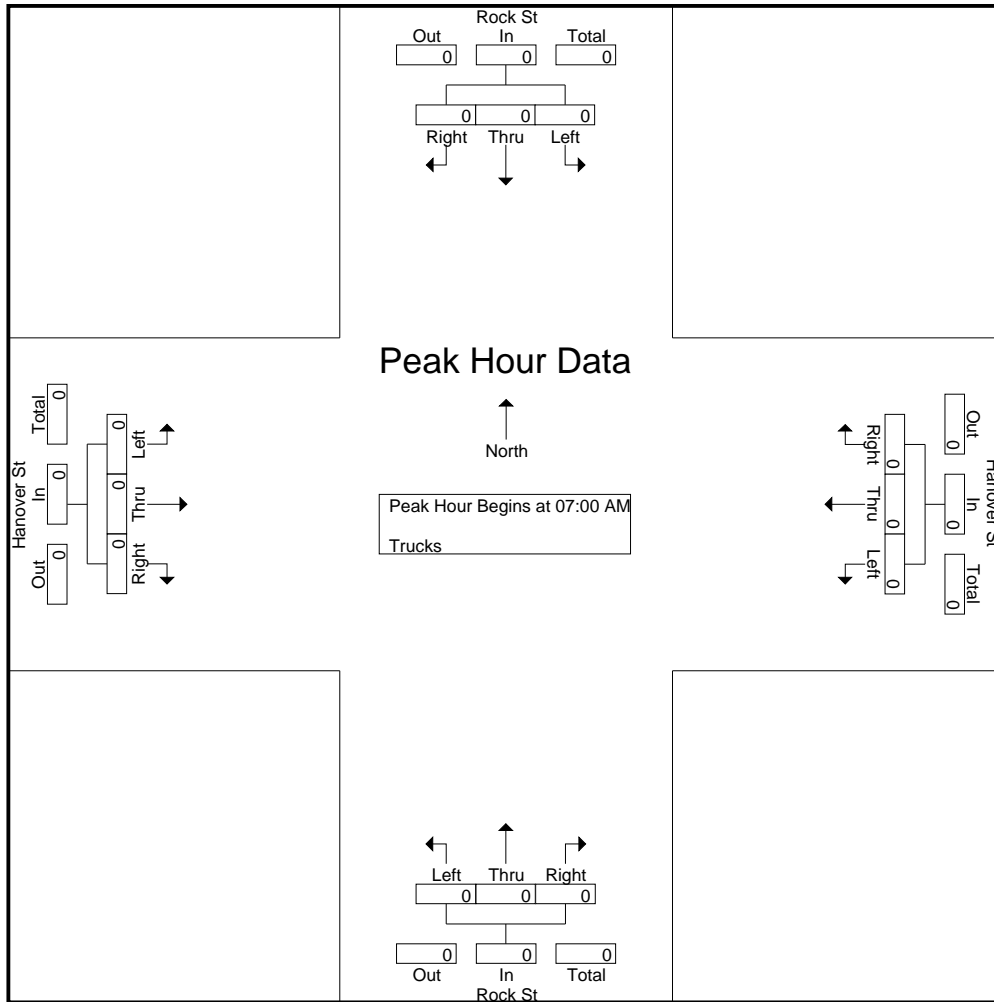


Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 8



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

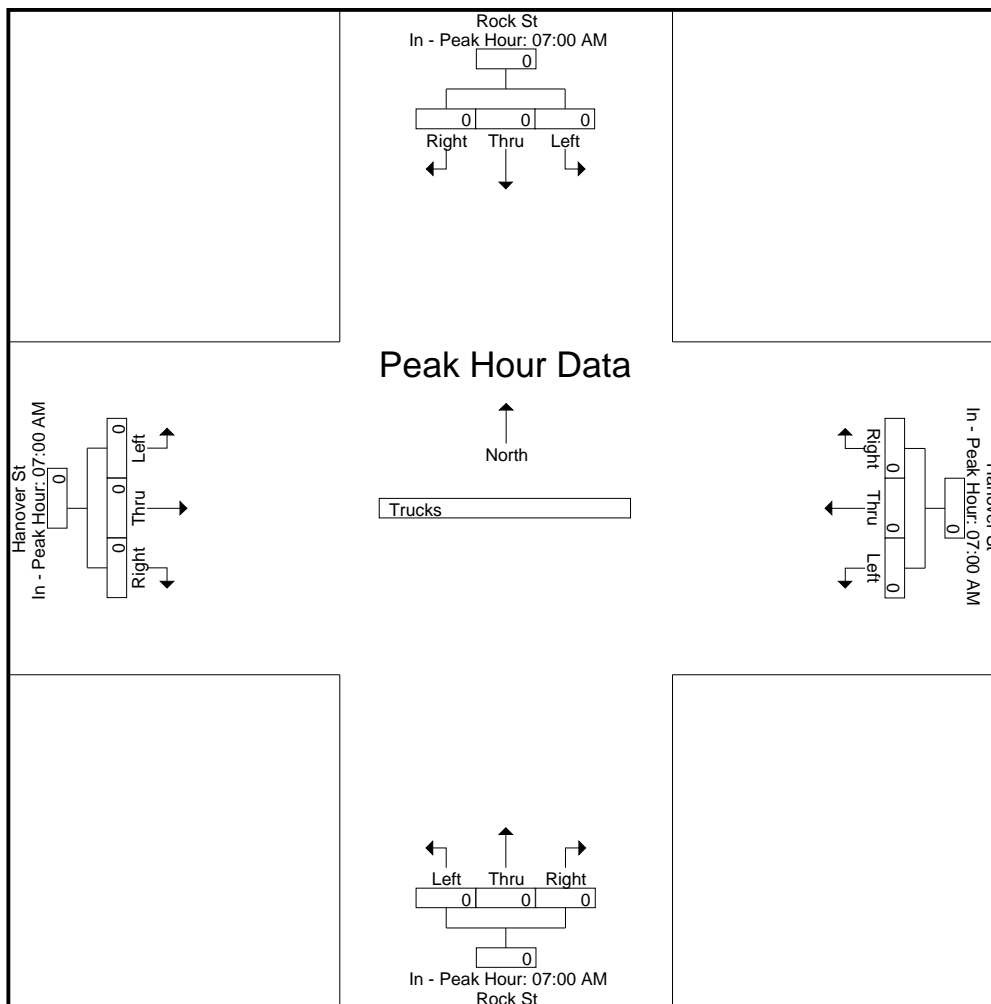
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 9

N/S Street : Rock Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	6	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	8	0	8
08:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	10	0	10
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	0	0	1	0	1	0	3	0	0	0	10	0	0	0	2	16	1	17
Grand Total	0	0	0	4	0	1	0	3	0	0	0	13	0	0	0	4	24	1	25
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0				
Total %	0	0	0		0	100	0		0	0	0		0	0	0		96	4	

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

Accurate Counts

978-664-2565

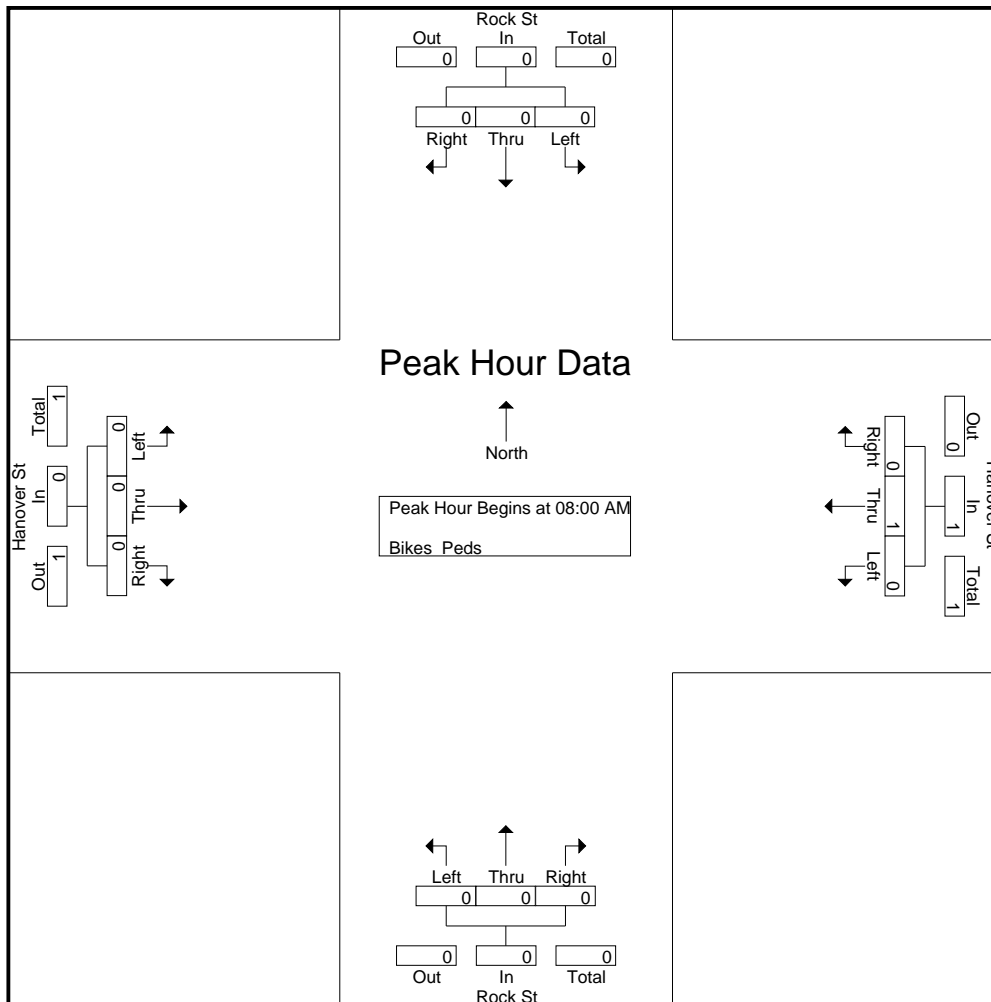
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 11

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

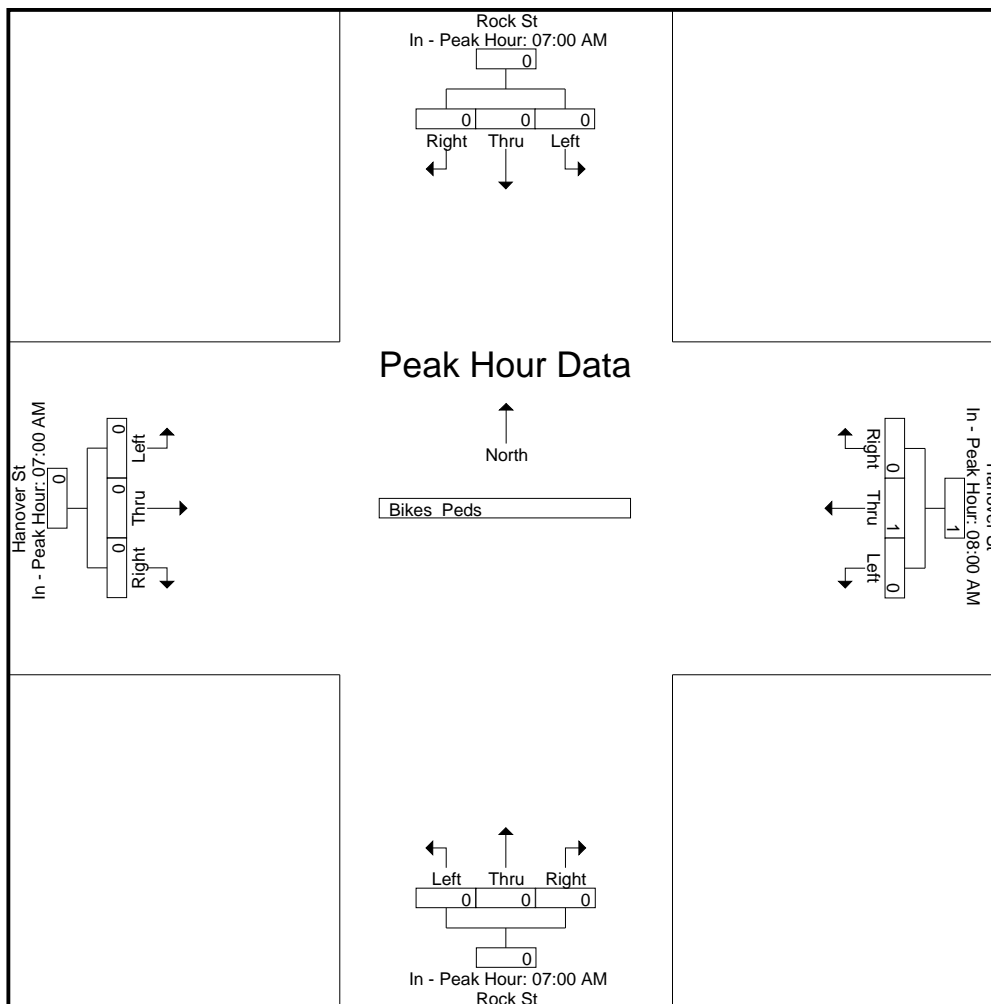
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 12

N/S Street : Rock Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy

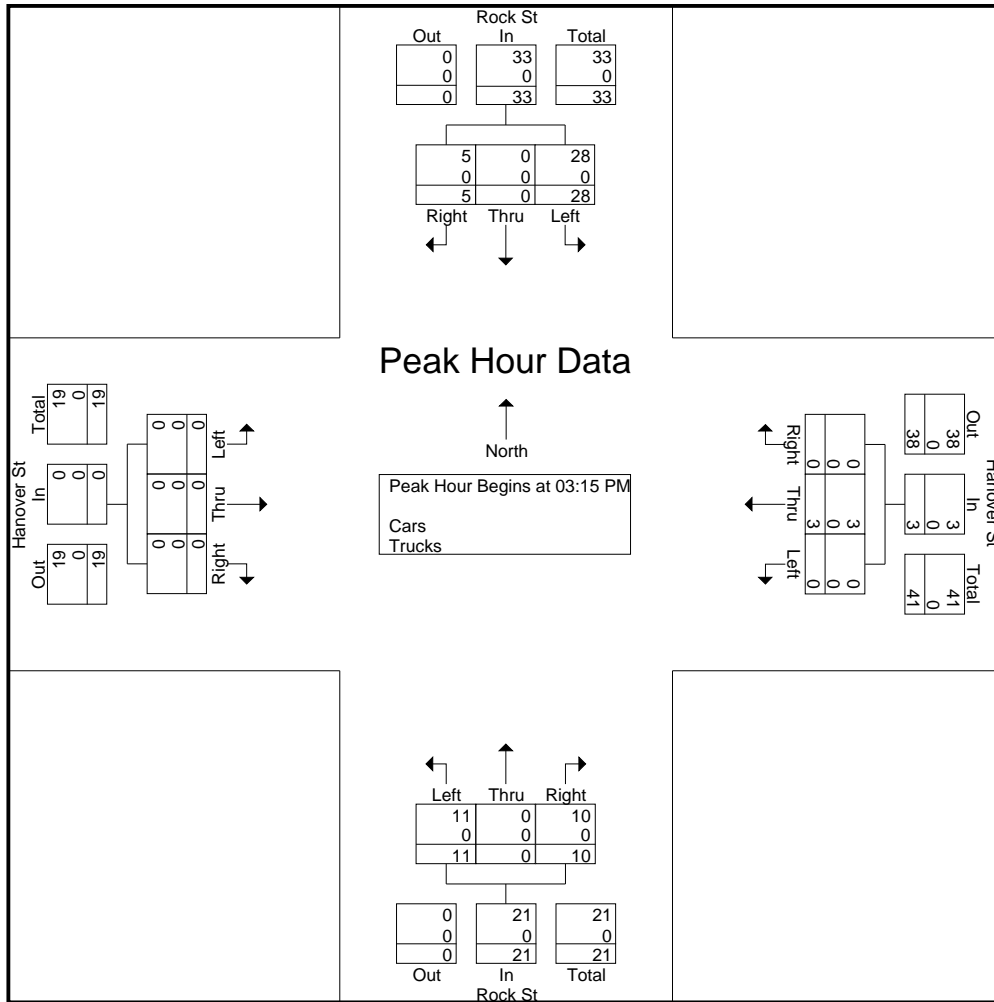


Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:00 PM				03:15 PM				03:00 PM			
+0 mins.	9	0	0	9	0	1	0	1	6	0	3	9	0	0	0	0
+15 mins.	7	0	2	9	0	1	0	1	1	0	1	2	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	1	0	3	4	0	0	0	0
+45 mins.	5	0	0	5	0	2	0	2	3	0	3	6	0	0	0	0
Total Volume	33	0	2	35	0	4	0	4	11	0	10	21	0	0	0	0
% App. Total	94.3	0	5.7		0	100	0		52.4	0	47.6		0	0	0	
PHF	.688	.000	.250	.729	.000	.500	.000	.500	.458	.000	.833	.583	.000	.000	.000	.000
Cars	33	0	2	35	0	4	0	4	11	0	10	21	0	0	0	0
% Cars	100	0	100	100	0	100	0	100	100	0	100	100	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

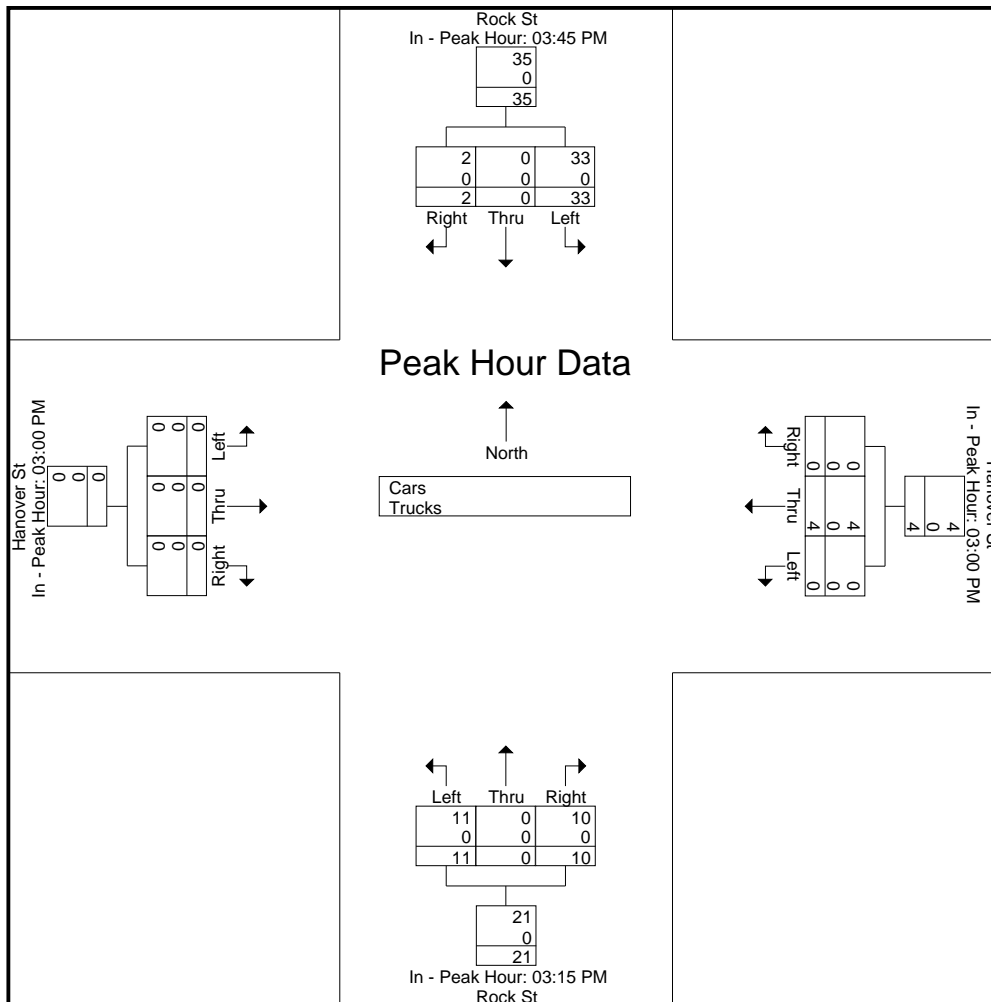
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 3

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Rock St From North			Hanover St From East			Rock St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	8	0	0	0	1	0	1	0	1	0	0	0	11
03:15 PM	9	0	2	0	1	0	6	0	3	0	0	0	21
03:30 PM	3	0	1	0	0	0	1	0	1	0	0	0	6
03:45 PM	9	0	0	0	2	0	1	0	3	0	0	0	15
Total	29	0	3	0	4	0	9	0	8	0	0	0	53
04:00 PM	7	0	2	0	0	0	3	0	3	0	0	0	15
04:15 PM	12	0	0	1	0	0	0	1	1	0	0	0	15
04:30 PM	5	0	0	0	0	0	1	1	3	0	0	0	10
04:45 PM	6	0	1	0	2	1	2	1	1	0	0	0	14
Total	30	0	3	1	2	1	6	3	8	0	0	0	54
05:00 PM	10	0	0	0	0	0	2	0	1	0	0	0	13
05:15 PM	4	0	0	0	0	0	0	1	0	0	0	0	5
05:30 PM	5	0	0	0	0	1	3	1	1	0	0	0	11
05:45 PM	6	0	0	0	3	0	1	0	1	0	0	0	11
Total	25	0	0	0	3	1	6	2	3	0	0	0	40
Grand Total	84	0	6	1	9	2	21	5	19	0	0	0	147
Apprch %	93.3	0	6.7	8.3	75	16.7	46.7	11.1	42.2	0	0	0	
Total %	57.1	0	4.1	0.7	6.1	1.4	14.3	3.4	12.9	0	0	0	

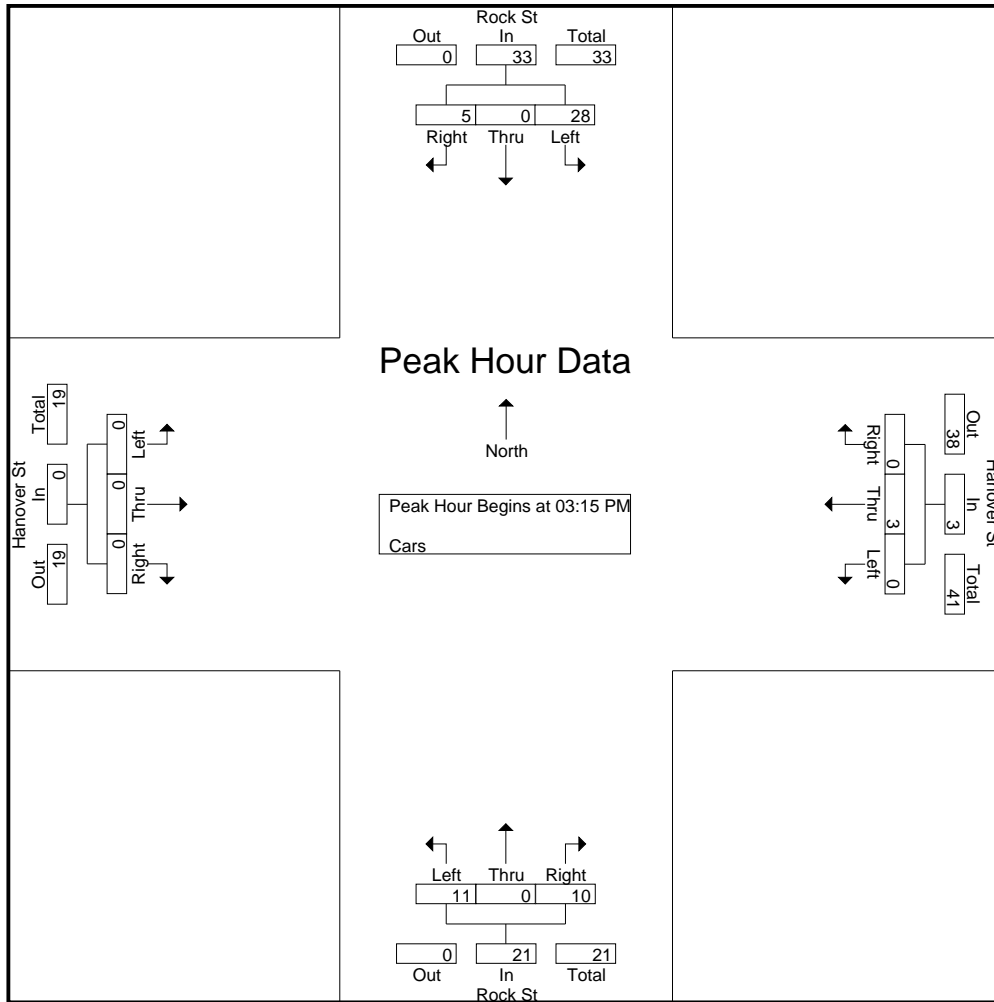
Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	9	0	2	11	0	1	0	1	6	0	3	9	0	0	0	0	21
03:30 PM	3	0	1	4	0	0	0	0	1	0	1	2	0	0	0	0	6
03:45 PM	9	0	0	9	0	2	0	2	1	0	3	4	0	0	0	0	15
04:00 PM	7	0	2	9	0	0	0	0	3	0	3	6	0	0	0	0	15
Total Volume	28	0	5	33	0	3	0	3	11	0	10	21	0	0	0	0	57
% App. Total	84.8	0	15.2		0	100	0		52.4	0	47.6		0	0	0		
PHF	.778	.000	.625	.750	.000	.375	.000	.375	.458	.000	.833	.583	.000	.000	.000	.000	.679

Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:00 PM				03:15 PM				03:00 PM			
+0 mins.	9	0	0	9	0	1	0	1	6	0	3	9	0	0	0	0
+15 mins.	7	0	2	9	0	1	0	1	1	0	1	2	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	1	0	3	4	0	0	0	0
+45 mins.	5	0	0	5	0	2	0	2	3	0	3	6	0	0	0	0
Total Volume	33	0	2	35	0	4	0	4	11	0	10	21	0	0	0	0
% App. Total	94.3	0	5.7		0	100	0		52.4	0	47.6		0	0	0	
PHF	.688	.000	.250	.729	.000	.500	.000	.500	.458	.000	.833	.583	.000	.000	.000	.000

Accurate Counts

978-664-2565

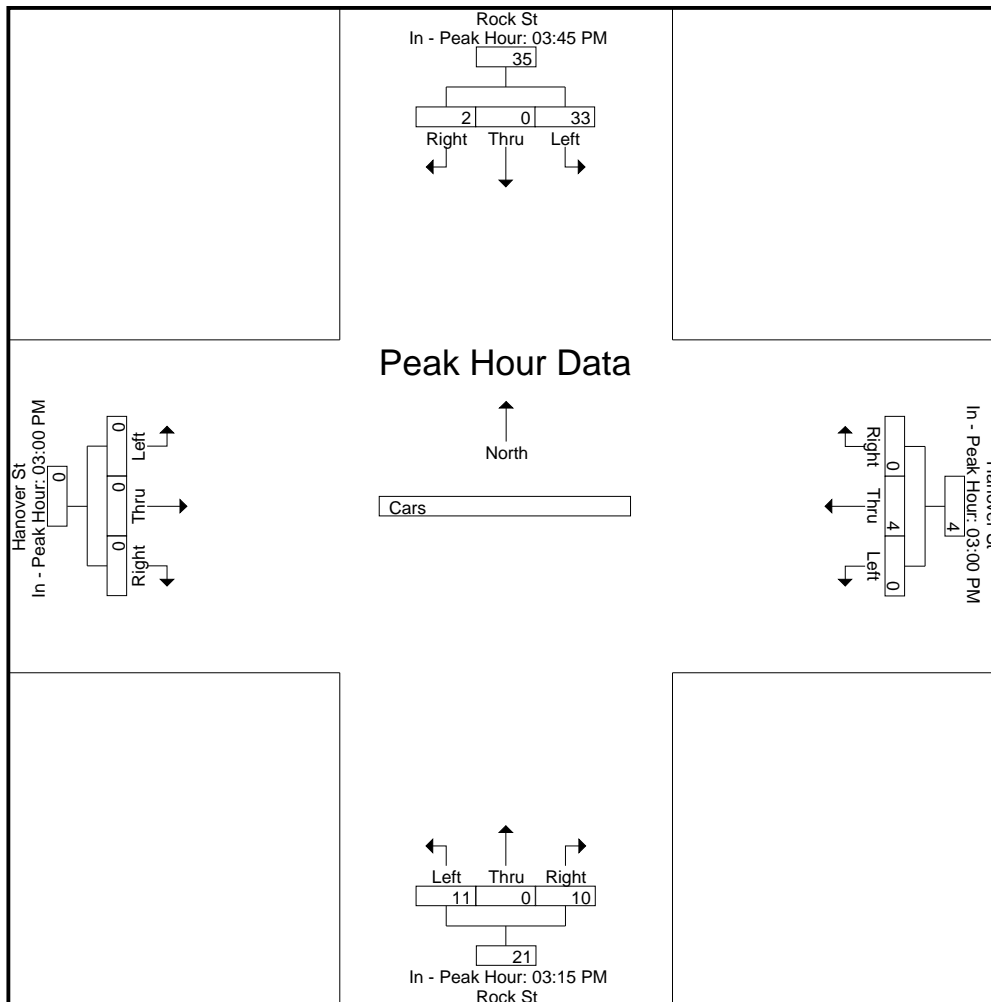
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 6

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Rock St From North			Hanover St From East			Rock St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

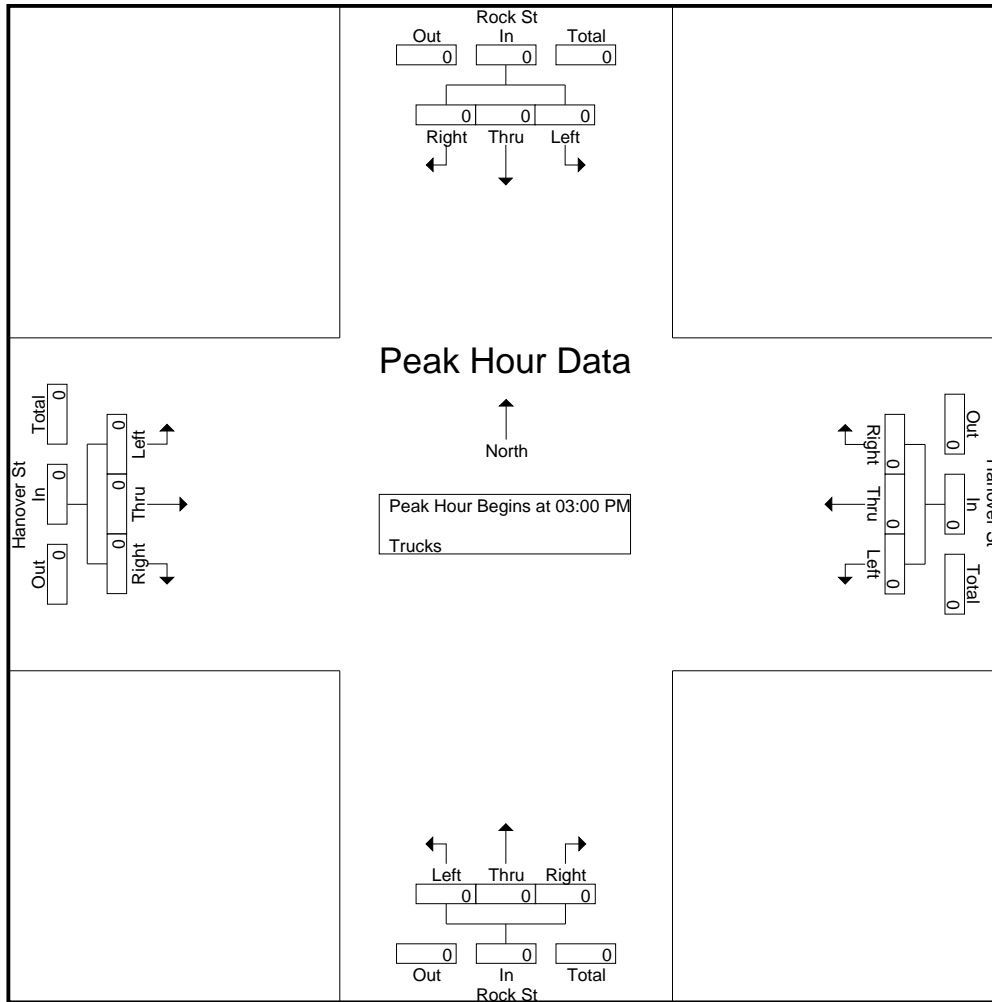
Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

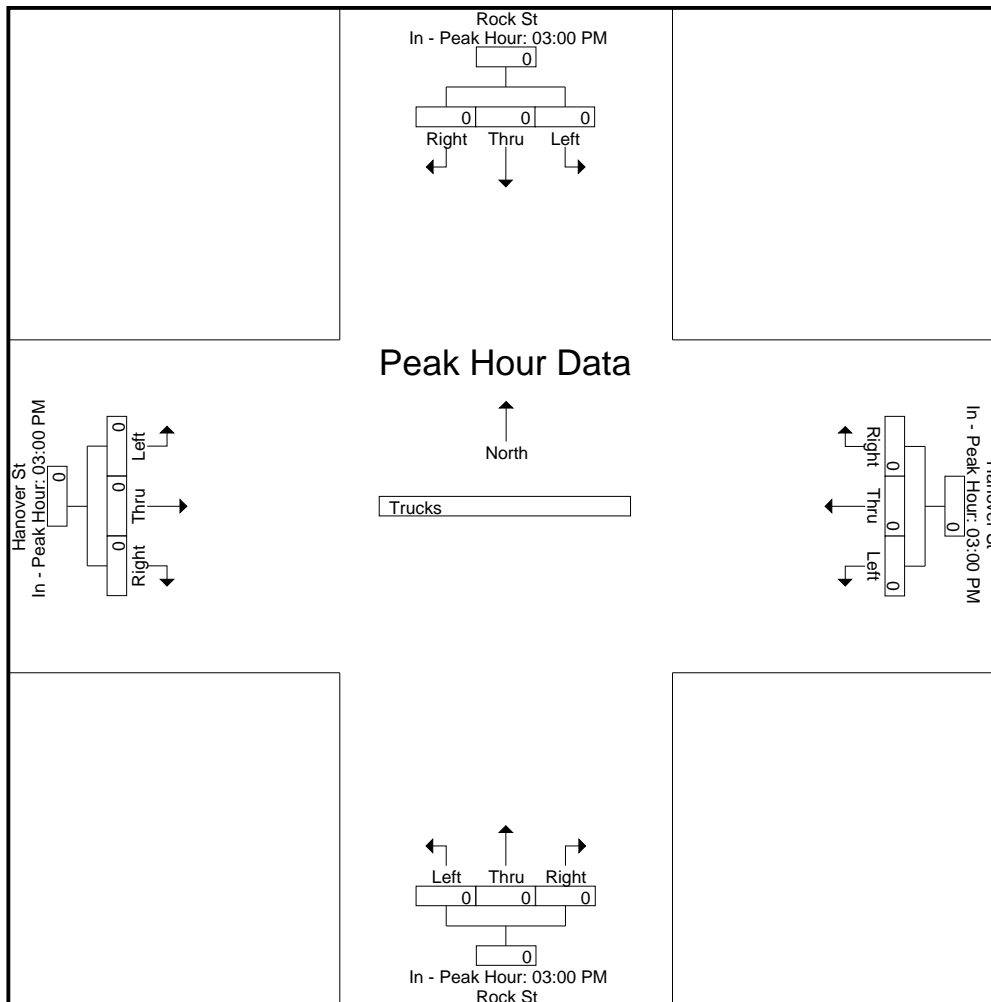
Page No : 9

N/S Street : Rock Street

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068001
 Site Code : 10068001
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
03:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	6	0	6
03:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	7	0	7
Total	0	0	0	4	0	0	0	2	0	1	0	6	0	0	0	5	17	1	18
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	1	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	4	10	1	11
04:30 PM	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4	0	4
04:45 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	4	1	5
Total	1	0	0	5	0	1	0	2	0	0	0	7	0	1	0	6	20	3	23
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	2
05:30 PM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5	0	5
05:45 PM	1	0	0	2	0	0	0	2	0	0	0	4	0	0	0	1	9	1	10
Total	1	0	0	4	0	0	0	7	0	0	0	5	0	0	0	2	18	1	19
Grand Total	2	0	0	13	0	1	0	11	0	1	0	18	0	1	0	13	55	5	60
Apprch %	100	0	0		0	100	0		0	100	0		0	100	0				
Total %	40	0	0		0	20	0		0	20	0		0	20	0		91.7	8.3	

Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	0	3
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0			
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250		.750

Accurate Counts

978-664-2565

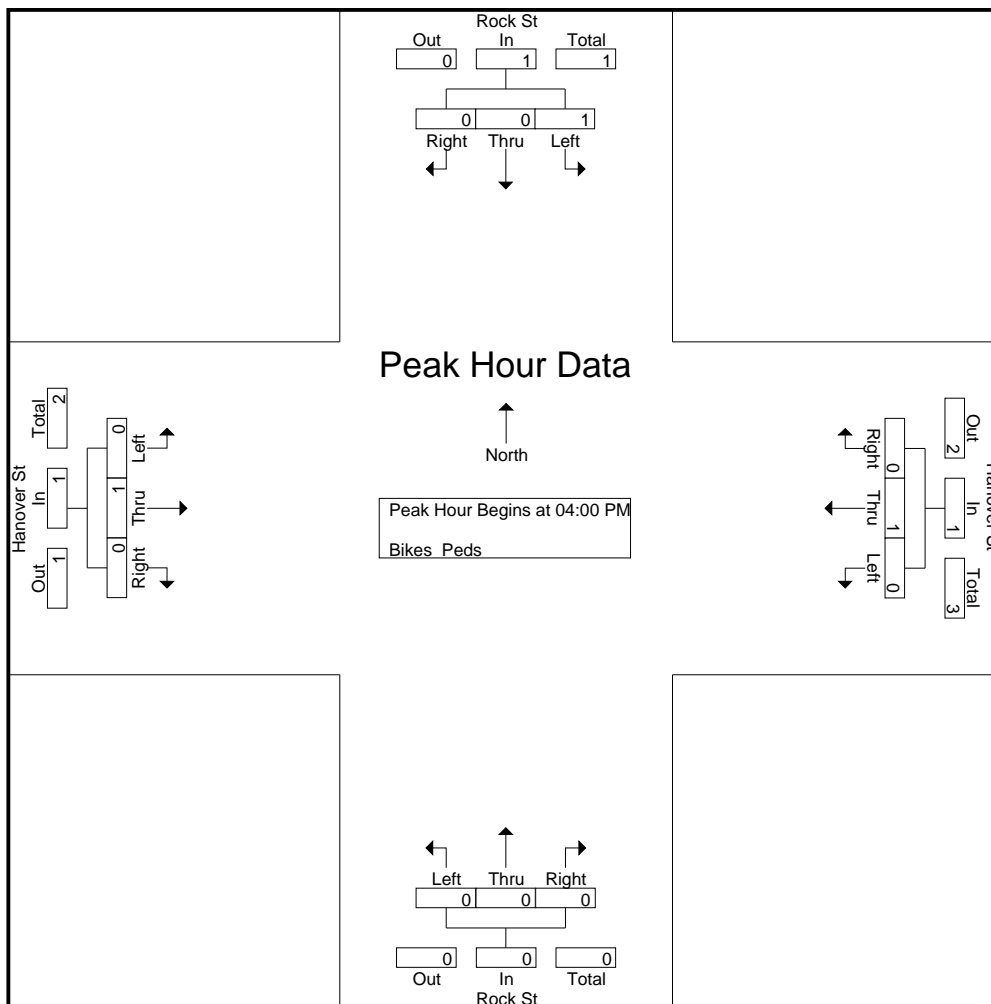
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 11

N/S Street : Rock Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

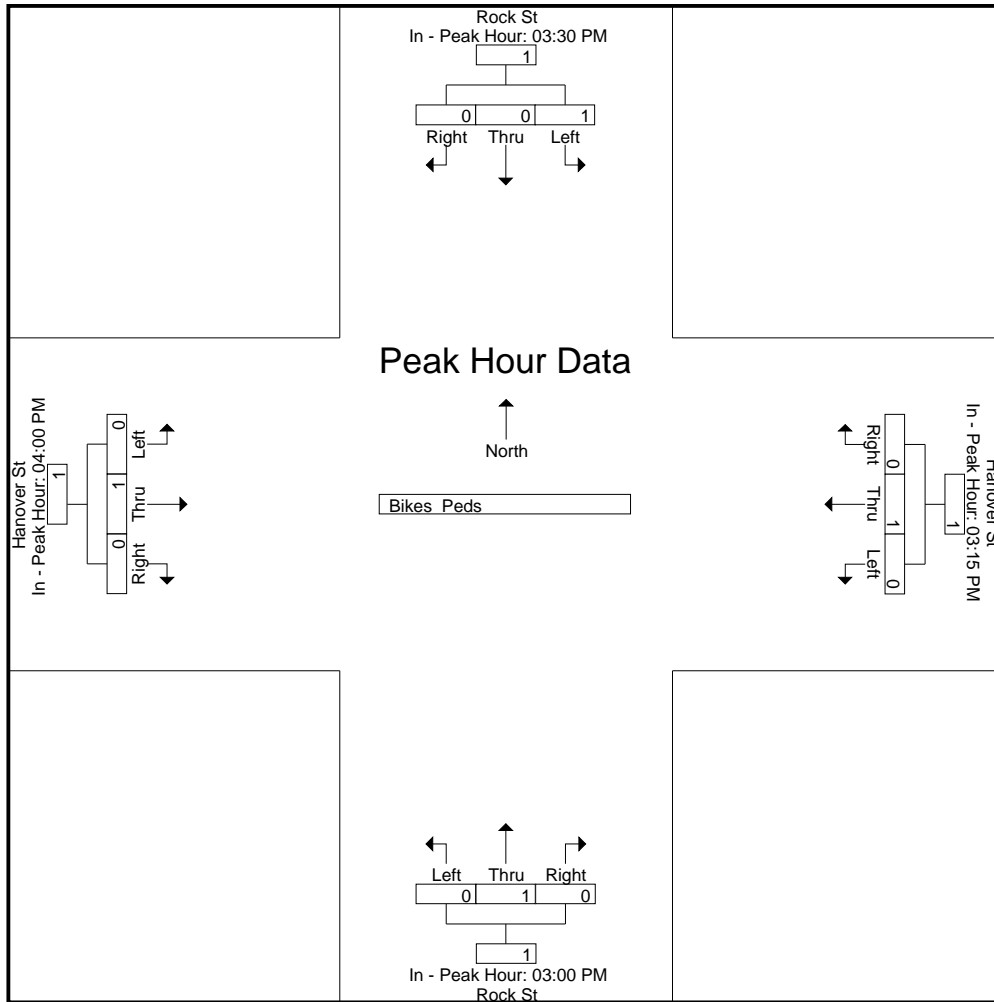
	03:30 PM				03:15 PM				03:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1
% App. Total	100	0	0		0	100	0		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250

Accurate Counts

978-664-2565

N/S Street : Rock Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy

File Name : 10068001
Site Code : 10068001
Start Date : 8/6/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	4	0	0	5	0	9
07:15 AM	0	0	0	0	0	0	0	0	2	0	6	0	8
07:30 AM	0	0	0	0	0	0	0	1	2	0	6	1	10
07:45 AM	1	0	0	0	1	0	0	2	3	1	5	2	15
Total	1	0	0	0	1	0	0	7	7	1	22	3	42
08:00 AM	1	0	0	0	0	0	0	0	4	0	4	4	13
08:15 AM	0	0	0	1	0	0	0	1	2	1	10	0	15
08:30 AM	0	0	0	0	0	0	0	1	4	0	11	5	21
08:45 AM	0	0	0	0	1	0	1	1	3	0	12	2	20
Total	1	0	0	1	1	0	1	3	13	1	37	11	69
Grand Total	2	0	0	1	2	0	1	10	20	2	59	14	111
Apprch %	100	0	0	33.3	66.7	0	3.2	32.3	64.5	2.7	78.7	18.7	
Total %	1.8	0	0	0.9	1.8	0	0.9	9	18	1.8	53.2	12.6	
Cars	2	0	0	1	2	0	1	10	19	2	59	14	110
% Cars	100	0	0	100	100	0	100	100	95	100	100	100	99.1
Trucks	0	0	0	0	0	0	0	0	1	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	5	0	0	0	0.9

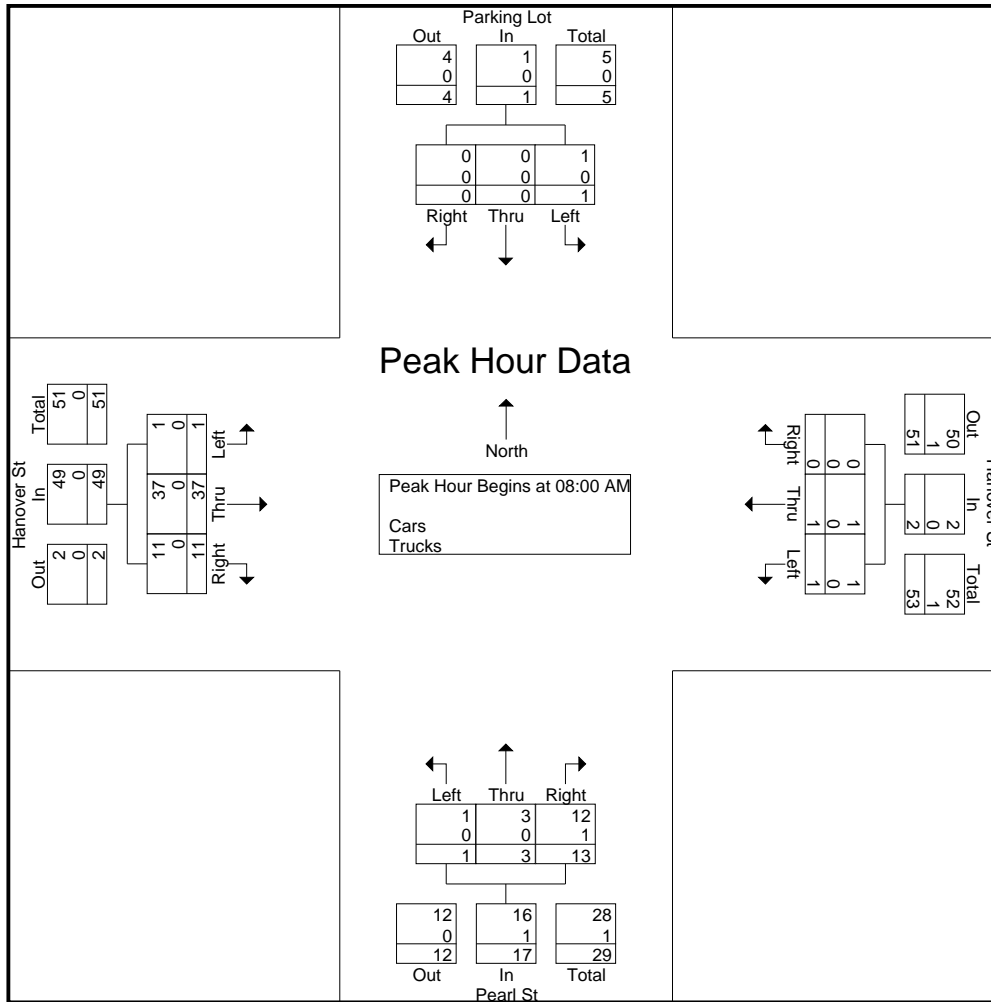
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	0	0	0	0	0	4	4	0	4	4	8	13
08:15 AM	0	0	0	0	1	0	0	1	0	1	2	3	1	10	0	11	15
08:30 AM	0	0	0	0	0	0	0	0	0	1	4	5	0	11	5	16	21
08:45 AM	0	0	0	0	0	1	0	1	1	1	3	5	0	12	2	14	20
Total Volume	1	0	0	1	1	1	0	2	1	3	13	17	1	37	11	49	69
% App. Total	100	0	0		50	50	0		5.9	17.6	76.5		2	75.5	22.4		
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.250	.750	.813	.850	.250	.771	.550	.766	.821
Cars	1	0	0	1	1	1	0	2	1	3	12	16	1	37	11	49	68
% Cars	100	0	0	100	100	100	0	100	100	100	92.3	94.1	100	100	100	100	98.6
Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	7.7	5.9	0	0	0	0	1.4

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	3	5	0	4	4	8
+15 mins.	0	0	0	0	0	1	0	1	0	0	4	4	1	10	0	11
+30 mins.	1	0	0	1	0	0	0	0	0	1	2	3	0	11	5	16
+45 mins.	1	0	0	1	1	0	0	1	0	1	4	5	0	12	2	14
Total Volume	2	0	0	2	1	1	0	2	0	4	13	17	1	37	11	49
% App. Total	100	0	0		50	50	0		0	23.5	76.5		2	75.5	22.4	
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.500	.813	.850	.250	.771	.550	.766
Cars	2	0	0	2	1	1	0	2	0	4	12	16	1	37	11	49
% Cars	100	0	0	100	100	100	0	100	0	100	92.3	94.1	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	7.7	5.9	0	0	0	0

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

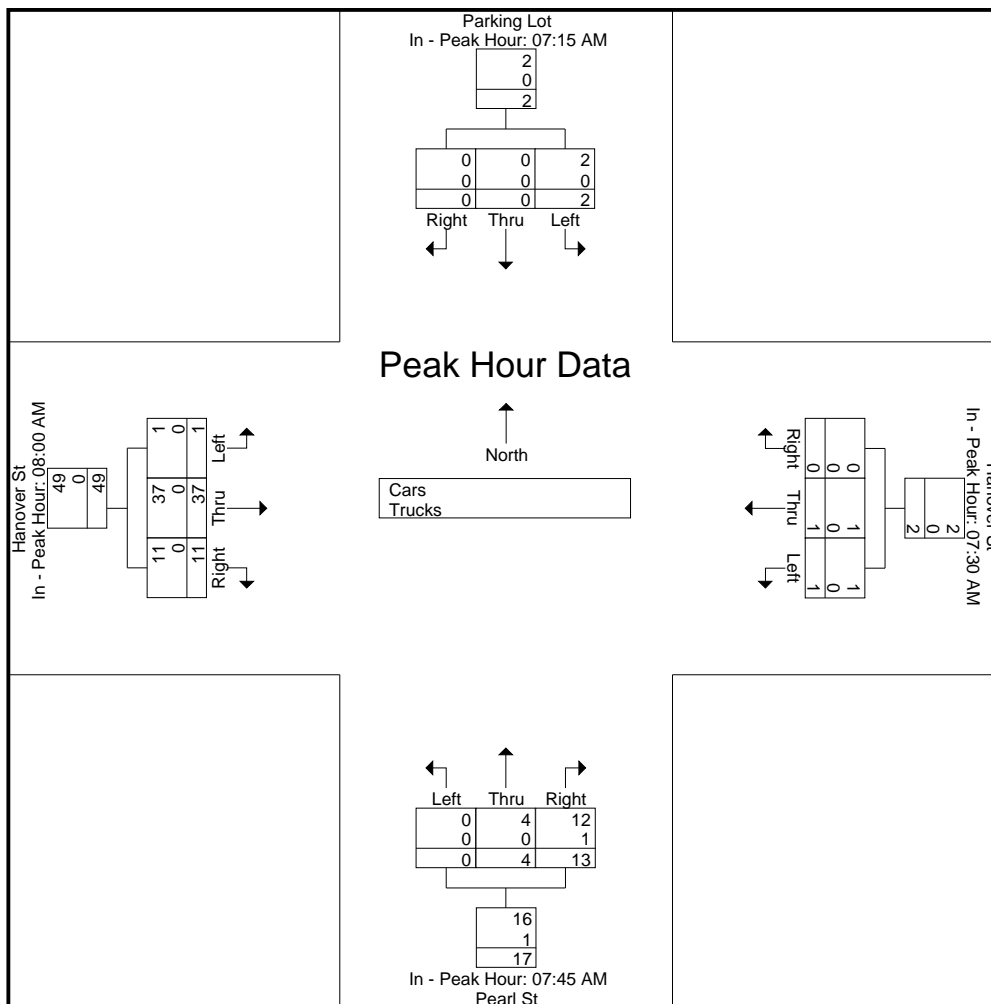
Page No : 3

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	4	0	0	5	0	9
07:15 AM	0	0	0	0	0	0	0	0	2	0	6	0	8
07:30 AM	0	0	0	0	0	0	0	1	2	0	6	1	10
07:45 AM	1	0	0	0	1	0	0	2	3	1	5	2	15
Total	1	0	0	0	1	0	0	7	7	1	22	3	42
08:00 AM	1	0	0	0	0	0	0	0	3	0	4	4	12
08:15 AM	0	0	0	1	0	0	0	1	2	1	10	0	15
08:30 AM	0	0	0	0	0	0	0	1	4	0	11	5	21
08:45 AM	0	0	0	0	1	0	1	1	3	0	12	2	20
Total	1	0	0	1	1	0	1	3	12	1	37	11	68
Grand Total	2	0	0	1	2	0	1	10	19	2	59	14	110
Apprch %	100	0	0	33.3	66.7	0	3.3	33.3	63.3	2.7	78.7	18.7	
Total %	1.8	0	0	0.9	1.8	0	0.9	9.1	17.3	1.8	53.6	12.7	

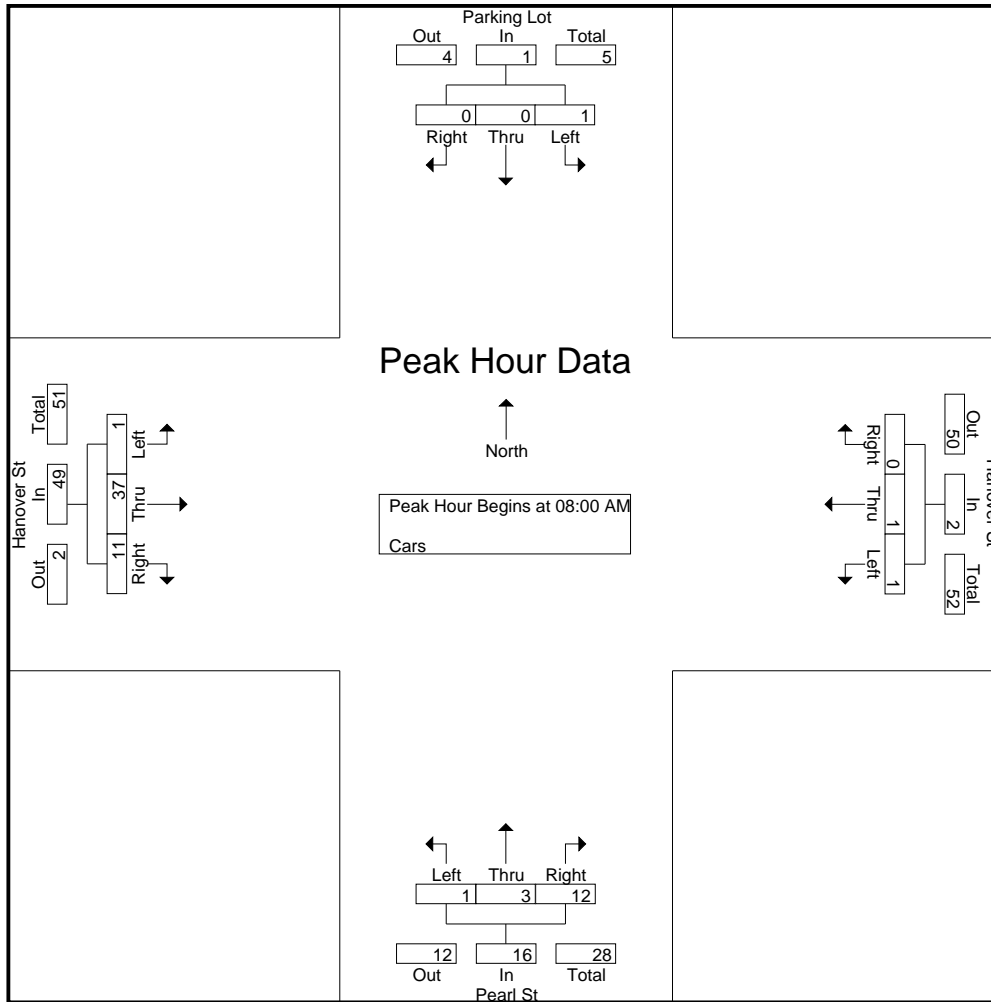
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	0	0	0	0	0	3	3	0	4	4	8	12
08:15 AM	0	0	0	0	1	0	0	1	0	1	2	3	1	10	0	11	15
08:30 AM	0	0	0	0	0	0	0	0	0	1	4	5	0	11	5	16	21
08:45 AM	0	0	0	0	0	1	0	1	1	1	3	5	0	12	2	14	20
Total Volume	1	0	0	1	1	1	0	2	1	3	12	16	1	37	11	49	68
% App. Total	100	0	0		50	50	0		6.2	18.8	75		2	75.5	22.4		
PHF	.250	.000	.000	.250	.250	.250	.000	.500	.250	.750	.750	.800	.250	.771	.550	.766	.810

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 5



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

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	3	5	0	4	4	8
+15 mins.	0	0	0	0	0	1	0	1	0	0	3	3	1	10	0	11
+30 mins.	1	0	0	1	0	0	0	0	0	1	2	3	0	11	5	16
+45 mins.	1	0	0	1	1	0	0	1	0	1	4	5	0	12	2	14
Total Volume	2	0	0	2	1	1	0	2	0	4	12	16	1	37	11	49
% App. Total	100	0	0		50	50	0		0	25	75		2	75.5	22.4	
PHF	.500	.000	.000	.500	.250	.250	.000	.500	.000	.500	.750	.800	.250	.771	.550	.766

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

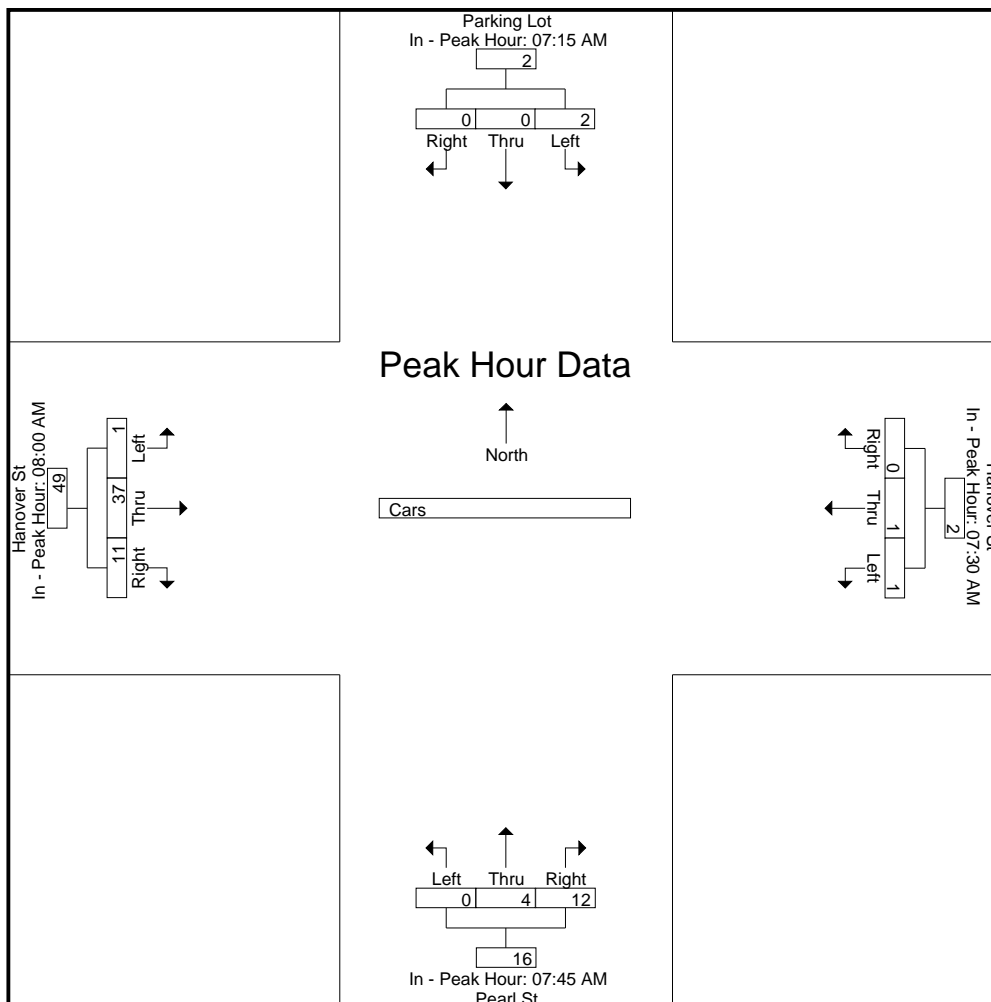
Page No : 6

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	100	0	0	0	

Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

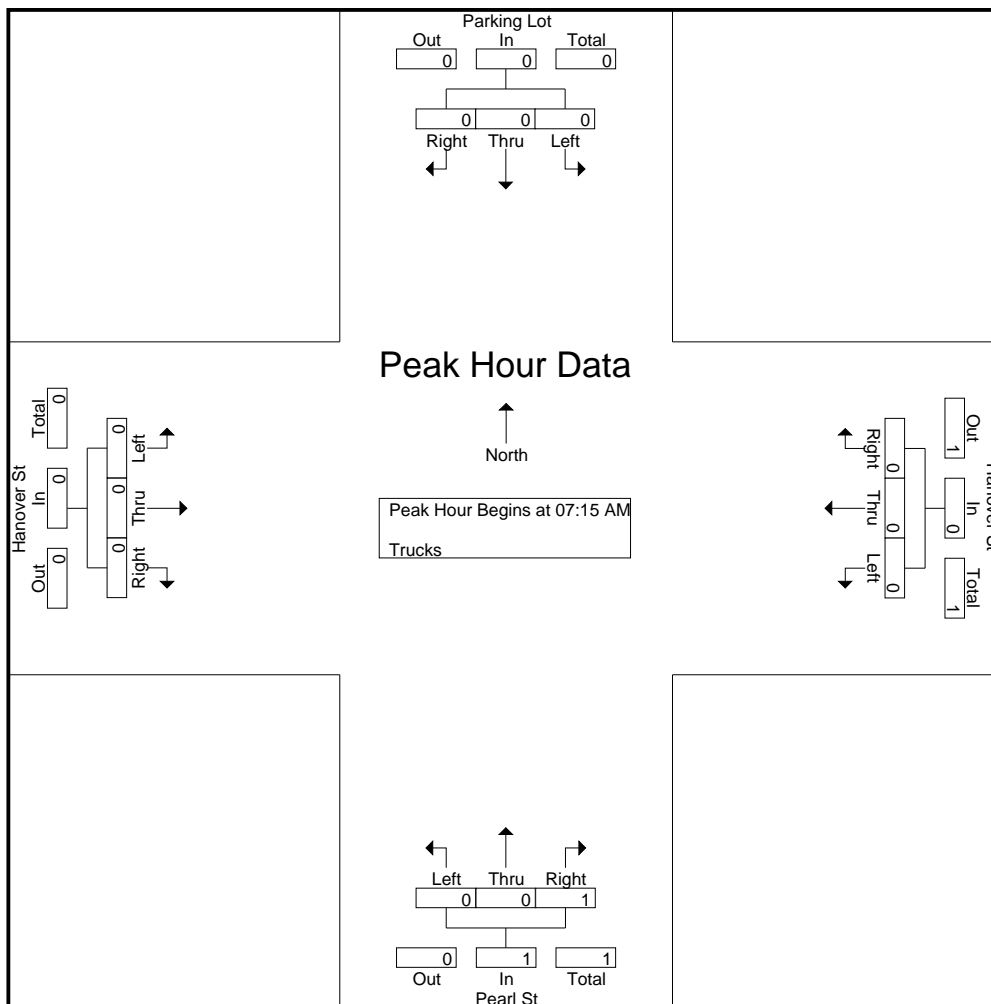
Page No : 8

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

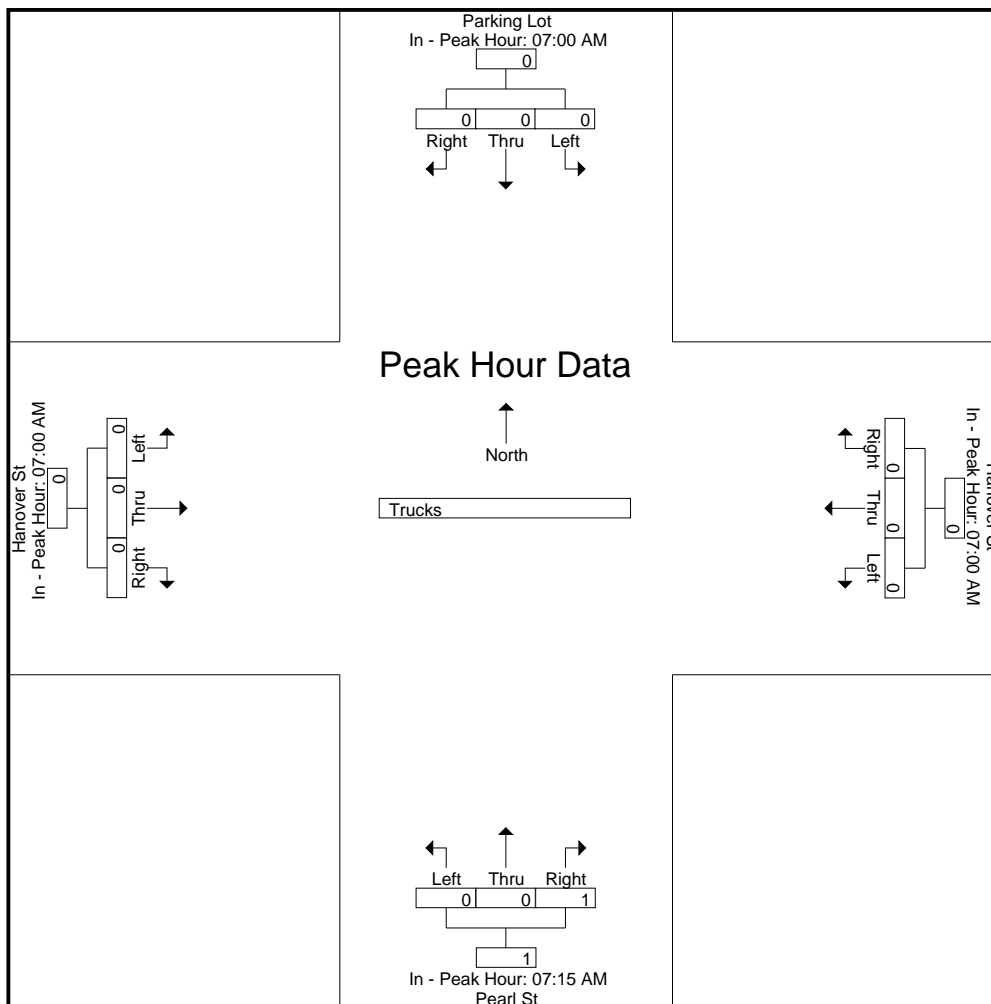
Page No : 9

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

Page No : 10

Groups Printed- Bikes Peds

Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	1	9	0	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
07:45 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
Total	0	0	0	6	0	0	0	1	0	0	0	9	0	0	0	1	17	0	17
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	3
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
08:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	2
Total	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0	0	9	0	9
Grand Total	0	0	0	10	0	0	0	2	0	0	0	13	0	0	0	1	26	0	26
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

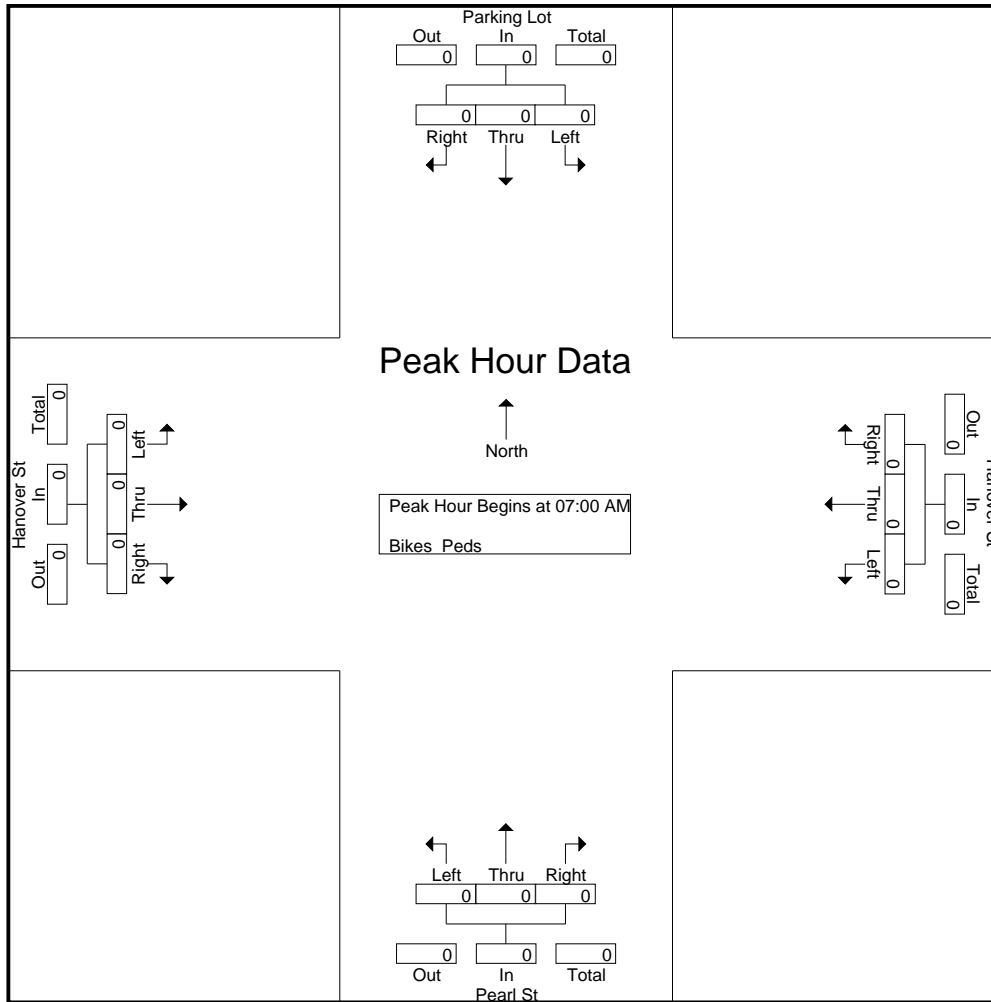
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	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
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 11



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

Peak Hour for Each Approach Begins at:

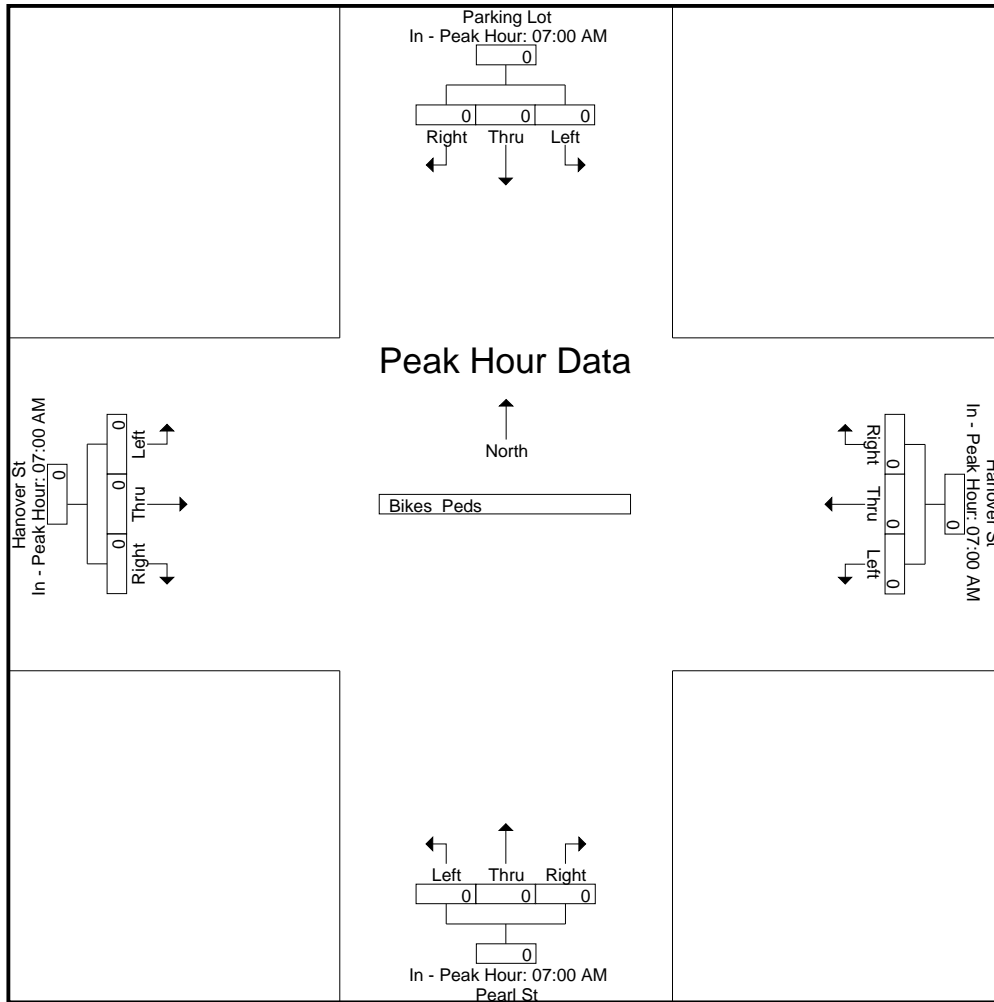
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy

File Name : 10068002
Site Code : 10068002
Start Date : 8/6/2024
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	1	0	0	0	1	0	0	0	7	0	10	0	19
03:15 PM	2	2	0	0	0	0	1	0	5	0	10	1	21
03:30 PM	8	0	0	0	0	0	0	0	6	0	3	1	18
03:45 PM	2	1	0	0	0	0	2	0	8	0	8	3	24
Total	13	3	0	0	1	0	3	0	26	0	31	5	82
04:00 PM	1	0	0	0	0	0	0	0	6	0	9	1	17
04:15 PM	0	1	1	0	0	0	0	0	1	0	6	6	15
04:30 PM	2	0	0	0	0	0	0	1	5	0	6	1	15
04:45 PM	1	0	1	0	1	0	1	0	4	0	6	3	17
Total	4	1	2	0	1	0	1	1	16	0	27	11	64
05:00 PM	0	0	0	0	0	0	0	0	2	0	8	3	13
05:15 PM	1	0	0	0	0	0	0	0	3	0	4	2	10
05:30 PM	0	0	0	0	0	0	1	0	2	0	3	2	8
05:45 PM	0	1	1	0	0	0	2	0	1	0	4	3	12
Total	1	1	1	0	0	0	3	0	8	0	19	10	43
Grand Total	18	5	3	0	2	0	7	1	50	0	77	26	189
Apprch %	69.2	19.2	11.5	0	100	0	12.1	1.7	86.2	0	74.8	25.2	
Total %	9.5	2.6	1.6	0	1.1	0	3.7	0.5	26.5	0	40.7	13.8	
Cars	18	5	3	0	2	0	7	1	45	0	77	26	184
% Cars	100	100	100	0	100	0	100	100	90	0	100	100	97.4
Trucks	0	0	0	0	0	0	0	0	5	0	0	0	5
% Trucks	0	0	0	0	0	0	0	0	10	0	0	0	2.6

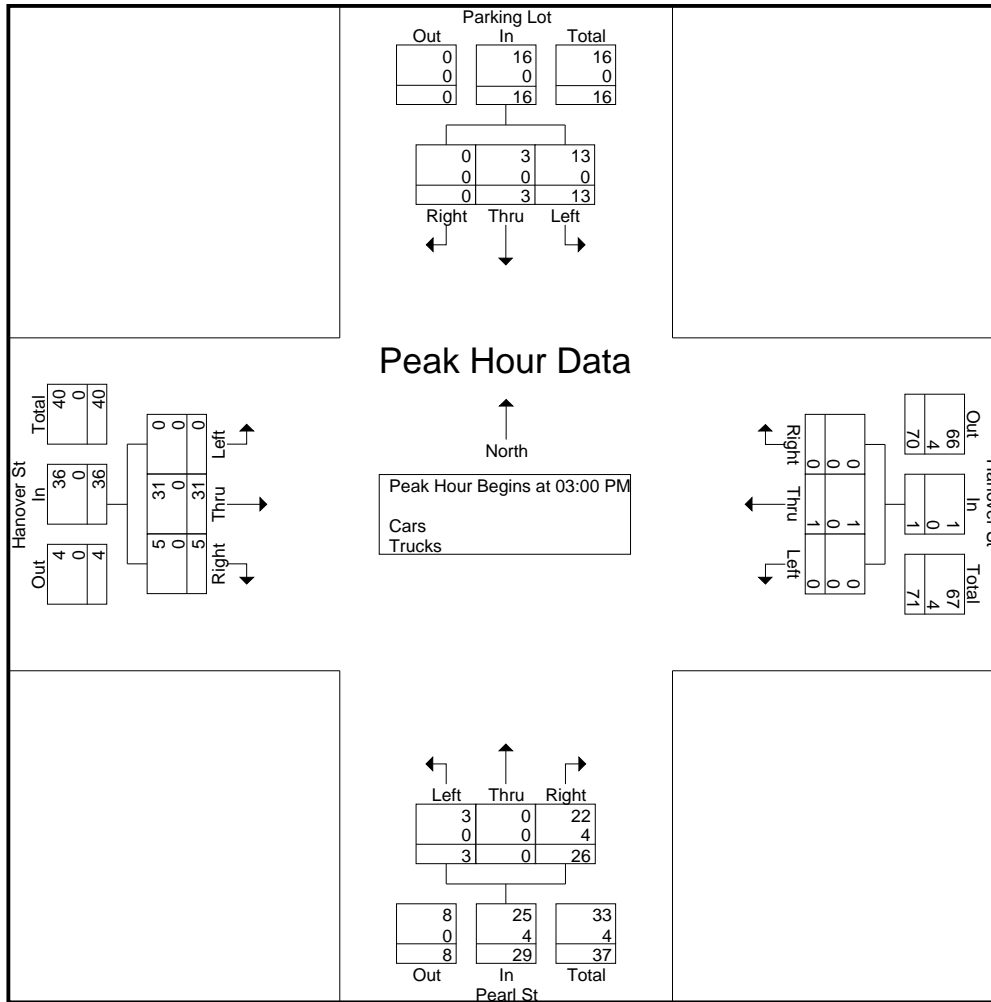
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	1	0	1	0	0	7	7	0	10	0	10	19
03:15 PM	2	2	0	4	0	0	0	0	1	0	5	6	0	10	1	11	21
03:30 PM	8	0	0	8	0	0	0	0	0	0	6	6	0	3	1	4	18
03:45 PM	2	1	0	3	0	0	0	0	2	0	8	10	0	8	3	11	24
Total Volume	13	3	0	16	0	1	0	1	3	0	26	29	0	31	5	36	82
% App. Total	81.2	18.8	0		0	100	0		10.3	0	89.7		0	86.1	13.9		
PHF	.406	.375	.000	.500	.000	.250	.000	.250	.375	.000	.813	.725	.000	.775	.417	.818	.854
Cars	13	3	0	16	0	1	0	1	3	0	22	25	0	31	5	36	78
% Cars	100	100	0	100	0	100	0	100	100	0	84.6	86.2	0	100	100	100	95.1
Trucks	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	4
% Trucks	0	0	0	0	0	0	0	0	0	0	15.4	13.8	0	0	0	0	4.9

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:45 PM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	7	7	0	8	3	11
+15 mins.	2	2	0	4	0	0	0	0	1	0	5	6	0	9	1	10
+30 mins.	8	0	0	8	0	0	0	0	0	0	6	6	0	6	6	12
+45 mins.	2	1	0	3	0	0	0	0	2	0	8	10	0	6	1	7
Total Volume	13	3	0	16	0	1	0	1	3	0	26	29	0	29	11	40
% App. Total	81.2	18.8	0		0	100	0		10.3	0	89.7		0	72.5	27.5	
PHF	.406	.375	.000	.500	.000	.250	.000	.250	.375	.000	.813	.725	.000	.806	.458	.833
Cars	13	3	0	16	0	1	0	1	3	0	22	25	0	29	11	40
% Cars	100	100	0	100	0	100	0	100	100	0	84.6	86.2	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	15.4	13.8	0	0	0	0

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

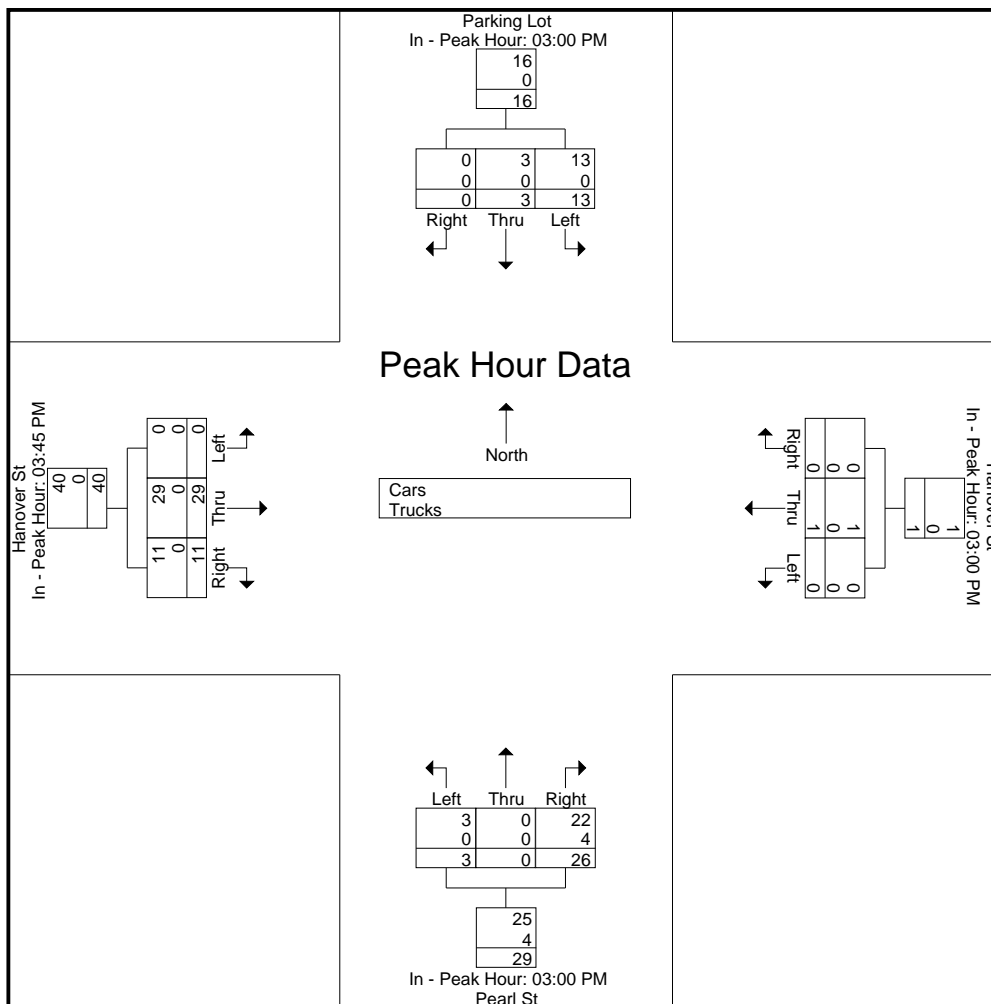
Page No : 3

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	1	0	0	0	1	0	0	0	6	0	10	0	18
03:15 PM	2	2	0	0	0	0	1	0	4	0	10	1	20
03:30 PM	8	0	0	0	0	0	0	0	5	0	3	1	17
03:45 PM	2	1	0	0	0	0	2	0	7	0	8	3	23
Total	13	3	0	0	1	0	3	0	22	0	31	5	78
04:00 PM	1	0	0	0	0	0	0	0	5	0	9	1	16
04:15 PM	0	1	1	0	0	0	0	0	1	0	6	6	15
04:30 PM	2	0	0	0	0	0	0	1	5	0	6	1	15
04:45 PM	1	0	1	0	1	0	1	0	4	0	6	3	17
Total	4	1	2	0	1	0	1	1	15	0	27	11	63
05:00 PM	0	0	0	0	0	0	0	0	2	0	8	3	13
05:15 PM	1	0	0	0	0	0	0	0	3	0	4	2	10
05:30 PM	0	0	0	0	0	0	1	0	2	0	3	2	8
05:45 PM	0	1	1	0	0	0	2	0	1	0	4	3	12
Total	1	1	1	0	0	0	3	0	8	0	19	10	43
Grand Total	18	5	3	0	2	0	7	1	45	0	77	26	184
Apprch %	69.2	19.2	11.5	0	100	0	13.2	1.9	84.9	0	74.8	25.2	
Total %	9.8	2.7	1.6	0	1.1	0	3.8	0.5	24.5	0	41.8	14.1	

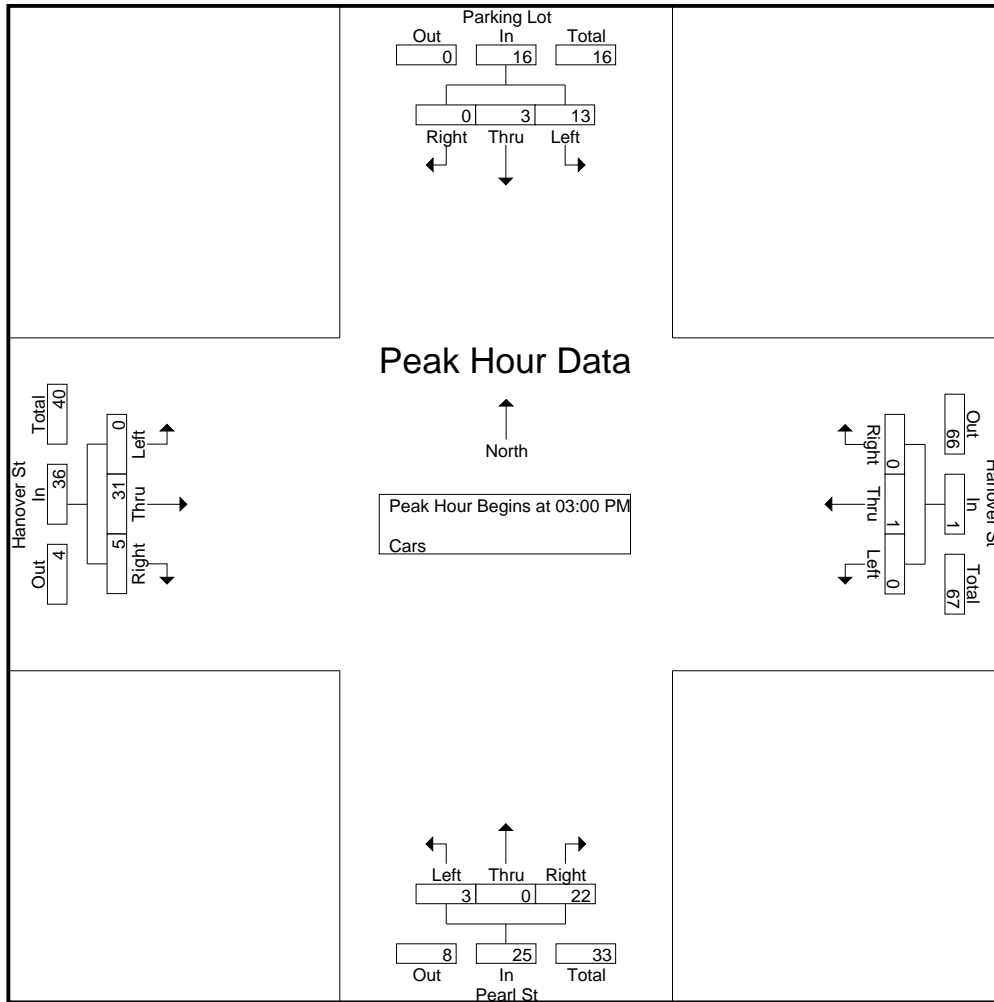
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	1	0	1	0	0	6	6	0	10	0	10	18
03:15 PM	2	2	0	4	0	0	0	0	1	0	4	5	0	10	1	11	20
03:30 PM	8	0	0	8	0	0	0	0	0	0	5	5	0	3	1	4	17
03:45 PM	2	1	0	3	0	0	0	0	2	0	7	9	0	8	3	11	23
Total Volume	13	3	0	16	0	1	0	1	3	0	22	25	0	31	5	36	78
% App. Total	81.2	18.8	0	.500	0	100	0	.250	12	0	88	.694	0	86.1	13.9	.818	.848
PHF	.406	.375	.000	.500	.000	.250	.000	.250	.375	.000	.786	.694	.000	.775	.417	.818	.848

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:45 PM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	6	6	0	8	3	11
+15 mins.	2	2	0	4	0	0	0	0	1	0	4	5	0	9	1	10
+30 mins.	8	0	0	8	0	0	0	0	0	0	5	5	0	6	6	12
+45 mins.	2	1	0	3	0	0	0	0	2	0	7	9	0	6	1	7
Total Volume	13	3	0	16	0	1	0	1	3	0	22	25	0	29	11	40
% App. Total	81.2	18.8	0		0	100	0		12	0	88		0	72.5	27.5	
PHF	.406	.375	.000	.500	.000	.250	.000	.250	.375	.000	.786	.694	.000	.806	.458	.833

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

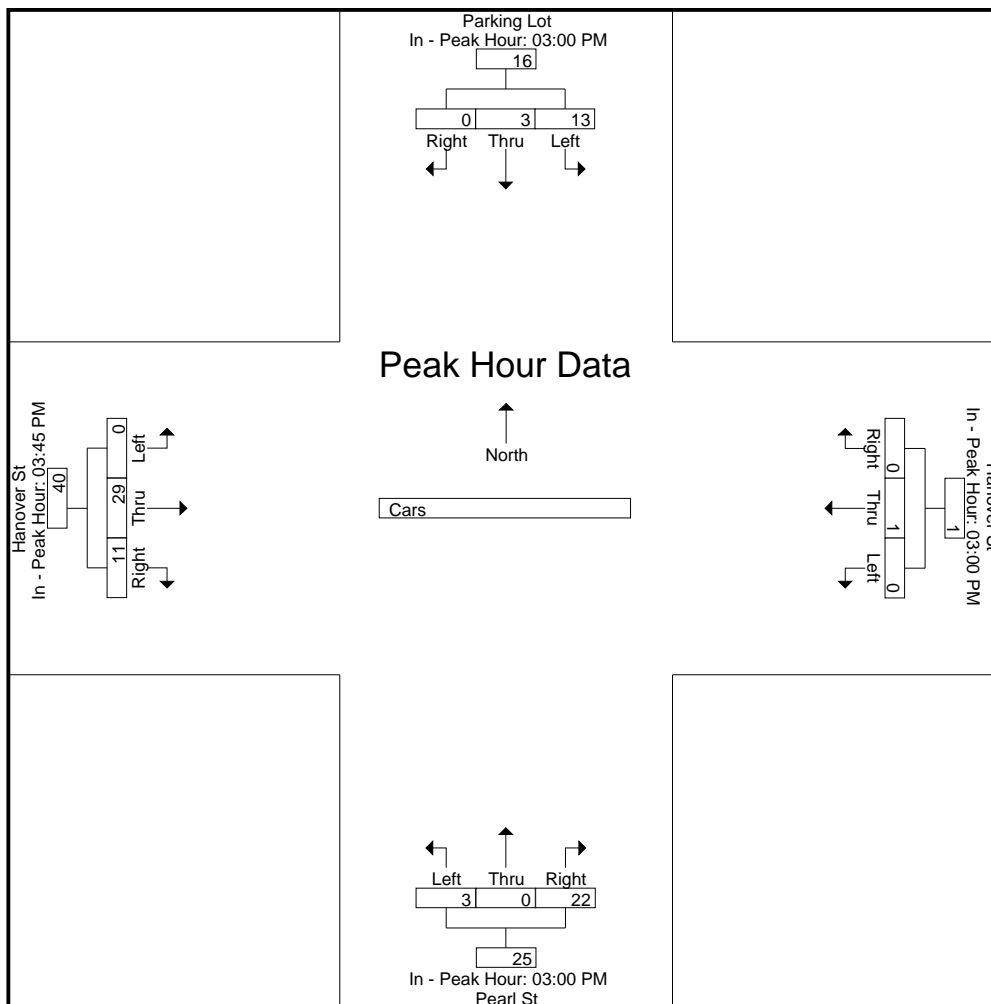
Page No : 6

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Parking Lot From North			Hanover St From East			Pearl St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	5	0	0	0	5
Apprch %	0	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	0	0	100	0	0	0	

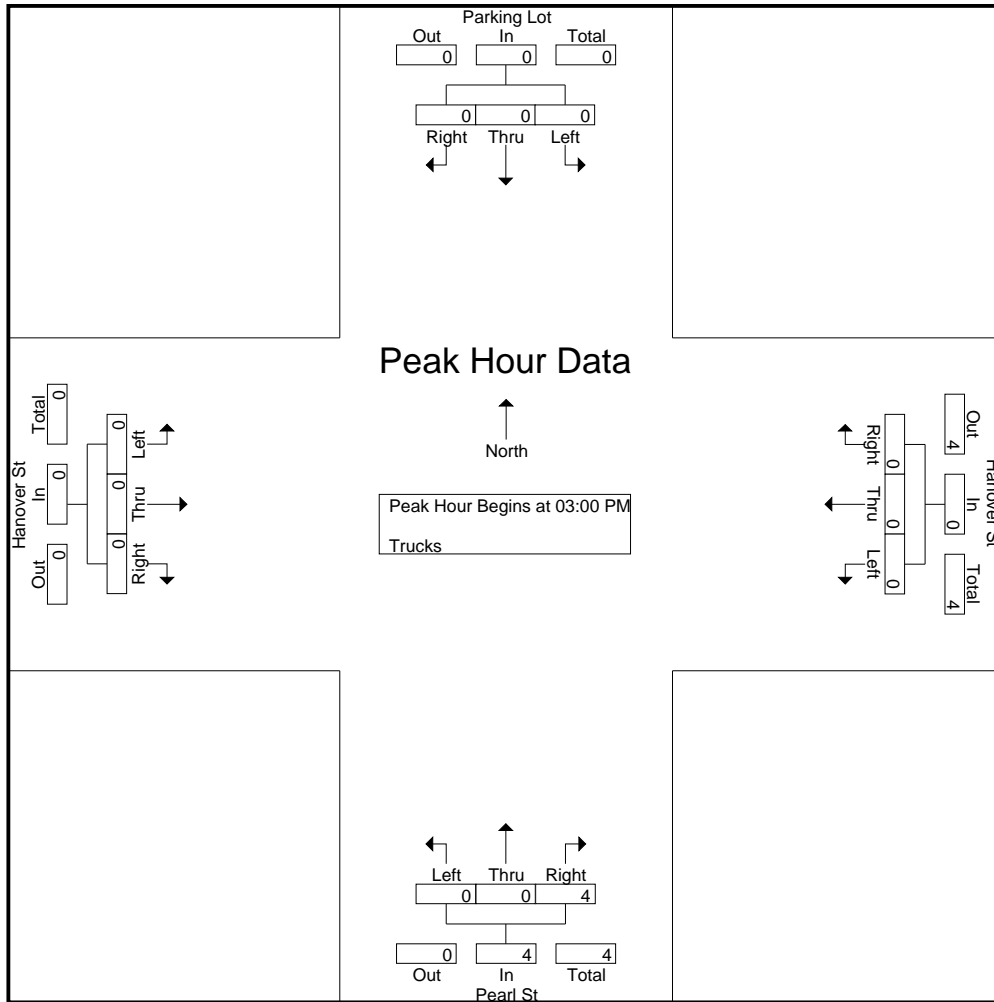
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.00	1.00	.000	.000	.000	.000	1.00

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

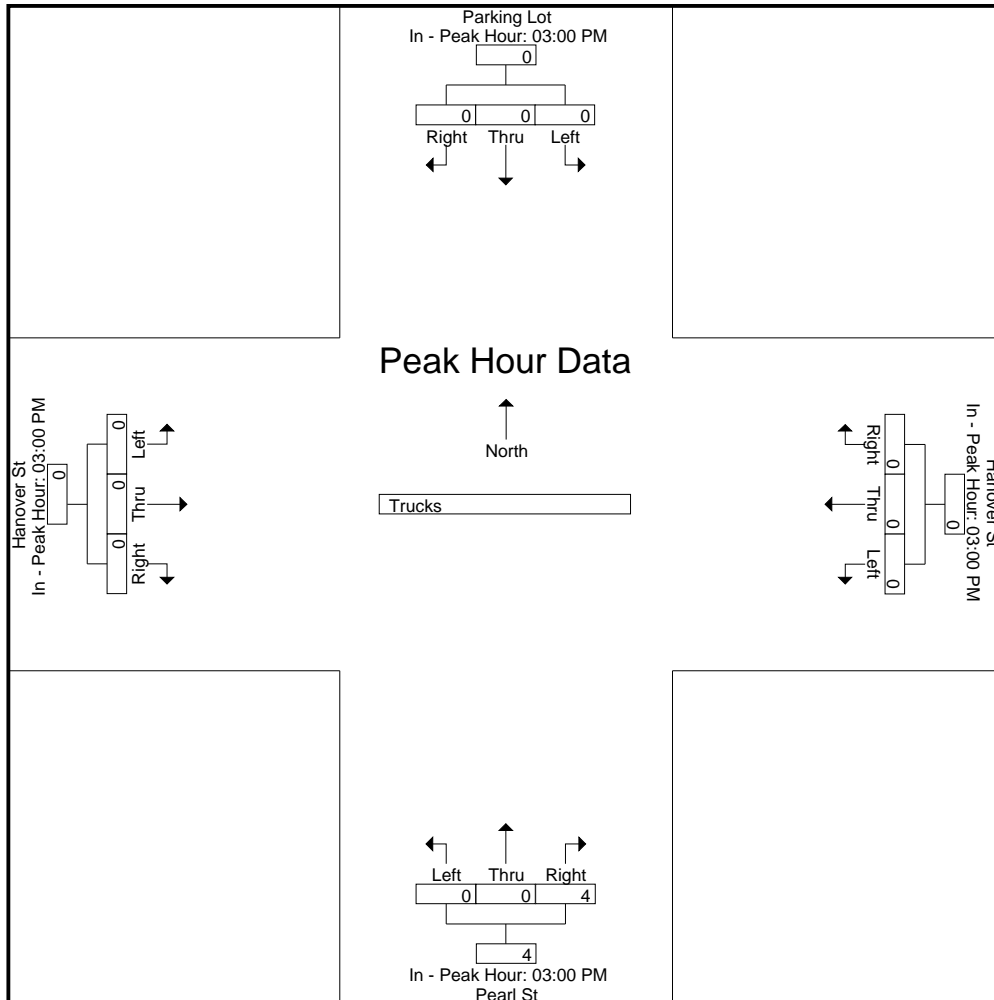
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	1.000	1.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy

File Name : 10068002
Site Code : 10068002
Start Date : 8/6/2024
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
03:15 PM	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	8	0	8
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
Total	0	0	0	3	0	0	0	2	0	0	0	9	0	0	0	0	14	0	14
04:00 PM	0	0	0	3	0	1	0	0	0	0	0	5	0	0	0	0	8	1	9
04:15 PM	0	0	0	2	0	0	0	0	0	0	0	6	0	1	0	0	8	1	9
04:30 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3
04:45 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	3	1	4
Total	0	0	0	9	0	1	0	1	0	0	0	12	0	2	0	0	22	3	25
05:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	3	8	0	8
05:30 PM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	4	1	5
Total	0	0	0	8	0	0	0	1	0	0	0	6	1	0	0	4	19	1	20
Grand Total	0	0	0	20	0	1	0	4	0	0	0	27	1	2	0	4	55	4	59
Apprch %	0	0	0		0	100	0		0	0	0		33.3	66.7	0				
Total %	0	0	0		0	25	0		0	0	0		25	50	0		93.2	6.8	

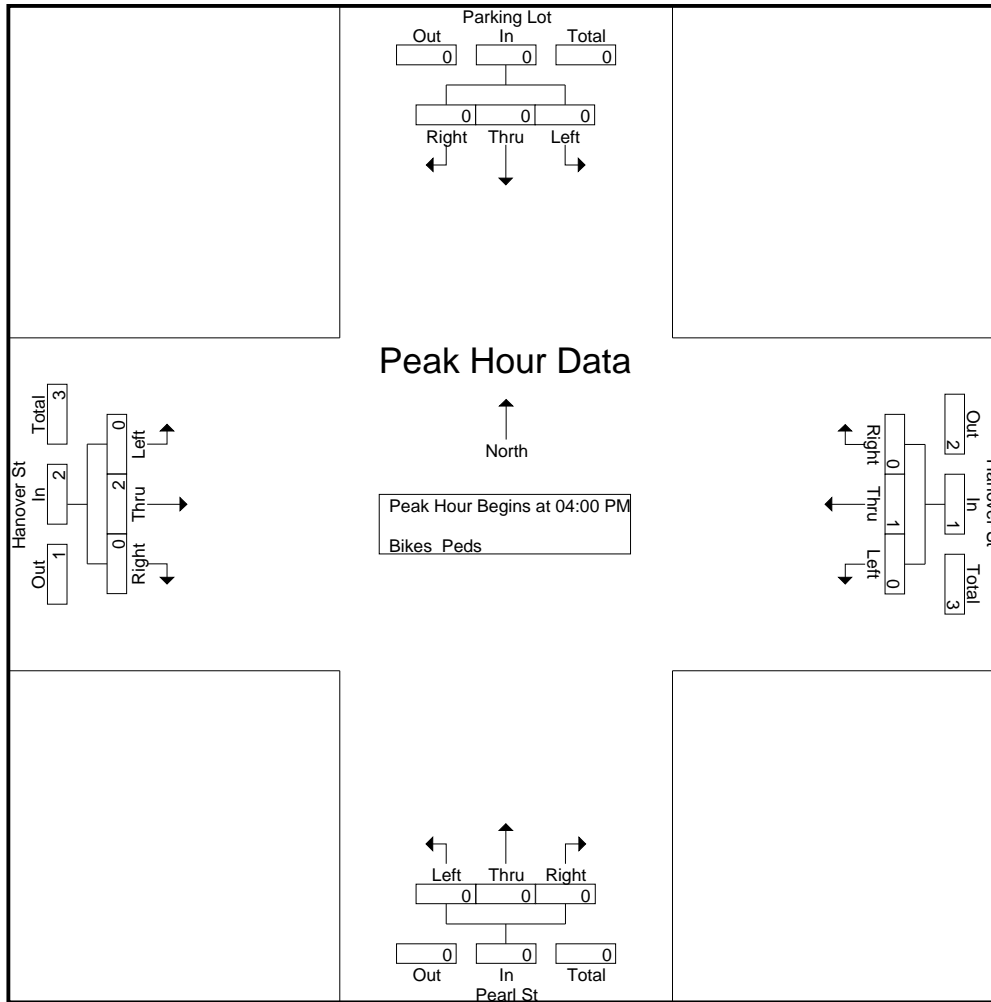
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068002
 Site Code : 10068002
 Start Date : 8/6/2024
 Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

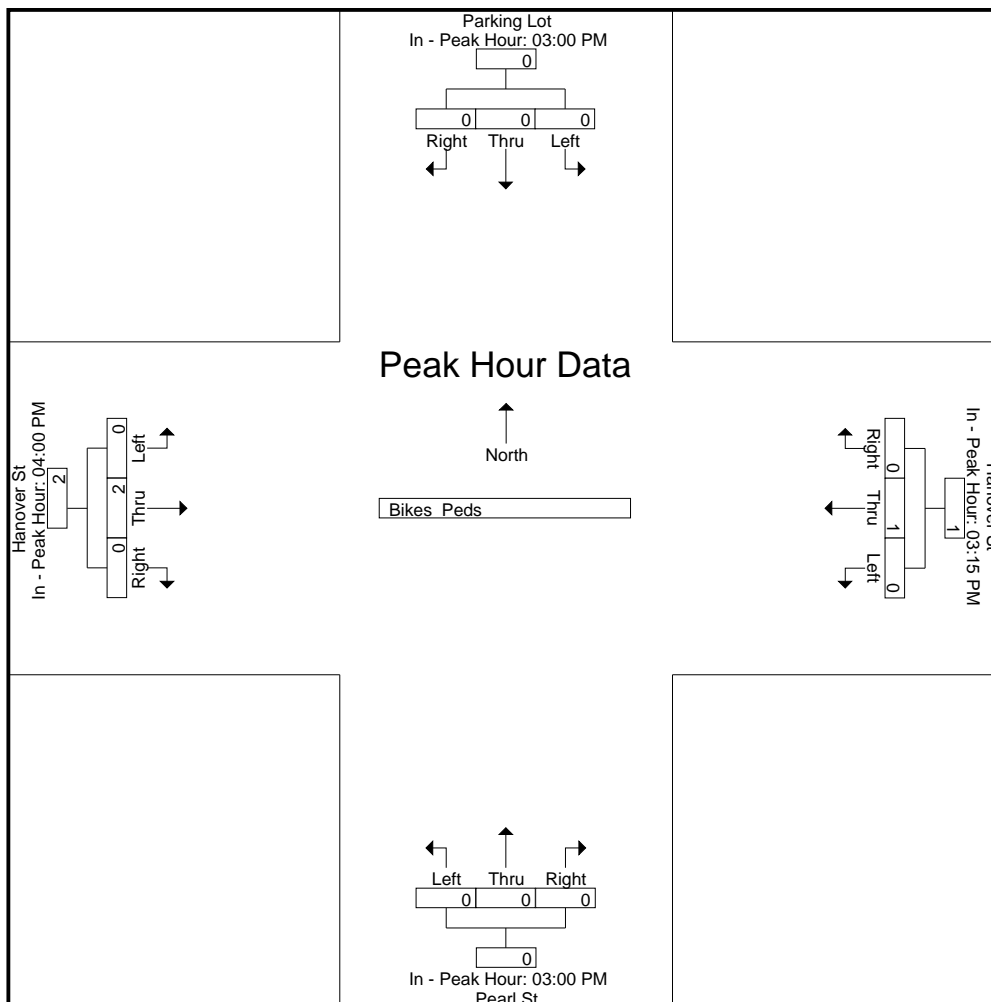
Page No : 12

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	0	2	0	3	0	3	9	1	7	0	26
07:15 AM	2	3	0	2	0	2	0	3	14	0	8	1	35
07:30 AM	7	1	0	5	0	6	0	2	17	4	6	2	50
07:45 AM	3	1	0	2	0	5	0	4	15	2	5	2	39
Total	13	5	0	11	0	16	0	12	55	7	26	5	150
08:00 AM	2	3	0	6	0	7	0	3	14	1	9	1	46
08:15 AM	3	3	0	5	0	9	0	3	24	4	9	1	61
08:30 AM	1	4	0	5	0	6	0	3	13	7	9	0	48
08:45 AM	5	3	0	9	0	5	0	6	12	6	8	1	55
Total	11	13	0	25	0	27	0	15	63	18	35	3	210
Grand Total	24	18	0	36	0	43	0	27	118	25	61	8	360
Apprch %	57.1	42.9	0	45.6	0	54.4	0	18.6	81.4	26.6	64.9	8.5	
Total %	6.7	5	0	10	0	11.9	0	7.5	32.8	6.9	16.9	2.2	
Cars	24	18	0	34	0	42	0	27	114	25	61	7	352
% Cars	100	100	0	94.4	0	97.7	0	100	96.6	100	100	87.5	97.8
Trucks	0	0	0	2	0	1	0	0	4	0	0	1	8
% Trucks	0	0	0	5.6	0	2.3	0	0	3.4	0	0	12.5	2.2

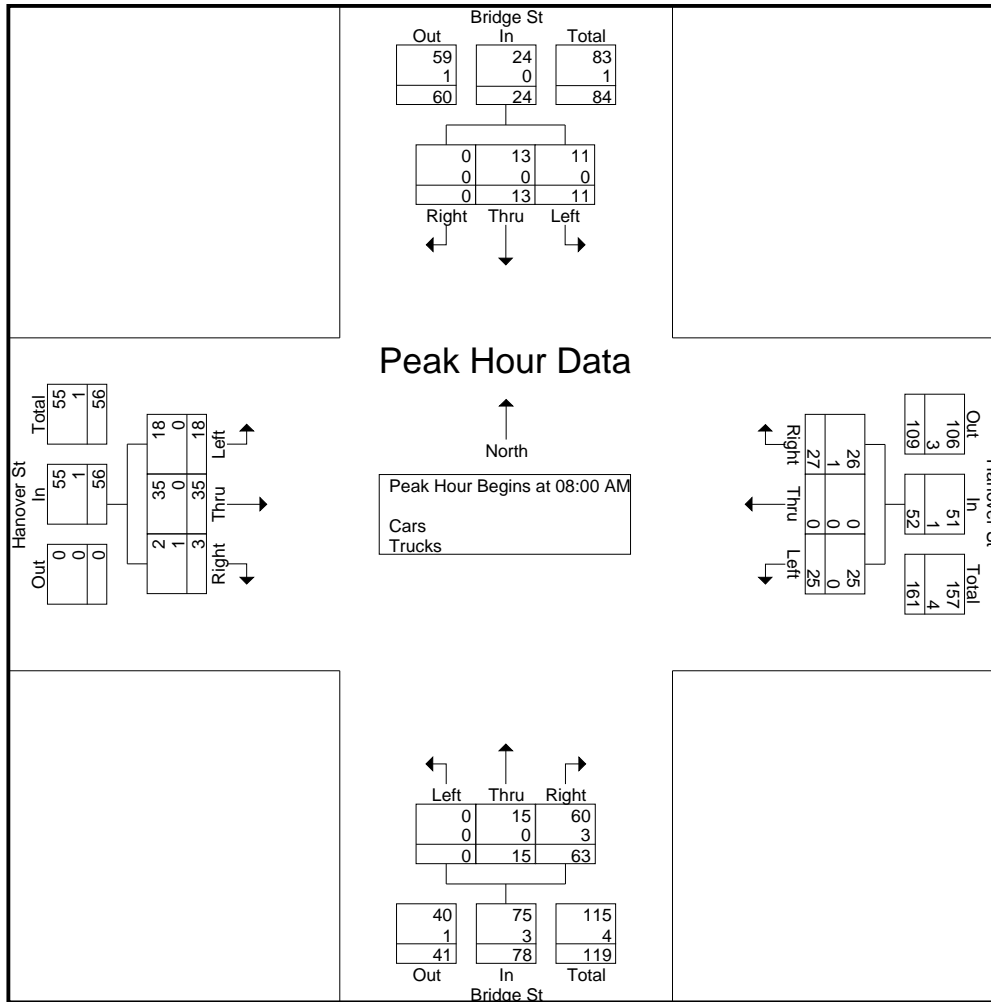
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	3	0	5	6	0	7	13	0	3	14	17	1	9	1	11	46
08:15 AM	3	3	0	6	5	0	9	14	0	3	24	27	4	9	1	14	61
08:30 AM	1	4	0	5	5	0	6	11	0	3	13	16	7	9	0	16	48
08:45 AM	5	3	0	8	9	0	5	14	0	6	12	18	6	8	1	15	55
Total Volume	11	13	0	24	25	0	27	52	0	15	63	78	18	35	3	56	210
% App. Total	45.8	54.2	0		48.1	0	51.9		0	19.2	80.8		32.1	62.5	5.4		
PHF	.550	.813	.000	.750	.694	.000	.750	.929	.000	.625	.656	.722	.643	.972	.750	.875	.861
Cars	11	13	0	24	25	0	26	51	0	15	60	75	18	35	2	55	205
% Cars	100	100	0	100	100	0	96.3	98.1	0	100	95.2	96.2	100	100	66.7	98.2	97.6
Trucks	0	0	0	0	0	0	1	1	0	0	3	3	0	0	1	1	5
% Trucks	0	0	0	0	0	0	3.7	1.9	0	0	4.8	3.8	0	0	33.3	1.8	2.4

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 2



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

Peak Hour for Each Approach Begins at:

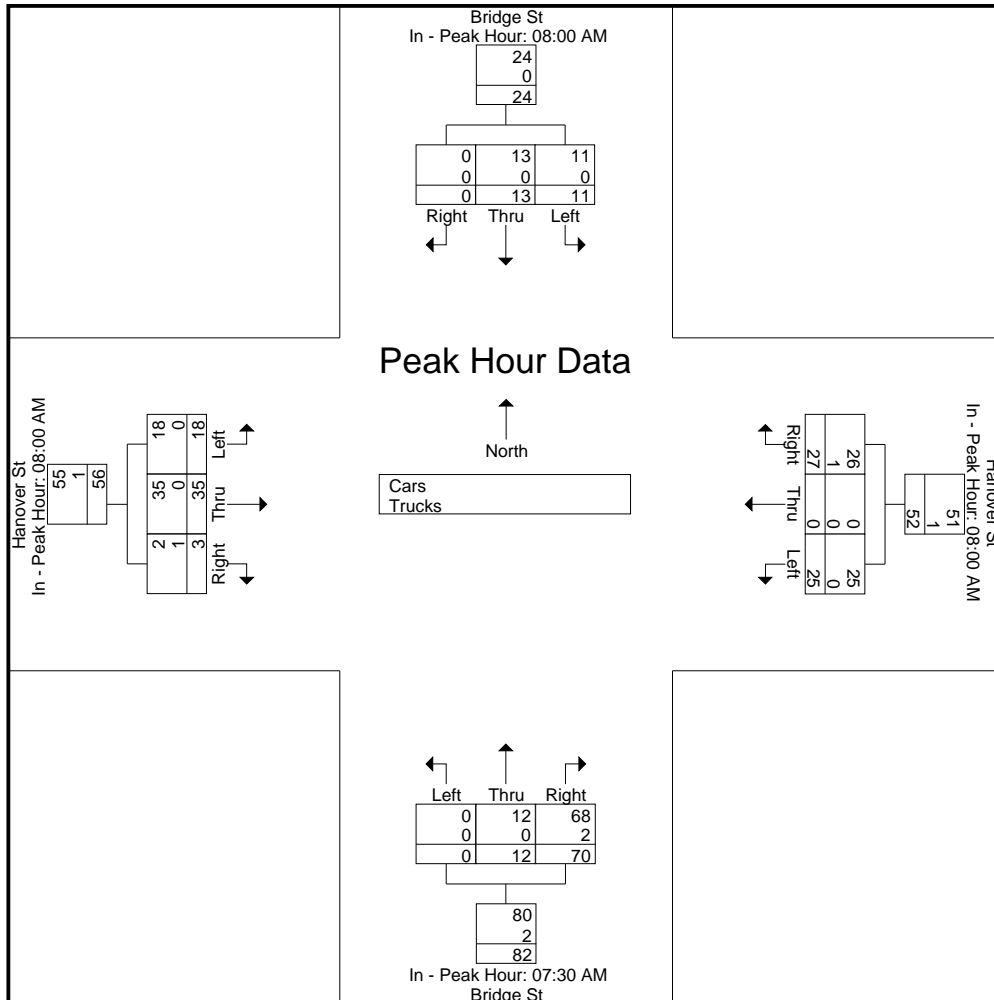
	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	2	3	0	5	6	0	7	13	0	2	17	19	1	9	1	11
+15 mins.	3	3	0	6	5	0	9	14	0	4	15	19	4	9	1	14
+30 mins.	1	4	0	5	5	0	6	11	0	3	14	17	7	9	0	16
+45 mins.	5	3	0	8	9	0	5	14	0	3	24	27	6	8	1	15
Total Volume	11	13	0	24	25	0	27	52	0	12	70	82	18	35	3	56
% App. Total	45.8	54.2	0		48.1	0	51.9		0	14.6	85.4		32.1	62.5	5.4	
PHF	.550	.813	.000	.750	.694	.000	.750	.929	.000	.750	.729	.759	.643	.972	.750	.875
Cars	11	13	0	24	25	0	26	51	0	12	68	80	18	35	2	55
% Cars	100	100	0	100	100	0	96.3	98.1	0	100	97.1	97.6	100	100	66.7	98.2
Trucks	0	0	0	0	0	0	1	1	0	0	2	2	0	0	1	1
% Trucks	0	0	0	0	0	0	3.7	1.9	0	0	2.9	2.4	0	0	33.3	1.8

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 3



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	0	0	2	0	3	0	3	9	1	7	0	26
07:15 AM	2	3	0	2	0	2	0	3	13	0	8	1	34
07:30 AM	7	1	0	4	0	6	0	2	17	4	6	2	49
07:45 AM	3	1	0	1	0	5	0	4	15	2	5	2	38
Total	13	5	0	9	0	16	0	12	54	7	26	5	147
08:00 AM	2	3	0	6	0	7	0	3	13	1	9	0	44
08:15 AM	3	3	0	5	0	9	0	3	23	4	9	1	60
08:30 AM	1	4	0	5	0	6	0	3	13	7	9	0	48
08:45 AM	5	3	0	9	0	4	0	6	11	6	8	1	53
Total	11	13	0	25	0	26	0	15	60	18	35	2	205
Grand Total	24	18	0	34	0	42	0	27	114	25	61	7	352
Apprch %	57.1	42.9	0	44.7	0	55.3	0	19.1	80.9	26.9	65.6	7.5	
Total %	6.8	5.1	0	9.7	0	11.9	0	7.7	32.4	7.1	17.3	2	

Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	3	0	5	6	0	7	13	0	3	13	16	1	9	0	10	44
08:15 AM	3	3	0	6	5	0	9	14	0	3	23	26	4	9	1	14	60
08:30 AM	1	4	0	5	5	0	6	11	0	3	13	16	7	9	0	16	48
08:45 AM	5	3	0	8	9	0	4	13	0	6	11	17	6	8	1	15	53
Total Volume	11	13	0	24	25	0	26	51	0	15	60	75	18	35	2	55	205
% App. Total	45.8	54.2	0		49	0	51		0	20	80		32.7	63.6	3.6		
PHF	.550	.813	.000	.750	.694	.000	.722	.911	.000	.625	.652	.721	.643	.972	.500	.859	.854

Accurate Counts

978-664-2565

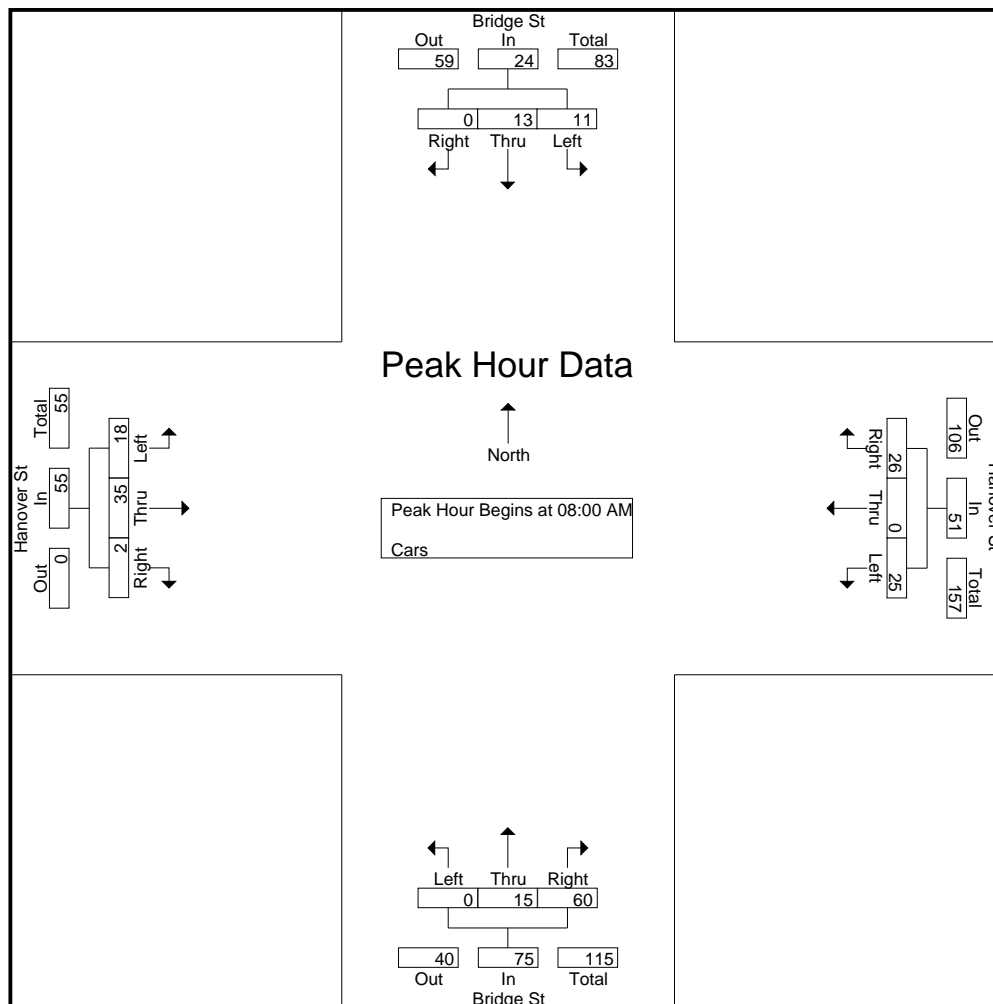
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 5

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	2	3	0	5	6	0	7	13	0	2	17	19	1	9	0	10
+15 mins.	3	3	0	6	5	0	9	14	0	4	15	19	4	9	1	14
+30 mins.	1	4	0	5	5	0	6	11	0	3	13	16	7	9	0	16
+45 mins.	5	3	0	8	9	0	4	13	0	3	23	26	6	8	1	15
Total Volume	11	13	0	24	25	0	26	51	0	12	68	80	18	35	2	55
% App. Total	45.8	54.2	0		49	0	51		0	15	85		32.7	63.6	3.6	
PHF	.550	.813	.000	.750	.694	.000	.722	.911	.000	.750	.739	.769	.643	.972	.500	.859

Accurate Counts

978-664-2565

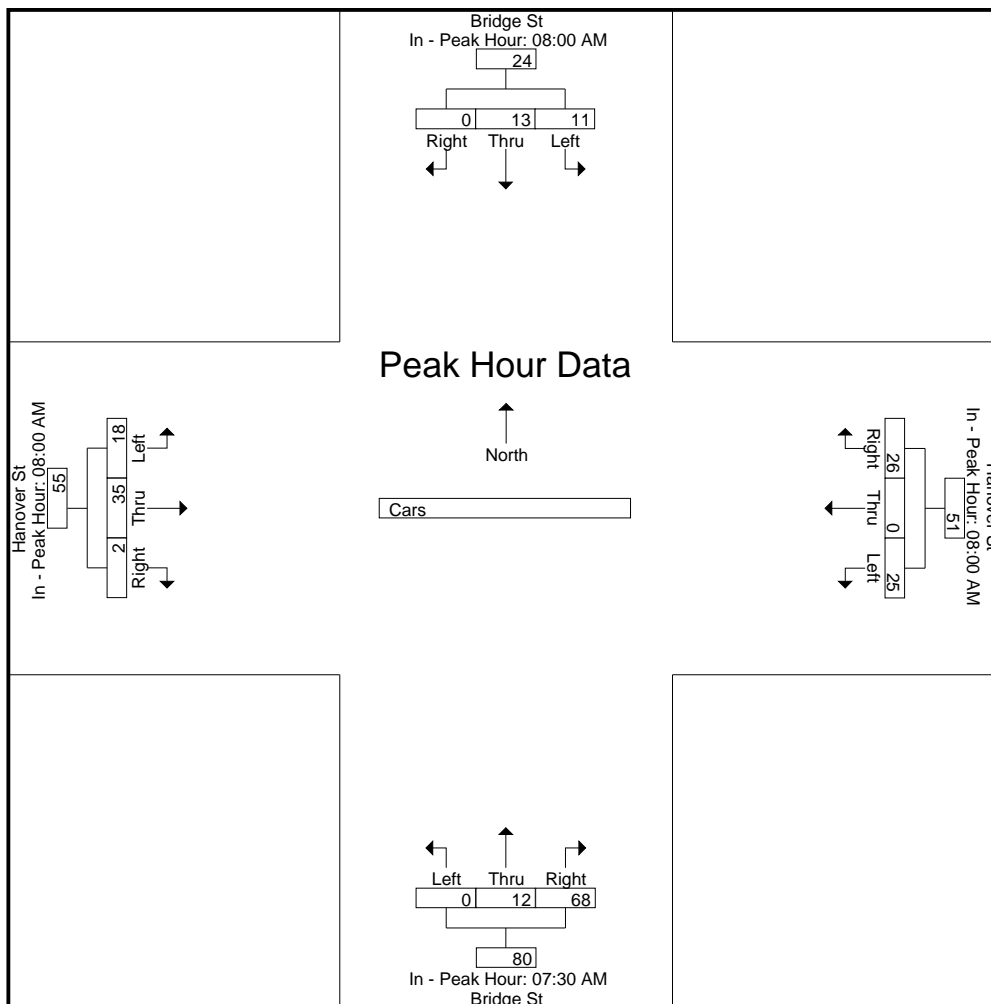
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 6

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	1	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	2
Total	0	0	0	0	0	1	0	0	3	0	0	1	5
Grand Total	0	0	0	2	0	1	0	0	4	0	0	1	8
Apprch %	0	0	0	66.7	0	33.3	0	0	100	0	0	100	
Total %	0	0	0	25	0	12.5	0	0	50	0	0	12.5	

Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	2
Total Volume	0	0	0	0	2	0	0	2	0	0	2	2	0	0	1	1	1	5
% App. Total	0	0	0	0	100	0	0	100	0	0	100	100	0	0	100	100	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.250	.250	.250	.625

Accurate Counts

978-664-2565

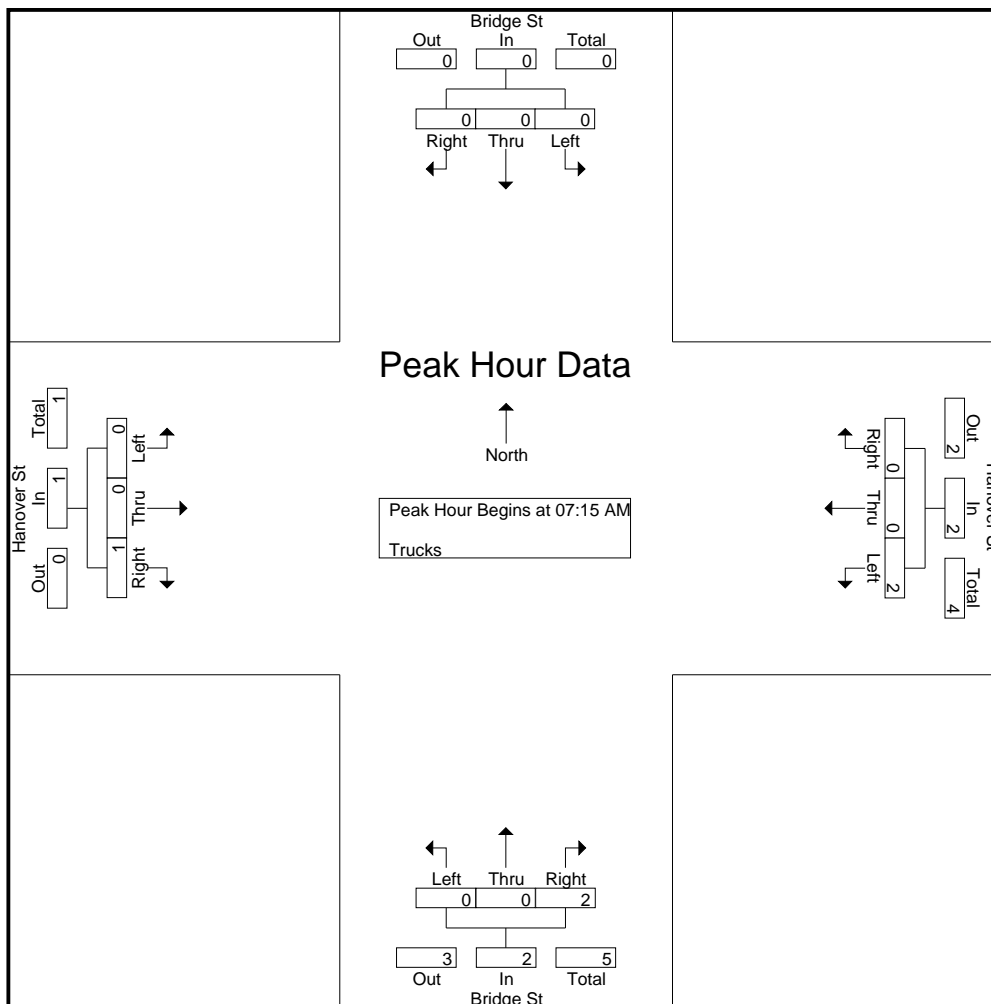
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 8

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1
Total Volume	0	0	0	0	2	0	0	2	0	0	3	3	0	0	1	1
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.750	.750	.000	.000	.250	.250

Accurate Counts

978-664-2565

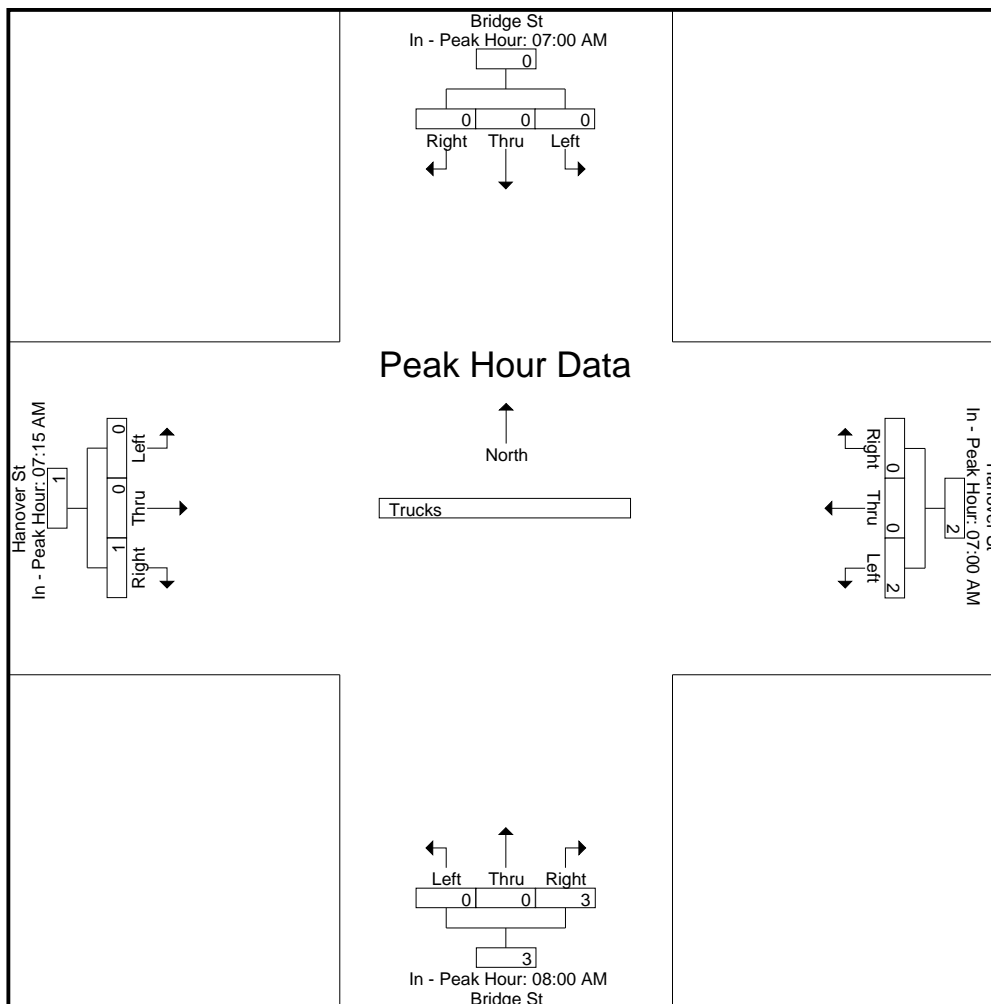
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 9

N/S Street : Bridge Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	3	11	0	11
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4	0	4
07:30 AM	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	4	12	0	12
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	5	14	0	14
Total	0	0	0	5	0	0	0	7	0	0	0	15	0	0	0	14	41	0	41
08:00 AM	0	0	0	1	0	0	0	2	0	0	0	7	0	0	0	7	17	0	17
08:15 AM	0	0	0	3	0	0	0	4	0	0	0	8	0	0	0	8	23	0	23
08:30 AM	0	0	0	3	0	0	0	7	0	0	0	6	0	0	0	9	25	0	25
08:45 AM	0	0	0	2	0	0	0	10	0	0	0	9	0	0	0	4	25	0	25
Total	0	0	0	9	0	0	0	23	0	0	0	30	0	0	0	28	90	0	90
Grand Total	0	0	0	14	0	0	0	30	0	0	0	45	0	0	0	42	131	0	131
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

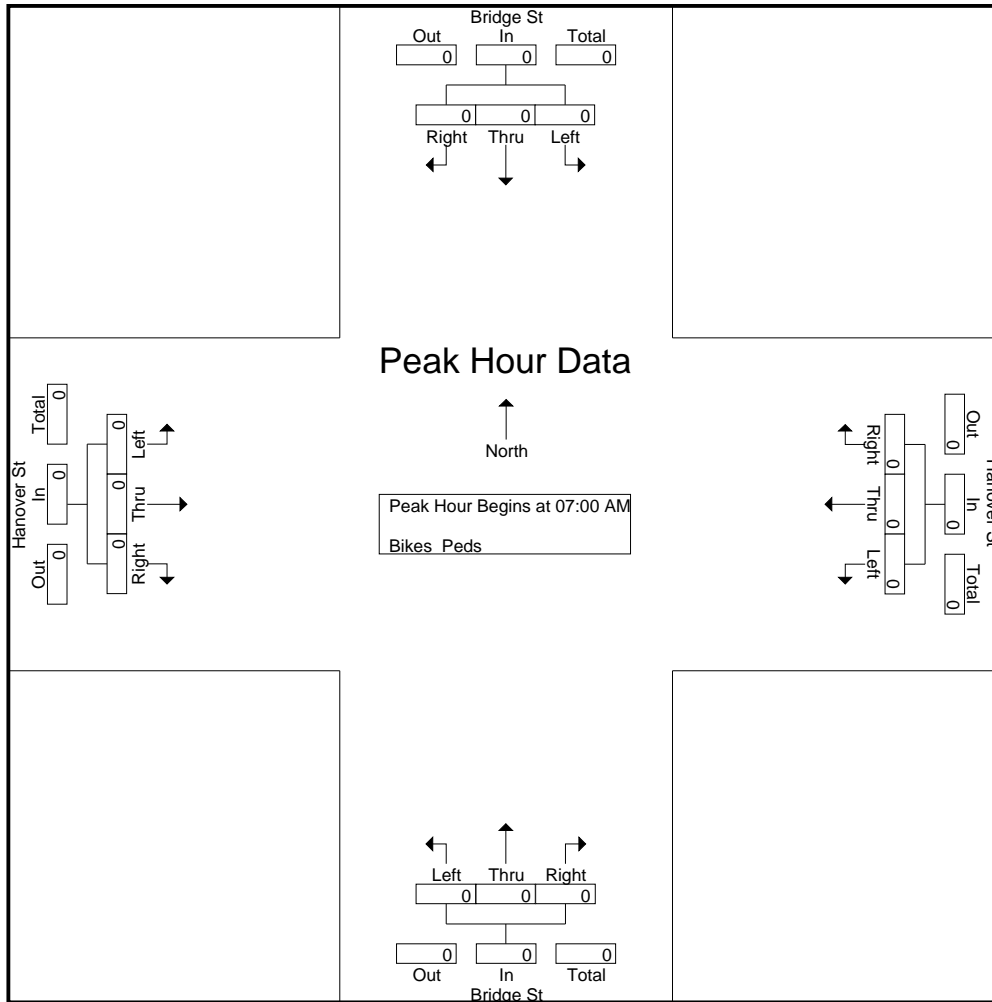
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 11



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

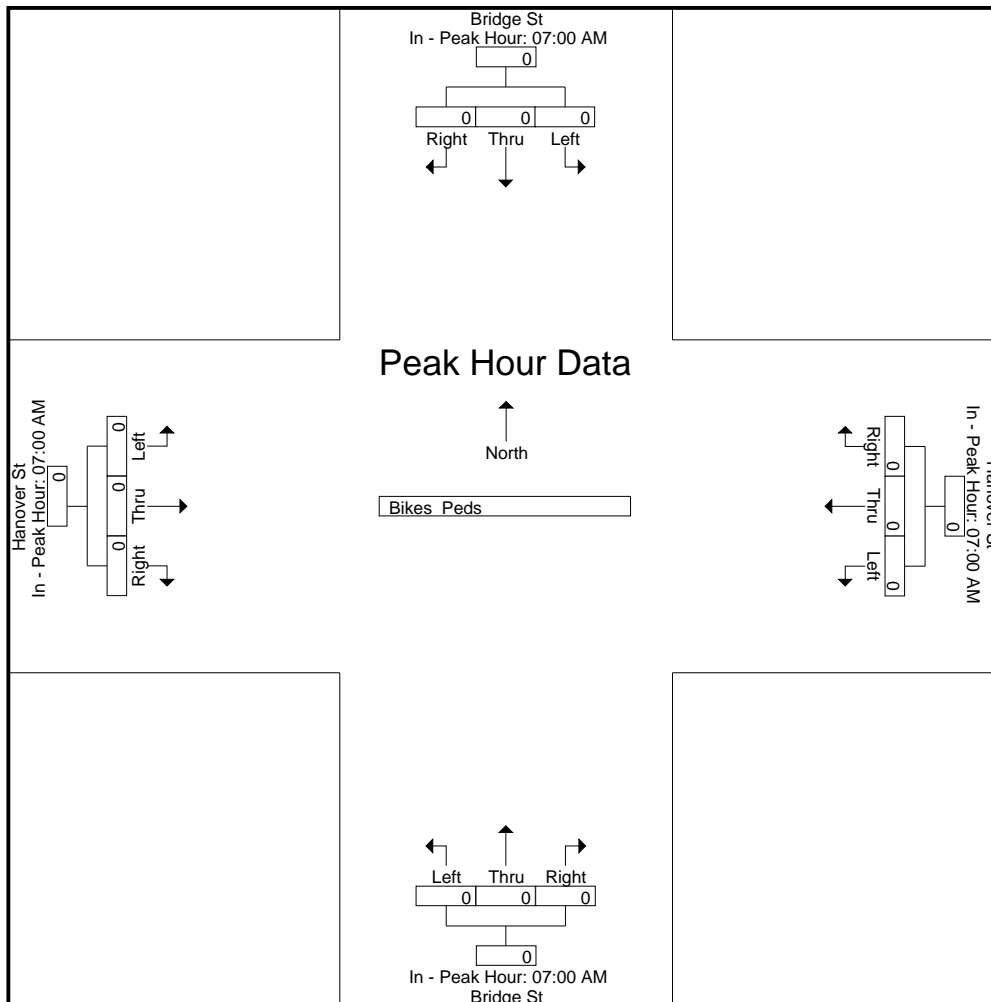
Page No : 12

N/S Street : Bridge Street

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	5	6	0	18	0	6	0	6	22	6	10	1	80
03:15 PM	4	12	0	5	0	3	0	4	36	9	7	2	82
03:30 PM	4	7	0	14	0	4	0	6	33	4	11	1	84
03:45 PM	3	7	0	14	0	3	0	3	32	11	7	1	81
Total	16	32	0	51	0	16	0	19	123	30	35	5	327
04:00 PM	9	10	0	14	0	4	0	7	32	6	9	3	94
04:15 PM	2	12	0	16	0	5	0	13	27	3	11	1	90
04:30 PM	5	11	0	16	1	4	0	9	35	5	16	4	106
04:45 PM	3	18	0	2	0	0	0	7	6	4	4	4	48
Total	19	51	0	48	1	13	0	36	100	18	40	12	338
05:00 PM	6	22	0	21	0	4	0	7	8	5	9	3	85
05:15 PM	4	11	0	13	0	3	0	11	10	3	3	2	60
05:30 PM	4	14	0	12	0	3	0	7	14	2	3	3	62
05:45 PM	0	10	0	17	0	5	0	8	13	2	2	3	60
Total	14	57	0	63	0	15	0	33	45	12	17	11	267
Grand Total	49	140	0	162	1	44	0	88	268	60	92	28	932
Apprch %	25.9	74.1	0	78.3	0.5	21.3	0	24.7	75.3	33.3	51.1	15.6	
Total %	5.3	15	0	17.4	0.1	4.7	0	9.4	28.8	6.4	9.9	3	
Cars	49	139	0	160	1	43	0	88	267	60	91	24	922
% Cars	100	99.3	0	98.8	100	97.7	0	100	99.6	100	98.9	85.7	98.9
Trucks	0	1	0	2	0	1	0	0	1	0	1	4	10
% Trucks	0	0.7	0	1.2	0	2.3	0	0	0.4	0	1.1	14.3	1.1

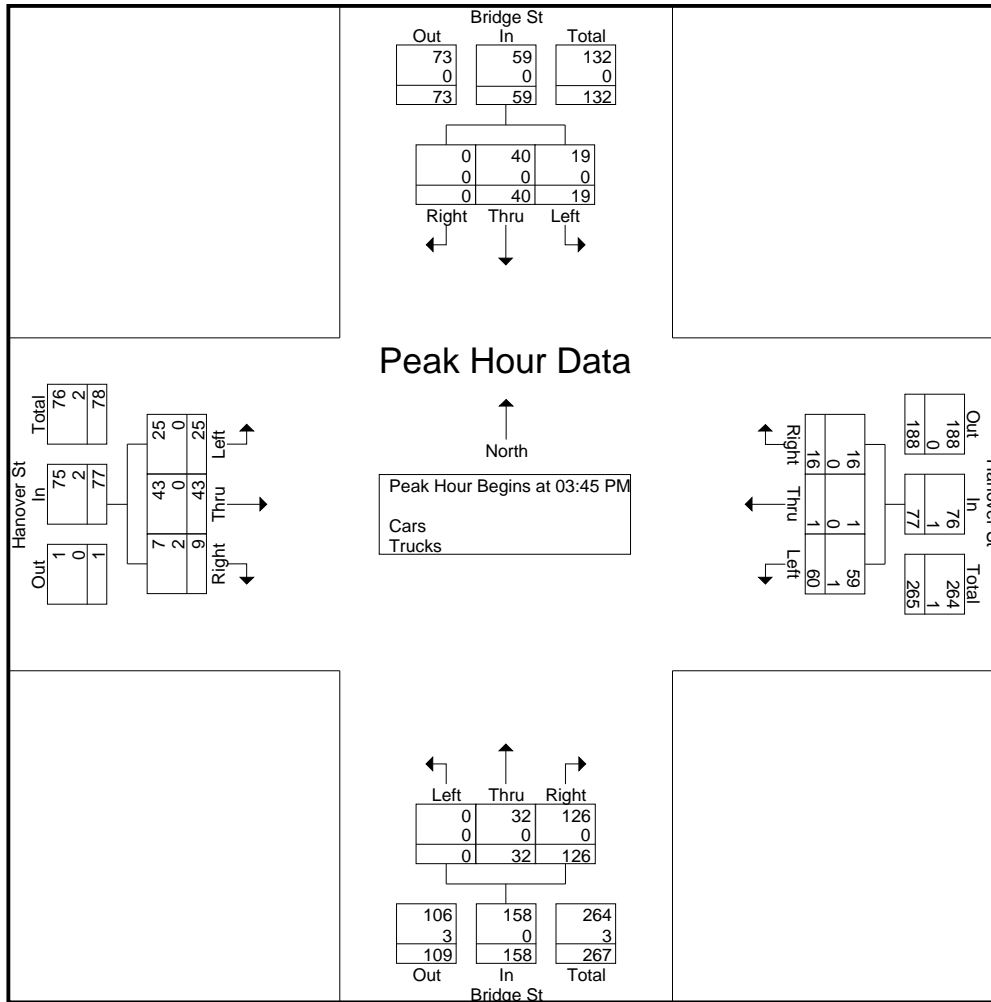
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	3	7	0	10	14	0	3	17	0	3	32	35	11	7	1	19	81
04:00 PM	9	10	0	19	14	0	4	18	0	7	32	39	6	9	3	18	94
04:15 PM	2	12	0	14	16	0	5	21	0	13	27	40	3	11	1	15	90
04:30 PM	5	11	0	16	16	1	4	21	0	9	35	44	5	16	4	25	106
Total Volume	19	40	0	59	60	1	16	77	0	32	126	158	25	43	9	77	371
% App. Total	32.2	67.8	0	77.9	1.3	20.8	0	20.3	79.7	32.5	55.8	11.7	32.5	55.8	11.7	77.0	87.5
PHF	.528	.833	.000	.776	.938	.250	.800	.917	.000	.615	.900	.898	.568	.672	.563	.770	.875
Cars	19	40	0	59	59	1	16	76	0	32	126	158	25	43	7	75	368
% Cars	100	100	0	100	98.3	100	100	98.7	0	100	100	100	100	100	77.8	97.4	99.2
Trucks	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	3
% Trucks	0	0	0	0	1.7	0	0	1.3	0	0	0	0	0	0	22.2	2.6	0.8

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				03:45 PM				03:45 PM			
+0 mins.	3	18	0	21	21	0	4	25	0	3	32	35	11	7	1	19
+15 mins.	6	22	0	28	13	0	3	16	0	7	32	39	6	9	3	18
+30 mins.	4	11	0	15	12	0	3	15	0	13	27	40	3	11	1	15
+45 mins.	4	14	0	18	17	0	5	22	0	9	35	44	5	16	4	25
Total Volume	17	65	0	82	63	0	15	78	0	32	126	158	25	43	9	77
% App. Total	20.7	79.3	0		80.8	0	19.2		0	20.3	79.7		32.5	55.8	11.7	
PHF	.708	.739	.000	.732	.750	.000	.750	.780	.000	.615	.900	.898	.568	.672	.563	.770
Cars	17	64	0	81	63	0	15	78	0	32	126	158	25	43	7	75
% Cars	100	98.5	0	98.8	100	0	100	100	0	100	100	100	100	100	77.8	97.4
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
% Trucks	0	1.5	0	1.2	0	0	0	0	0	0	0	0	0	0	22.2	2.6

Accurate Counts

978-664-2565

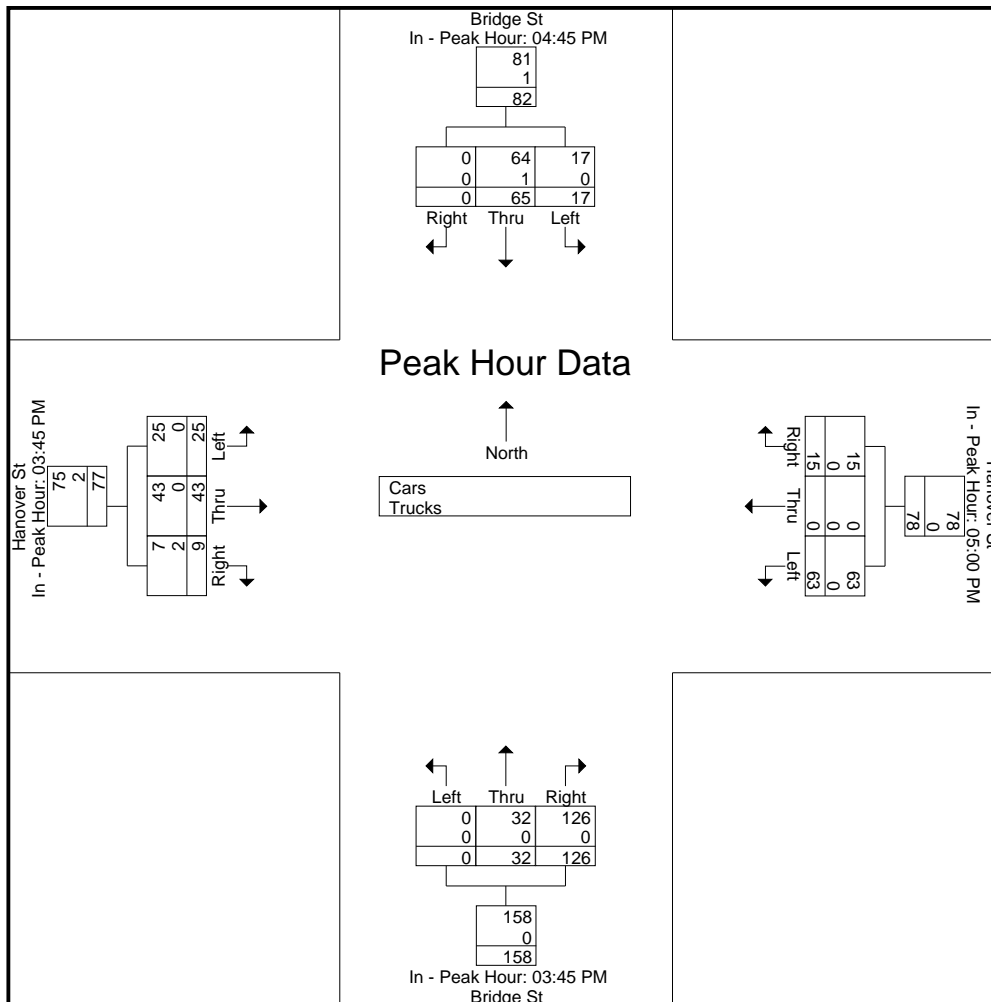
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 3

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	5	6	0	18	0	6	0	6	22	6	9	1	79
03:15 PM	4	12	0	5	0	2	0	4	36	9	7	1	80
03:30 PM	4	7	0	13	0	4	0	6	33	4	11	0	82
03:45 PM	3	7	0	14	0	3	0	3	32	11	7	0	80
Total	16	32	0	50	0	15	0	19	123	30	34	2	321
04:00 PM	9	10	0	13	0	4	0	7	32	6	9	2	92
04:15 PM	2	12	0	16	0	5	0	13	27	3	11	1	90
04:30 PM	5	11	0	16	1	4	0	9	35	5	16	4	106
04:45 PM	3	18	0	2	0	0	0	7	6	4	4	4	48
Total	19	51	0	47	1	13	0	36	100	18	40	11	336
05:00 PM	6	22	0	21	0	4	0	7	7	5	9	3	84
05:15 PM	4	10	0	13	0	3	0	11	10	3	3	2	59
05:30 PM	4	14	0	12	0	3	0	7	14	2	3	3	62
05:45 PM	0	10	0	17	0	5	0	8	13	2	2	3	60
Total	14	56	0	63	0	15	0	33	44	12	17	11	265
Grand Total	49	139	0	160	1	43	0	88	267	60	91	24	922
Apprch %	26.1	73.9	0	78.4	0.5	21.1	0	24.8	75.2	34.3	52	13.7	
Total %	5.3	15.1	0	17.4	0.1	4.7	0	9.5	29	6.5	9.9	2.6	

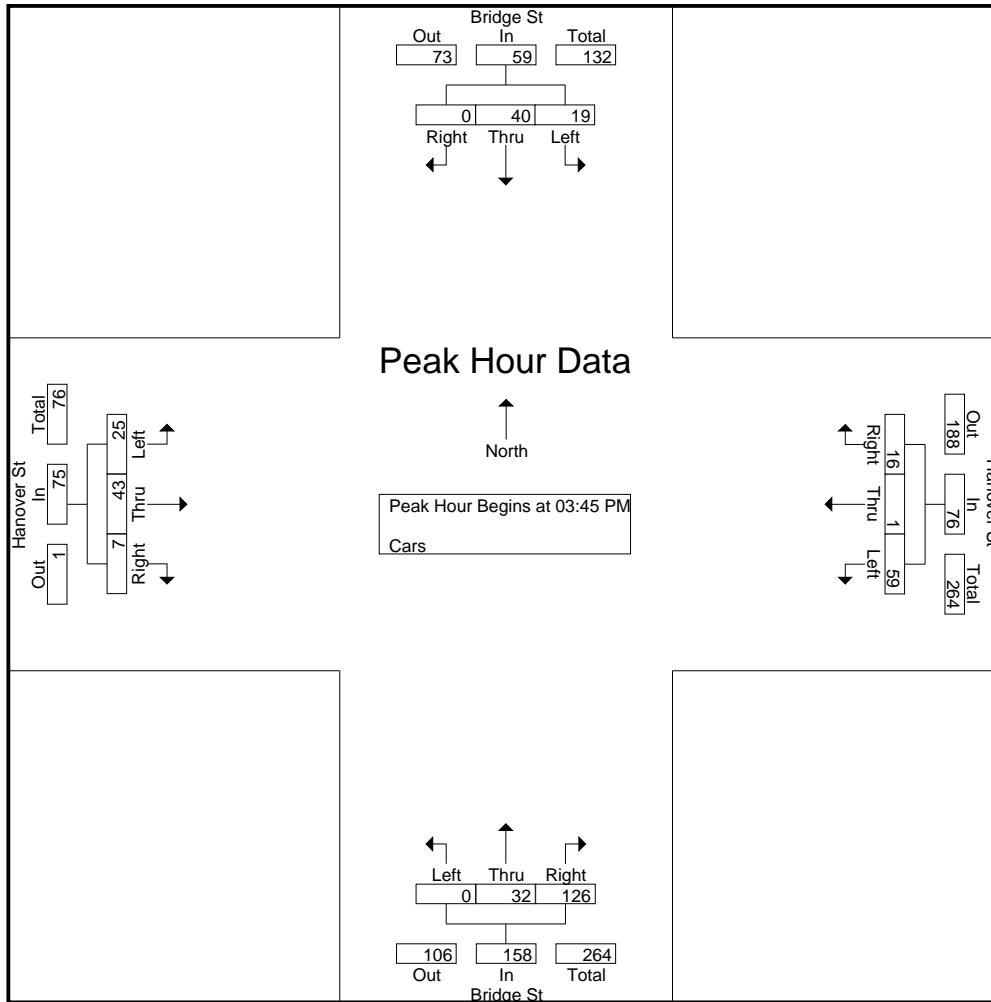
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	3	7	0	10	14	0	3	17	0	3	32	35	11	7	0	18	80
04:00 PM	9	10	0	19	13	0	4	17	0	7	32	39	6	9	2	17	92
04:15 PM	2	12	0	14	16	0	5	21	0	13	27	40	3	11	1	15	90
04:30 PM	5	11	0	16	16	1	4	21	0	9	35	44	5	16	4	25	106
Total Volume	19	40	0	59	59	1	16	76	0	32	126	158	25	43	7	75	368
% App. Total	32.2	67.8	0	77.6	1.3	21.1	0	20.3	79.7	33.3	57.3	9.3	33.3	57.3	9.3	9.3	9.3
PHF	.528	.833	.000	.776	.922	.250	.800	.905	.000	.615	.900	.898	.568	.672	.438	.750	.868

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				03:45 PM				03:45 PM			
+0 mins.	3	18	0	21	21	0	4	25	0	3	32	35	11	7	0	18
+15 mins.	6	22	0	28	13	0	3	16	0	7	32	39	6	9	2	17
+30 mins.	4	10	0	14	12	0	3	15	0	13	27	40	3	11	1	15
+45 mins.	4	14	0	18	17	0	5	22	0	9	35	44	5	16	4	25
Total Volume	17	64	0	81	63	0	15	78	0	32	126	158	25	43	7	75
% App. Total	21	79	0		80.8	0	19.2		0	20.3	79.7		33.3	57.3	9.3	
PHF	.708	.727	.000	.723	.750	.000	.750	.780	.000	.615	.900	.898	.568	.672	.438	.750

Accurate Counts

978-664-2565

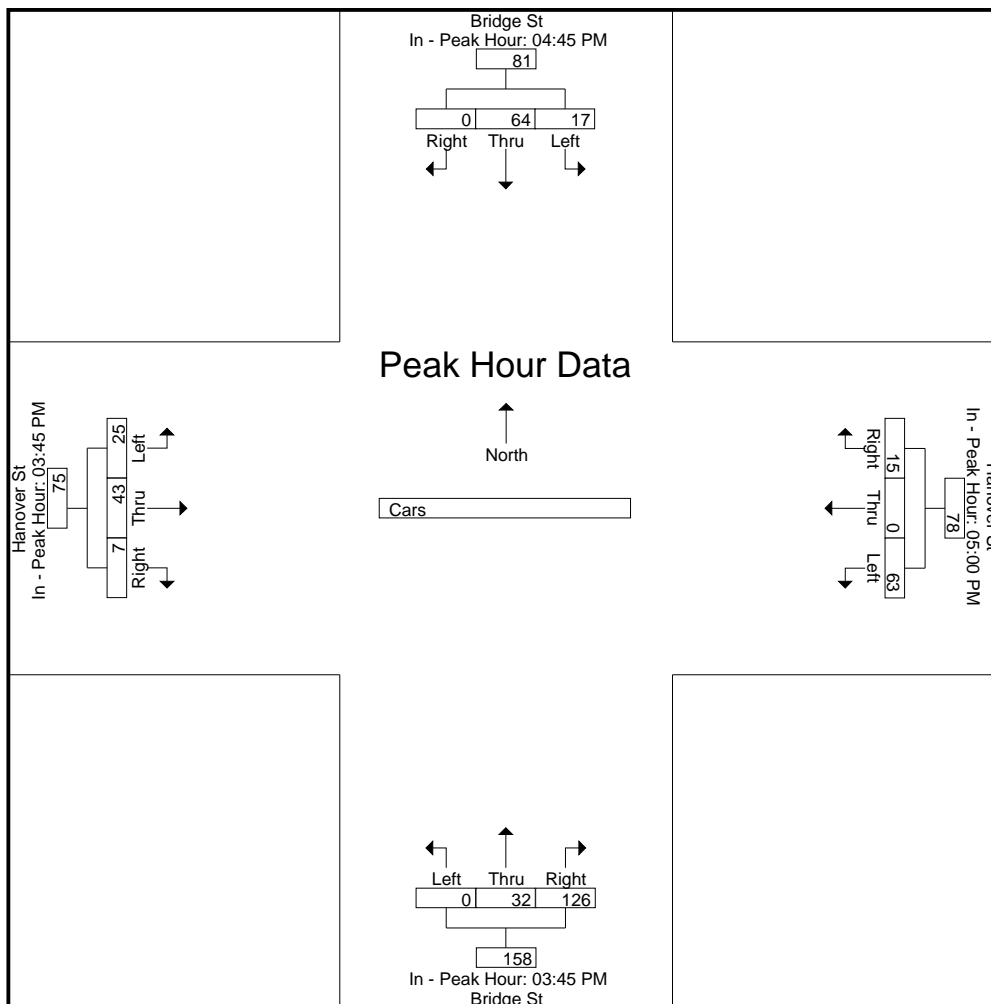
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 6

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Bridge St From North			Hanover St From East			Bridge St From South			Hanover St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
03:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	1	0	0	0	0	1	3	6
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1	0	0	0	2
Grand Total	0	1	0	2	0	1	0	0	1	0	1	4	10
Apprch %	0	100	0	66.7	0	33.3	0	0	100	0	20	80	
Total %	0	10	0	20	0	10	0	0	10	0	10	40	

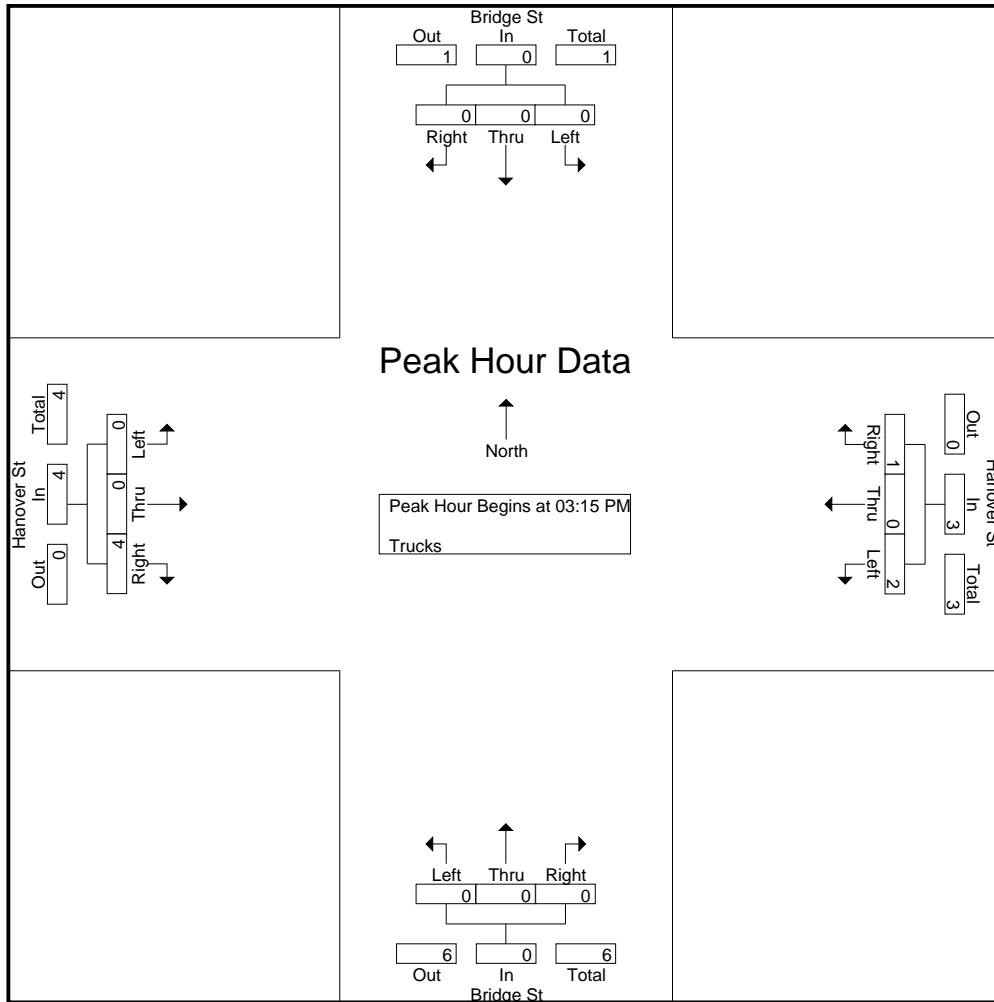
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	2	0	1	3	0	0	0	0	0	0	4	4	7
% App. Total	0	0	0		66.7	0	33.3		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.500	.000	.250	.750	.000	.000	.000	.000	.000	.000	1.00	1.00	.875

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				04:15 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	1	0	1	1	0	0	1	0	0	1	1	0	0	1	1
Total Volume	0	1	0	1	2	0	1	3	0	0	1	1	0	1	3	4
% App. Total	0	100	0		66.7	0	33.3		0	0	100		0	25	75	
PHF	.000	.250	.000	.250	.500	.000	.250	.750	.000	.000	.250	.250	.000	.250	.750	1.000

Accurate Counts

978-664-2565

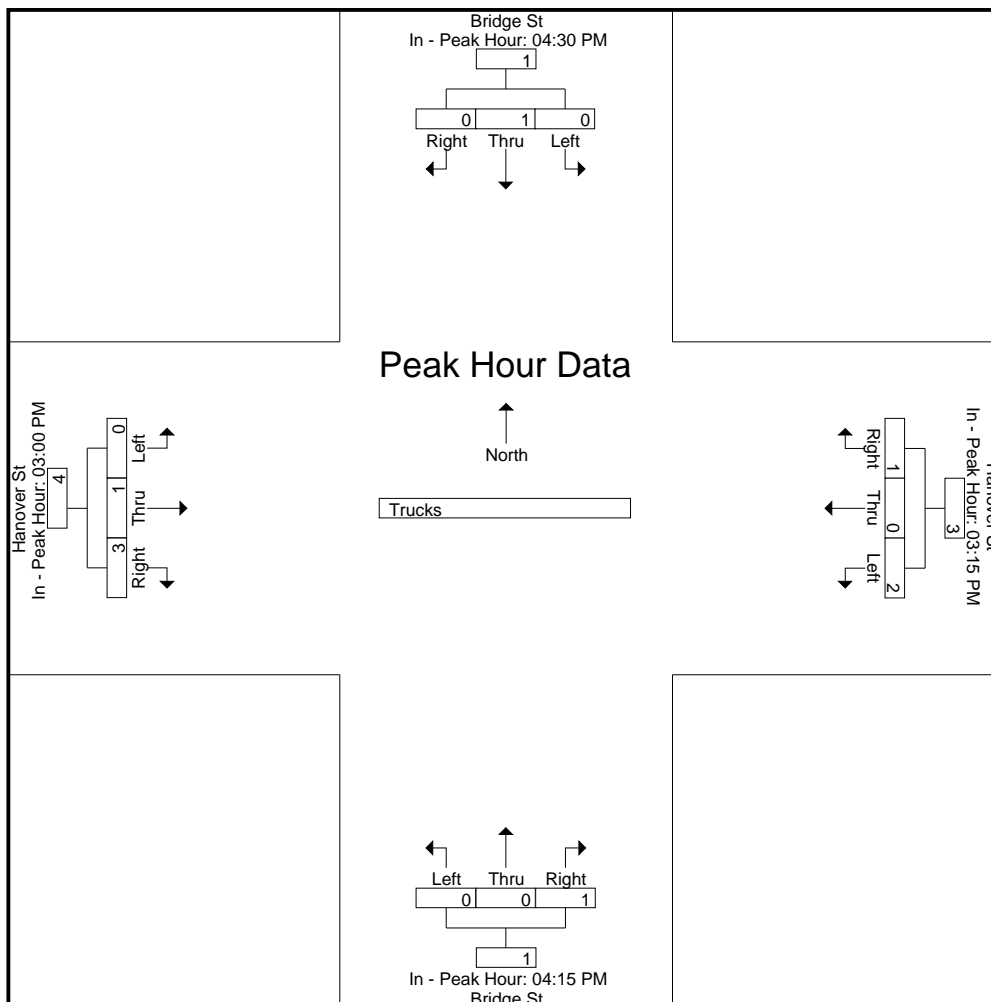
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 9

N/S Street : Bridge Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	0	2	0	2	1	0	2	2	0	0	0	6	0	0	0	3	13	5	18
03:15 PM	0	0	0	6	0	0	0	6	0	0	0	13	0	0	0	7	32	0	32
03:30 PM	0	0	0	3	0	0	0	6	0	0	0	3	0	0	0	0	12	0	12
03:45 PM	0	0	0	7	0	0	0	9	0	0	1	9	0	0	0	2	27	1	28
Total	0	2	0	18	1	0	2	23	0	0	1	31	0	0	0	12	84	6	90
04:00 PM	0	0	0	6	0	1	0	5	0	0	0	7	0	0	0	4	22	1	23
04:15 PM	0	0	0	4	0	0	0	6	0	0	3	11	0	0	1	7	28	4	32
04:30 PM	0	0	0	1	0	0	0	3	0	0	0	15	0	0	0	7	26	0	26
04:45 PM	0	0	0	8	0	0	0	2	0	0	0	9	1	0	0	9	28	1	29
Total	0	0	0	19	0	1	0	16	0	0	3	42	1	0	1	27	104	6	110
05:00 PM	0	0	0	6	0	0	0	8	0	0	0	13	0	0	0	15	42	0	42
05:15 PM	0	0	0	7	0	0	0	13	0	0	0	4	0	0	0	4	28	0	28
05:30 PM	0	0	0	5	0	0	0	9	0	0	0	8	0	0	0	6	28	0	28
05:45 PM	0	0	0	4	0	0	0	5	0	0	0	11	0	0	0	1	21	0	21
Total	0	0	0	22	0	0	0	35	0	0	0	36	0	0	0	26	119	0	119
Grand Total	0	2	0	59	1	1	2	74	0	0	4	109	1	0	1	65	307	12	319
Apprch %	0	100	0		25	25	50		0	0	100		50	0	50				
Total %	0	16.7	0		8.3	8.3	16.7		0	0	33.3		8.3	0	8.3		96.2	3.8	

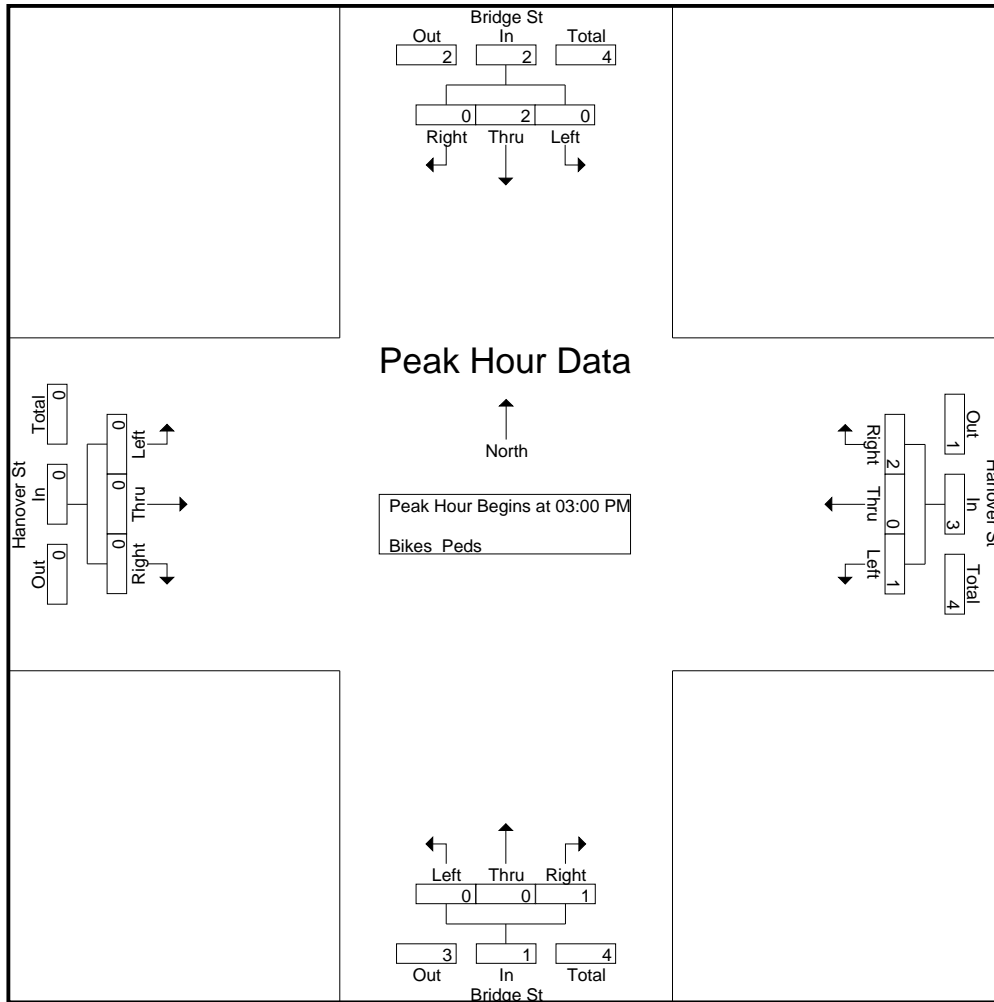
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	2	0	2	1	0	2	3	0	0	0	0	0	0	0	0	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	2	0	2	1	0	2	3	0	0	1	1	0	0	0	0	6
% App. Total	0	100	0		33.3	0	66.7		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.300

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Hanover Street
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068003
 Site Code : 10068003
 Start Date : 8/6/2024
 Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:30 PM				04:00 PM			
+0 mins.	0	2	0	2	1	0	2	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1
Total Volume	0	2	0	2	1	0	2	3	0	0	4	4	1	0	1	2
% App. Total	0	100	0		33.3	0	66.7		0	0	100		50	0	50	
PHF	.000	.250	.000	.250	.250	.000	.250	.250	.000	.000	.333	.333	.250	.000	.250	.500

Accurate Counts

978-664-2565

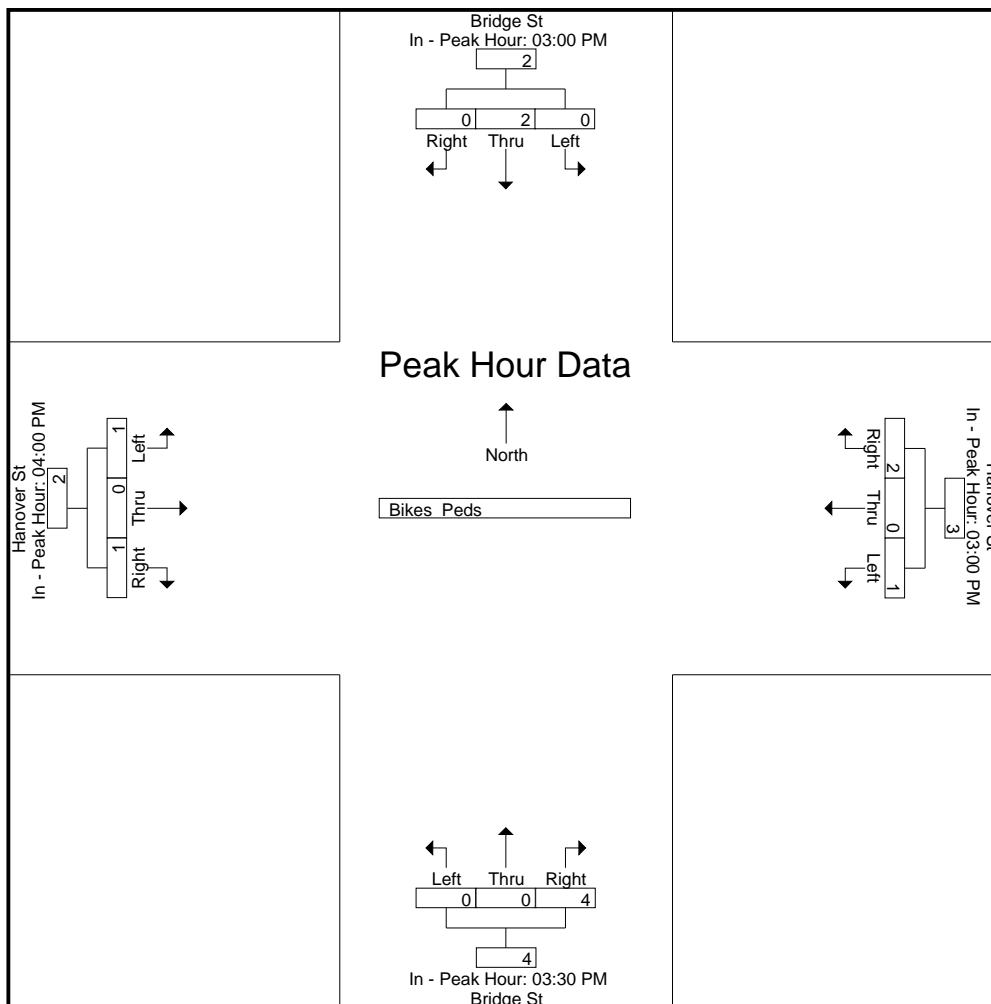
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 12

N/S Street : Bridge Street
E/W Street : Hanover Street
City/State : Portsmouth, NH
Weather : Rain / Cloudy

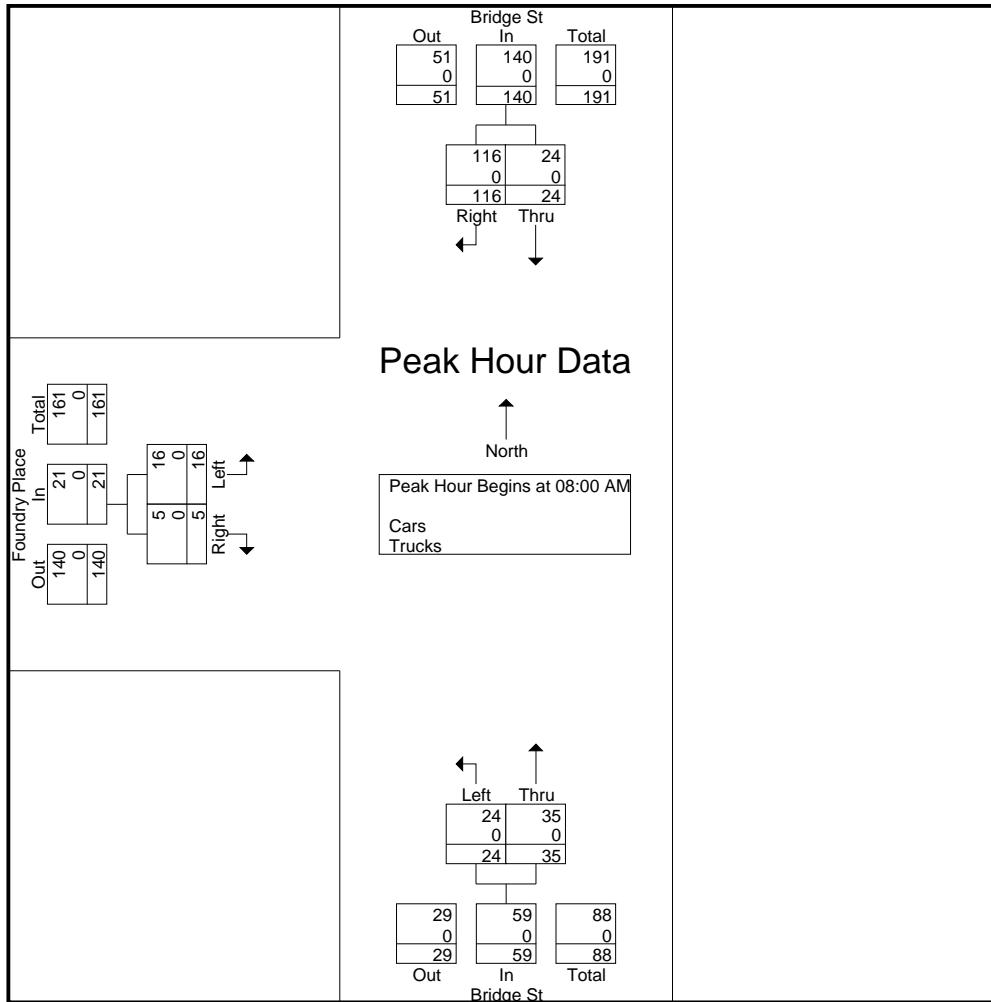


Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	5	22	27	5	5	10	2	0	2
+15 mins.	6	33	39	8	7	15	7	2	9
+30 mins.	7	36	43	8	9	17	1	2	3
+45 mins.	6	25	31	3	14	17	6	1	7
Total Volume	24	116	140	24	35	59	16	5	21
% App. Total	17.1	82.9		40.7	59.3		76.2	23.8	
PHF	.857	.806	.814	.750	.625	.868	.571	.625	.583
Cars	24	116	140	24	35	59	16	5	21
% Cars	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

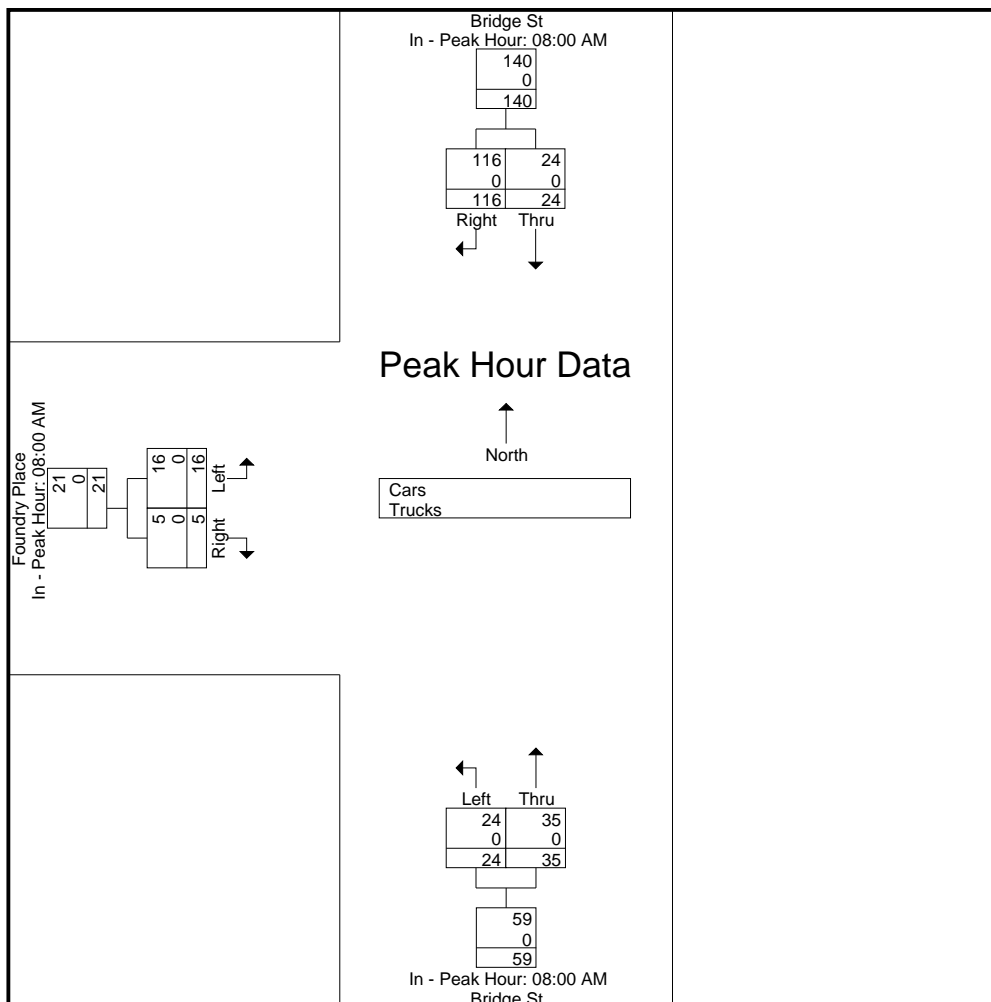
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 3

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Bridge St From North		Bridge St From South		Foundry Place From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
07:00 AM	3	8	2	7	0	0	20
07:15 AM	6	8	3	5	1	1	24
07:30 AM	6	10	0	5	1	3	25
07:45 AM	3	16	7	5	1	0	32
Total	18	42	12	22	3	4	101
08:00 AM	5	22	5	5	2	0	39
08:15 AM	6	33	8	7	7	2	63
08:30 AM	7	36	8	9	1	2	63
08:45 AM	6	25	3	14	6	1	55
Total	24	116	24	35	16	5	220
Grand Total	42	158	36	57	19	9	321
Apprch %	21	79	38.7	61.3	67.9	32.1	
Total %	13.1	49.2	11.2	17.8	5.9	2.8	

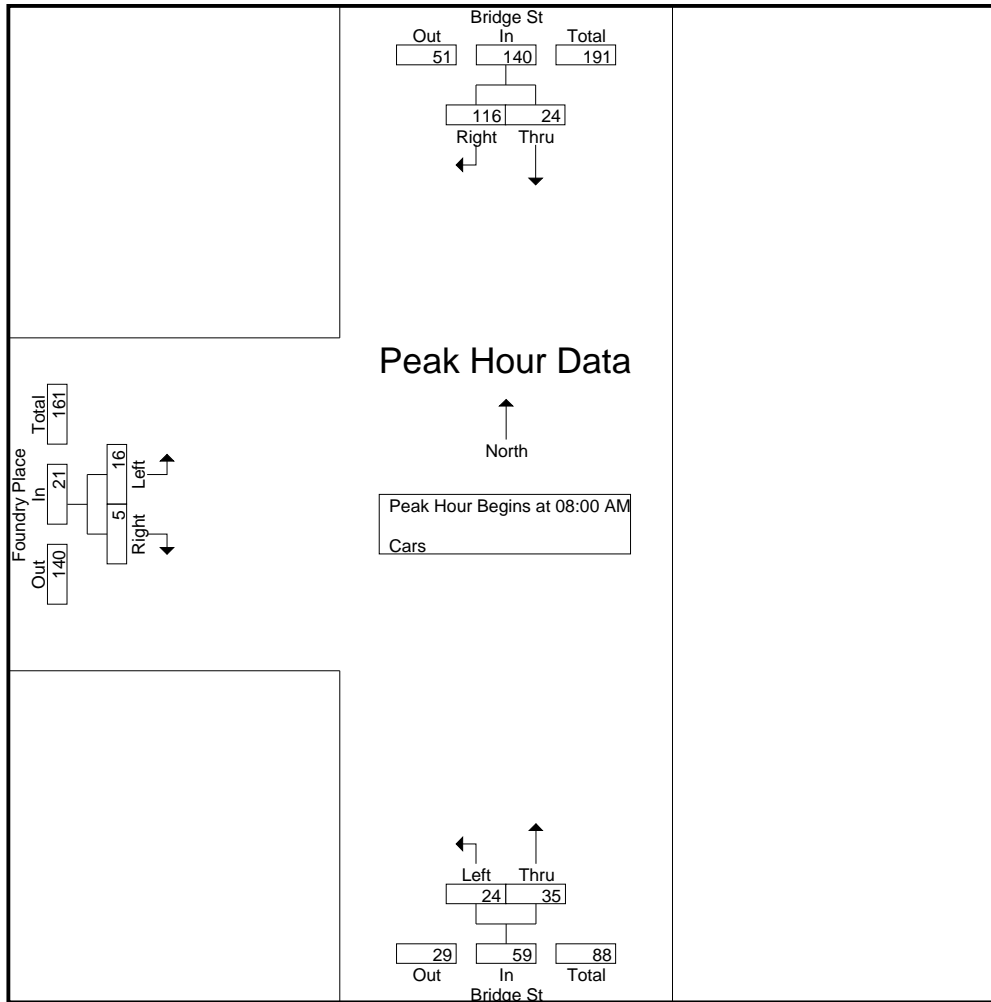
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	5	22	27	5	5	10	2	0	2	39
08:15 AM	6	33	39	8	7	15	7	2	9	63
08:30 AM	7	36	43	8	9	17	1	2	3	63
08:45 AM	6	25	31	3	14	17	6	1	7	55
Total Volume	24	116	140	24	35	59	16	5	21	220
% App. Total	17.1	82.9		40.7	59.3		76.2	23.8		
PHF	.857	.806	.814	.750	.625	.868	.571	.625	.583	.873

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 5



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

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	5	22	27	5	5	10	2	0	2
+15 mins.	6	33	39	8	7	15	7	2	9
+30 mins.	7	36	43	8	9	17	1	2	3
+45 mins.	6	25	31	3	14	17	6	1	7
Total Volume	24	116	140	24	35	59	16	5	21
% App. Total	17.1	82.9		40.7	59.3		76.2	23.8	
PHF	.857	.806	.814	.750	.625	.868	.571	.625	.583

Accurate Counts

978-664-2565

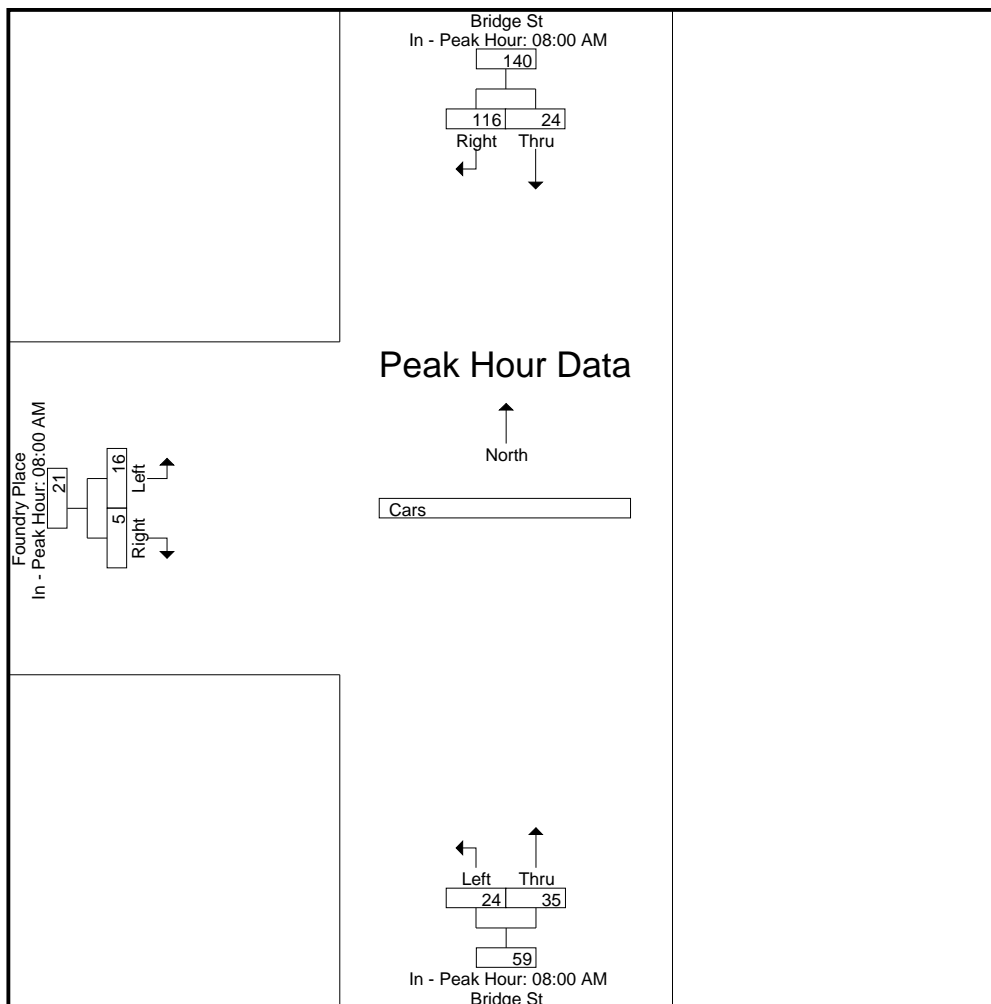
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 6

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Bridge St From North		Bridge St From South		Foundry Place From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	1
Total	0	0	0	1	0	0	1
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	0	1
Apprch %	0	0	0	100	0	0	
Total %	0	0	0	100	0	0	

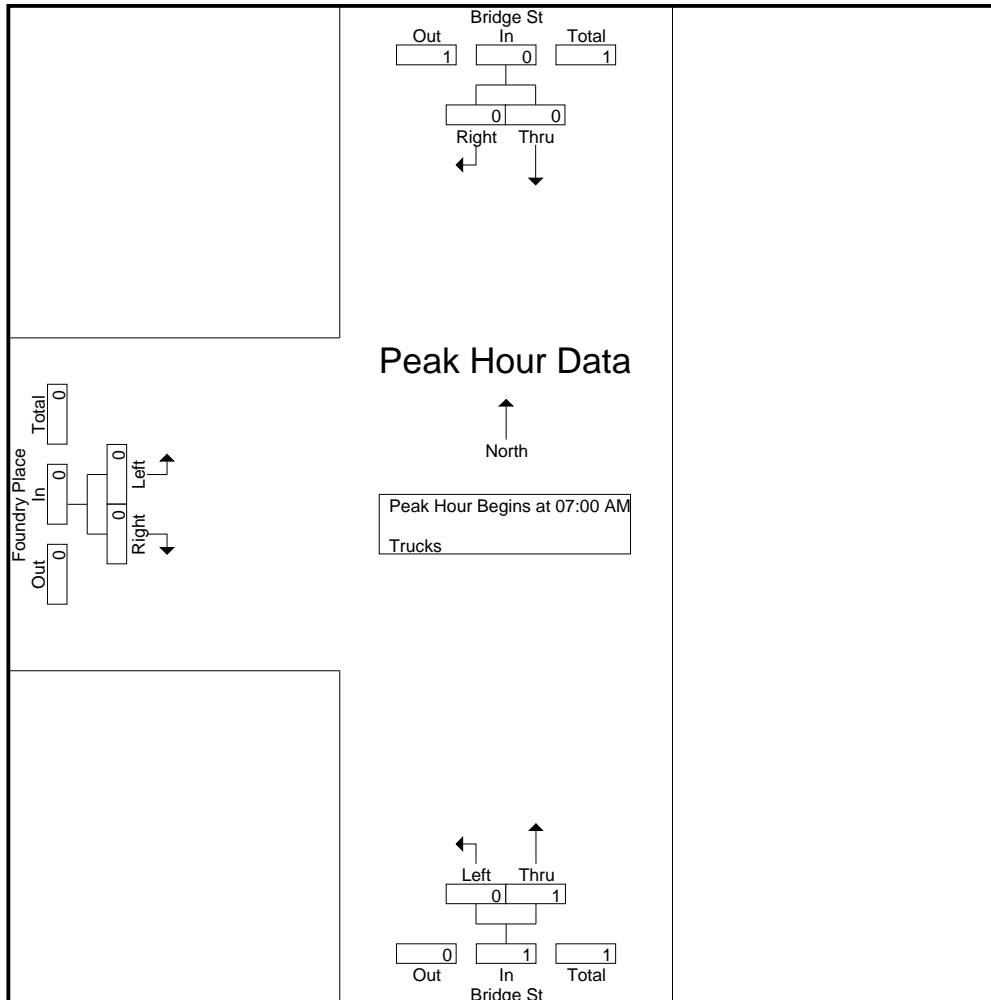
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 8



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

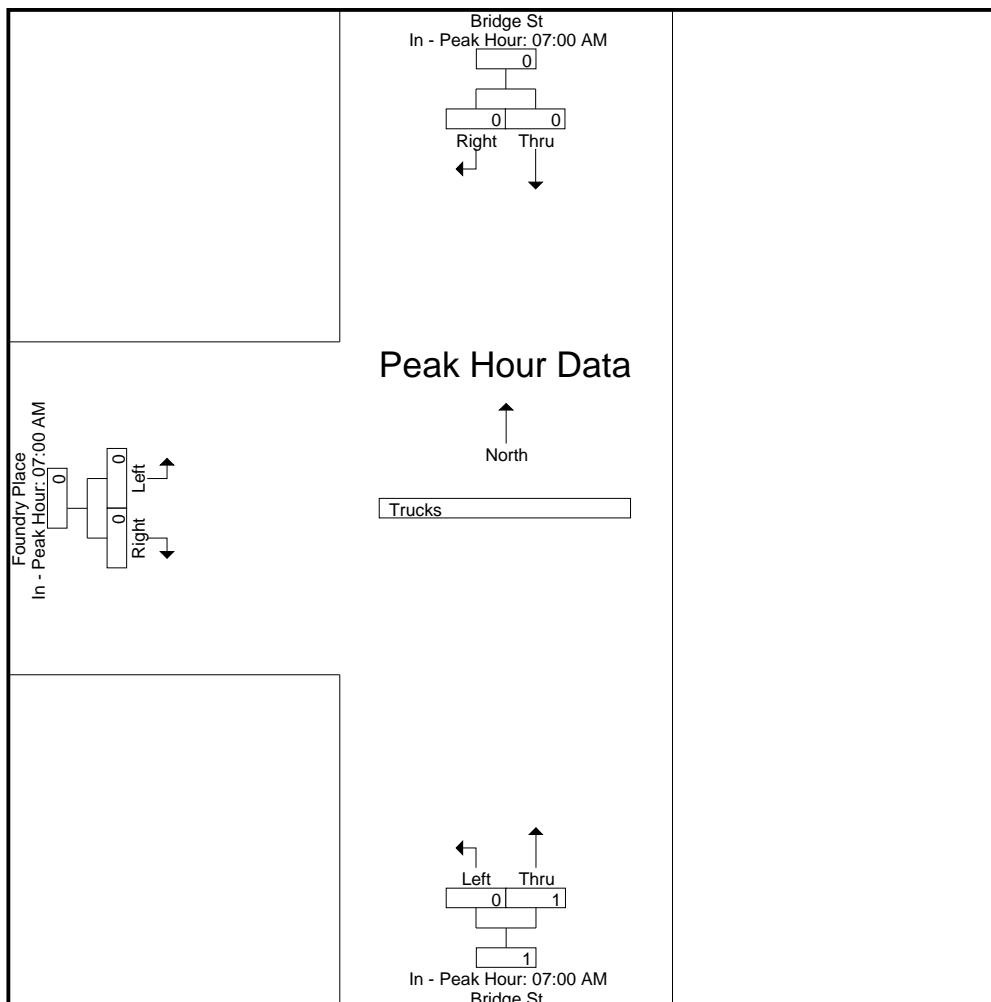
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 9

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy

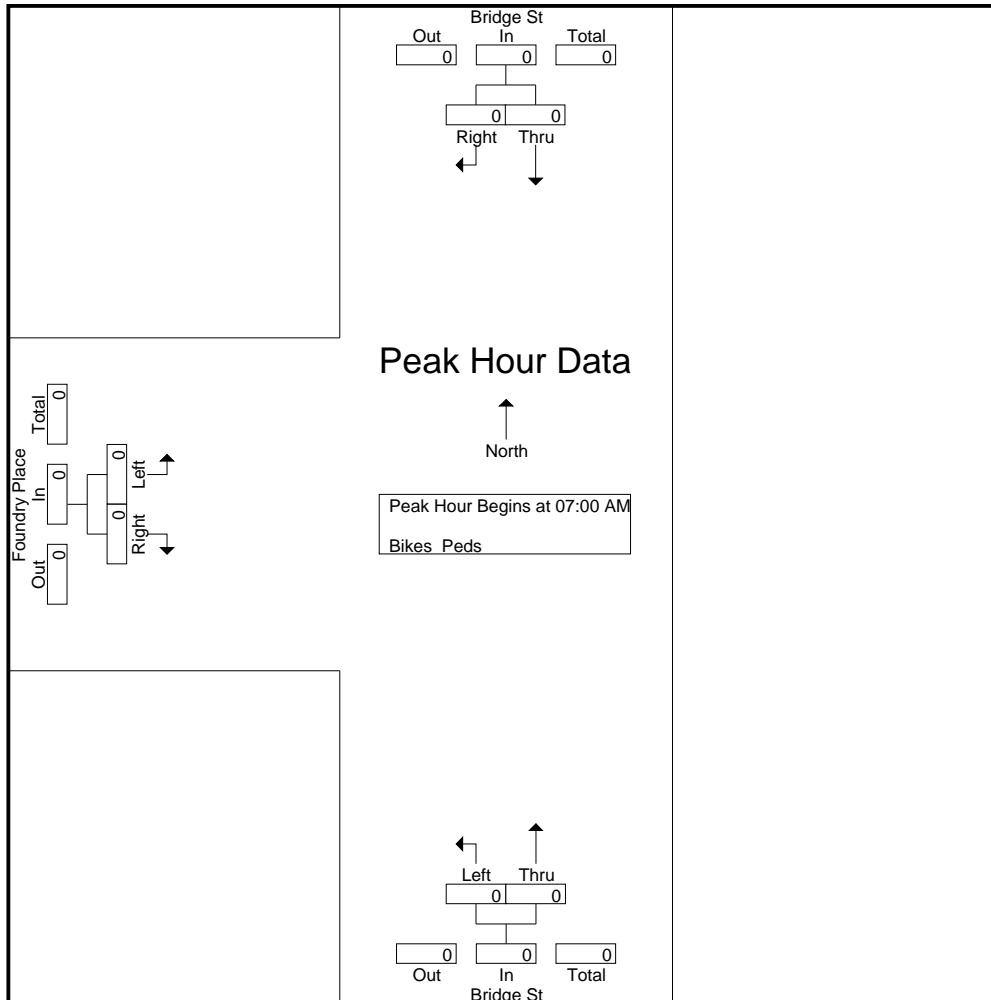


Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 11



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

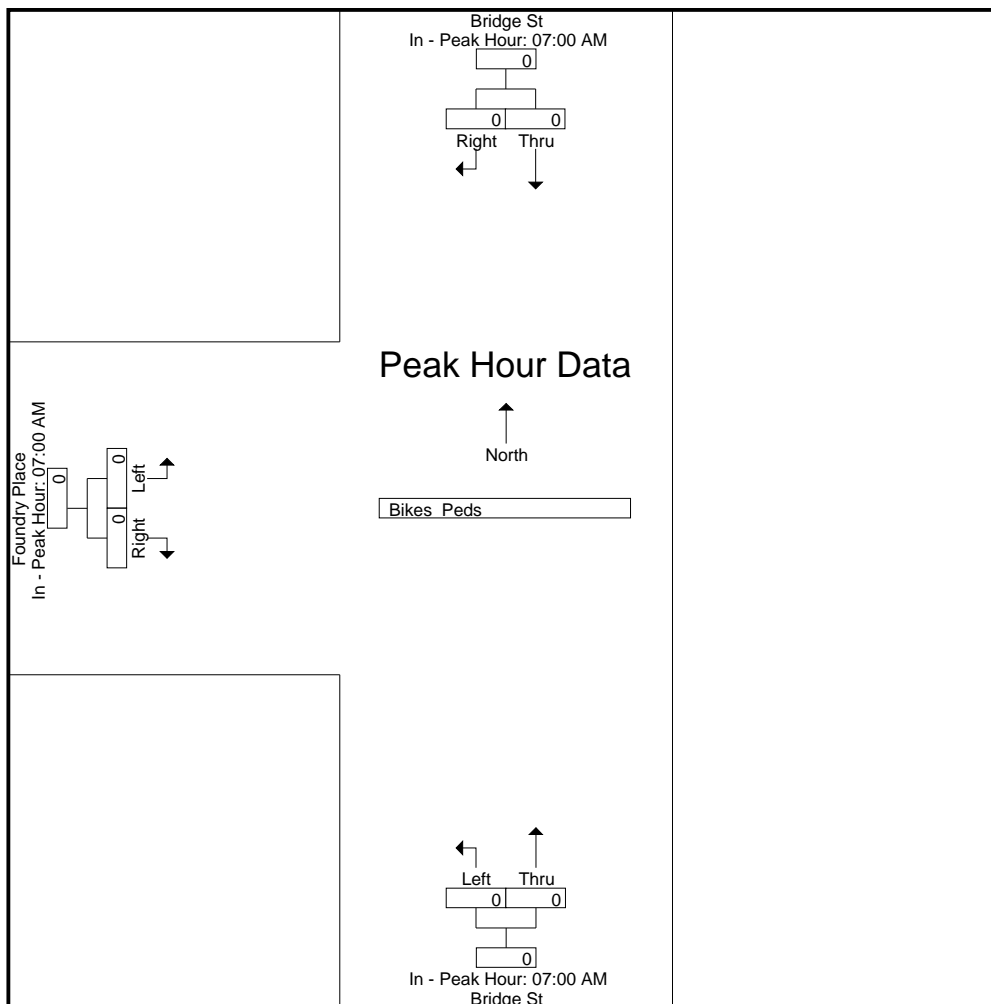
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 12

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

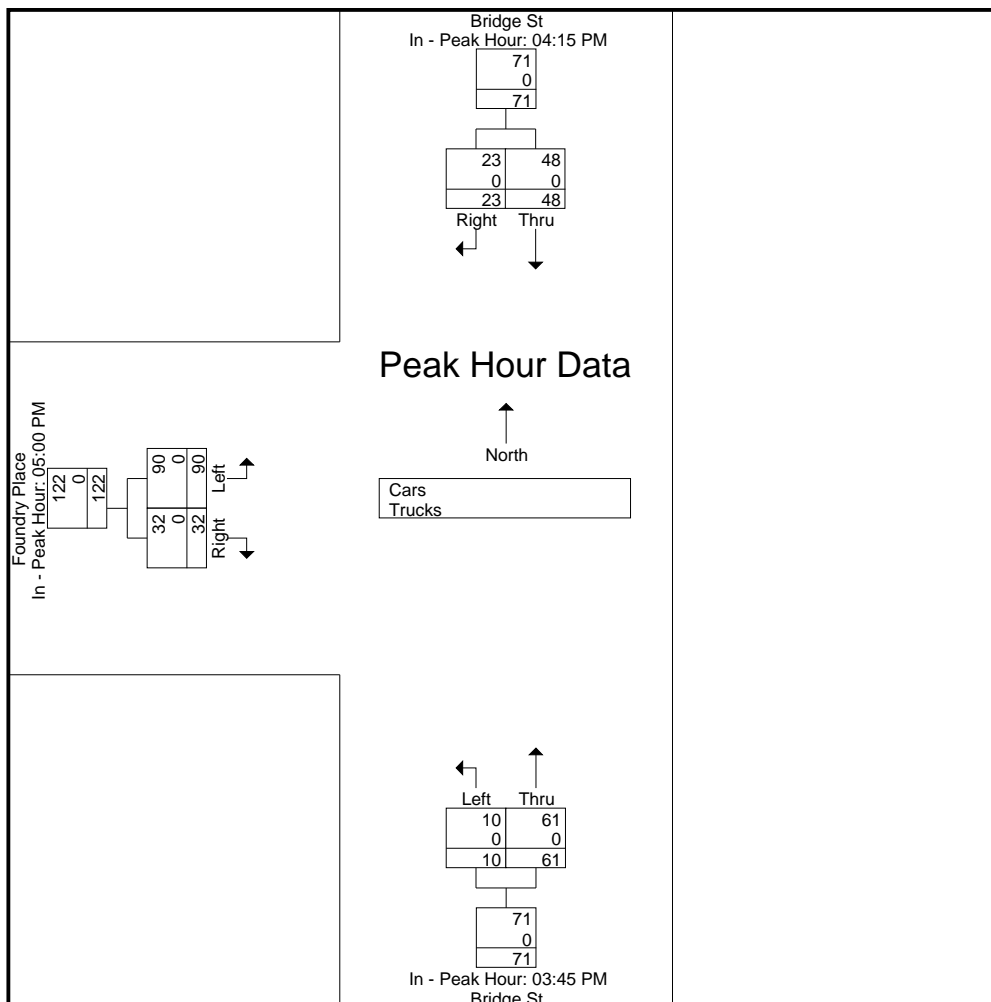
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 3

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 4

Groups Printed- Cars

Start Time	Bridge St From North		Bridge St From South		Foundry Place From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
03:00 PM	9	4	4	10	11	4	42
03:15 PM	16	1	4	12	12	2	47
03:30 PM	9	6	5	10	19	0	49
03:45 PM	9	6	2	16	9	5	47
Total	43	17	15	48	51	11	185
04:00 PM	10	6	2	15	10	6	49
04:15 PM	11	7	4	14	18	3	57
04:30 PM	9	5	2	16	18	6	56
04:45 PM	14	6	3	9	13	7	52
Total	44	24	11	54	59	22	214
05:00 PM	14	5	3	12	29	13	76
05:15 PM	7	1	2	15	19	10	54
05:30 PM	13	2	2	9	21	6	53
05:45 PM	12	2	2	8	21	3	48
Total	46	10	9	44	90	32	231
Grand Total	133	51	35	146	200	65	630
Apprch %	72.3	27.7	19.3	80.7	75.5	24.5	
Total %	21.1	8.1	5.6	23.2	31.7	10.3	

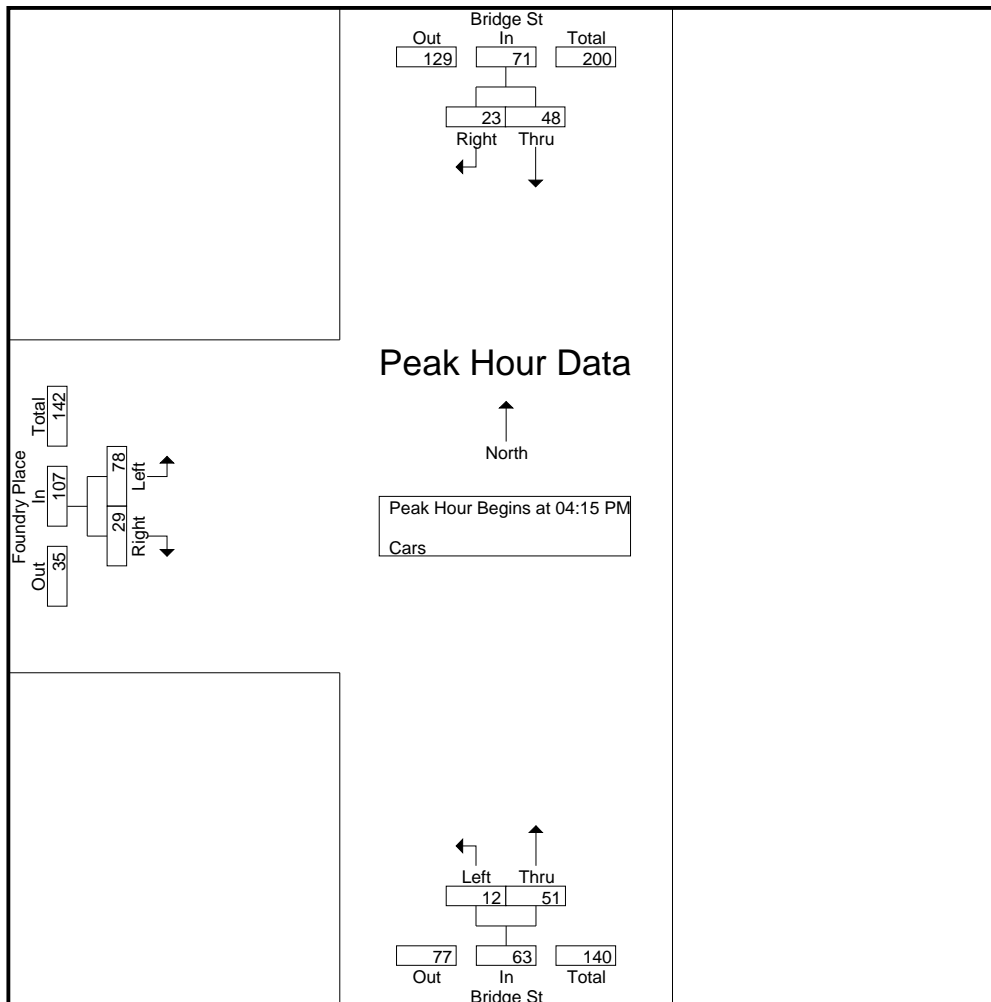
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	11	7	18	4	14	18	18	3	21	57
04:30 PM	9	5	14	2	16	18	18	6	24	56
04:45 PM	14	6	20	3	9	12	13	7	20	52
05:00 PM	14	5	19	3	12	15	29	13	42	76
Total Volume	48	23	71	12	51	63	78	29	107	241
% App. Total	67.6	32.4		19	81		72.9	27.1		
PHF	.857	.821	.888	.750	.797	.875	.672	.558	.637	.793

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 5



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			03:45 PM			05:00 PM		
+0 mins.	11	7	18	2	16	18	29	13	42
+15 mins.	9	5	14	2	15	17	19	10	29
+30 mins.	14	6	20	4	14	18	21	6	27
+45 mins.	14	5	19	2	16	18	21	3	24
Total Volume	48	23	71	10	61	71	90	32	122
% App. Total	67.6	32.4		14.1	85.9		73.8	26.2	
PHF	.857	.821	.888	.625	.953	.986	.776	.615	.726

Accurate Counts

978-664-2565

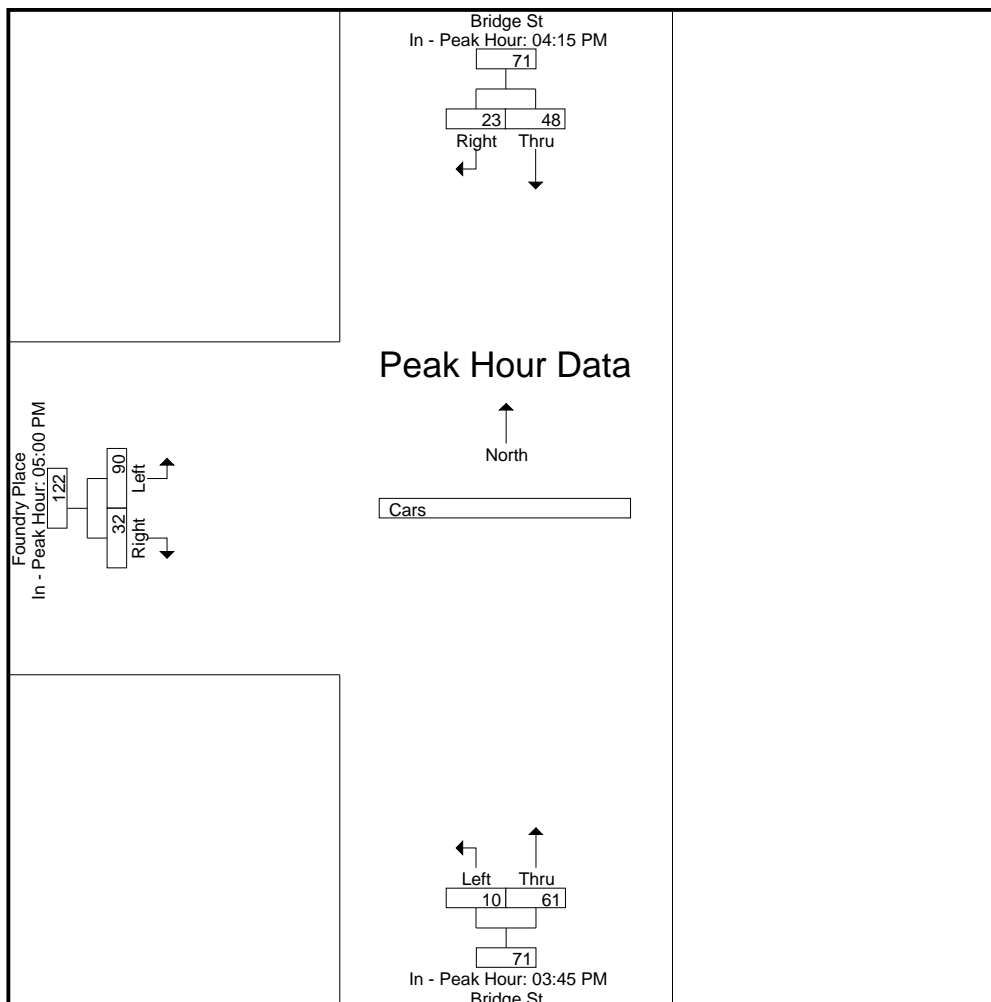
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 6

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 7

Groups Printed- Trucks

Start Time	Bridge St From North		Bridge St From South		Foundry Place From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
03:00 PM	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	0	0	1
03:45 PM	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	1
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	2
Apprch %	100	0	0	100	0	0	
Total %	50	0	0	50	0	0	

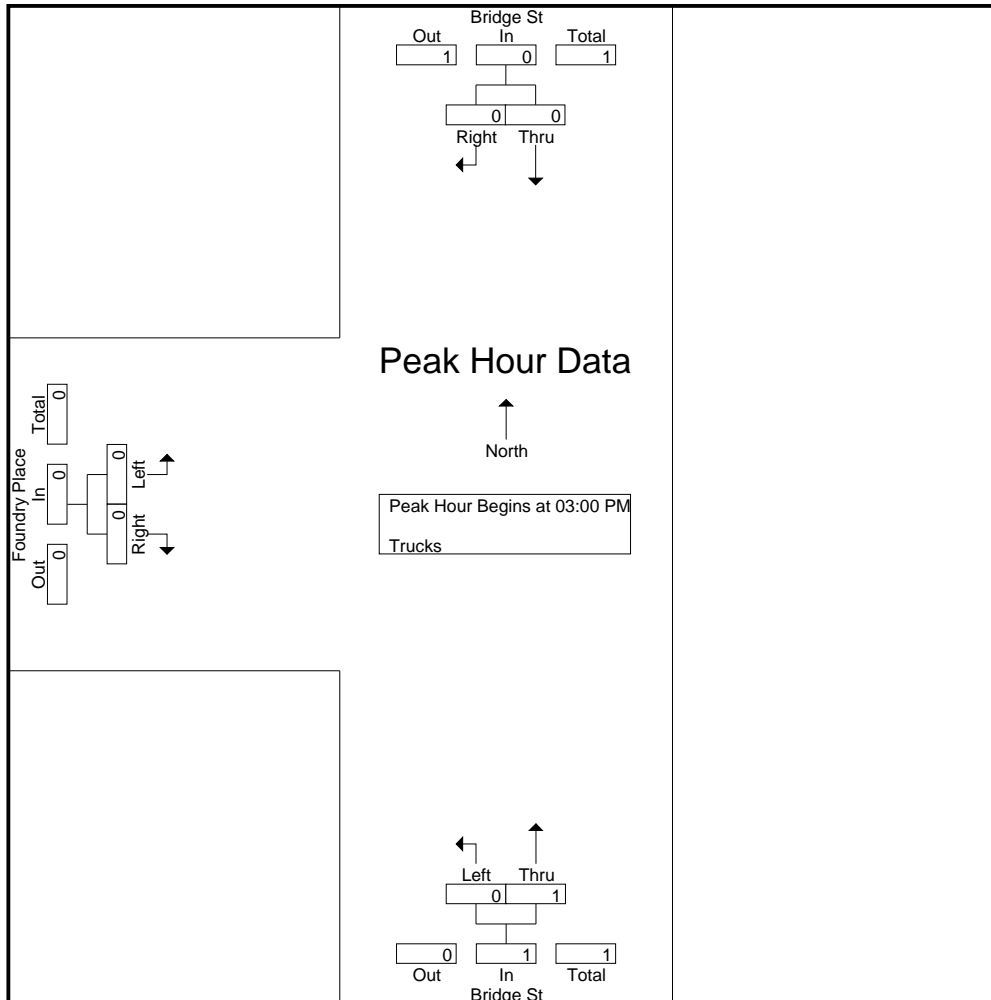
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	1	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 8



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			03:00 PM			03:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

Accurate Counts

978-664-2565

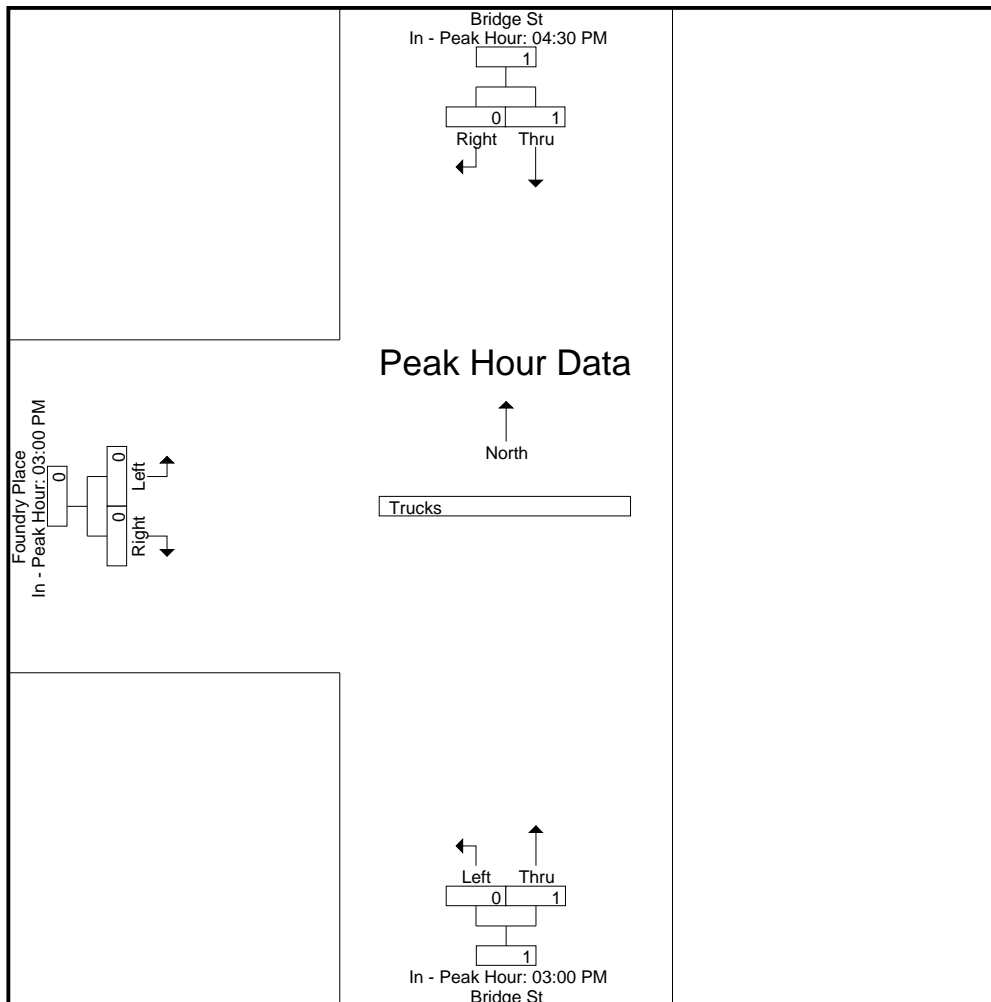
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 9

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds			
03:00 PM	0	0	9	2	0	2	0	2	4	15	4	19
03:15 PM	0	0	7	0	0	3	0	0	6	16	0	16
03:30 PM	0	0	3	0	0	4	0	0	2	9	0	9
03:45 PM	0	0	3	0	0	2	0	0	9	14	0	14
Total	0	0	22	2	0	11	0	2	21	54	4	58
04:00 PM	0	0	5	0	0	5	0	0	6	16	0	16
04:15 PM	0	0	2	0	0	4	0	0	5	11	0	11
04:30 PM	0	0	3	0	0	2	0	0	7	12	0	12
04:45 PM	0	0	3	0	1	2	0	0	8	13	1	14
Total	0	0	13	0	1	13	0	0	26	52	1	53
05:00 PM	0	0	4	0	0	1	0	0	13	18	0	18
05:15 PM	0	0	5	0	0	6	0	0	15	26	0	26
05:30 PM	0	0	4	0	0	3	0	0	11	18	0	18
05:45 PM	0	0	5	0	0	2	0	0	7	14	0	14
Total	0	0	18	0	0	12	0	0	46	76	0	76
Grand Total	0	0	53	2	1	36	0	2	93	182	5	187
Apprch %	0	0		66.7	33.3		0	100				
Total %	0	0		40	20		0	40		97.3	2.7	

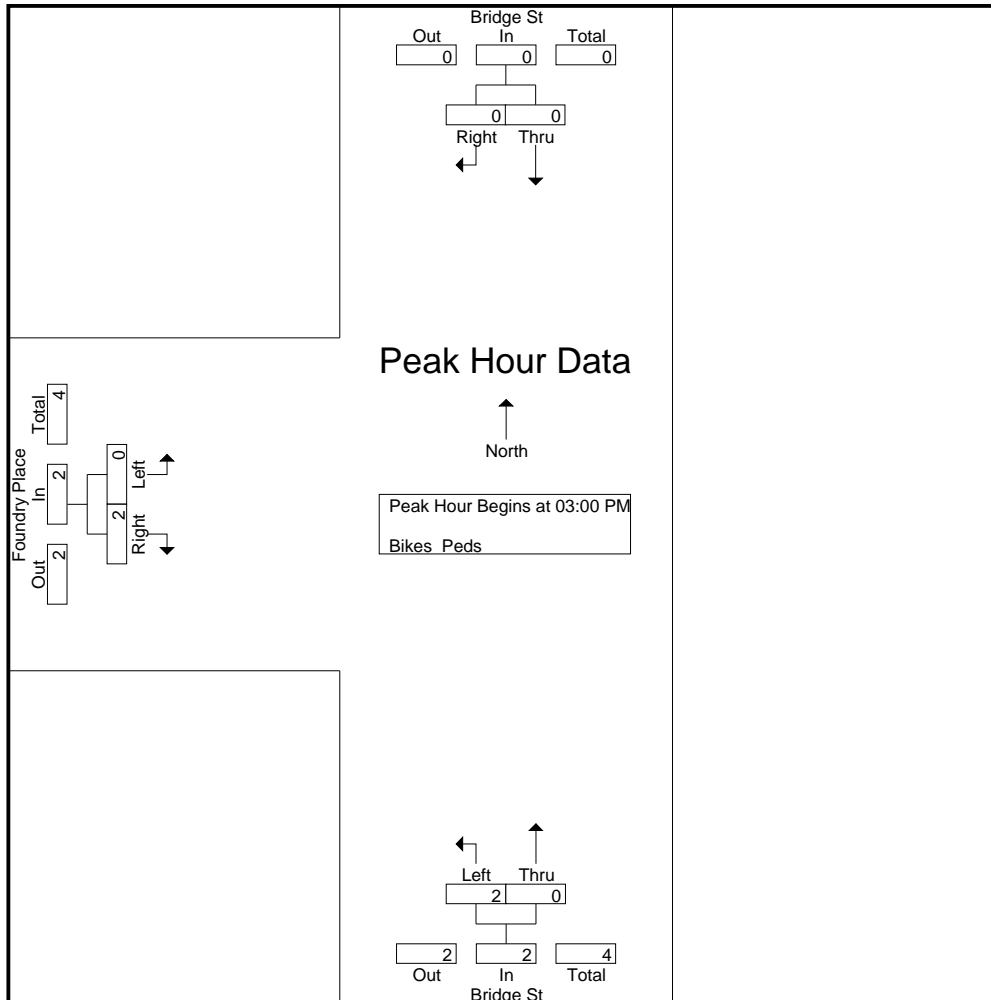
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	2	0	2	0	2	2	4
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	2	2	4
% App. Total	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

Accurate Counts

978-664-2565

N/S Street : Bridge Street
 E/W Street : Foundry Place
 City/State : Portsmouth, NH
 Weather : Rain / Cloudy

File Name : 10068004
 Site Code : 10068004
 Start Date : 8/6/2024
 Page No : 11



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	0	0	2	0	2	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	2	2
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

Accurate Counts

978-664-2565

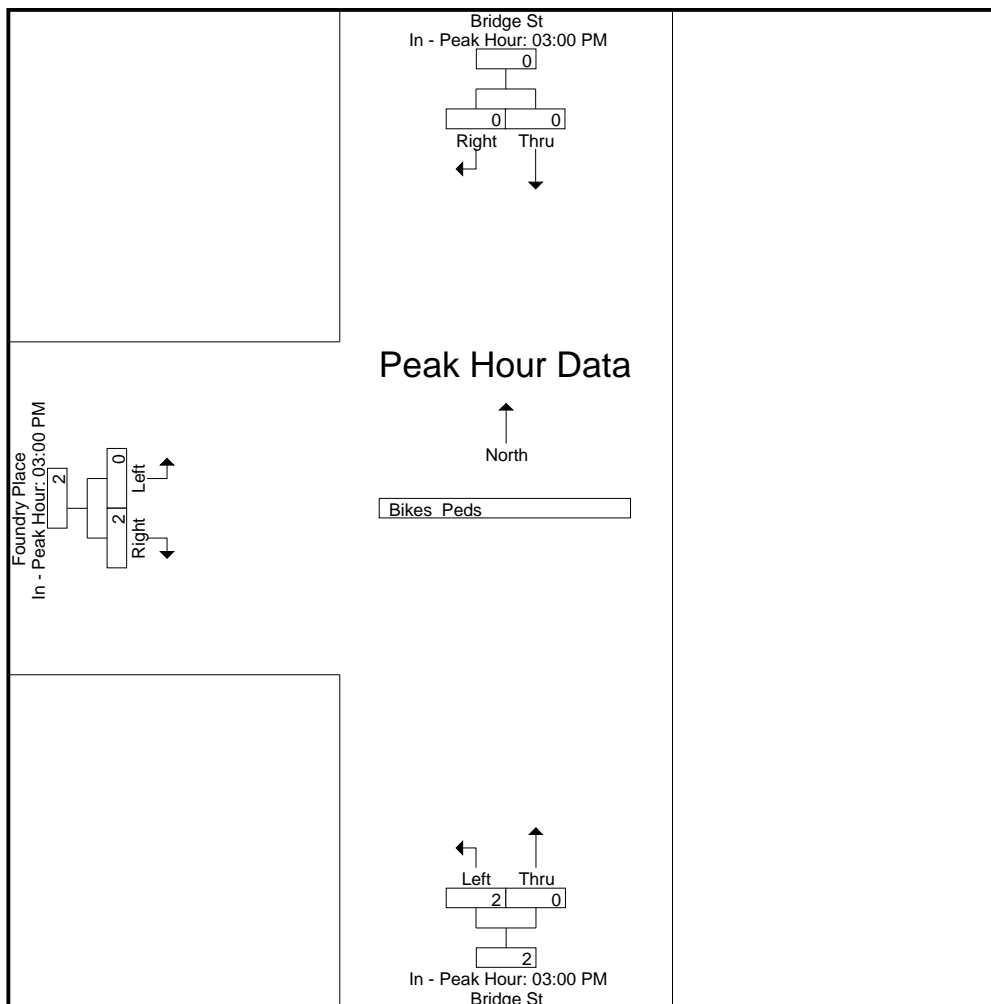
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 12

N/S Street : Bridge Street
E/W Street : Foundry Place
City/State : Portsmouth, NH
Weather : Rain / Cloudy



SEASONAL ADJUSTMENT DATA

Year 2019 Monthly Data

Town: Straford
Station: 2125001
Location: Dover Point Rd
Group: 4

<u>Month</u>	<u>ADT</u>	<u>Adjustment to Average</u>	<u>Adjustment to Peak</u>
January	10,029	1.11	1.18
February	10,191	1.09	1.16
March	10,505	1.06	1.13
<i>April</i>	<i>10,988</i>	<i>1.01</i>	<i>1.08</i>
May	11,844	0.94	1.00
June	11,849	0.94	1.00
July	11,364	0.98	1.04
August	11,709	0.95	1.01
September	11,765	0.94	1.01
October	11,611	0.96	1.02
November	10,873	1.02	1.09
December	10,493	1.06	1.13

AADT: 11,102
Peak Month: 11,849

COVID-19 ADJUSTMENT DATA

August 2019 Average Count Data – Sta. 02125001

ADT: 11,709

Weekday Morning Peak-Hour Traffic: 753

Weekday Evening Peak-Hour Traffic: 1,049

August 2024 Average Count Data – Sta. 02125001

ADT: 11,674

Weekday Morning Peak-Hour Traffic: 731

Weekday Evening Peak-Hour Traffic: 1,075

COVID Adjustment

$$\text{ADT: } 1 - \frac{11,709}{11,674} = -0.003$$

$$\text{Weekday Morning Adjustment: } 1 - \frac{753}{731} = -0.030$$

$$\text{Weekday Evening Adjustment: } 1 - \frac{1,049}{1,075} = +0.024$$

New Hampshire DOT

02125001: Monthly Hourly Volume for August 2019

Location ID: 02125001
County: STRAFFORD
Functional Class: 4
Location: Dover Point Rd
Seasonal Factor Group: 04
Daily Factor Group:
Axle Factor Group: E
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status	Day	
1	92	35	30	34	83	230	506	775	738	650	662	789	809	807	879	947	1,052	1,014	695	585	513	368	231	151	12,675	Accepted	Thursday	
2	104	36	35	41	78	214	491	701	743	671	722	818	823	881	967	981	980	945	683	569	473	407	254	190	12,807	Accepted	Friday	
3	115	51	41	33	37	78	213	356	539	659	682	744	796	789	782	814	732	708	599	519	436	353	231	174	10,481	Accepted	Saturday	
4	100	46	34	11	23	49	158	250	312	502	626	713	671	704	733	684	675	583	536	472	368	251	175	106	8,782	Accepted	Sunday	
5	40	22	14	30	72	237	494	734	748	636	631	732	756	750	928	938	1,010	1,034	700	517	412	271	184	111	12,001	Accepted	Monday	
6	98	31	30	39	79	265	496	793	787	698	635	710	737	754	861	972	1,095	1,060	717	581	448	300	189	109	12,484	Accepted	Tuesday	
7	86	35	21	34	71	246	492	739	754	663	687	753	772	806	931	984	1,003	1,045	663	492	410	278	188	119	12,272	Accepted	Wednesday	
8	103	27	22	35	80	254	478	725	753	722	651	808	817	835	910	1,016	1,034	1,069	768	602	493	347	221	155	12,925	Accepted	Thursday	
9	86	28	39	36	62	218	441	707	758	696	675	848	905	880	947	1,064	940	949	751	549	464	361	256	196	12,856	Accepted	Friday	
10	137	67	44	25	38	95	200	345	514	601	733	766	807	842	814	750	778	803	566	491	397	333	229	141	10,516	Accepted	Saturday	
11	118	52	26	20	18	57	140	185	325	423	610	635	784	676	688	718	667	608	479	437	342	231	181	98	8,518	Accepted	Sunday	
12	50	25	12	28	74	226	432	724	668	586	698	721	728	721	863	877	992	1,045	685	540	382	266	196	115	11,654	Accepted	Monday	
13	91	24	36	36	88	247	472	753	685	655	743	806	764	801	829	918	1,011	1,071	725	537	412	284	149	116	12,253	Accepted	Tuesday	
14	88	31	22	37	76	230	489	743	755	621	628	737	810	777	877	888	1,057	1,128	769	586	480	339	180	127	12,475	Accepted	Wednesday	
15	96	34	25	31	88	235	481	756	709	685	659	778	768	742	824	987	996	1,101	728	646	498	351	236	174	12,628	Accepted	Thursday	
16	100	32	22	17	67	210	416	690	680	632	680	763	769	849	961	1,093	991	944	669	605	431	389	233	181	12,424	Accepted	Friday	
17	119	59	31	31	24	69	202	363	458	576	707	803	818	775	798	800	740	760	593	470	365	339	243	176	10,319	Accepted	Saturday	
18	84	67	35	33	22	62	133	195	321	425	621	665	771	764	777	730	675	594	570	508	331	221	163	101	8,868	Accepted	Sunday	
19	49	21	23	30	71	205	444	765	681	713	652	707	774	751	830	986	973	1,049	683	494	428	312	157	139	11,937	Accepted	Monday	
20	87	36	30	29	81	248	482	776	734	700	701	722	756	803	811	935	1,064	1,097	712	651	471	314	210	124	12,574	Accepted	Tuesday	
21	89	47	24	23	71	249	456	756	700	710	693	785	829	762	861	1,008	1,018	1,000	669	548	413	272	175	131	12,289	Accepted	Wednesday	
22	103	31	23	31	77	236	488	777	767	697	798	777	845	823	841	1,015	1,064	1,117	752	676	480	329	220	140	13,107	Accepted	Thursday	
23	110	46	26	34	65	204	466	766	712	663	697	738	815	915	980	1,073	1,126	1,041	779	560	429	348	277	195	13,065	Accepted	Friday	
24	129	61	34	19	46	96	210	397	465	649	752	845	1,006	811	881	812	744	704	610	501	412	305	204	156	10,849	Accepted	Saturday	
25	100	62	44	18	24	56	149	221	320	432	609	720	713	696	691	665	722	615	518	429	319	189	133	97	8,542	Accepted	Sunday	
26	37	22	17	25	64	243	503	732	707	600	621	742	825	757	895	1,025	1,101	1,140	721	512	393	248	151	110	12,191	Accepted	Monday	
27	76	40	21	32	72	243	536	816	758	661	666	783	761	814	873	1,047	1,106	1,145	753	640	408	267	184	112	12,814	Accepted	Tuesday	
28	80	41	25	31	79	228	504	833	744	649	645	738	812	791	855	1,054	1,097	1,077	757	497	349	253	162	113	12,414	Accepted	Wednesday	
29	90	27	25	25	85	221	518	793	767	719	719	716	789	823	929	1,095	1,078	1,072	772	615	468	340	207	137	13,030	Accepted	Thursday	
30	105	41	30	27	64	178	401	721	709	694	751	806	906	879	974	1,070	968	935	726	612	432	330	249	173	12,781	Accepted	Friday	
31	141	58	29	20	30	81	186	320	510	680	805	834	799	773	803	756	748	744	562	522	412	292	210	147	10,462	Accepted	Saturday	
								753	730							999	1,034	1,049								11,709		

AM Peak-Hour = 753

PM Peak-Hour = 1,049

ADT August = 11,709

New Hampshire DOT 02125001: Monthly Hourly Volume for August 2024

Location ID: 02125001
 County: STRAFFORD
 Functional Class: 4
 Location: Dover Point Rd

Seasonal Factor Group:
 Daily Factor Group:
 Axle Factor Group:
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status	Day	
1	102	50	27	37	128	260	468	730	837	763	880	911	913	854	925	1,041	1,180	1,096	754	584	454	300	208	110	13,612	Accepted	Thursday	
2	100	41	22	51	112	247	446	640	653	715	776	785	901	916	999	969	1,019	972	731	520	396	268	186	156	12,621	Accepted	Friday	
3	119	49	31	37	35	89	199	324	464	604	707	798	801	873	813	805	810	690	594	480	371	266	221	139	10,319	Accepted	Saturday	
4	107	51	21	21	40	70	153	223	326	474	546	678	683	720	635	594	602	520	489	401	315	215	140	76	8,100	Accepted	Sunday	
5	43	14	29	31	108	225	443	720	740	670	728	771	778	841	921	1,005	1,034	967	653	417	339	208	172	113	11,970	Accepted	Monday	
6	98	30	26	51	115	269	438	709	751	678	597	717	808	778	924	988	1,011	1,004	641	531	343	247	158	115	12,027	Accepted	Tuesday	
7	81	45	38	44	111	242	431	707	736	688	737	728	770	836	875	973	1,077	1,147	775	611	455	289	198	142	12,736	Accepted	Wednesday	
8	92	32	31	48	130	255	450	710	702	670	675	757	814	831	900	973	1,097	1,088	742	499	417	271	174	129	12,487	Accepted	Thursday	
9	97	42	28	44	116	214	399	619	726	675	677	760	839	879	1,012	1,015	965	915	672	500	338	274	198	155	12,159	Accepted	Friday	
10	99	45	26	36	38	105	186	288	453	604	796	817	856	833	821	860	758	718	647	509	403	280	214	168	10,560	Accepted	Saturday	
11	92	54	22	33	41	65	134	214	333	491	658	675	715	761	725	713	695	672	522	431	385	201	148	96	8,876	Accepted	Sunday	
12	52	28	17	31	103	249	454	677	705	625	660	729	823	747	914	936	1,045	978	605	471	379	218	158	119	11,723	Accepted	Monday	
13	85	34	21	36	121	272	477	716	754	729	726	773	786	855	967	1,043	1,137	991	681	486	374	236	168	135	12,603	Accepted	Tuesday	
14	93	28	21	39	125	275	471	718	764	708	644	817	842	800	950	1,009	1,198	1,132	706	501	377	418	219	126	12,981	Accepted	Wednesday	
15	89	45	31	40	108	272	454	711	725	681	681	821	860	830	967	994	1,093	1,146	670	515	382	276	192	136	12,719	Accepted	Thursday	
16	81	41	24	51	103	240	404	686	683	691	775	835	878	905	983	1,086	1,046	925	713	537	397	315	189	166	12,754	Accepted	Friday	
17	99	45	28	36	43	99	200	322	430	582	736	872	816	799	820	821	752	686	592	448	356	274	200	151	10,207	Accepted	Saturday	
18																												
19								695	731							1,003	1,075	1,030								11,674		
20																												
21																												
22																												
23																												
24																												
25																												
26																												
27																												
28																												
29																												
30																												
31																												

AM Peak-Hour = 731

PM Peak-Hour = 1,075

ADT August 2024 =

11,674

VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: WB,

Site Code: 10068001

8/6/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
7:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	2	2	1	0	1	0	0	0	0	0	0	0	6
3:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
5:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
6:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	12	15	7	2	2	0	0	0	0	0	0	0	38

Percentile	15th	50th	85th	95th
Speed	0	9	13	16
Mean Speed (Average)	10.7			
10 MPH Pace Speed	7-16			
Number in Pace	36			
Percent in Pace	95.0%			
Number > 12 MPH	11			
Percent > 12 MPH	28.9%			

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: WB,

Site Code: 10068001

8/7/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
7:00	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
8:00	0	0	1	5	0	0	1	0	0	0	0	0	0	0	7
9:00	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8
10:00	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
11:00	0	0	1	4	0	1	0	0	0	0	0	0	0	0	6
12:00 PM	0	0	6	1	1	0	0	0	0	0	0	0	0	0	8
1:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	4	3	0	1	0	0	0	0	0	0	0	0	8
3:00	0	0	3	3	1	0	1	0	0	0	0	0	0	0	8
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4
6:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
8:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	30	33	6	4	3	0	0	0	0	0	0	0	76

Percentile	15th	50th	85th	95th
Speed	0	8	13	16
Mean Speed (Average)	10.4			
10 MPH Pace Speed	7-16			
Number in Pace	73			
Percent in Pace	96.0%			
Number > 12 MPH	13			
Percent > 12 MPH	17.1%			

Grand Total	0	0	42	48	13	6	5	0	0	0	0	0	0	0	114
Stats															
Percentile				15th	50th	85th	95th								
Speed				0	9	13	16								
Mean Speed (Average)				10.5											
10 MPH Pace Speed				7-16											
Number in Pace				109											
Percent in Pace				96.0%											
Number > 12 MPH				24											
Percent > 12 MPH				21.1%											

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: EB,

Site Code: 10068001

8/6/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
6:00	0	0	2	3	3	2	2	0	0	0	0	0	0	0	12
7:00	0	0	2	4	13	6	1	0	0	0	0	0	0	0	26
8:00	0	0	3	11	21	13	2	0	0	0	0	0	0	0	50
9:00	0	0	3	18	15	5	0	0	0	0	0	0	0	0	41
10:00	0	0	6	14	10	5	1	0	0	0	0	0	0	0	36
11:00	0	0	0	14	12	3	0	0	0	0	0	0	0	0	29
12:00 PM	0	0	2	12	18	3	0	0	0	0	0	0	0	0	35
1:00	0	0	3	15	16	4	0	0	0	0	0	0	0	0	38
2:00	0	0	3	11	15	2	1	0	0	0	0	0	0	0	32
3:00	0	0	1	20	14	3	1	0	0	0	0	0	0	0	39
4:00	0	0	7	14	16	1	0	1	0	0	0	0	0	0	39
5:00	0	0	4	6	15	4	1	0	0	0	0	0	0	0	30
6:00	0	0	3	3	6	2	0	0	0	0	0	0	0	0	14
7:00	0	0	3	5	2	1	0	0	0	0	0	0	0	0	11
8:00	0	0	3	2	4	0	0	0	0	0	0	0	0	0	9
9:00	0	0	2	2	2	2	0	0	0	0	0	0	0	0	8
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	48	160	182	57	9	1	0	0	0	0	0	0	457

Percentile	15th	50th	85th	95th
Speed	8	11	14	16
Mean Speed (Average)	12.8			
10 MPH Pace Speed	8-17			
Number in Pace	420			
Percent in Pace	92.0%			
Number > 12 MPH	249			
Percent > 12 MPH	54.5%			

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: EB,

Site Code: 10068001

8/7/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
5:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
6:00	0	0	3	4	4	1	0	0	0	0	0	0	0	0	12
7:00	0	0	0	5	13	3	1	0	0	0	0	0	0	0	22
8:00	0	0	1	12	17	7	2	0	0	0	0	0	0	0	39
9:00	0	0	5	13	11	4	3	0	0	0	0	0	0	0	36
10:00	0	0	2	10	15	7	2	0	0	0	0	0	0	0	36
11:00	0	0	5	14	10	5	3	0	0	0	0	0	0	0	37
12:00 PM	0	0	7	15	11	2	1	0	0	0	0	0	0	0	36
1:00	0	0	2	9	9	3	0	1	0	0	0	0	0	0	24
2:00	0	0	2	15	14	0	3	0	0	0	0	0	0	0	34
3:00	0	0	4	9	12	3	1	0	0	0	0	0	0	0	29
4:00	0	0	9	12	15	5	1	0	0	0	0	0	0	0	42
5:00	0	0	2	10	10	1	1	0	0	0	0	0	0	0	24
6:00	0	0	4	9	6	2	1	0	0	0	0	0	0	0	22
7:00	0	0	2	7	3	1	0	0	0	0	0	0	0	0	13
8:00	0	0	2	3	2	1	1	0	0	0	0	0	0	0	9
9:00	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	55	154	160	45	20	1	0	0	0	0	0	0	435

Percentile	15th	50th	85th	95th
Speed	8	11	15	16
Mean Speed (Average)	12.7			
10 MPH Pace Speed	8-17			
Number in Pace	389			
Percent in Pace	90.0%			
Number > 12 MPH	226			
Percent > 12 MPH	52.0%			

Grand Total	0	0	103	314	342	102	29	2	0	0	0	0	0	0	892
Stats															
Percentile				15th	50th	85th	95th								
Speed				8	11	14	16								
Mean Speed (Average)				12.8											
10 MPH Pace Speed				8-17											
Number in Pace				810											
Percent in Pace				91.0%											
Number > 12 MPH				475											
Percent > 12 MPH				53.3%											

Accurate Counts
978-664-2565

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: Combined

Site Code: 10068001

8/6/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
6:00	0	0	2	4	4	2	2	0	0	0	0	0	0	0	14
7:00	0	0	2	4	14	6	1	0	0	0	0	0	0	0	27
8:00	0	0	3	11	21	13	3	0	0	0	0	0	0	0	51
9:00	0	0	3	19	15	5	0	0	0	0	0	0	0	0	42
10:00	0	0	7	16	10	5	1	0	0	0	0	0	0	0	39
11:00	0	0	1	15	12	3	0	0	0	0	0	0	0	0	31
12:00 PM	0	0	2	14	18	4	0	0	0	0	0	0	0	0	38
1:00	0	0	4	16	16	4	0	0	0	0	0	0	0	0	40
2:00	0	0	5	13	16	2	2	0	0	0	0	0	0	0	38
3:00	0	0	3	21	14	3	1	0	0	0	0	0	0	0	42
4:00	0	0	7	15	18	1	0	1	0	0	0	0	0	0	42
5:00	0	0	5	8	16	4	1	0	0	0	0	0	0	0	34
6:00	0	0	3	3	6	3	0	0	0	0	0	0	0	0	15
7:00	0	0	4	6	2	1	0	0	0	0	0	0	0	0	13
8:00	0	0	3	2	4	0	0	0	0	0	0	0	0	0	9
9:00	0	0	3	2	3	2	0	0	0	0	0	0	0	0	10
10:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	60	175	189	59	11	1	0	0	0	0	0	0	495
Percentile				15th	50th	85th	95th								
Speed				8	11	14	16								
Mean Speed (Average)				12.6											
10 MPH Pace Speed				7-16											
Number in Pace				451											
Percent in Pace				91.0%											
Number > 12 MPH				260											
Percent > 12 MPH				52.5%											

Accurate Counts
978-664-2565

Site Code: 10068001

Location : Hanover Street
Location : East of Rock Street
City/State: Portsmouth, NH
Direction: Combined

8/7/2024	0 - 3	> 3 - 6	> 6 - 9	> 9 - 12	> 12 - 15	> 15 - 18	> 18 - 21	> 21 - 24	> 24 - 27	> 27 - 30	> 30 - 33	> 33 - 36	> 36 - 39	> 39	Total
Time	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
5:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
6:00	0	0	4	5	5	1	0	0	0	0	0	0	0	0	15
7:00	0	0	2	8	13	4	1	0	0	0	0	0	0	0	28
8:00	0	0	2	17	17	7	3	0	0	0	0	0	0	0	46
9:00	0	0	9	16	12	4	3	0	0	0	0	0	0	0	44
10:00	0	0	5	15	15	7	2	0	0	0	0	0	0	0	44
11:00	0	0	6	18	10	6	3	0	0	0	0	0	0	0	43
12:00 PM	0	0	13	16	12	2	1	0	0	0	0	0	0	0	44
1:00	0	0	3	10	9	3	0	1	0	0	0	0	0	0	26
2:00	0	0	6	18	14	1	3	0	0	0	0	0	0	0	42
3:00	0	0	7	12	13	3	2	0	0	0	0	0	0	0	37
4:00	0	0	9	12	16	5	1	0	0	0	0	0	0	0	43
5:00	0	0	4	10	11	1	2	0	0	0	0	0	0	0	28
6:00	0	0	4	10	6	2	1	0	0	0	0	0	0	0	23
7:00	0	0	2	8	3	2	0	0	0	0	0	0	0	0	15
8:00	0	0	2	5	2	1	1	0	0	0	0	0	0	0	11
9:00	0	0	2	2	3	0	0	0	0	0	0	0	0	0	7
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	85	187	166	49	23	1	0	0	0	0	0	0	511

Percentile	15th	50th	85th	95th
Speed	8	11	14	16
Mean Speed (Average)	12.4			
10 MPH Pace Speed	7-16			
Number in Pace	460			
Percent in Pace	91.0%			
Number > 12 MPH	239			
Percent > 12 MPH	46.8%			

Grand Total	0	0	145	362	355	108	34	2	0	0	0	0	0	0	1006
Stats	Percentile				15th	50th	85th	95th							
	Speed				8	11	14	16							
	Mean Speed (Average)				12.5										
	10 MPH Pace Speed				7-16										
	Number in Pace				913										
	Percent in Pace				91.0%										
	Number > 12 MPH				499										
	Percent > 12 MPH				49.6%										

TRANSIT INFORMATION

COAST Routes 12, 13, 14 Bus Stop List

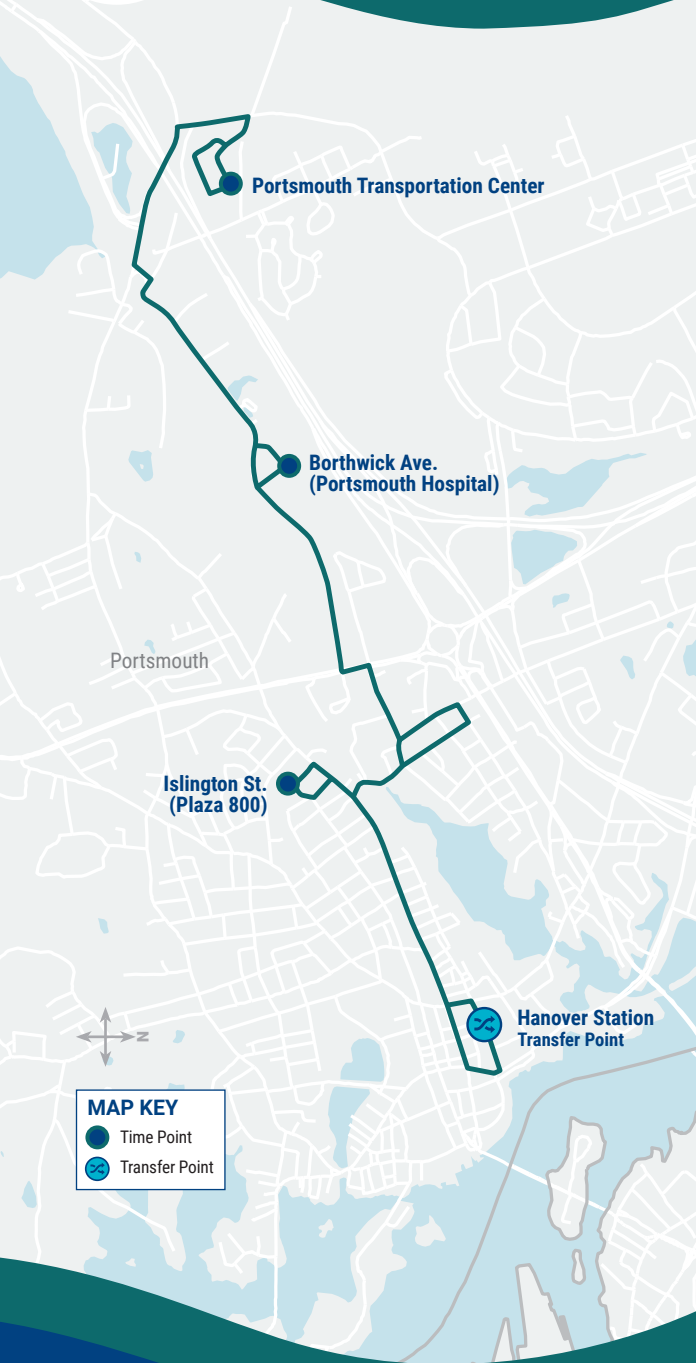
13 North

Stop Number	Stop Name
2253	Hanover Station
2504	Russell St. (Sheraton Harborside)
2552	Dover Point Rd. (Coastal Furniture)
2555	Dover Point Rd. / Homestead Ln. Northbound
2558	Dover Point Rd. / Pearson Dr. Northbound
2561	Dover Point Rd. / Roberta Dr.
2564	Dover Point / Roberts Rds. Northbound
2567	Dover Point Rd. / Riverside Dr.
9057	Dover Point Rd. (St. Thomas Aquinas High School) Northbound
2573	Dover Point / Middle Rds. Northbound
2576	Dover Point Rd. / Tuttle Ln.
2579	Dover Point Rd. / Toftree Ln.
2582	Dover Point Rd. / Constitution Way Northbound
2585	Dover Point Rd. (Dover Point Office Park)
2588	Dover Point Rd. (Bill Dube Ford)
2591	Dover Point Rd. / Pointe Pl.
2594	Dover Point Rd. (Weathervane Restaurant)
2597	Stark Ave. / Hawthorn Rd.
2600	Stark Ave. / Beech Rd.
2603	Central Ave. (Pine Hill Cemetery)
2606	Central Ave. / Union St.
2609	Central Ave. (Central Towers)
2618	Chestnut / Orchard Sts. (Coheco Park)
9009	Dover Transportation Center

40

Route 40 Map

Portsmouth Islington Borthwick



MAP KEY

- Time Point
- ⊕ Transfer Point



Ride Information

COAST BUS FARES

Base Cash Fare **\$1.50**
All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

Half-Fare **\$ 0.75**
Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

Multi-Ride Tickets and Passes
Available at www.coastbus.org or call 603-743-5777, TTY 711.

Unlimited Monthly Pass **\$ 52**
Unlimited rides on COAST Routes for the month.

YOUR RIGHTS

COAST adheres to all Federal regulations regarding Civil Rights. If you need to request an ADA Reasonable Modification/ Accommodation, or if you believe you have been discriminated against or would like to file a complaint under the ADA or Title VI, please contact COAST's Civil Rights Officer at 603-516-0788, TTY 711 or email CivilRights@coastbus.org.

NO SERVICE DAYS
 COAST does not operate on the following holidays:

- New Year's Day
- Martin Luther King Jr./ Civil Rights Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve Day
- Christmas Day



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Bus Schedule & Map 40



Effective
09.17.22

ROUTE
40

Portsmouth Islington Borthwick



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MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org



COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 40

Portsmouth • Islington • Borthwick

How to Read the Schedule

Printed bus schedules only show the timepoints ● (major bus stops where the bus will hold until the scheduled departure time). In between those timepoints are many other stops that you can use. For a full listing of bus stops, visit www.coastbus.org, or use the Passio GO! App.

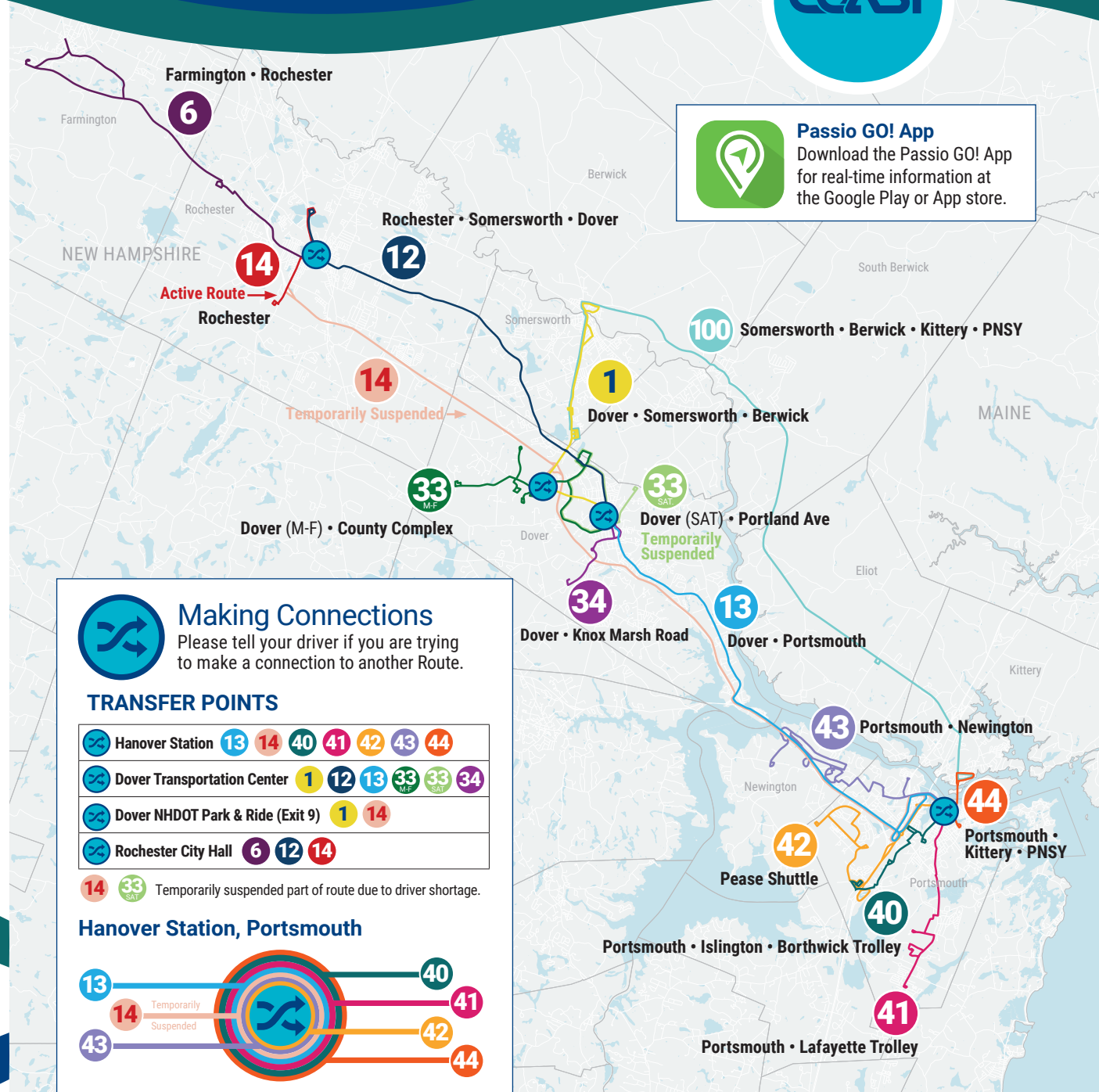
The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat)	Service On Every Hour		
Hanover Station - Portsmouth Transportation Center	First Bus	Minutes Past Hour	Last Bus
● Hanover Station	6:00am	:00*	7:00pm
● Islington St. (Plaza 800)	6:07am	:07*	7:07pm
● Borthwick Ave. (Ports. Hospital)	6:15am	:15*	7:15pm
● Portsmouth Transportation Center	6:23am	:23*	7:23pm

*No Service during the hour of 3pm.

INBOUND (M-Sat)	Service On Every Hour		
Portsmouth Transportation Center - Hanover Station	First Bus	Minutes Past Hour	Last Bus
● Portsmouth Transportation Center	6:24am	:24*	7:24pm
● Borthwick Ave. (Ports. Hospital)	6:31am	:31*	7:31pm
● Islington St. (Plaza 800)	6:39am	:39*	7:39pm
● Hanover Station	6:47am	:47*	7:47pm

*No Service during the hour of 3pm.



Passio GO! App
 Download the Passio GO! App for real-time information at the Google Play or App store.



Making Connections

Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

☞ Hanover Station	13 14 40 41 42 43 44
☞ Dover Transportation Center	1 12 13 33 _{M-F} 33 _{SAT} 34
☞ Dover NHDOT Park & Ride (Exit 9)	1 14
☞ Rochester City Hall	6 12 14

14 33_{SAT} Temporarily suspended part of route due to driver shortage.

Hanover Station, Portsmouth

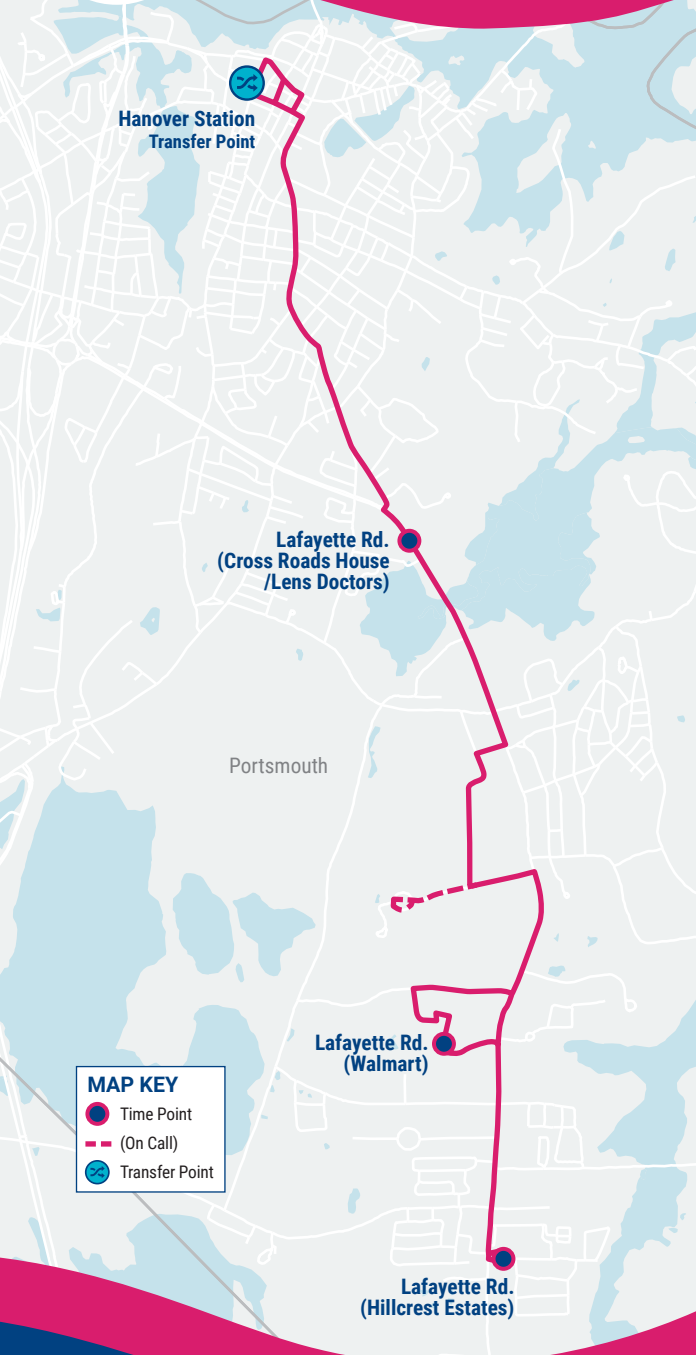


MAP IT!

For a full listing of bus stops, visit www.coastbus.org or use the Passio GO! App.

41

Route 41 Map Portsmouth • Lafayette Road



MAP KEY

- Time Point
- (On Call)
- Transfer Point



Ride Information

COAST BUS FARES

- Base Cash Fare** **\$1.50**
All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.
- Half-Fare** **\$ 0.75**
Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.
- Multi-Ride Tickets and Passes**
Available at www.coastbus.org or call 603-743-5777, TTY 711.
- Unlimited Monthly Pass** **\$ 52**
Unlimited rides on COAST Routes for the month.

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NO SERVICE DAYS

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- Martin Luther King Jr./ Civil Rights Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve Day
- Christmas Day



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Bus Schedule & Map 41



Effective
09.17.22

ROUTE 41

Portsmouth • Lafayette Road



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COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 41 Portsmouth • Lafayette Road

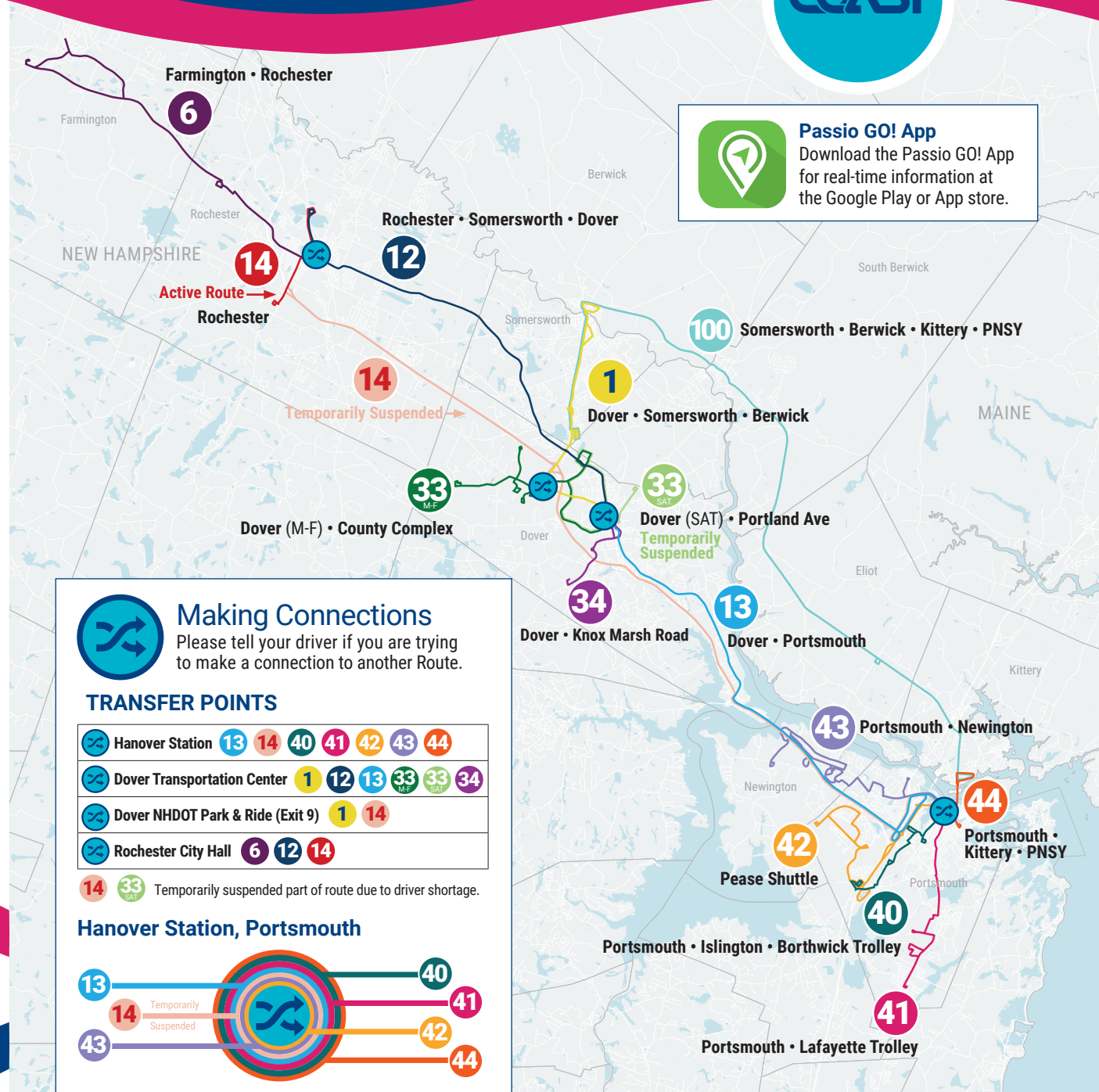
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The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-Sat)	Service On Every Hour		
Hanover Station - Lafayette Rd. (Hillcrest Estates)	First Bus	Minutes Past Hour	Last Bus
• Hanover Station	6:00am	:00	8:00pm
• Lafayette Rd. (Cross Roads House)	6:10am	:10	8:10pm
• Lafayette Rd. (Walmart)	6:20am	:20	8:20pm
• Lafayette Rd. (Hillcrest Estates)	6:29am	:29	8:29pm

INBOUND (M-Sat)	Service On Every Hour		
Lafayette Rd. (Hillcrest Estates) - Hanover Station	First Bus	Minutes Past Hour	Last Bus
• Lafayette Rd. (Hillcrest Estates)	6:30am	:30	8:30pm
• Lafayette Rd. (Lens Doctors)	6:38am	:38	8:38pm
• Hanover Station	6:49am	:49	8:49pm



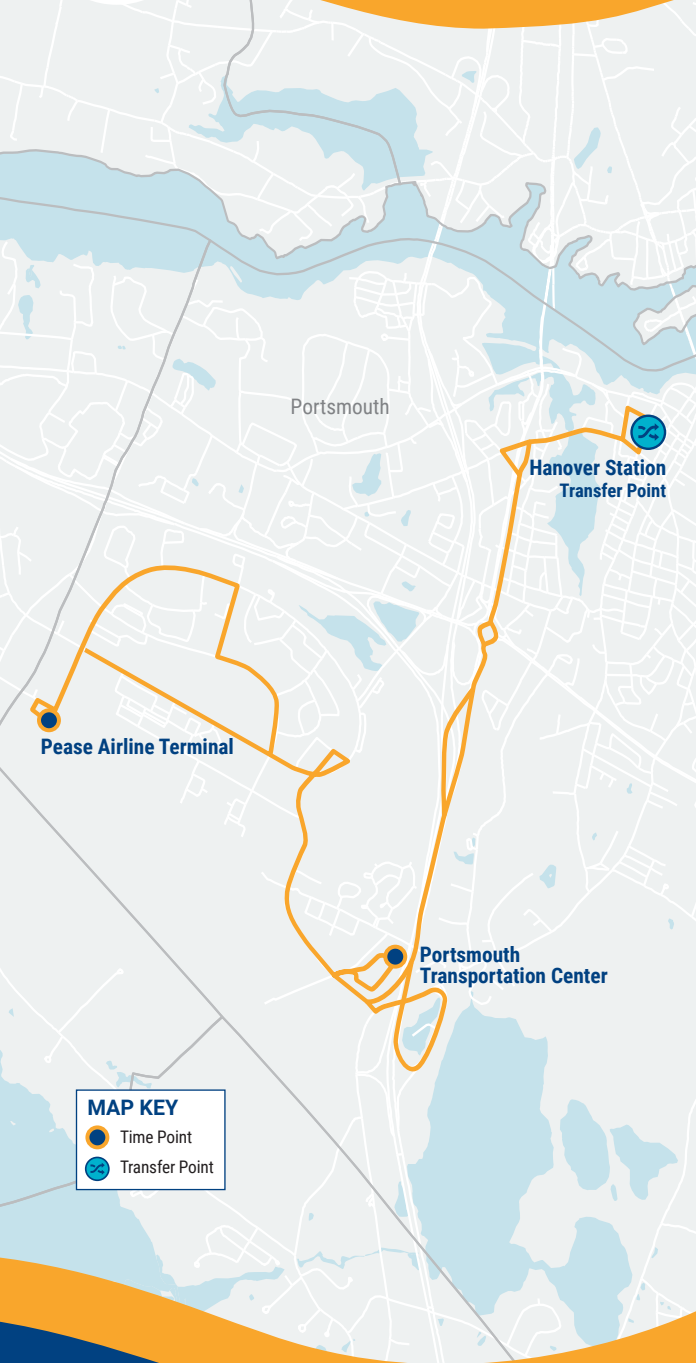
Passio GO! App
Download the Passio GO! App for real-time information at the Google Play or App store.

MAP IT!
For a full listing of bus stops, visit www.coastbus.org or use the Passio GO! App.

42

Route 42 Map

Portsmouth • Pease Shuttle



Ride Information

COAST BUS FARES

Base Cash Fare **\$1.50**
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Half-Fare **\$ 0.75**
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- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve Day
- Christmas Day



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Bus Schedule & Map 42



Effective 07.01.22

ROUTE 42

Portsmouth • Pease Shuttle



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COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 42 Portsmouth • Pease Shuttle

How to Read the Schedule

Printed bus schedules only show the timepoints (major bus stops where the bus will hold until the scheduled departure time). In between those timepoints are many other stops that you can use. For a full listing of bus stops, visit www.coastbus.org, or use the Passio Go! App.

The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-F)	Service On Every Hour		
Hanover Station - Pease Airline Terminal	First Bus	Minutes Past Hour	Last Bus
Hanover Station	6:22am	:00*	6:00pm
Portsmouth Transportation Center	6:33am	:11*	6:11pm
Pease Airline Terminal	6:42am	:20*	6:20pm

**Regular hourly schedule starts during the hour of 7am and No Service during the hour of 10am.*

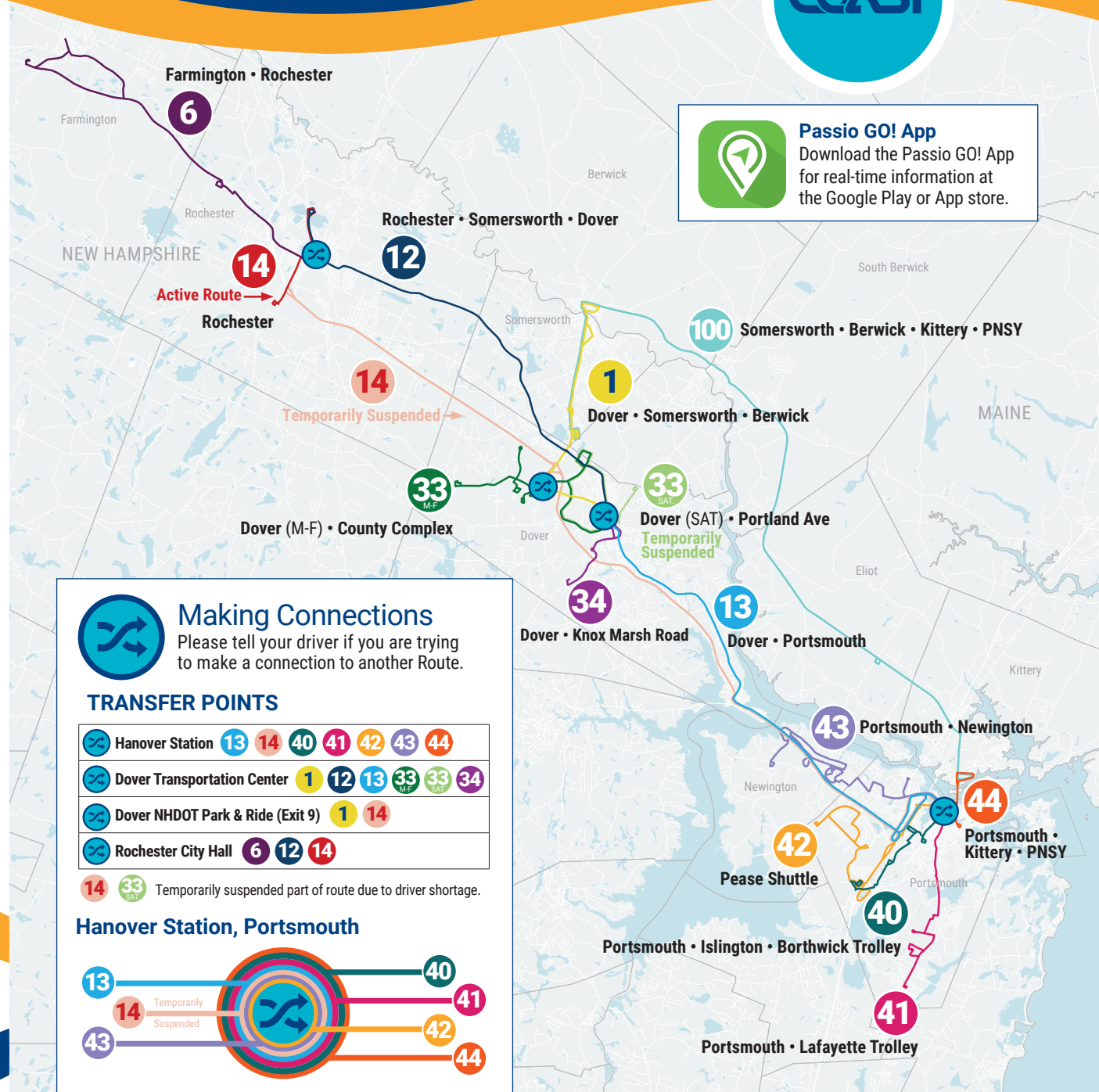
INBOUND (M-F)	Service On Every Hour		
Pease Airline Terminal - Hanover Station	First Bus	Minutes Past Hour	Last Bus
Pease Airline Terminal	6:43am	:21*	6:21pm
Portsmouth Transportation Center	6:47am	:25*	6:25pm
Hanover Station	6:57am	:35*	6:35pm

**Regular hourly schedule starts during the hour of 7am and No Service during the hour of 10am.*



MAP IT!

For a full listing of bus stops, visit www.coastbus.org or use the Passio GO! App.



Passio GO! App
Download the Passio GO! App for real-time information at the Google Play or App store.

Making Connections

Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

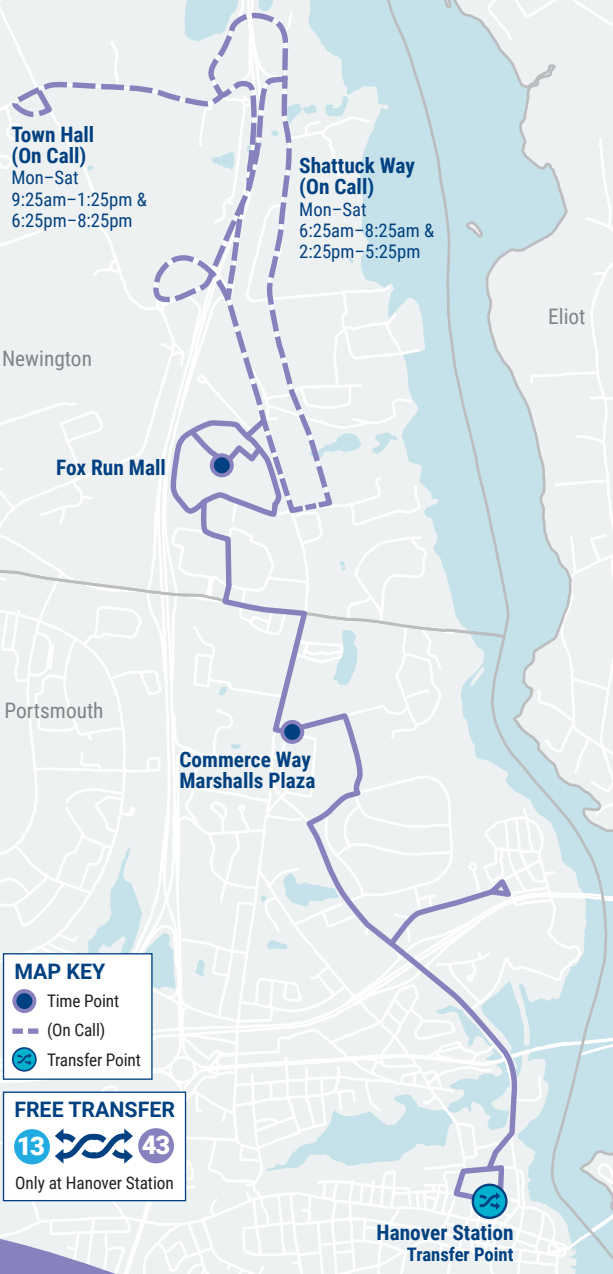
	Hanover Station	13	14	40	41	42	43	44
	Dover Transportation Center	1	12	13	33 _{M-F}	33 _{SAT}	34	
	Dover NHDOT Park & Ride (Exit 9)	1	14					
	Rochester City Hall	6	12	14				

Temporarily suspended part of route due to driver shortage.

Hanover Station, Portsmouth

43

Route 43 Map Portsmouth · Newington



Ride Information

COAST BUS FARES

Base Cash Fare **\$1.50**
All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

Half-Fare **\$ 0.75**
Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

Multi-Ride Tickets and Passes
Available at www.coastbus.org or call 603-743-5777, TTY 711.

Unlimited Monthly Pass **\$ 52**
Unlimited rides on COAST Routes for the month.

YOUR RIGHTS

COAST adheres to all Federal regulations regarding Civil Rights. If you need to request an ADA Reasonable Modification/ Accommodation, or if you believe you have been discriminated against or would like to file a complaint under the ADA or Title VI, please contact COAST's Civil Rights Officer at 603-516-0788, TTY 711 or email CivilRights@coastbus.org.

NO SERVICE DAYS

COAST does not operate on the following holidays:

- New Year's Day
- Labor Day
- Martin Luther King Jr./ Civil Rights Day
- Thanksgiving Day
- Memorial Day
- Christmas Eve Day
- Independence Day
- Christmas Day



42 Sumner Drive · Dover, NH 03820
603-743-5777 · TTY 711 · www.coastbus.org

This brochure is available in alternative formats upon request.

Bus Schedule & Map 43



Effective
09.17.22

ROUTE 43

Portsmouth · Newington



Find all of the full COAST schedules online at coastbus.org

MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org



COAST SYSTEM MAP



EXPRESS • INBOUND • OUTBOUND Route 43 Portsmouth • Newington

How to Read the Schedule

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EXPRESS (M-Sat)	Single Run Only		
DOVER - NEWINGTON	First Bus	Minutes Past Hour	Last Bus
• Dover Transportation Center	6:30am	--	--
• Fox Run Mall	6:45am	--	--

INBOUND (M-Sat)	Service On Every Hour		
NEWINGTON - PORTSMOUTH	First Bus	Minutes Past Hour	Last Bus
• Fox Run Mall	6:30am	:30	8:30pm
• Commerce Way (Marshalls Plaza)	6:36am	:36	8:36pm
• Hanover Station	6:57am	:57	8:57pm

OUTBOUND (M-Sat)	Service On Every Hour		
PORTSMOUTH - NEWINGTON	First Bus	Minutes Past Hour	Last Bus
• Hanover Station	7:00am	:00	8:00pm
• Commerce Way (Marshalls Plaza)	7:09am	:09	8:09pm
• Fox Run Mall	7:22am	:22	8:22pm



MAP IT!

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Passio GO! App
Download the Passio GO! App for real-time information at the Google Play or App store.



Making Connections

Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

	Hanover Station	13	14	40	41	42	43	44
	Dover Transportation Center	1	12	13	33 _{MF}	33 _{SAT}	34	
	Dover NHDOT Park & Ride (Exit 9)	1	14					
	Rochester City Hall	6	12	14				

Temporarily suspended part of route due to driver shortage.



44

Route 44 Map Portsmouth • Kittery • PNSY



Ride Information

COAST BUS FARES

Base Cash Fare **\$1.50**
All passengers ages 5 and up are required to pay this fare each time they board a COAST bus.

Half-Fare **\$ 0.75**
Passengers 65 and older, or passengers with a disability are entitled to pay half the cash fare. Proof of eligibility is required by showing a Medicare card, photo ID with birth date, COAST ADA Paratransit Card, or COAST Half-Fare Card. Please contact COAST to apply for a Half-Fare Card.

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Unlimited rides on COAST Routes for the month.

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NO SERVICE DAYS

- COAST does not operate on the following holidays:
- New Year's Day
 - Labor Day
 - Martin Luther King Jr./ Civil Rights Day
 - Thanksgiving Day
 - Memorial Day
 - Christmas Eve Day
 - Independence Day
 - Christmas Day



42 Sumner Drive • Dover, NH 03820
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This brochure is available in alternative formats upon request.

Bus Schedule & Map 44



Effective
07.01.22

ROUTE
44

Portsmouth • Kittery • PNSY



Find all of the full COAST schedules online at coastbus.org

MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org



COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 44

Portsmouth • Kittery • PNSY

How to Read the Schedule

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The times shown represent the number of minutes after the hour that the bus will depart from that stop. Last stop times are arrivals. Any exceptions will be noted.

OUTBOUND (M-F)	Service On Every Hour		
Hanover Station - Government St. (PNSY Gate 1)	First Bus	Minutes Past Hour	Last Bus
• Hanover Station	5:54am	:36*	6:36pm
• Junkins Ave. (Portsmouth City Hall)	7:41am	:41*	6:41pm
• Government St. (PNSY Gate 1)	6:00am	:45*	6:45pm

*Regular hourly schedule starts during the hour of 7am.

INBOUND (M-F)	Service On Every Hour		
Government St. (PNSY Gate 1) - Hanover Station	First Bus	Minutes Past Hour	Last Bus
• Government St. (PNSY Gate 1)	6:35am	:45*	8:45pm
• Hanover Station	6:42am	:54*	8:54pm

*Regular hourly schedule starts during the hour of 7am.



Passio GO! App
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Making Connections

Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

	Hanover Station	13	14	40	41	42	43	44
	Dover Transportation Center	1	12	13	33 _{M-F}	33 _{SAT}	34	
	Dover NHDOT Park & Ride (Exit 9)	1	14					
	Rochester City Hall	6	12	14				

Temporarily suspended part of route due to driver shortage.

Hanover Station, Portsmouth



MAP IT!

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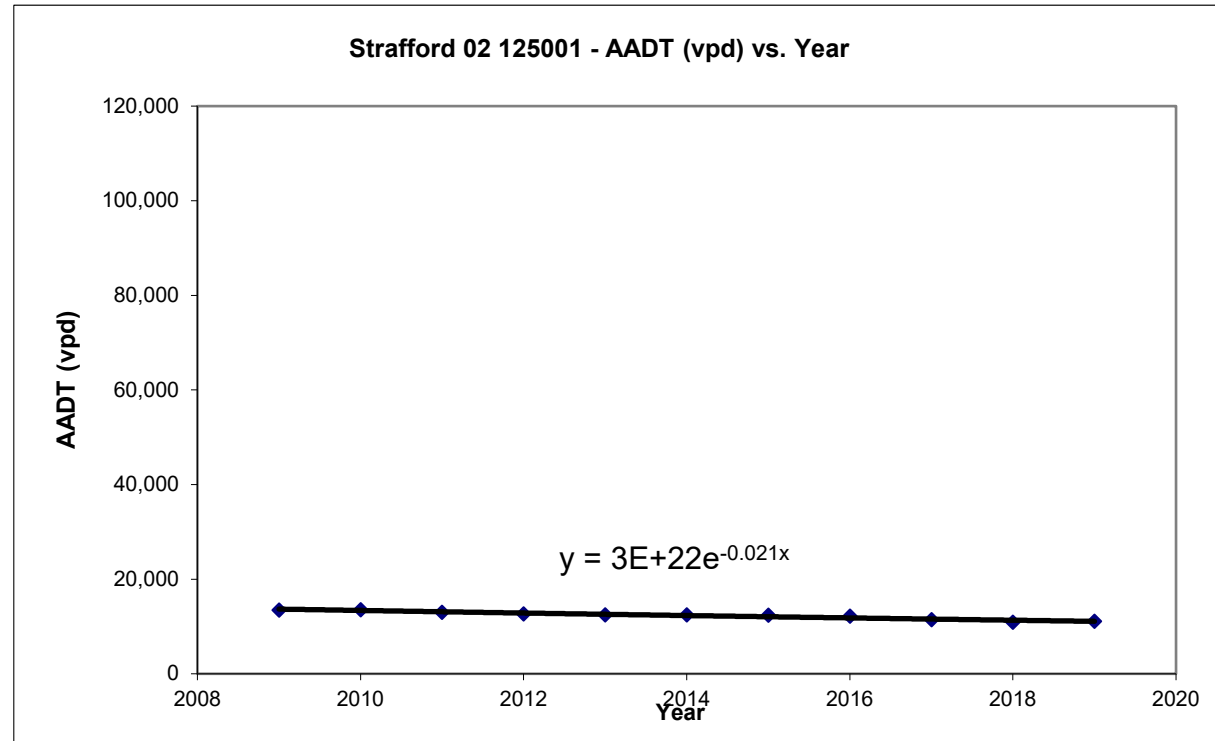
GENERAL BACKGROUND TRAFFIC GROWTH

Station 02125001
 Strafford - Dover Point Rd
 Group 4
 Region E
 FC 11

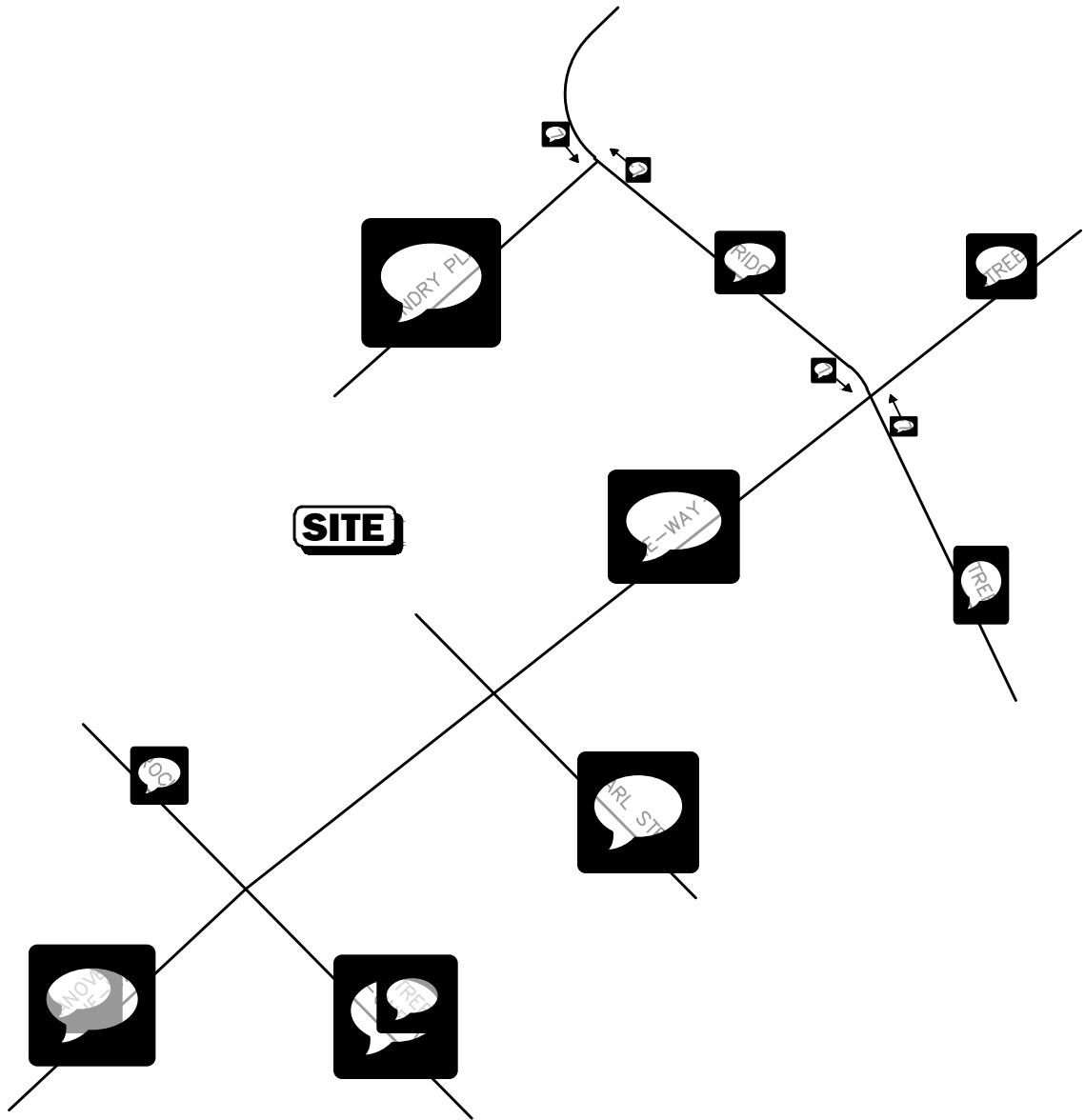
AADT Annual Change

2009	13500	
2010	13567	0.50%
2011	13024	-4.00%
2012	12639	-2.96%
2013	12461	-1.41%
2014	12490	0.23%
2015	12396	-0.75%
2016	12219	-1.43%
2017	11436	-6.41%
2018	10938	-4.35%
2019	11100	1.48%

CAGR	-1.94%
Exp	1.86%
Avg	-0.04%



BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

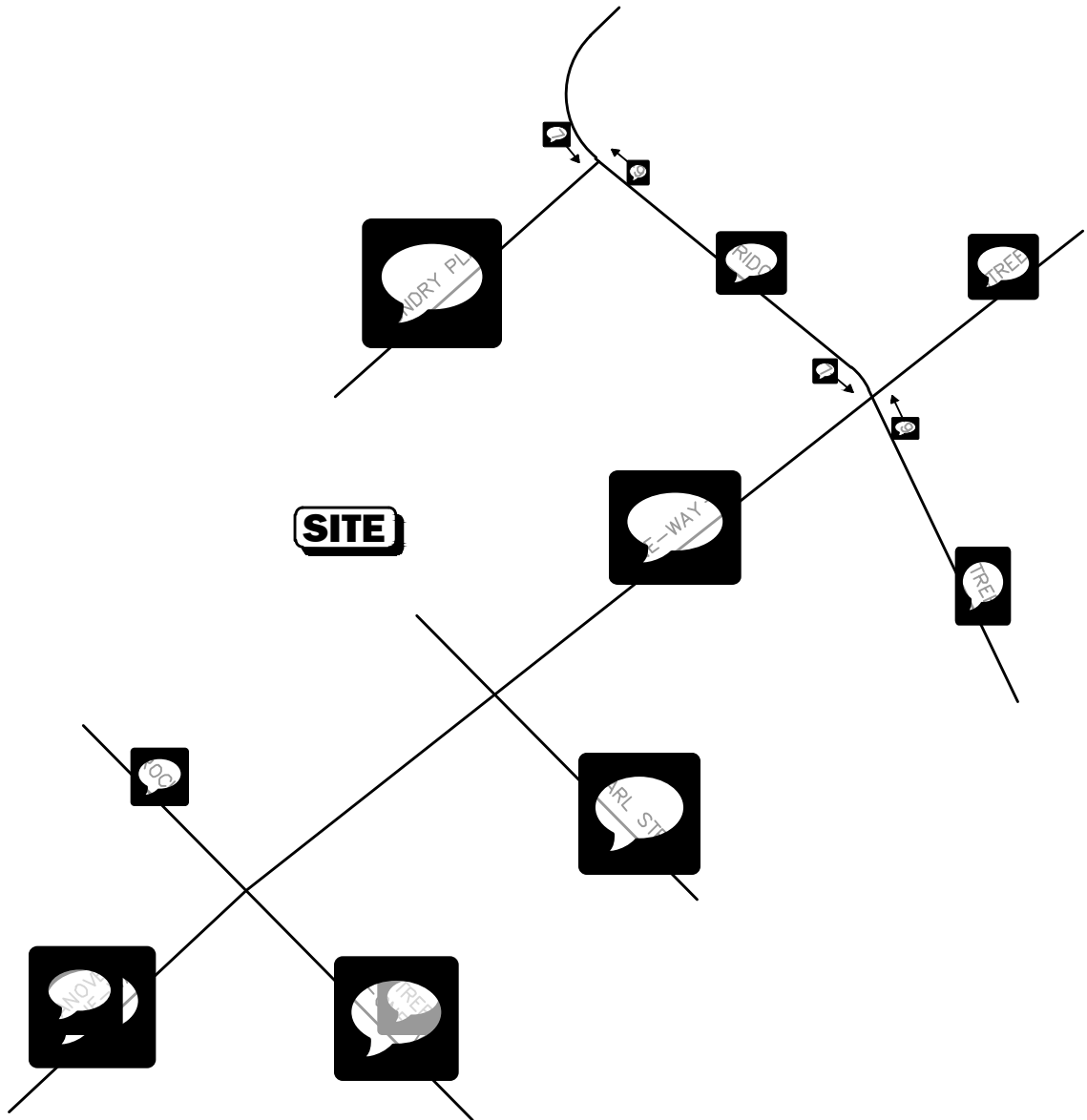


Not To Scale



Figure A-1

70 Maplewood Avenue
Lot 5 Deer Street Development
Weekday Morning
Peak-Hour Traffic Volumes

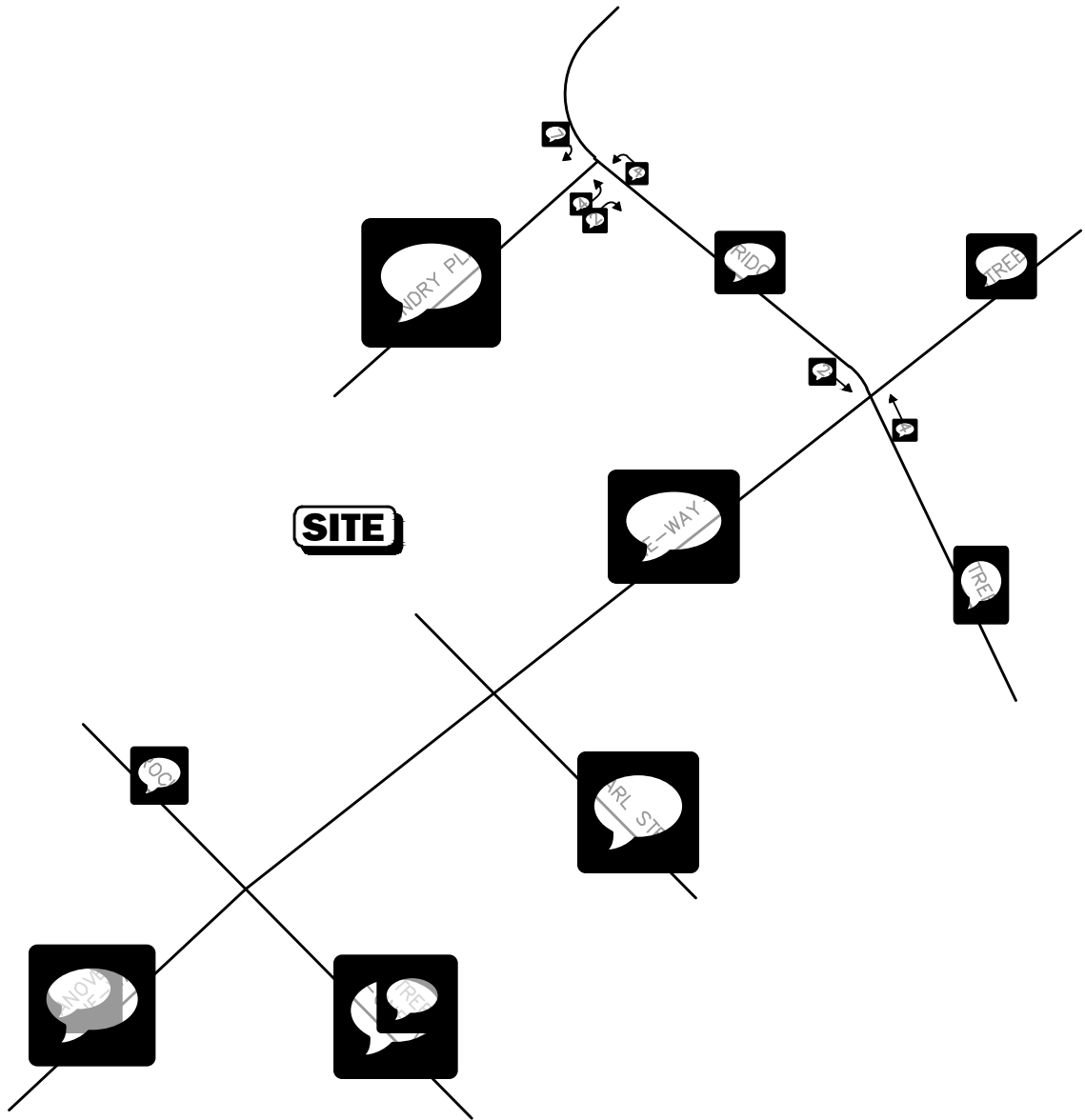


Not To Scale



Figure A-2

70 Maplewood Avenue
 Lot 5 Deer Street Development
 Weekday Evening
 Peak-Hour Traffic Volumes

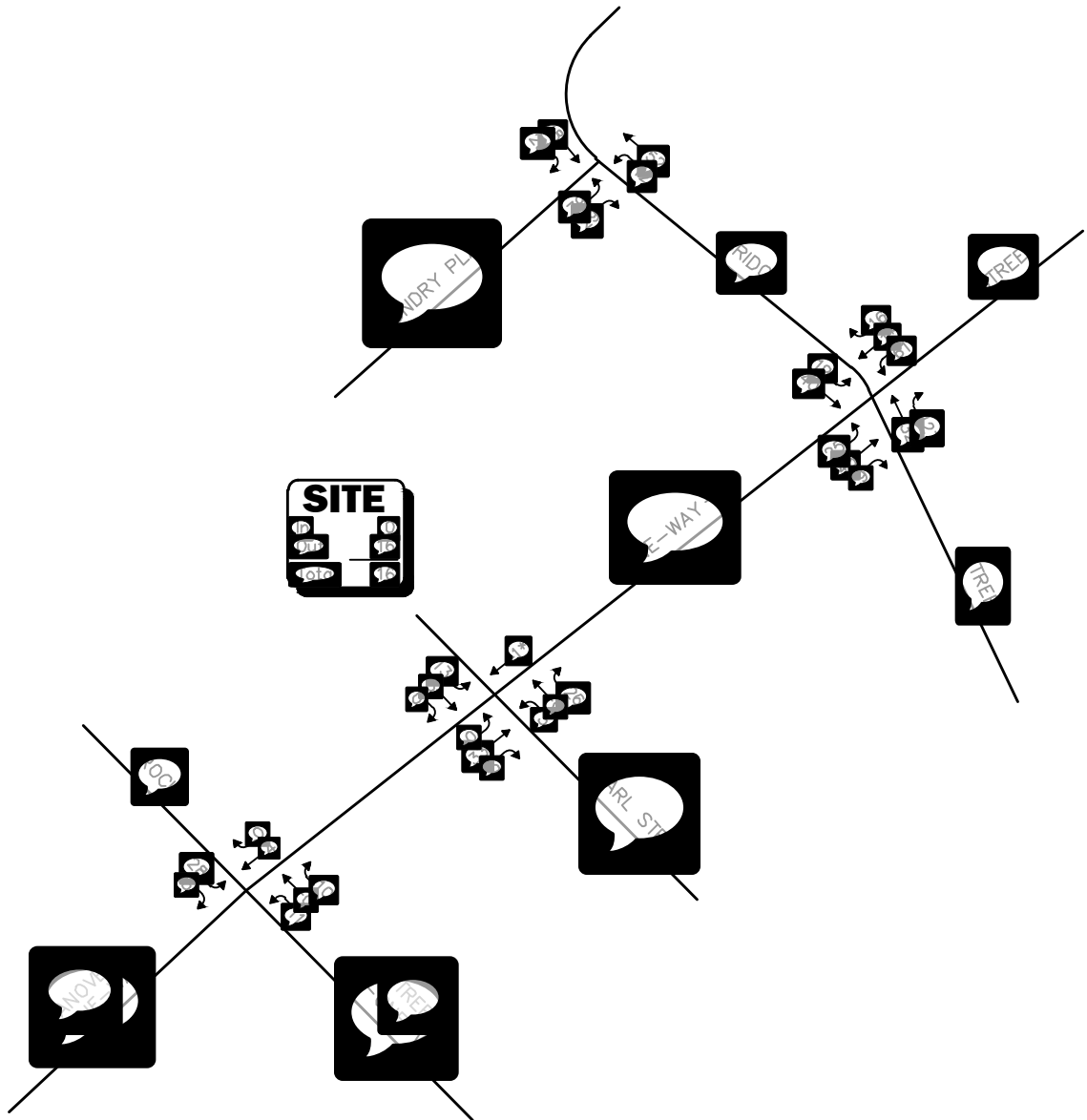


Not To Scale



Figure A-3

Foundry Place Community Space
 Lot 2 of Deer Street
 Associates Projects
 Weekday Morning
 Peak-Hour Traffic Volumes



*Illegal movement.

Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

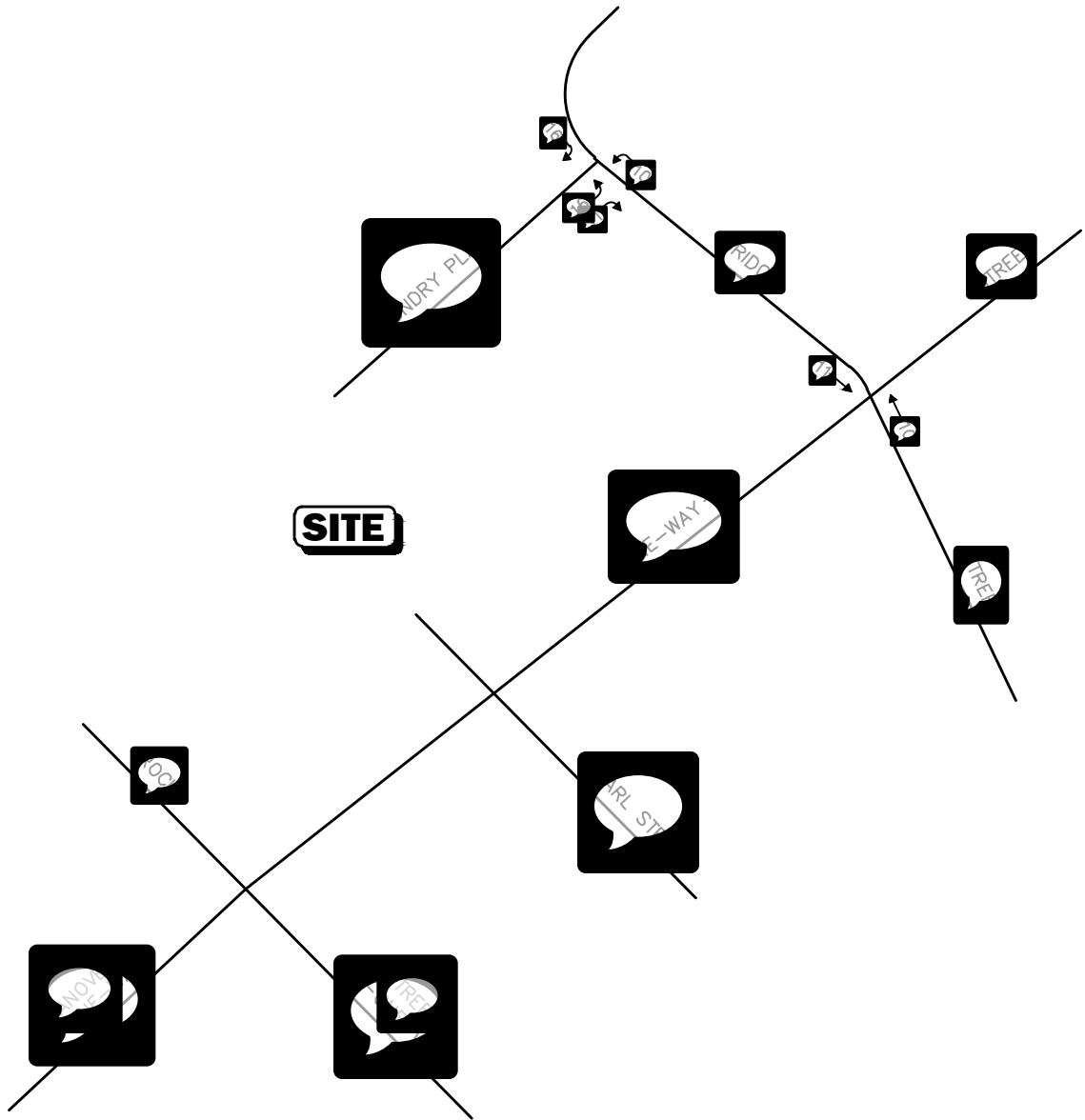


Not To Scale

Figure 4

2024 Existing
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes





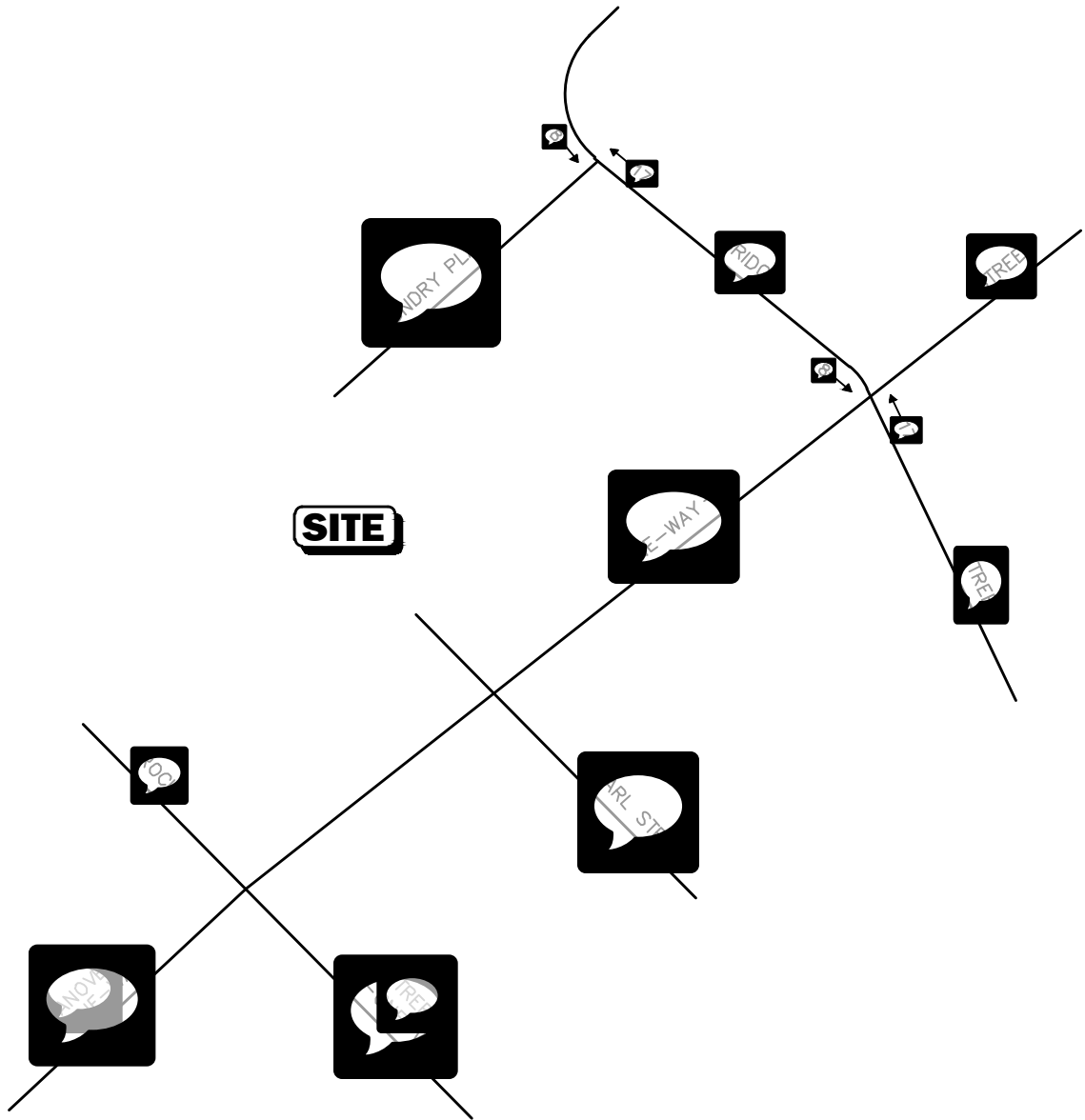
Not To Scale



Figure A-6

165 Deer Street
Lot 3 of Deer Street
Associates Projects
Weekday Evening
Peak-Hour Traffic Volumes

R:\10068\Graphics\TIA\August 2024\10068NT1.dwg, 8/23/2024 11:08:37 AM

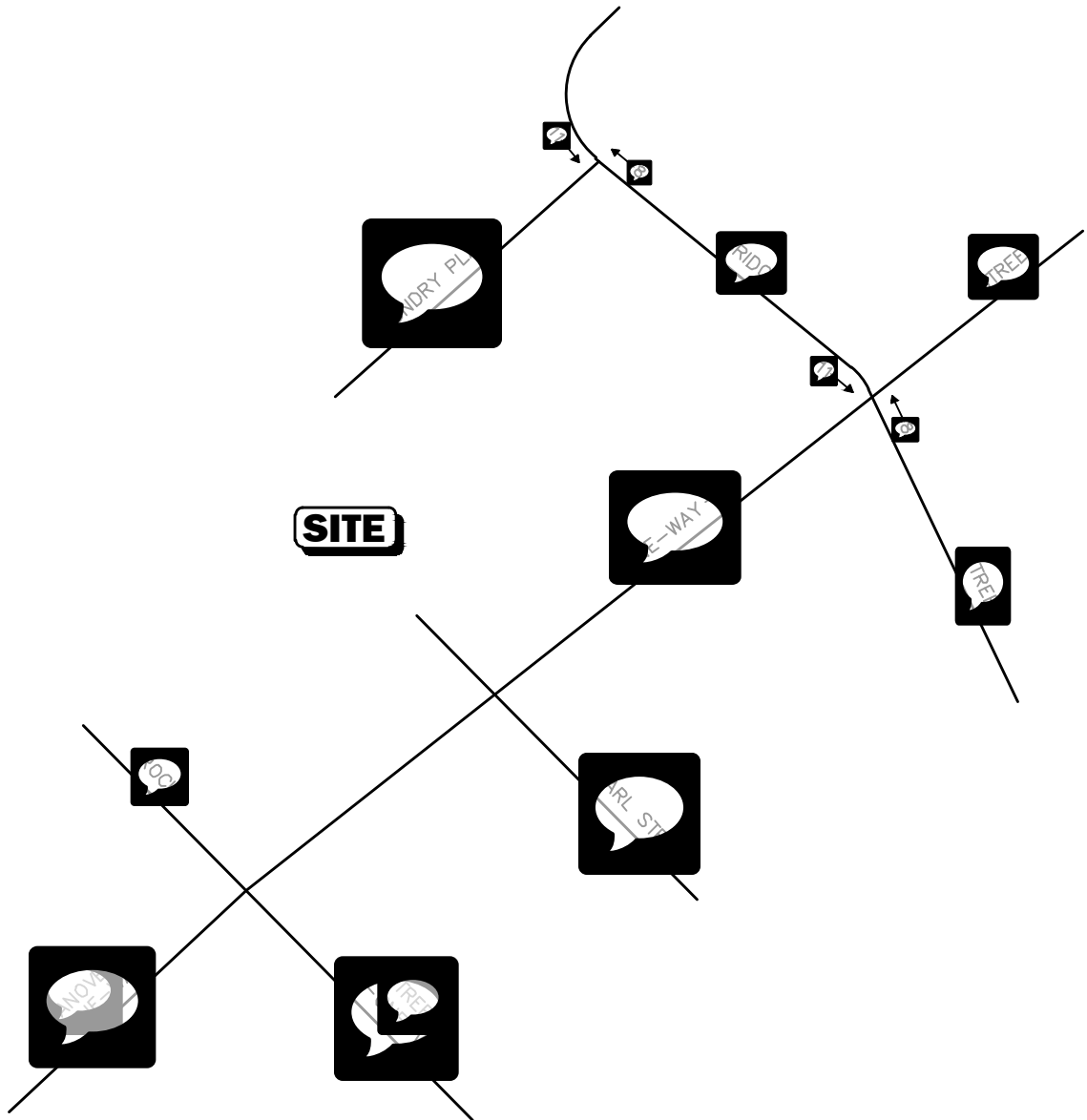


Not To Scale



Figure A-7

163 Deer Street
Lot 4 of Deer Street
Associates Projects
Weekday Morning
Peak-Hour Traffic Volumes

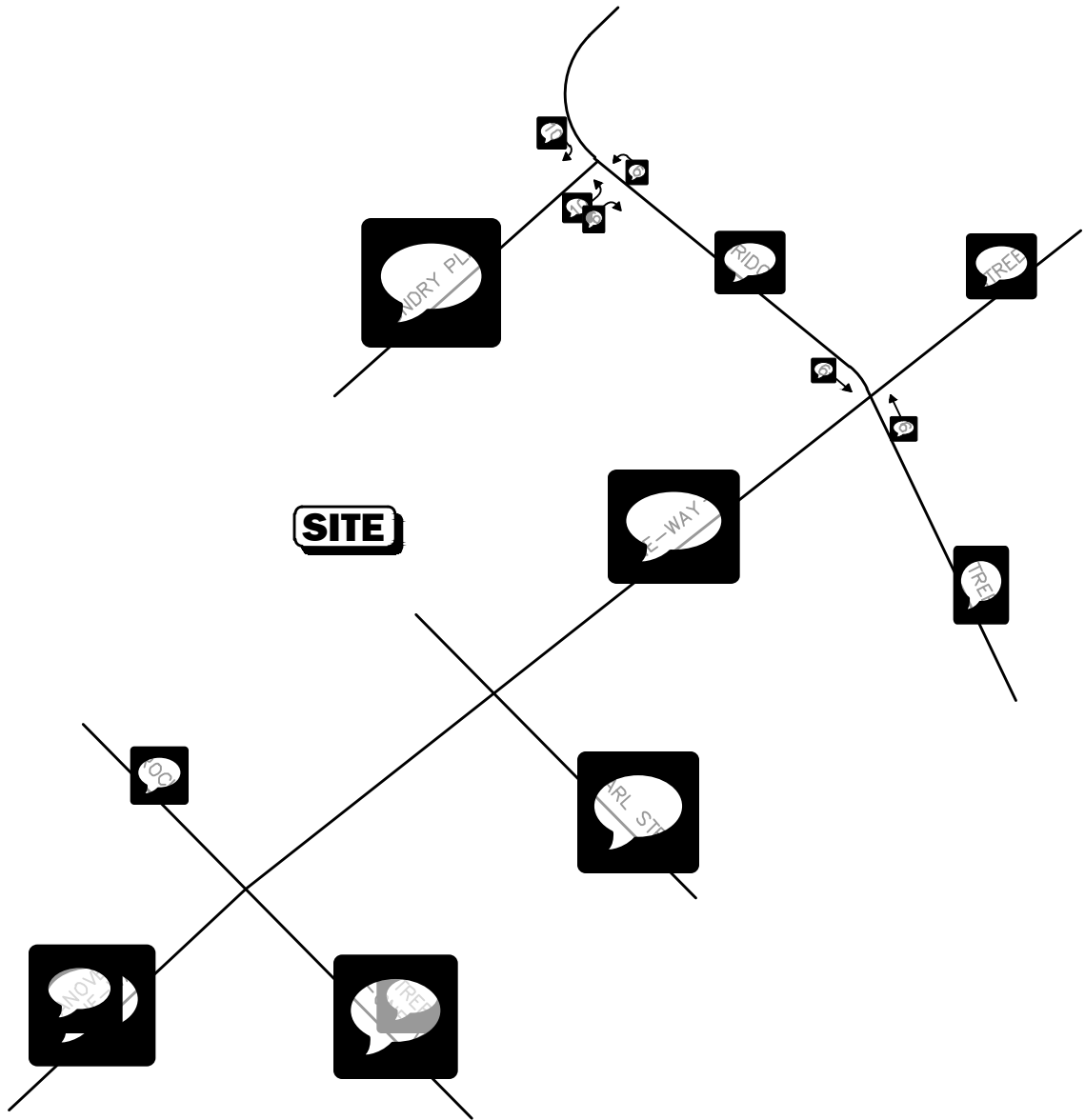


Not To Scale



Figure A-8

163 Deer Street
 Lot 4 of Deer Street
 Associates Projects
 Weekday Evening
 Peak-Hour Traffic Volumes

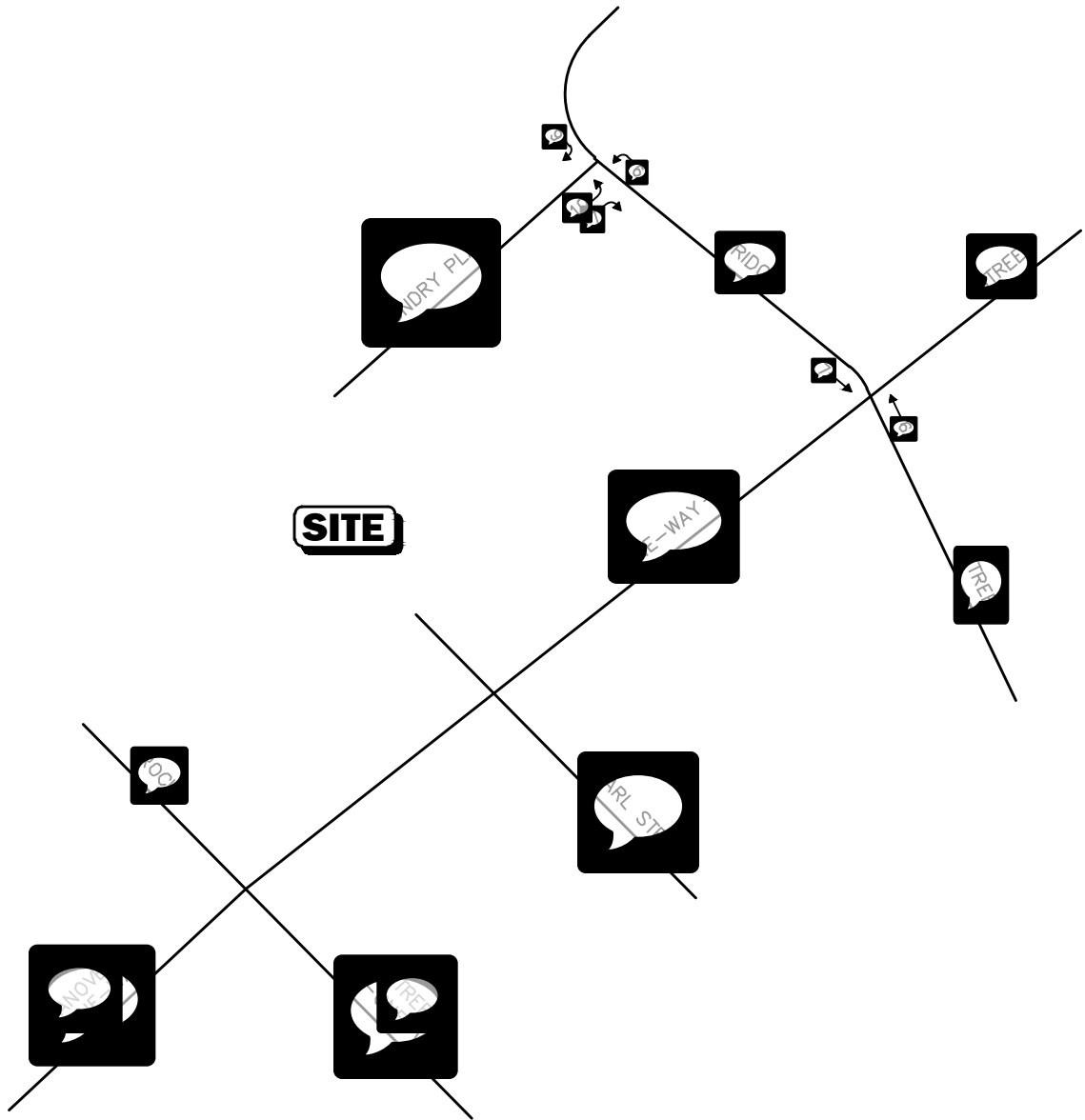


Not To Scale



Figure A-9

89 and 99 Foundry Place
Lot 6 of Deer Street
Associates Projects
Weekday Morning
Peak-Hour Traffic Volumes



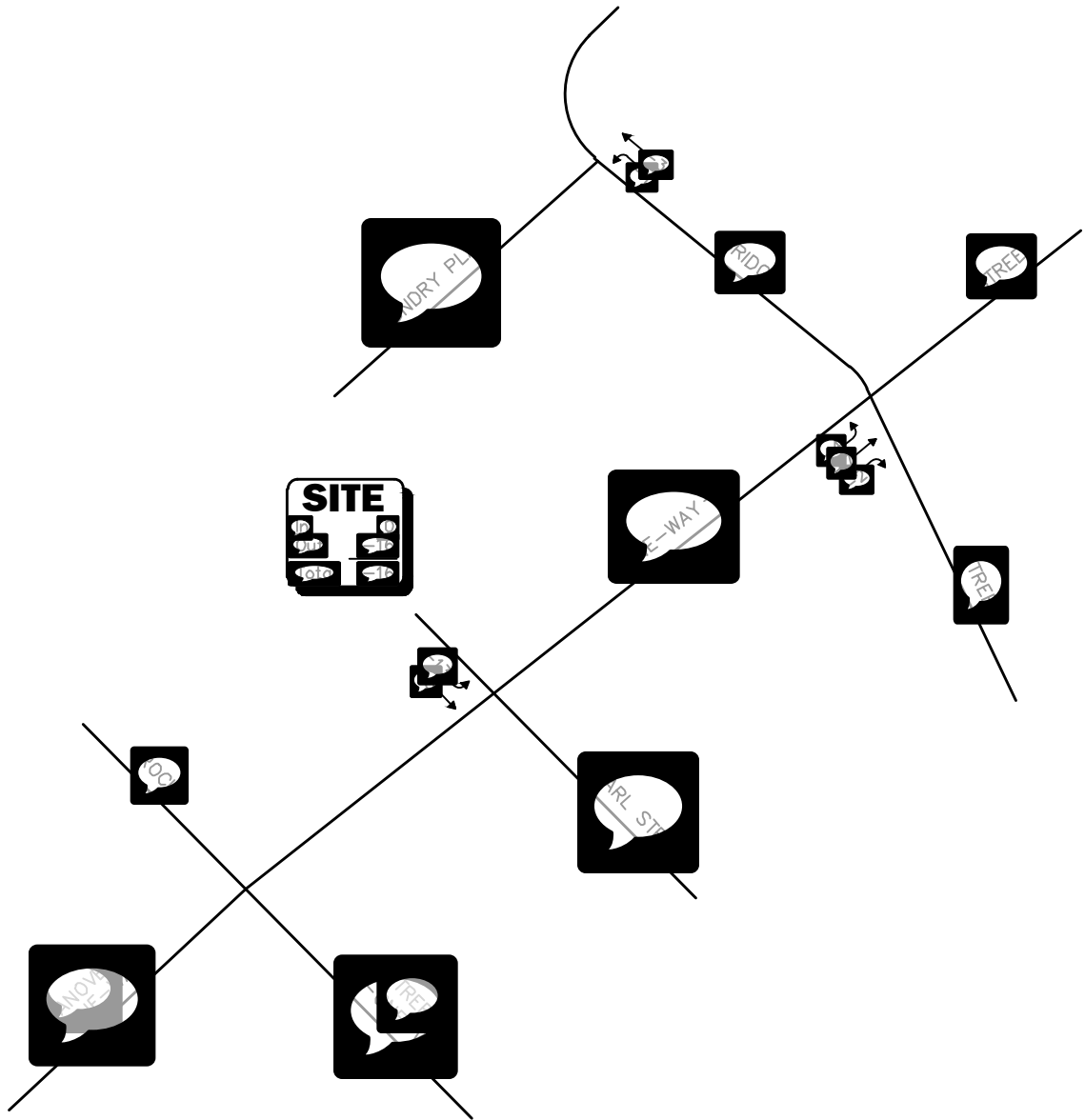
Not To Scale



Figure A-10

89 and 99 Foundry Place
Lot 6 of Deer Street
Associates Projects
Weekday Evening
Peak-Hour Traffic Volumes

R:\10068\Graphics\TIA\August 2024\10068NT1.dwg, 8/23/2024 11:10:44 AM



Not To Scale



Figure A-12

Existing Site Trips Removed
Weekday Evening
Peak-Hour Traffic Volumes

TRIP-DISTRIBUTION

Kearsarge Mill Residential Development
Portsmouth, New Hampshire

Residence	Workplace	Number	Hanover Street East	Bridge Street North	Bridge Street South	Pearl Street South (Exting Trip)				
Portsmouth city	Portsmouth city	6310	40%	2524	20%	1262	30%	1893	10%	631
Portsmouth city	Dover city	643	50%	322	50%	322		0		0
Portsmouth city	Durham town	470	50%	235	50%	235		0		0
Portsmouth city	Exeter town	437		0	70%	306		0	30%	131
Portsmouth city	Kittery town	379	70%	265		0		0	30%	114
Portsmouth city	Newington town	360	100%	360		0		0		0
Portsmouth city	Hampton town	354		0	60%	212		0	40%	142
Portsmouth city	Boston city	164		0	60%	98		0	40%	66
Portsmouth city	North Hampton town	162	100%	162		0		0		0
Portsmouth city	Salem town	159		0	70%	111		0	30%	48
Portsmouth city	York town	142	60%	85	40%	57		0		0
Portsmouth city	New Castle town	134	70%	94		0		0	30%	40
Portsmouth city	Manchester city	129		0	100%	129		0		0
Portsmouth city	Somersworth city	125	70%	88	30%	38		0		0
Portsmouth city	Rye town	123		0		0		0	100%	123
Portsmouth city	Stratham town	123	60%	74		0		0	40%	49
Portsmouth city	Greenland town	112	60%	67		0		0	40%	45
Portsmouth city	Londonderry town	92		0	60%	55		0	40%	37
Portsmouth city	Concord city	89		0	100%	89		0		0
Portsmouth city	Newburyport city	86		0	50%	43		0	50%	43
Portsmouth city	Seabrook town	85		0	50%	43		0	50%	43
Portsmouth city	Rochester city	80		0	100%	80		0		0
Portsmouth city	Peabody city	78		0	60%	47		0	40%	31
Portsmouth city	Brentwood town	77		0	60%	46		0	40%	31
Portsmouth city	Raymond town	75		0	100%	75		0		0
Portsmouth city	North Berwick town	72	70%	50	30%	22		0		0
Portsmouth city	Bedford town	69		0	100%	69		0		0
Portsmouth city	Barrington town	56	100%	56		0		0		0
Portsmouth city	Hampton Falls town	53	50%	27		0		0	50%	27
Portsmouth city	Plymouth town	51		0	100%	51		0		0
Portsmouth city	North Andover town	49	50%	25		0		0	50%	25
Portsmouth city	Wolfeboro town	49		0	100%	49		0		0
Portsmouth city	Eliot town	48	100%	48		0		0		0
Portsmouth city	Amesbury Town city	48	50%	24		0		0	50%	24
Portsmouth city	Andover town	41		0	100%	41		0		0
Portsmouth city	Methuen Town city	40	100%	40		0		0		0
Portsmouth city	Stoneham town	39	100%	39		0		0		0
Portsmouth city	Plaistow town	39	100%	39		0		0		0
		11,642		4,623		3,479		1,893		1,647
				39.7%		29.9%		16.3%		14.1%
		<u>SAY</u>		40%		30%		16%		14%

Kearsarge Mill Residential Development
Portsmouth, New Hampshire

Residence	Workplace	Number	Hanover Street East		Bridge Street North		Bridge Street South		Rock Street North	
Portsmouth city	Portsmouth city	6310	40%	2524	20%	1262	30%	1893	10%	631
Portsmouth city	Dover city	643	50%	322	50%	322		0		0
Portsmouth city	Durham town	470	50%	235	50%	235		0		0
Portsmouth city	Exeter town	437		0	70%	306		0	30%	131
Portsmouth city	Kittery town	379	70%	265		0		0	30%	114
Portsmouth city	Newington town	360	100%	360		0		0		0
Portsmouth city	Hampton town	354		0	60%	212		0	40%	142
Portsmouth city	Boston city	164		0	60%	98		0	40%	66
Portsmouth city	North Hampton town	162	100%	162		0		0		0
Portsmouth city	Salem town	159		0	70%	111		0	30%	48
Portsmouth city	York town	142	60%	85	40%	57		0		0
Portsmouth city	New Castle town	134	70%	94		0		0	30%	40
Portsmouth city	Manchester city	129		0	100%	129		0		0
Portsmouth city	Somersworth city	125	70%	88	30%	38		0		0
Portsmouth city	Rye town	123		0		0		0	100%	123
Portsmouth city	Stratham town	123	60%	74		0		0	40%	49
Portsmouth city	Greenland town	112	60%	67		0		0	40%	45
Portsmouth city	Londonderry town	92		0	60%	55		0	40%	37
Portsmouth city	Concord city	89		0	100%	89		0		0
Portsmouth city	Newburyport city	86		0	50%	43		0	50%	43
Portsmouth city	Seabrook town	85		0	50%	43		0	50%	43
Portsmouth city	Rochester city	80		0	100%	80		0		0
Portsmouth city	Peabody city	78		0	60%	47		0	40%	31
Portsmouth city	Brentwood town	77		0	60%	46		0	40%	31
Portsmouth city	Raymond town	75		0	100%	75		0		0
Portsmouth city	North Berwick town	72	70%	50	30%	22		0		0
Portsmouth city	Bedford town	69		0	100%	69		0		0
Portsmouth city	Barrington town	56	100%	56		0		0		0
Portsmouth city	Hampton Falls town	53	50%	27		0		0	50%	27
Portsmouth city	Plymouth town	51		0	100%	51		0		0
Portsmouth city	North Andover town	49	50%	25		0		0	50%	25

Kearsarge Mill Residential Development
Portsmouth, New Hampshire

Portsmouth city	Wolfeboro town	49		0	100%	49		0		0
Portsmouth city	Eliot town	48	100%	48		0		0		0
Portsmouth city	Amesbury Town city	48	50%	24		0		0	50%	24
Portsmouth city	Andover town	41		0	100%	41		0		0
Portsmouth city	Methuen Town city	40	100%	40		0		0		0
Portsmouth city	Stoneham town	39	100%	39		0		0		0
Portsmouth city	Plaistow town	39	100%	39		0		0		0
		11,642		4,623		3,479		1,893		1,647
				39.7%		29.9%		16.3%		14.1%
		<u>SAY</u>		40%		30%		16%		14%

TRIP-GENERATION CALCULATIONS

Graph Look Up



ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE:
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

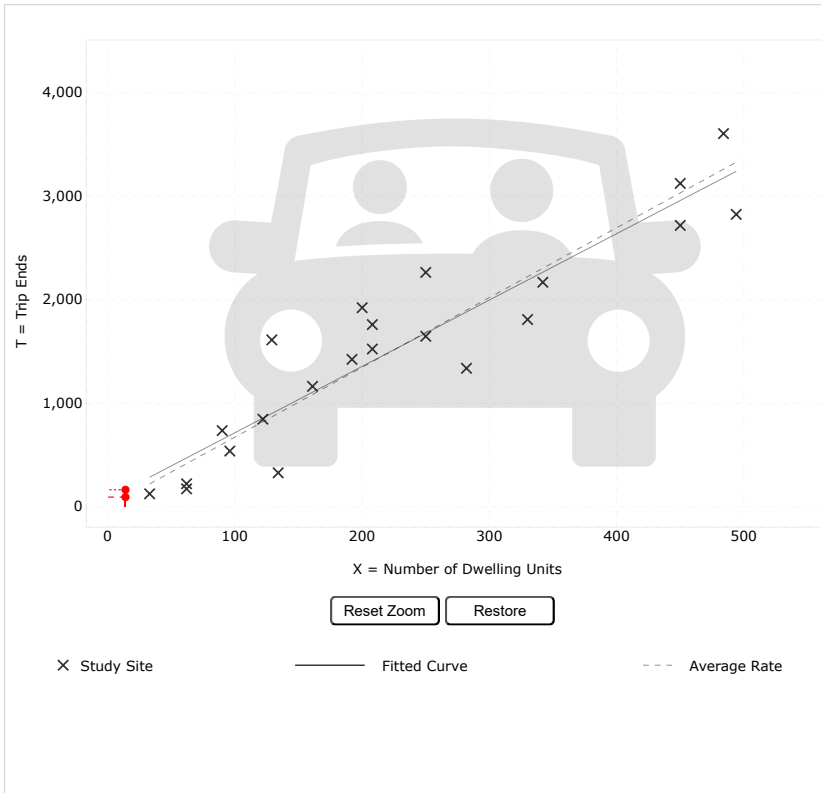
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
14 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
 $T = 6.41(X) + 75.31$

R²:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 94 (Total), 47 (Entry), 47 (Exit)
Fitted Curve: 165 (Total), 83 (Entry), 82 (Exit)

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

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220

LAND USE GROUP:

(200-299) Residential

LAND USE :

220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

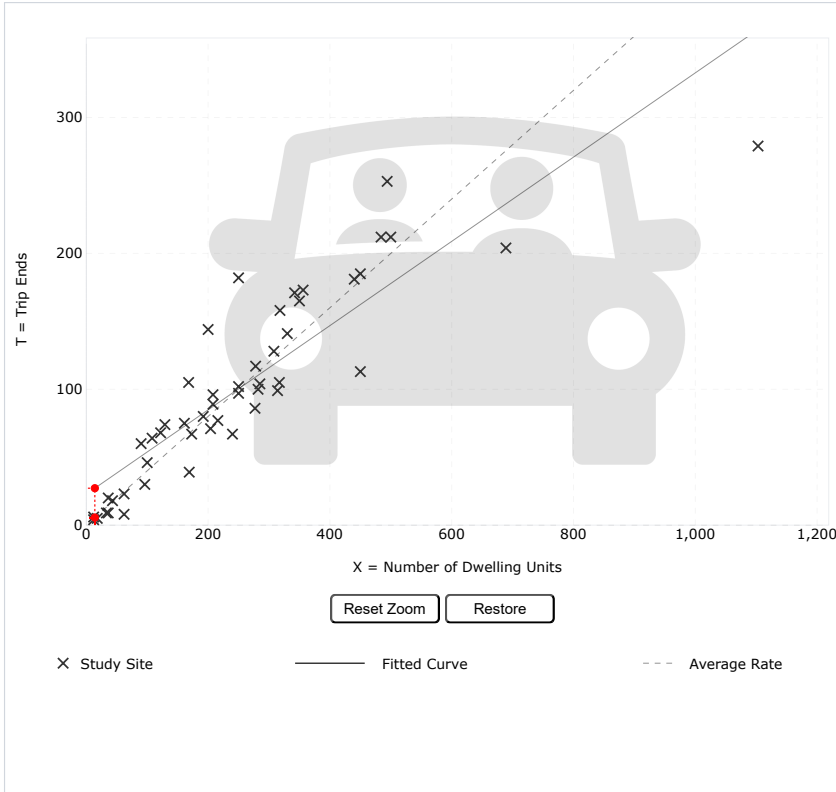
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

14 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
 $T = 0.31(X) + 22.85$

R²:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 6 (Total), 1 (Entry), 5 (Exit)
Fitted Curve: 27 (Total), 7 (Entry), 20 (Exit)

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

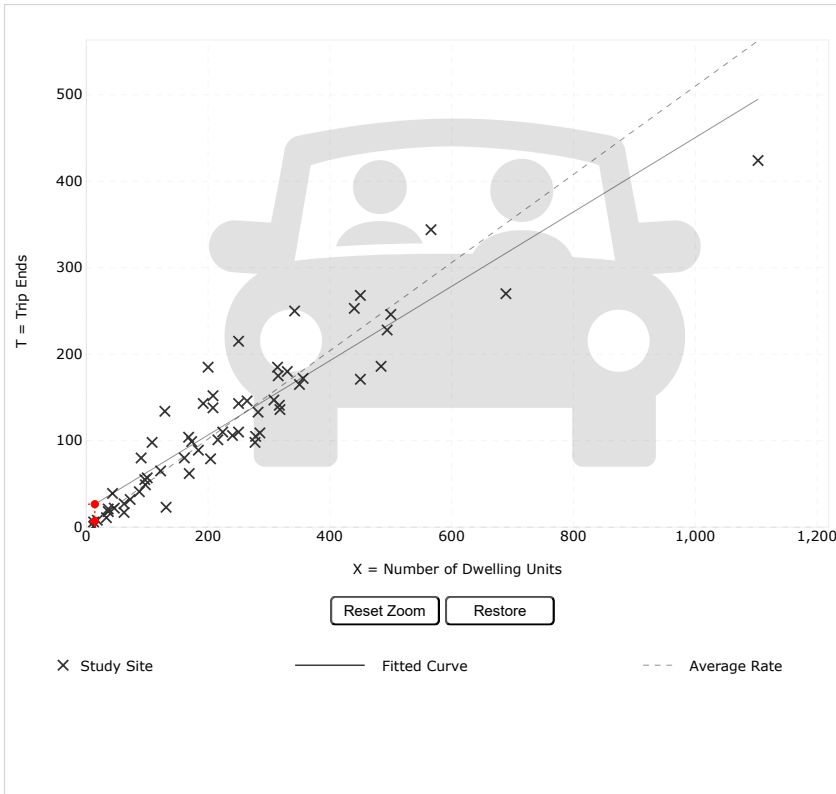
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
14 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
 $T = 0.43(X) + 20.55$

R²:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 7 (Total), 4 (Entry), 3 (Exit)
Fitted Curve: 27 (Total), 17 (Entry), 10 (Exit)

Add-ons to do more

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Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

221

LAND USE GROUP:

(200-299) Residential

LAND USE :

221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

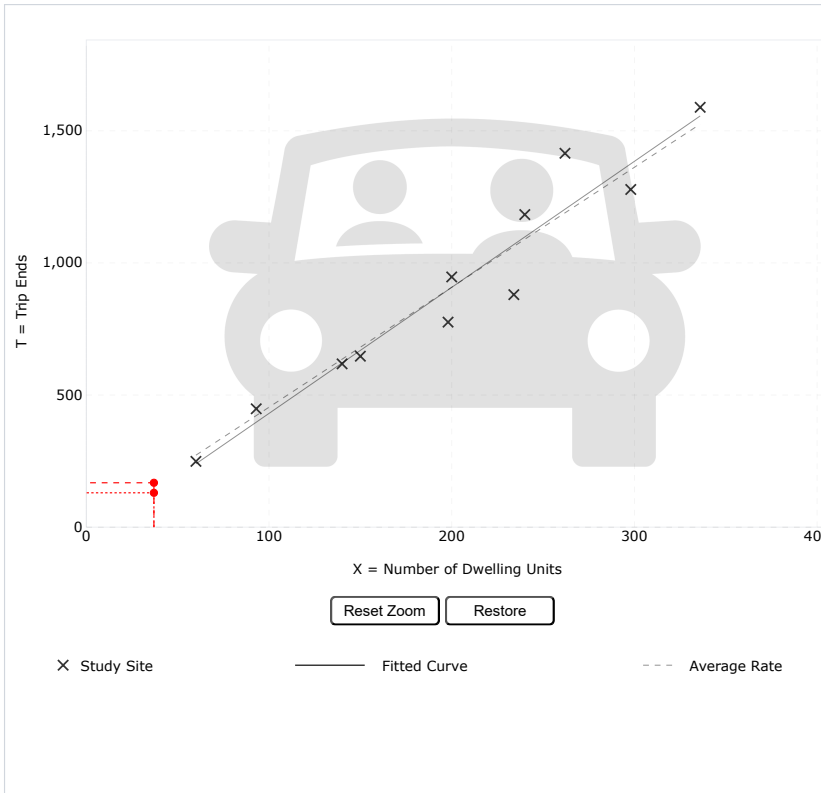
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

37 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
11

Avg. Num. of Dwelling Units:
201

Average Rate:
4.54

Range of Rates:
3.76 - 5.40

Standard Deviation:
0.51

Fitted Curve Equation:
 $T = 4.77(X) - 46.46$

R²:
0.93

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 168 (Total), 84 (Entry), 84 (Exit)
Fitted Curve: 130 (Total), 65 (Entry), 65 (Exit)

Add-ons to do more

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Graph Look Up



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- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE:
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

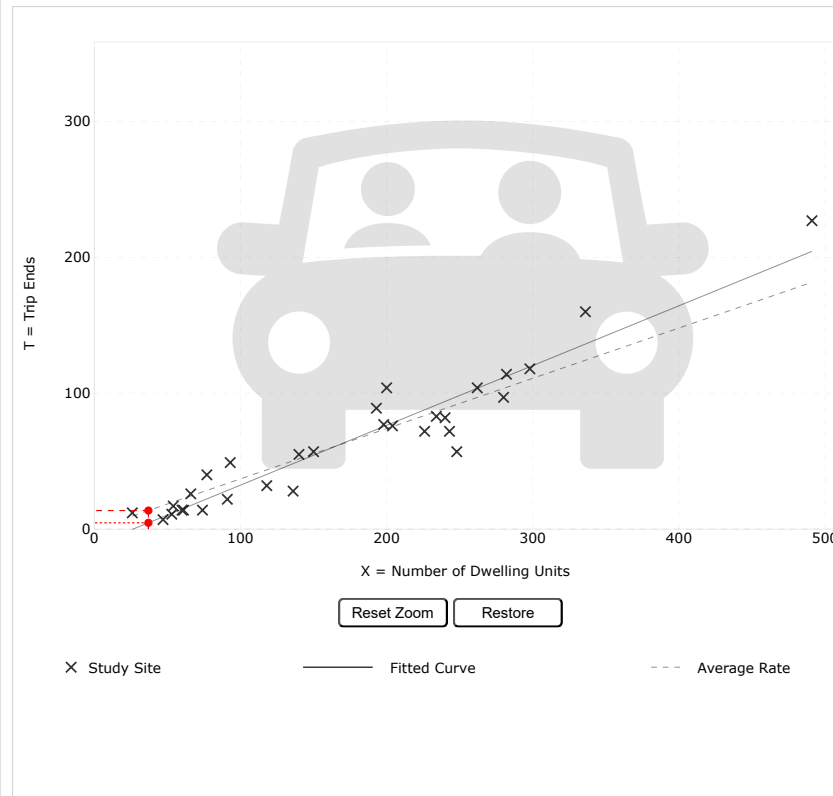
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
37

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
30

Avg. Num. of Dwelling Units:
173

Average Rate:
0.37

Range of Rates:
0.15 - 0.53

Standard Deviation:
0.09

Fitted Curve Equation:
 $T = 0.44(X) - 11.61$

R²:
0.91

Directional Distribution:
23% entering, 77% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 3 (Entry), 11 (Exit)
Fitted Curve: 5 (Total), 1 (Entry), 4 (Exit)

Add-ons to do more

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- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE:
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

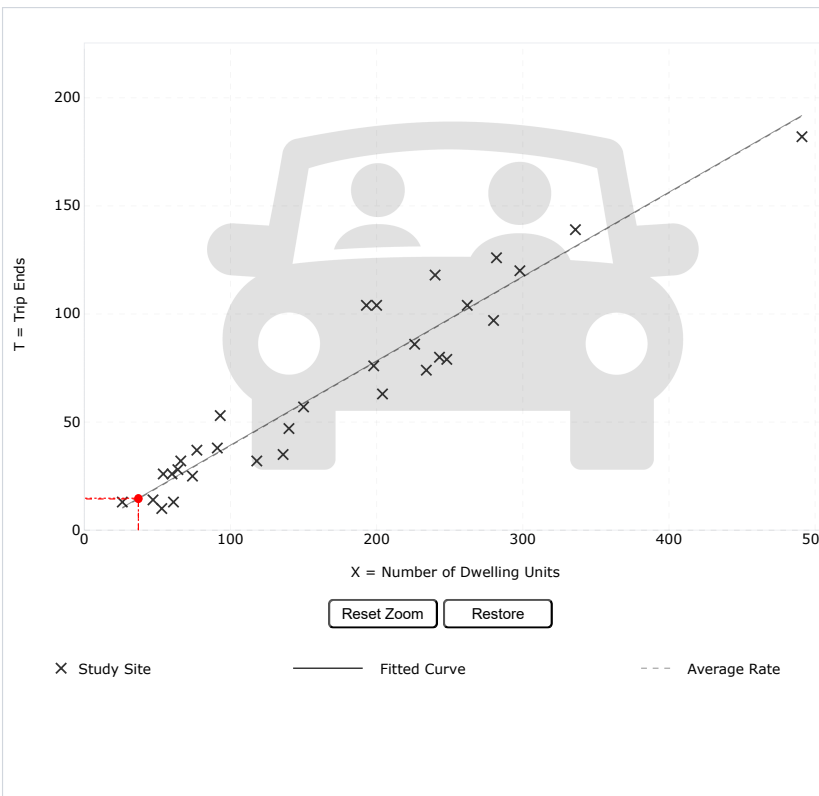
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
37

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
31

Avg. Num. of Dwelling Units:
169

Average Rate:
0.39

Range of Rates:
0.19 - 0.57

Standard Deviation:
0.08

Fitted Curve Equation:
 $T = 0.39(X) + 0.34$

R²:
0.91

Directional Distribution:
61% entering, 39% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 9 (Entry), 5 (Exit)
Fitted Curve: 15 (Total), 9 (Entry), 6 (Exit)

Add-ons to do more

Try OTISS Pro

CAPACITY ANALYSIS WORKSHEETS

2024 Existing

2025 No-Build




2025 Opening Year Build

2035 No-Build

2035 Build

2024 Existing

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	36	0	0	6	0	16	0	0	0	0	2	0
Future Vol, veh/h	36	0	0	6	0	16	0	0	0	0	2	0
Peak Hour Factor	0.92	0.73	0.92	0.92	0.88	0.92	0.92	0.92	0.92	0.92	0.25	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	39	0	0	7	0	17	0	0	0	0	8	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.7	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	27%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	73%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	36	2
LT Vol	6	36	0
Through Vol	0	0	2
RT Vol	16	0	0
Lane Flow Rate	24	39	8
Geometry Grp	1	1	1
Degree of Util (X)	0.024	0.045	0.009
Departure Headway (Hd)	3.561	4.131	4.009
Convergence, Y/N	Yes	Yes	Yes
Cap	1008	871	893
Service Time	1.573	2.138	2.034
HCM Lane V/C Ratio	0.024	0.045	0.009
HCM Control Delay, s/veh	6.7	7.3	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

2024 Existing Weekday Morning
8: Hanover St. & Pearl St./Private Driveway

08/23/2024

Intersection												
Int Delay, s/veh	2.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	1	3	14	1	40	11	1	1	0
Future Vol, veh/h	0	0	1	1	3	14	1	40	11	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	25	92	92	85	92	92	77	92	92	50	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	1	4	15	1	52	12	1	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	60	70	2	64	64	58	2	0	0	64	0	0
Stage 1	4	4	-	60	60	-	-	-	-	-	-	-
Stage 2	56	66	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	941	824	1088	935	830	1014	1634	-	-	1551	-	-
Stage 1	1023	896	-	956	849	-	-	-	-	-	-	-
Stage 2	961	844	-	1023	896	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	921	823	1088	932	829	1014	1634	-	-	1551	-	-
Mov Cap-2 Maneuver	921	823	-	932	829	-	-	-	-	-	-	-
Stage 1	1023	896	-	956	848	-	-	-	-	-	-	-
Stage 2	942	843	-	1022	896	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s/v	8.31		8.79		0.12		2.58	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	29	-	-	971	1088	634	-
HCM Lane V/C Ratio	0.001	-	-	0.02	0.001	0.001	-
HCM Control Delay (s/veh)	7.2	0	-	8.8	8.3	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	11	14	0	0	16	66	19	36	3	26	0	28
Future Vol, veh/h	11	14	0	0	16	66	19	36	3	26	0	28
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	5	0	0	33	0	0	4
Mvmt Flow	15	19	0	0	22	92	22	41	3	28	0	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.2	7.7	7.3
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	33%	0%	44%	48%
Vol Thru, %	62%	20%	56%	0%
Vol Right, %	5%	80%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	82	25	54
LT Vol	19	0	11	26
Through Vol	36	16	14	0
RT Vol	3	66	0	28
Lane Flow Rate	66	114	33	58
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.116	0.04	0.064
Departure Headway (Hd)	4.236	3.658	4.293	3.992
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	968	825	888
Service Time	2.295	1.727	2.367	2.058
HCM Lane V/C Ratio	0.079	0.118	0.04	0.065
HCM Control Delay, s/veh	7.7	7.2	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1	0.2

Intersection						
Int Delay, s/veh	2.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	25	121	25	36	17	5
Future Vol, veh/h	25	121	25	36	17	5
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	87	87	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	149	29	41	29	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	205	0	229 131
Stage 1	-	-	-	-	131 -
Stage 2	-	-	-	-	99 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1378	-	763 924
Stage 1	-	-	-	-	900 -
Stage 2	-	-	-	-	930 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1345	-	729 902
Mov Cap-2 Maneuver	-	-	-	-	729 -
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	910 -

Approach	SE	NW	NE
HCM Control Delay, s/v	0	3.17	9.97
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	762	738	-	-	-
HCM Lane V/C Ratio	0.05	0.021	-	-	-
HCM Control Delay (s/veh)	10	7.7	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

2024 Existing Weekday Evening
5: Hanover St. & Rock St.

08/23/2024

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	0	5	10	0	11	0	0	0	0	4	0
Future Vol, veh/h	28	0	5	10	0	11	0	0	0	0	4	0
Peak Hour Factor	0.75	0.75	0.75	0.58	0.58	0.58	0.92	0.92	0.92	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	0	7	17	0	19	0	0	0	0	11	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.2	6.9	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	48%	85%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	52%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	33	4
LT Vol	10	28	0
Through Vol	0	0	4
RT Vol	11	5	0
Lane Flow Rate	36	44	11
Geometry Grp	1	1	1
Degree of Util (X)	0.038	0.049	0.012
Departure Headway (Hd)	3.731	4.023	4.038
Convergence, Y/N	Yes	Yes	Yes
Cap	962	893	885
Service Time	1.746	2.034	2.069
HCM Lane V/C Ratio	0.037	0.049	0.012
HCM Control Delay, s/veh	6.9	7.2	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

2024 Existing Weekday Evening
8: Hanover St. & Pearl St./Private Driveway

08/23/2024

Intersection												
Int Delay, s/veh	5.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	13	3	0	26	0	33	5	0	1	0
Future Vol, veh/h	0	3	13	3	0	26	0	33	5	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	82	82	82	25	25	25
Heavy Vehicles, %	0	0	0	0	0	15	0	0	0	0	0	0
Mvmt Flow	0	6	26	4	0	36	0	40	6	0	4	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	44	50	4	50	47	43	4	0	0	46	0	0
Stage 1	4	4	-	43	43	-	-	-	-	-	-	-
Stage 2	40	46	-	7	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.35	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.435	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	963	845	1085	954	848	991	1631	-	-	1574	-	-
Stage 1	1024	897	-	976	863	-	-	-	-	-	-	-
Stage 2	980	860	-	1020	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	928	845	1085	925	848	991	1631	-	-	1574	-	-
Mov Cap-2 Maneuver	928	845	-	925	848	-	-	-	-	-	-	-
Stage 1	1024	897	-	976	863	-	-	-	-	-	-	-
Stage 2	944	860	-	989	897	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s/v	8.61		8.81		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1631	-	-	984	1030	1574	-
HCM Lane V/C Ratio	-	-	-	0.04	0.031	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	8.6	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	19	40	0	0	32	127	25	43	9	61	1	16
Future Vol, veh/h	19	40	0	0	32	127	25	43	9	61	1	16
Peak Hour Factor	0.78	0.78	0.78	0.90	0.90	0.90	0.92	0.92	0.92	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	2	0	0	22	0	0	4
Mvmt Flow	24	51	0	0	36	141	27	47	10	79	1	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	7.9	8.1	8.3
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	32%	0%	32%	78%
Vol Thru, %	56%	20%	68%	1%
Vol Right, %	12%	80%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	159	59	78
LT Vol	25	0	19	61
Through Vol	43	32	40	1
RT Vol	9	127	0	16
Lane Flow Rate	84	177	76	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.106	0.194	0.096	0.129
Departure Headway (Hd)	4.551	3.944	4.578	4.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	912	784	785
Service Time	2.576	1.961	2.6	2.593
HCM Lane V/C Ratio	0.107	0.194	0.097	0.129
HCM Control Delay, s/veh	8.1	7.9	8.1	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0.3	0.4

Intersection						
Int Delay, s/veh	5.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	48	23	12	52	79	29
Future Vol, veh/h	48	23	12	52	79	29
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	26	14	59	123	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	106	0	179 93
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	86 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1498	-	815 970
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	942 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1462	-	788 947
Mov Cap-2 Maneuver	-	-	-	-	788 -
Stage 1	-	-	-	-	914 -
Stage 2	-	-	-	-	933 -

Approach	SE	NW	NE
HCM Control Delay, s/v	0	1.4	10.48
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	825	338	-	-	-
HCM Lane V/C Ratio	0.204	0.009	-	-	-
HCM Control Delay (s/veh)	10.5	7.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.8	0	-	-	-

2025 No-Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	36	0	0	6	0	16	0	0	0	0	2	0
Future Vol, veh/h	36	0	0	6	0	16	0	0	0	0	2	0
Peak Hour Factor	0.92	0.73	0.92	0.92	0.88	0.92	0.92	0.92	0.92	0.92	0.25	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	39	0	0	7	0	17	0	0	0	0	8	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.7	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	27%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	73%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	36	2
LT Vol	6	36	0
Through Vol	0	0	2
RT Vol	16	0	0
Lane Flow Rate	24	39	8
Geometry Grp	1	1	1
Degree of Util (X)	0.024	0.045	0.009
Departure Headway (Hd)	3.561	4.131	4.009
Convergence, Y/N	Yes	Yes	Yes
Cap	1008	871	893
Service Time	1.573	2.138	2.034
HCM Lane V/C Ratio	0.024	0.045	0.009
HCM Control Delay, s/veh	6.7	7.3	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Intersection												
Int Delay, s/veh	2.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	1	3	14	1	40	11	1	1	0
Future Vol, veh/h	0	0	1	1	3	14	1	40	11	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	25	92	92	85	92	92	77	92	92	50	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	1	4	15	1	52	12	1	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	60	70	2	64	64	58	2	0	0	64	0	0
Stage 1	4	4	-	60	60	-	-	-	-	-	-	-
Stage 2	56	66	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	941	824	1088	935	830	1014	1634	-	-	1551	-	-
Stage 1	1023	896	-	956	849	-	-	-	-	-	-	-
Stage 2	961	844	-	1023	896	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	921	823	1088	932	829	1014	1634	-	-	1551	-	-
Mov Cap-2 Maneuver	921	823	-	932	829	-	-	-	-	-	-	-
Stage 1	1023	896	-	956	848	-	-	-	-	-	-	-
Stage 2	942	843	-	1022	896	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s/v	8.31		8.79		0.12		2.58	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	29	-	-	971	1088	634	-
HCM Lane V/C Ratio	0.001	-	-	0.02	0.001	0.001	-
HCM Control Delay (s/veh)	7.2	0	-	8.8	8.3	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	11	46	0	0	64	66	19	36	3	26	0	28
Future Vol, veh/h	11	46	0	0	64	66	19	36	3	26	0	28
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	5	0	0	33	0	0	4
Mvmt Flow	15	61	0	0	89	92	22	41	3	28	0	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	8	8	7.6
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	33%	0%	19%	48%
Vol Thru, %	62%	49%	81%	0%
Vol Right, %	5%	51%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	130	57	54
LT Vol	19	0	11	26
Through Vol	36	64	46	0
RT Vol	3	66	0	28
Lane Flow Rate	66	181	76	58
Geometry Grp	1	1	1	1
Degree of Util (X)	0.083	0.199	0.093	0.069
Departure Headway (Hd)	4.546	3.972	4.4	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	908	817	833
Service Time	2.562	1.972	2.413	2.325
HCM Lane V/C Ratio	0.084	0.199	0.093	0.07
HCM Control Delay, s/veh	8	8	7.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.3	0.2

Intersection						
Int Delay, s/veh	3.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	40	160	49	60	45	22
Future Vol, veh/h	40	160	49	60	45	22
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	87	87	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	198	56	69	78	38

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	272	0	355	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1303	-	647	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1272	-	603	855
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	815	-

Approach	SE	NW	NE
HCM Control Delay, s/v	0	3.58	11.52
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	667	809	-	-	-
HCM Lane V/C Ratio	0.173	0.044	-	-	-
HCM Control Delay (s/veh)	11.5	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	0	5	11	0	10	0	0	0	0	4	0
Future Vol, veh/h	28	0	5	11	0	10	0	0	0	0	4	0
Peak Hour Factor	0.75	0.75	0.75	0.58	0.58	0.58	0.92	0.92	0.92	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	0	7	19	0	17	0	0	0	0	11	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.2	6.9	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	52%	85%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	48%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	33	4
LT Vol	11	28	0
Through Vol	0	0	4
RT Vol	10	5	0
Lane Flow Rate	36	44	11
Geometry Grp	1	1	1
Degree of Util (X)	0.038	0.049	0.012
Departure Headway (Hd)	3.769	4.023	4.038
Convergence, Y/N	Yes	Yes	Yes
Cap	952	893	885
Service Time	1.784	2.034	2.069
HCM Lane V/C Ratio	0.038	0.049	0.012
HCM Control Delay, s/veh	6.9	7.2	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

2025 No-Build weekday Evening
 8: Hanover St. & Pearl St./Private Driveway

08/23/2024

Intersection												
Int Delay, s/veh	5.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	3	0	3	0	26	0	33	5	0	1	0
Future Vol, veh/h	13	3	0	3	0	26	0	33	5	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	82	82	82	25	25	25
Heavy Vehicles, %	0	0	0	0	0	15	0	0	0	0	0	0
Mvmt Flow	26	6	0	4	0	36	0	40	6	0	4	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	44	50	4	50	47	43	4	0	0	46	0	0
Stage 1	4	4	-	43	43	-	-	-	-	-	-	-
Stage 2	40	46	-	7	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.35	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.435	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	963	845	1085	954	848	991	1631	-	-	1574	-	-
Stage 1	1024	897	-	976	863	-	-	-	-	-	-	-
Stage 2	980	860	-	1020	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	928	845	1085	948	848	991	1631	-	-	1574	-	-
Mov Cap-2 Maneuver	928	845	-	948	848	-	-	-	-	-	-	-
Stage 1	1024	897	-	976	863	-	-	-	-	-	-	-
Stage 2	944	860	-	1013	897	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	9.09	8.8	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1631	-	-	986	912	1574	-
HCM Lane V/C Ratio	-	-	-	0.04	0.035	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	9.1	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	19	81	0	0	69	128	25	43	9	62	1	16
Future Vol, veh/h	19	81	0	0	69	128	25	43	9	62	1	16
Peak Hour Factor	0.78	0.78	0.78	0.90	0.90	0.90	0.92	0.92	0.92	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	2	0	0	22	0	0	4
Mvmt Flow	24	104	0	0	77	142	27	47	10	81	1	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	8.5	8.4	8.6
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	32%	0%	19%	78%
Vol Thru, %	56%	35%	81%	1%
Vol Right, %	12%	65%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	197	100	79
LT Vol	25	0	19	62
Through Vol	43	69	81	1
RT Vol	9	128	0	16
Lane Flow Rate	84	219	128	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.111	0.25	0.165	0.137
Departure Headway (Hd)	4.783	4.113	4.62	4.798
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	873	776	746
Service Time	2.824	2.141	2.653	2.838
HCM Lane V/C Ratio	0.112	0.251	0.165	0.138
HCM Control Delay, s/veh	8.4	8.5	8.6	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1	0.6	0.5

Intersection						
Int Delay, s/veh	6.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	66	54	32	70	113	52
Future Vol, veh/h	66	54	32	70	113	52
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	61	36	80	177	81

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	161	0	283
Stage 1	-	-	-	-	131
Stage 2	-	-	-	-	152
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1430	-	711
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	881
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	676
Mov Cap-2 Maneuver	-	-	-	-	676
Stage 1	-	-	-	-	879
Stage 2	-	-	-	-	857

Approach	SE	NW	NE
HCM Control Delay, s/v	0	2.4	12.54
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	734	565	-	-	-
HCM Lane V/C Ratio	0.351	0.026	-	-	-
HCM Control Delay (s/veh)	12.5	7.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0.1	-	-	-

2025 Opening Year Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	35	0	0	6	0	16	0	0	0	0	4	0
Future Vol, veh/h	35	0	0	6	0	16	0	0	0	0	4	0
Peak Hour Factor	0.92	0.73	0.92	0.92	0.88	0.92	0.92	0.92	0.92	0.92	0.25	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	0	0	7	0	17	0	0	0	0	16	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.7	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	27%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	73%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	35	4
LT Vol	6	35	0
Through Vol	0	0	4
RT Vol	16	0	0
Lane Flow Rate	24	38	16
Geometry Grp	1	1	1
Degree of Util (X)	0.024	0.044	0.018
Departure Headway (Hd)	3.574	4.145	4.007
Convergence, Y/N	Yes	Yes	Yes
Cap	1003	867	893
Service Time	1.59	2.156	2.032
HCM Lane V/C Ratio	0.024	0.044	0.018
HCM Control Delay, s/veh	6.7	7.3	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	5	14	51	14	1	1
Future Vol, veh/h	5	14	51	14	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	77	92	92	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	15	66	15	1	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	78	74	0	0	81	0
Stage 1	74	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	930	994	-	-	1529	-
Stage 1	954	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	929	994	-	-	1529	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	8.77	0	2.59
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	976	634	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	1.9					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	14	2	0	51	2	4
Future Vol, veh/h	14	2	0	51	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	0	55	2	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	60	4	7	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	947	1079	1614	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1079	1614	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.81	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1614	-	962	-
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s/veh)	0	-	8.8	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	49	0	0	64	67	24	41	3	28	0	28
Future Vol, veh/h	12	49	0	0	64	67	24	41	3	28	0	28
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	5	0	0	33	0	0	4
Mvmt Flow	16	65	0	0	89	93	27	47	3	30	0	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	8	8.1	7.7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	35%	0%	20%	50%
Vol Thru, %	60%	49%	80%	0%
Vol Right, %	4%	51%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	131	61	56
LT Vol	24	0	12	28
Through Vol	41	64	49	0
RT Vol	3	67	0	28
Lane Flow Rate	77	182	81	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.202	0.1	0.073
Departure Headway (Hd)	4.579	4.002	4.44	4.357
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	899	809	824
Service Time	2.594	2.014	2.454	2.373
HCM Lane V/C Ratio	0.098	0.202	0.1	0.073
HCM Control Delay, s/veh	8.1	8	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.3	0.2

Intersection						
Int Delay, s/veh	3.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	41	160	49	65	45	22
Future Vol, veh/h	41	160	49	65	45	22
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	87	87	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	198	56	75	78	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	273	0	362 174
Stage 1	-	-	-	-	174 -
Stage 2	-	-	-	-	187 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1302	-	641 874
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	849 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1271	-	597 853
Mov Cap-2 Maneuver	-	-	-	-	597 -
Stage 1	-	-	-	-	840 -
Stage 2	-	-	-	-	810 -

Approach	SE	NW	NE
HCM Control Delay, s/v	0	3.42	11.58
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	662	774	-	-	-
HCM Lane V/C Ratio	0.174	0.044	-	-	-
HCM Control Delay (s/veh)	11.6	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	0	5	11	0	12	0	0	0	0	5	0
Future Vol, veh/h	28	0	5	11	0	12	0	0	0	0	5	0
Peak Hour Factor	0.75	0.75	0.75	0.58	0.58	0.58	0.92	0.92	0.92	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	0	7	19	0	21	0	0	0	0	13	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.9	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	48%	85%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	52%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	33	5
LT Vol	11	28	0
Through Vol	0	0	5
RT Vol	12	5	0
Lane Flow Rate	40	44	13
Geometry Grp	1	1	1
Degree of Util (X)	0.041	0.049	0.015
Departure Headway (Hd)	3.739	4.032	4.044
Convergence, Y/N	Yes	Yes	Yes
Cap	960	891	884
Service Time	1.753	2.043	2.074
HCM Lane V/C Ratio	0.042	0.049	0.015
HCM Control Delay, s/veh	6.9	7.3	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

Intersection						
Int Delay, s/veh	4.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	14	26	39	7	0	1
Future Vol, veh/h	14	26	39	7	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	82	82	25	25
Heavy Vehicles, %	0	15	0	0	0	0
Mvmt Flow	19	36	48	9	0	4

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	56	52	0	0	56	0
Stage 1	52	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.35	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.435	-	-	2.2	-
Pot Cap-1 Maneuver	957	980	-	-	1562	-
Stage 1	976	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	957	980	-	-	1562	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1024	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	8.92	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	972	1562	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Control Delay (s/veh)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	8	1	2	38	4	11
Future Vol, veh/h	8	1	2	38	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	2	41	4	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	56	10	16	0	0
Stage 1	10	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	952	1071	1601	-	-
Stage 1	1013	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	950	1071	1601	-	-
Mov Cap-2 Maneuver	950	-	-	-	-
Stage 1	1011	-	-	-	-
Stage 2	977	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.78	0.36	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	90	-	962	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	19	85	0	0	69	128	24	39	7	67	1	16
Future Vol, veh/h	19	85	0	0	69	128	24	39	7	67	1	16
Peak Hour Factor	0.78	0.78	0.78	0.90	0.90	0.90	0.92	0.92	0.92	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	2	0	0	22	0	0	4
Mvmt Flow	24	109	0	0	77	142	26	42	8	87	1	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	8.5	8.4	8.7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	34%	0%	18%	80%
Vol Thru, %	56%	35%	82%	1%
Vol Right, %	10%	65%	0%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	197	104	84
LT Vol	24	0	19	67
Through Vol	39	69	85	1
RT Vol	7	128	0	16
Lane Flow Rate	76	219	133	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.102	0.25	0.171	0.146
Departure Headway (Hd)	4.818	4.119	4.619	4.81
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	871	776	744
Service Time	2.859	2.147	2.651	2.849
HCM Lane V/C Ratio	0.102	0.251	0.171	0.147
HCM Control Delay, s/veh	8.4	8.5	8.6	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	0.6	0.5

Intersection						
Int Delay, s/veh	6.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	70	54	31	70	113	52
Future Vol, veh/h	70	54	31	70	113	52
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	61	35	80	177	81

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	166	0	285	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1424	-	709	919
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1391	-	674	897
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	859	-

Approach	SE	NW	NE
HCM Control Delay, s/v	0	2.35	12.58
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	731	552	-	-	-
HCM Lane V/C Ratio	0.353	0.025	-	-	-
HCM Control Delay (s/veh)	12.6	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0.1	-	-	-

2035 No-Build

2035 No-Build Weekday Morning
5: Hanover St. & Rock St.

08/26/2024

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	40	0	0	7	0	18	0	0	0	0	2	0
Future Vol, veh/h	40	0	0	7	0	18	0	0	0	0	2	0
Peak Hour Factor	0.92	0.73	0.92	0.92	0.88	0.92	0.92	0.92	0.92	0.92	0.25	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	0	0	8	0	20	0	0	0	0	8	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.4	6.7	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	28%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	72%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	40	2
LT Vol	7	40	0
Through Vol	0	0	2
RT Vol	18	0	0
Lane Flow Rate	27	43	8
Geometry Grp	1	1	1
Degree of Util (X)	0.027	0.05	0.009
Departure Headway (Hd)	3.57	4.134	4.022
Convergence, Y/N	Yes	Yes	Yes
Cap	1005	870	889
Service Time	1.583	2.14	2.049
HCM Lane V/C Ratio	0.027	0.049	0.009
HCM Control Delay, s/veh	6.7	7.4	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

2035 No-Build Weekday Morning
 8: Hanover St. & Pearl St./Private Driveway

08/26/2024

Intersection												
Int Delay, s/veh	2.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	1	3	16	1	45	12	1	1	0
Future Vol, veh/h	0	0	1	1	3	16	1	45	12	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	25	92	92	85	92	92	77	92	92	50	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	1	4	17	1	58	13	1	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	67	78	2	71	71	65	2	0	0	71	0	0
Stage 1	4	4	-	67	67	-	-	-	-	-	-	-
Stage 2	62	74	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	932	816	1088	925	823	1005	1634	-	-	1542	-	-
Stage 1	1023	896	-	948	843	-	-	-	-	-	-	-
Stage 2	954	838	-	1023	896	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	910	815	1088	923	822	1005	1634	-	-	1542	-	-
Mov Cap-2 Maneuver	910	815	-	923	822	-	-	-	-	-	-	-
Stage 1	1023	896	-	948	842	-	-	-	-	-	-	-
Stage 2	933	837	-	1022	896	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s/v	8.31		8.81		0.11		2.58	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	26	-	-	966	1088	634	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.001	0.001	-
HCM Control Delay (s/veh)	7.2	0	-	8.8	8.3	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	48	0	0	66	74	21	40	3	29	0	31
Future Vol, veh/h	12	48	0	0	66	74	21	40	3	29	0	31
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	5	0	0	33	0	0	4
Mvmt Flow	16	64	0	0	92	103	24	45	3	31	0	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.1	8.1	7.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	33%	0%	20%	48%
Vol Thru, %	63%	47%	80%	0%
Vol Right, %	5%	53%	0%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	140	60	60
LT Vol	21	0	12	29
Through Vol	40	66	48	0
RT Vol	3	74	0	31
Lane Flow Rate	73	194	80	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.216	0.099	0.078
Departure Headway (Hd)	4.598	3.99	4.452	4.36
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	902	807	823
Service Time	2.618	2.002	2.468	2.38
HCM Lane V/C Ratio	0.094	0.215	0.099	0.079
HCM Control Delay, s/veh	8.1	8.1	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.3	0.3

Intersection						
Int Delay, s/veh	3.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	43	173	52	64	47	22
Future Vol, veh/h	43	173	52	64	47	22
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	87	87	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	53	214	60	74	81	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	292	0	378 185
Stage 1	-	-	-	-	185 -
Stage 2	-	-	-	-	193 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1282	-	628 863
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	844 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1251	-	582 842
Mov Cap-2 Maneuver	-	-	-	-	582 -
Stage 1	-	-	-	-	831 -
Stage 2	-	-	-	-	802 -

Approach	SE	NW	NE
HCM Control Delay, s/v	0	3.6	11.83
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	646	807	-	-	-
HCM Lane V/C Ratio	0.184	0.048	-	-	-
HCM Control Delay (s/veh)	11.8	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.2	-	-	-

2035 No-Build Weekday Evening
5: Hanover St. & Rock St.

08/26/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	21	0	6	12	0	11	0	0	0	0	4	0
Future Vol, veh/h	21	0	6	12	0	11	0	0	0	0	4	0
Peak Hour Factor	0.75	0.75	0.75	0.58	0.58	0.58	0.92	0.92	0.92	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	0	8	21	0	19	0	0	0	0	11	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.1	6.9	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	52%	78%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	48%	22%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	27	4
LT Vol	12	21	0
Through Vol	0	0	4
RT Vol	11	6	0
Lane Flow Rate	40	36	11
Geometry Grp	1	1	1
Degree of Util (X)	0.041	0.04	0.012
Departure Headway (Hd)	3.762	3.969	4.03
Convergence, Y/N	Yes	Yes	Yes
Cap	954	905	887
Service Time	1.774	1.98	2.057
HCM Lane V/C Ratio	0.042	0.04	0.012
HCM Control Delay, s/veh	6.9	7.1	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

2035 No-Build Weekday Evening
 8: Hanover St. & Pearl St./Private Driveway

08/26/2024

Intersection												
Int Delay, s/veh	5.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	3	0	3	0	29	0	37	6	0	1	0
Future Vol, veh/h	13	3	0	3	0	29	0	37	6	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	82	82	82	25	25	25
Heavy Vehicles, %	0	0	0	0	0	15	0	0	0	0	0	0
Mvmt Flow	26	6	0	4	0	40	0	45	7	0	4	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	49	56	4	56	53	49	4	0	0	52	0	0
Stage 1	4	4	-	49	49	-	-	-	-	-	-	-
Stage 2	45	52	-	7	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.35	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.435	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	956	839	1085	947	842	984	1631	-	-	1566	-	-
Stage 1	1024	897	-	970	858	-	-	-	-	-	-	-
Stage 2	974	855	-	1020	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	917	839	1085	940	842	984	1631	-	-	1566	-	-
Mov Cap-2 Maneuver	917	839	-	940	842	-	-	-	-	-	-	-
Stage 1	1024	897	-	970	858	-	-	-	-	-	-	-
Stage 2	935	855	-	1013	897	-	-	-	-	-	-	-

Approach	SE		NW			NE		SW		
HCM Control Delay, s/v	9.14		8.85			0		0		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1631	-	-	980	902	1566	-
HCM Lane V/C Ratio	-	-	-	0.045	0.035	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	9.1	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	21	86	0	0	73	142	28	48	10	68	1	18
Future Vol, veh/h	21	86	0	0	73	142	28	48	10	68	1	18
Peak Hour Factor	0.78	0.78	0.78	0.90	0.90	0.90	0.92	0.92	0.92	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	2	0	0	22	0	0	4
Mvmt Flow	27	110	0	0	81	158	30	52	11	88	1	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.8	8.6	8.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	33%	0%	20%	78%
Vol Thru, %	56%	34%	80%	1%
Vol Right, %	12%	66%	0%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	215	107	87
LT Vol	28	0	21	68
Through Vol	48	73	86	1
RT Vol	10	142	0	18
Lane Flow Rate	93	239	137	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.277	0.179	0.153
Departure Headway (Hd)	4.87	4.176	4.703	4.88
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	860	761	732
Service Time	2.92	2.209	2.743	2.928
HCM Lane V/C Ratio	0.127	0.278	0.18	0.154
HCM Control Delay, s/veh	8.6	8.8	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.6	0.5

Intersection						
Int Delay, s/veh	7.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	72	57	33	75	121	55
Future Vol, veh/h	72	57	33	75	121	55
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	82	65	38	85	189	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	172	0	299
Stage 1	-	-	-	-	139
Stage 2	-	-	-	-	160
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1418	-	696
Stage 1	-	-	-	-	892
Stage 2	-	-	-	-	873
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	660
Mov Cap-2 Maneuver	-	-	-	-	660
Stage 1	-	-	-	-	871
Stage 2	-	-	-	-	849

Approach	SE	NW	NE
HCM Control Delay, s/v	0	2.34	13.08
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	719	550	-	-	-
HCM Lane V/C Ratio	0.383	0.027	-	-	-
HCM Control Delay (s/veh)	13.1	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.8	0.1	-	-	-

2025 Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	39	0	0	7	0	18	0	0	0	0	4	0
Future Vol, veh/h	39	0	0	7	0	18	0	0	0	0	4	0
Peak Hour Factor	0.92	0.73	0.92	0.92	0.88	0.92	0.92	0.92	0.92	0.92	0.25	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	0	0	8	0	20	0	0	0	0	16	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.4	6.7	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	28%	100%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	72%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	39	4
LT Vol	7	39	0
Through Vol	0	0	4
RT Vol	18	0	0
Lane Flow Rate	27	42	16
Geometry Grp	1	1	1
Degree of Util (X)	0.027	0.049	0.018
Departure Headway (Hd)	3.583	4.148	4.02
Convergence, Y/N	Yes	Yes	Yes
Cap	1001	866	890
Service Time	1.6	2.158	2.048
HCM Lane V/C Ratio	0.027	0.048	0.018
HCM Control Delay, s/veh	6.7	7.4	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	16	56	15	1	1
Future Vol, veh/h	5	16	56	15	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	77	92	92	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	17	73	16	1	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	85	81	0	0	89	0
Stage 1	81	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	921	985	-	-	1519	-
Stage 1	947	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	985	-	-	1519	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	8.81	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	969	634	-
HCM Lane V/C Ratio	-	-	0.024	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	1.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	14	2	0	57	2	4
Future Vol, veh/h	14	2	0	57	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	0	62	2	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	66	4	7	0	0
Stage 1	4	-	-	-	-
Stage 2	62	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	939	1079	1614	-	-
Stage 1	1019	-	-	-	-
Stage 2	961	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	939	1079	1614	-	-
Mov Cap-2 Maneuver	939	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	961	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.84	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1614	-	954	-
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s/veh)	0	-	8.8	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	49	0	0	66	74	26	45	3	31	0	31
Future Vol, veh/h	12	49	0	0	66	74	26	45	3	31	0	31
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.88	0.88	0.88	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	5	0	0	33	0	0	4
Mvmt Flow	16	65	0	0	92	103	30	51	3	33	0	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	8.2	8.2	7.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	35%	0%	20%	50%
Vol Thru, %	61%	47%	80%	0%
Vol Right, %	4%	53%	0%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	140	61	62
LT Vol	26	0	12	31
Through Vol	45	66	49	0
RT Vol	3	74	0	31
Lane Flow Rate	84	194	81	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.218	0.101	0.081
Departure Headway (Hd)	4.616	4.027	4.489	4.394
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	894	800	816
Service Time	2.637	2.039	2.505	2.416
HCM Lane V/C Ratio	0.108	0.217	0.101	0.082
HCM Control Delay, s/veh	8.2	8.2	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	0.3	0.3

Intersection						
Int Delay, s/veh	4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	44	173	69	52	47	23
Future Vol, veh/h	44	173	69	52	47	23
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	87	87	58	58
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	214	79	60	81	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	293	0	405 186
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	218 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1280	-	606 861
Stage 1	-	-	-	-	851 -
Stage 2	-	-	-	-	823 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1250	-	553 841
Mov Cap-2 Maneuver	-	-	-	-	553 -
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	769 -

Approach	SE	NW	NE
HCM Control Delay, s/v	0	4.61	12.16
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	623	1026	-	-	-
HCM Lane V/C Ratio	0.194	0.063	-	-	-
HCM Control Delay (s/veh)	12.2	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0.2	-	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	32	0	6	12	0	13	0	0	0	0	4	0
Future Vol, veh/h	32	0	6	12	0	13	0	0	0	0	4	0
Peak Hour Factor	0.75	0.75	0.75	0.58	0.58	0.58	0.92	0.92	0.92	0.38	0.38	0.38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	0	8	21	0	22	0	0	0	0	11	0
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left	SW		NW
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	SE
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.3	6.9	7.1
HCM LOS	A	A	A

Lane	NWLn1	SELn1	SWLn1
Vol Left, %	48%	84%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	52%	16%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	38	4
LT Vol	12	32	0
Through Vol	0	0	4
RT Vol	13	6	0
Lane Flow Rate	43	51	11
Geometry Grp	1	1	1
Degree of Util (X)	0.045	0.057	0.012
Departure Headway (Hd)	3.739	4.023	4.061
Convergence, Y/N	Yes	Yes	Yes
Cap	959	893	879
Service Time	1.755	2.035	2.097
HCM Lane V/C Ratio	0.045	0.057	0.013
HCM Control Delay, s/veh	6.9	7.3	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0

Intersection						
Int Delay, s/veh	4.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	14	29	43	8	0	1
Future Vol, veh/h	14	29	43	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	82	82	25	25
Heavy Vehicles, %	0	15	0	0	0	0
Mvmt Flow	19	40	52	10	0	4

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	57	0	0	62	0
Stage 1	57	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.35	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.435	-	-	2.2	-
Pot Cap-1 Maneuver	950	973	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	973	-	-	1554	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1024	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s/v	8.97	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	966	1554	-
HCM Lane V/C Ratio	-	-	0.061	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	8	1	2	43	4	11
Future Vol, veh/h	8	1	2	43	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	2	47	4	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	61	10	16	0	0
Stage 1	10	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	945	1071	1601	-	-
Stage 1	1013	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	944	1071	1601	-	-
Mov Cap-2 Maneuver	944	-	-	-	-
Stage 1	1011	-	-	-	-
Stage 2	971	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.8	0.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	80	-	956	-	-
HCM Lane V/C Ratio	0.001	-	0.01	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↔			↕			↕	
Traffic Vol, veh/h	21	90	0	0	73	142	27	44	8	73	1	18
Future Vol, veh/h	21	90	0	0	73	142	27	44	8	73	1	18
Peak Hour Factor	0.78	0.78	0.78	0.90	0.90	0.90	0.92	0.92	0.92	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	2	0	0	22	0	0	4
Mvmt Flow	27	115	0	0	81	158	29	48	9	95	1	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.8	8.6	8.9
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	34%	0%	19%	79%
Vol Thru, %	56%	34%	81%	1%
Vol Right, %	10%	66%	0%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	215	111	92
LT Vol	27	0	21	73
Through Vol	44	73	90	1
RT Vol	8	142	0	18
Lane Flow Rate	86	239	142	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.117	0.277	0.186	0.162
Departure Headway (Hd)	4.904	4.181	4.701	4.891
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	858	761	730
Service Time	2.955	2.216	2.741	2.94
HCM Lane V/C Ratio	0.118	0.279	0.187	0.163
HCM Control Delay, s/veh	8.6	8.8	8.8	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.7	0.6

Intersection						
Int Delay, s/veh	7.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	76	57	32	75	121	55
Future Vol, veh/h	76	57	32	75	121	55
Conflicting Peds, #/hr	0	0	25	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	86	65	36	85	189	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	302
Stage 1	-	-	-	-	144
Stage 2	-	-	-	-	158
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1412	-	694
Stage 1	-	-	-	-	888
Stage 2	-	-	-	-	876
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1379	-	659
Mov Cap-2 Maneuver	-	-	-	-	659
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	851

Approach	SE	NW	NE
HCM Control Delay, s/v	0	2.3	13.12
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	716	538	-	-	-
HCM Lane V/C Ratio	0.384	0.026	-	-	-
HCM Control Delay (s/veh)	13.1	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.8	0.1	-	-	-

PROPOSED DEVELOPMENT

Exhibit C

361 HANOVER STREET PORTSMOUTH, NEW HAMPSHIRE VARIANCE APPLICATION PLAN

OWNER/APPLICANT:

361 HANOVER STEAM
FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, NH 03833

CIVIL ENGINEER/LAND SURVEYOR:

AMBIT ENGINEERING, INC.
200 GRIFFIN ROAD, UNIT 3
PORTSMOUTH, N.H. 03801
TEL. (603) 430-9282

ARCHITECT:

SCOTT BROWN
29 WATER STREET, SUITE 209
NEWBURYPORT, MA 01950
TEL. (978) 465-3535

PLANNING CONSULTANT:

NICHOLAS CRACKNELL
TEL. (978) 270-4789

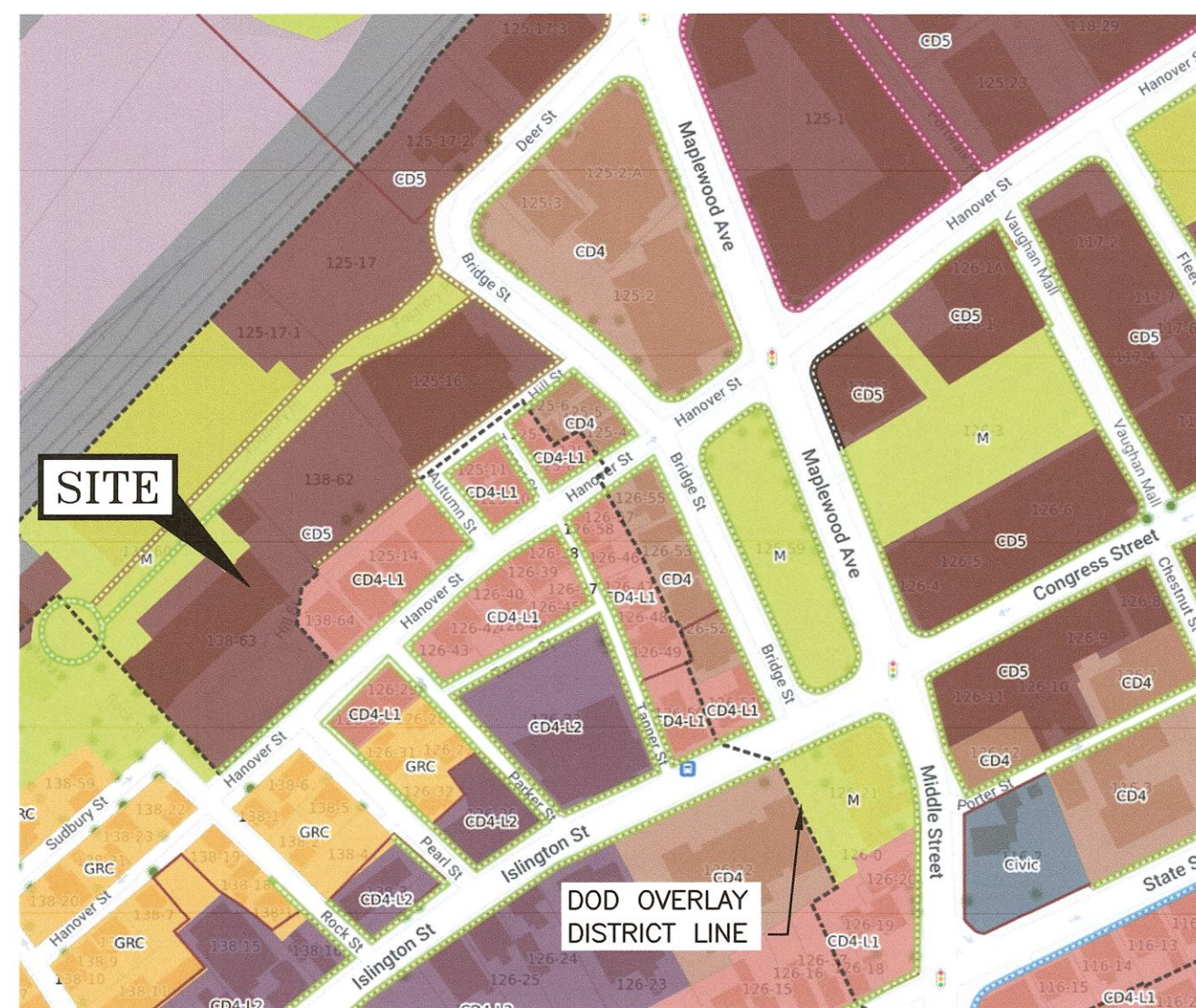
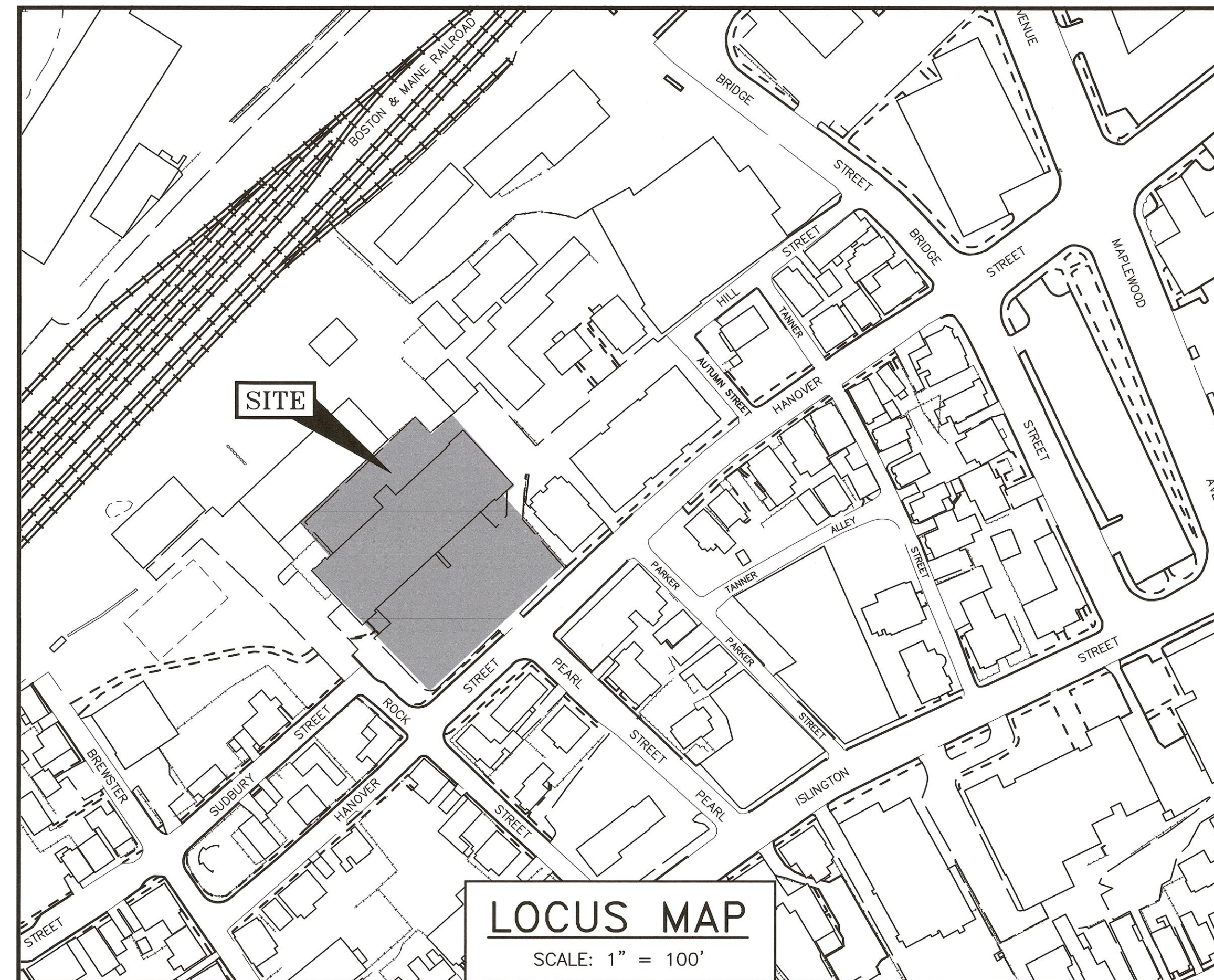
LAND USE ATTORNEY:

BOSEN & ASSOCIATES
266 MIDDLE STREET
PORTSMOUTH, N.H. 03801
TEL. (603) 427-5500

PERMIT LIST:
PORTSMOUTH HDC:
PORTSMOUTH ZONING BOARD:
PORTSMOUTH SITE REVIEW:
PORTSMOUTH CONDITIONAL USE PERMIT:

LEGEND:

EXISTING	PROPOSED	
---	---	PROPERTY LINE
---	---	SETBACK
S	S	SEWER PIPE
SL	SL	SEWER LATERAL
G	G	GAS LINE
D	D	STORM DRAIN
W	W	WATER LINE
WS	WS	WATER SERVICE
UGE	UGE	UNDERGROUND ELECTRIC
OHW	OHW	OVERHEAD ELECTRIC/WIRES
---	---	FOUNDATION DRAIN
---	---	EDGE OF PAVEMENT (EP)
100	100	CONTOUR
97x3	98x0	SPOT ELEVATION
○	○	UTILITY POLE
○	○	WALL MOUNTED EXTERIOR LIGHTS
□	□	TRANSFORMER ON CONCRETE PAD
○	○	ELECTRIC HANDHOLD
○	○	SHUT OFFS (WATER/GAS)
○	○	GATE VALVE
○	○	HYDRANT
○	○	CB
○	○	SMH
○	○	DMH
○	○	TMH
○	○	14
○	○	14
○	○	PARKING SPACE COUNT
○	○	PARKING METER
○	○	LANDSCAPED AREA
TBD	TBD	TO BE DETERMINED
CI	CI	CAST IRON PIPE
COP	COP	COPPER PIPE
DI	DI	DUCTILE IRON PIPE
PVC	PVC	POLYVINYL CHLORIDE PIPE
RCP	RCP	REINFORCED CONCRETE PIPE
AC	-	ASBESTOS CEMENT PIPE
VC	VC	VITRIFIED CLAY PIPE
EP	EP	EDGE OF PAVEMENT
EL	EL	ELEVATION
FF	FF	FINISHED FLOOR
INV	INV	INVERT
S =	S =	SLOPE FT/FT
TBM	TBM	TEMPORARY BENCH MARK
TYP	TYP	TYPICAL



**MAP 10.5A21A
CHARACTER DISTRICTS
AND CIVIC DISTRICTS**

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

Overlay Districts

- OLOD Osprey Landing Overlay District
- Downtown Overlay District
- Historic District

**MAP 10.5A21B
BUILDING HEIGHT
STANDARDS**

Height requirement area	Maximum building height*
1 Story	20'
2 Stories	35'
2 Stories (short 3rd)	35'
2-3 Stories	40'
2-3 Stories (short 4th)	45'
2-4 Stories	50'
2-4 Stories (short 5th)	60'
2-5 Stories	60'

*Permittee Levels may exceed the building height by 2 feet.



UTILITY CONTACTS

ELECTRIC:
EVERSOURCE
1700 LAFAYETTE ROAD
PORTSMOUTH, N.H. 03801
Tel. (603) 436-7708, Ext. 555.5678
ATTN: MICHAEL BUSBY, P.E. (MANAGER)

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

CABLE:
COMCAST
155 COMMERCE WAY
PORTSMOUTH, N.H. 03801
Tel. (603) 679-5695 (X1037)
ATTN: MIKE COLLINS

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

COMMUNICATIONS:
FAIRPOINT COMMUNICATIONS
JOE CONSIDINE
1575 GREENLAND ROAD
GREENLAND, N.H. 03840
Tel. (603) 427-5525

INDEX OF SHEETS

DWG. NO.	
-	SUBDIVISION PLAN
-	SITE ORTHOPHOTO
C1	EXISTING CONDITIONS PLAN
C2	DEMOLITION PLAN
C3	SITE PLAN
-	LICENSE AREA PLAN

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.

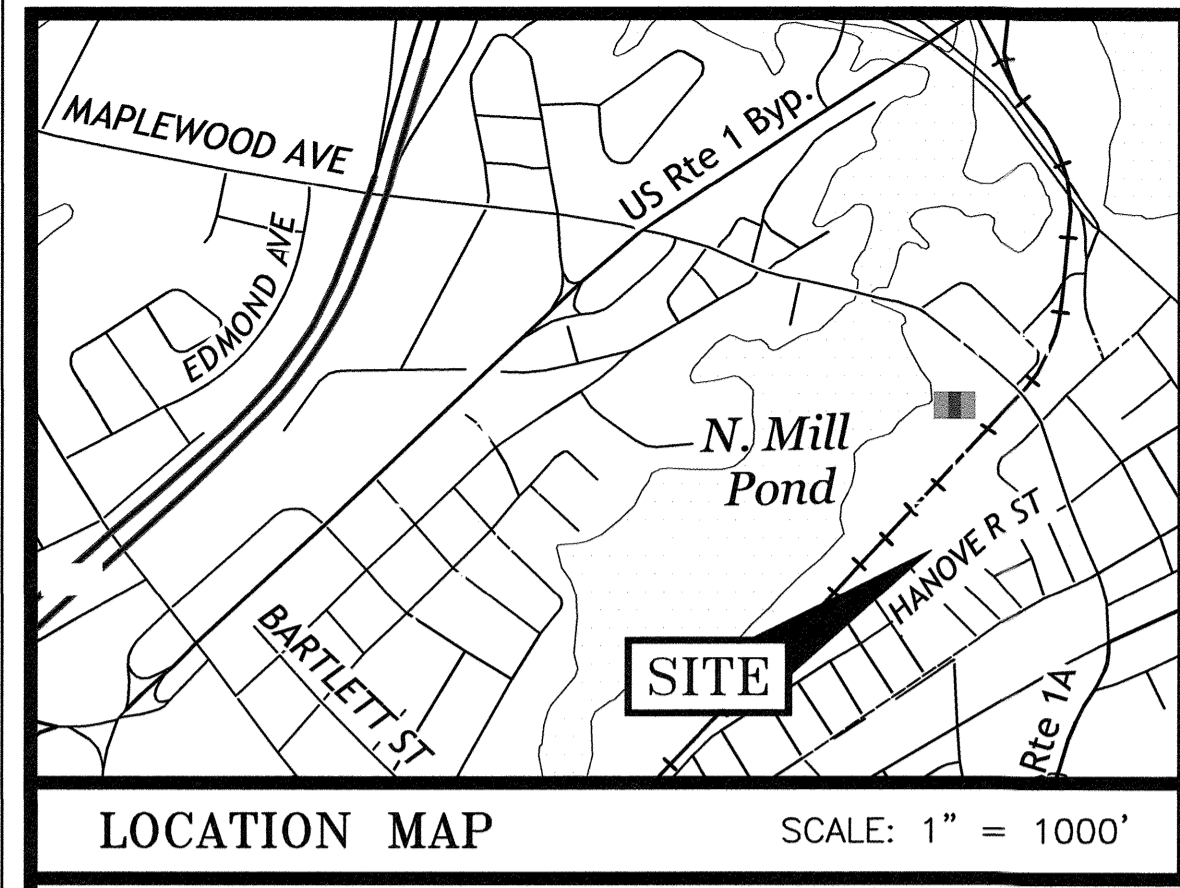
APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

VARIANCE APPLICATION PLAN
PROPOSED DEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.



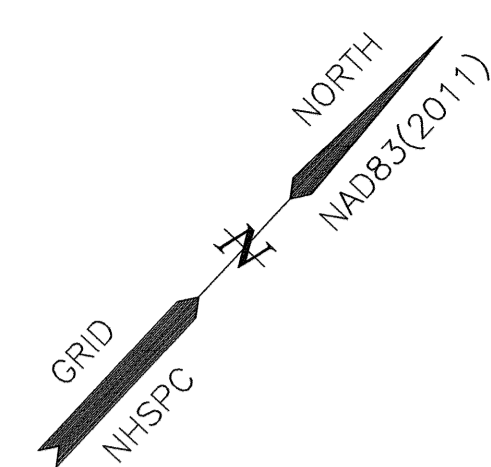
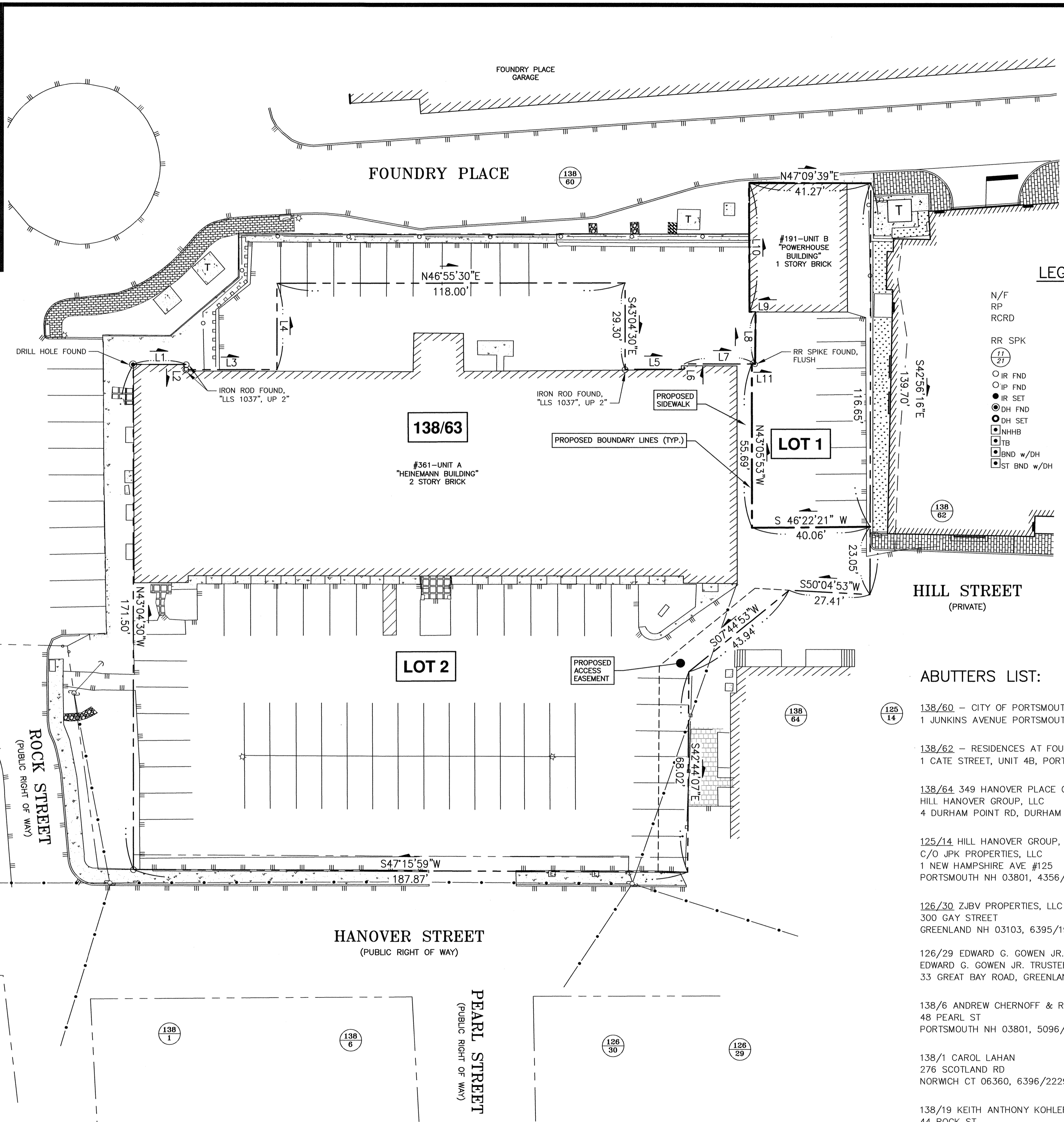
PLAN SET SUBMITTAL DATE: 2 JANUARY 2024



LOCATION MAP SCALE: 1" = 1000'

PLAN REFERENCES:

- 1) "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- 2) "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #36B.
- 3) "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- 4) "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- 5) "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- 6) "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- 7) "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- 8) "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



LEGEND

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- MAP 11/LOT 21
- IRON ROD FOUND
- IRON PIPE FOUND
- IRON ROD SET
- DRILL HOLE FOUND
- DRILL HOLE SET
- NHDOT BOUND FOUND
- TOWN BOUND
- BOUND WITH DRILL HOLE
- STONE BOUND WITH DRILL HOLE

HILL STREET (PRIVATE)

ABUTTERS LIST:

- 138/60 - CITY OF PORTSMOUTH
1 JUNKINS AVENUE PORTSMOUTH NH 03801, 5848/0666
- 138/62 - RESIDENCES AT FOUNDY PLACE, LLC
1 CATE STREET, UNIT 4B, PORTSMOUTH NH 03801, 6475/1570
- 138/64 349 HANOVER PLACE CONDOS MASTER CARD
HILL HANOVER GROUP, LLC
4 DURHAM POINT RD, DURHAM NH 03824, 4356/0010
- 125/14 HILL HANOVER GROUP, LLC.
C/O JPK PROPERTIES, LLC
1 NEW HAMPSHIRE AVE #125
PORTSMOUTH NH 03801, 4356/0010
- 126/30 ZJBV PROPERTIES, LLC
300 GAY STREET
GREENLAND NH 03103, 6395/1921
- 126/29 EDWARD G. GOWEN JR. REVOCABLE LIVING TRUST
EDWARD G. GOWEN JR. TRUSTEE
33 GREAT BAY ROAD, GREENLAND, NH 03840, 4327/2531
- 138/6 ANDREW CHERNOFF & REBEKAH CHERNOFF
48 PEARL ST
PORTSMOUTH NH 03801, 5096/0104
- 138/1 CAROL LAHAN
276 SCOTLAND RD
NORWICH CT 06360, 6396/2229
- 138/19 KEITH ANTHONY KOHLER & NICOLE GABRIELLE LAPIERRE
44 ROCK ST
PORTSMOUTH NH 03801, 4505/0807
- 138/22 SEAN G. CAUGHRAN
407 HANOVER ST
PORTSMOUTH NH 03801, 3289/1071

LENGTH TABLE

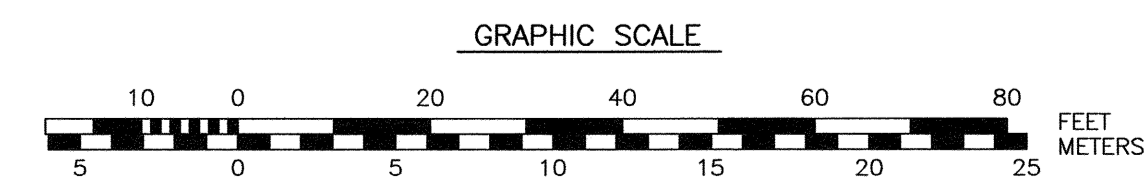
LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	N46°55'30"E	1.12'

"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 4.3.24
JOHN R. CHAGNON, LLS DATE

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



- NOTES:**
- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.
 - 2) OWNERS OF RECORD:
UNIT A:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
6352/2959
UNIT B:
POWERHOUSE REALTY TRUST
C/O ADAMS DAVID B. TRUSTEE
210 GATES STREET
PORTSMOUTH, NH 03801
5419/1223
 - 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
 - 4) LOT AREAS:
EXISTING
43,245 S.F.
0.9928 AC.
PROPOSED LOT 1
4,717 S.F.
0.1083 AC.
PROPOSED LOT 2
38,528 S.F.
0.8845 AC.
 - 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT (NEIOD) AND DOWNTOWN OVERLAY DISTRICT.
 - 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED SUBDIVISION OF TAX MAP 139, LOT 63 IN PORTSMOUTH, NH INTO 2 LOTS.
 - 7) PARCEL IS BURDENED BY THE FOLLOWING EASEMENTS:
A) ACCESS EASEMENT TO THE CITY OF PORTSMOUTH TO ALLOW ACCESS TO A PARKING AREA. SEE R.C.R.D. 4735/2971
B) ACCESS EASEMENT TO HANOVER PLACE CONDOMINIUM ASSOCIATION. THIS EASEMENT TO BE RE-DEFINED AS SHOWN HEREON.
 - 8) THE PARCEL HAS THE BENEFIT OF A REVOCABLE LICENSE BETWEEN THE CITY OF PORTSMOUTH AND THE KEARSARGE MILL UNIT ON THE PLAN ENTITLED "KEARSARGE MILL CONDOMINIUMS HANOVER STREET, PORTSMOUTH, NH SITE PLAN AMENDMENT" PREPARED BY KIMBALL CHASE CONSULTING ENGINEERS DATED APRIL 14, 2006, LICENSE AND SITE PLAN ARE AVAILABLE WITH THE RECORDS OF THE CITY OF PORTSMOUTH, SEE ALSO PLAN REFERENCE #6.
 - 9) PROPERTY CORNERS WILL BE SET PRIOR TO RECORDING.

NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

**SUBDIVISION PLAN
TAX MAP 138 - LOT 63**

**KEARSARGE MILL UNIT OWNERS
ASSOCIATION**

OWNERS: 361 HANOVER STEAM
FACTORY, LLC & POWERHOUSE REALTY
TRUST

FOUNDY PLACE & HANOVER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE



NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.

2) APPLICANT:
 361 HANOVER STEAM FACTORY, LLC
 41 INDUSTRIAL DRIVE UNIT 20
 EXETER, NH 03833
 6352/2959

3) THE PURPOSE OF THIS PLAN IS TO SHOW SITE FEATURES AS OF FEBRUARY 2023 ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 LOT 63.

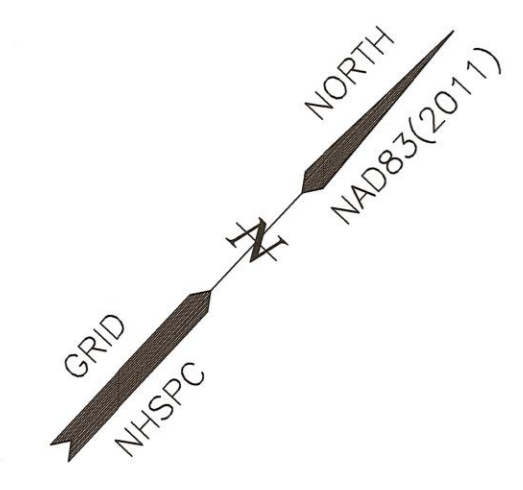
LICENSE AREA
 7,500 S.F.

138/60

#151-UNIT B
 "POWERHOUSE
 BUILDING"
 1 STORY BRICK

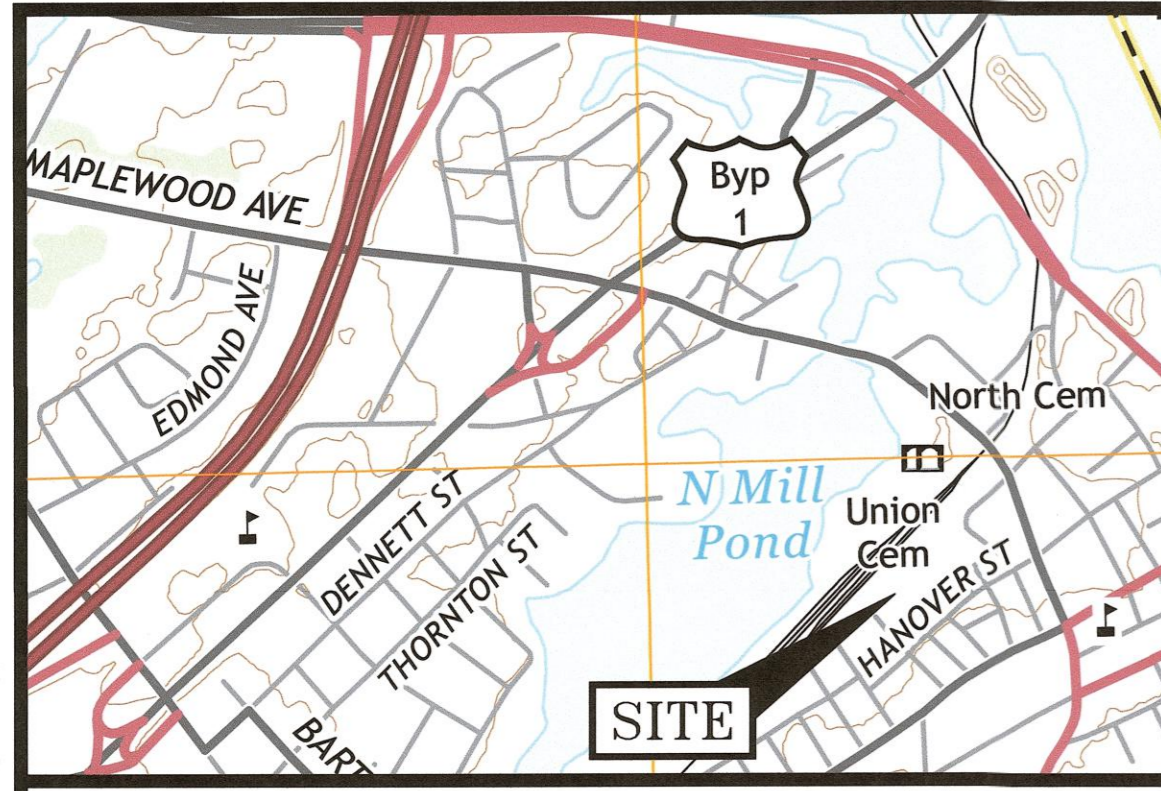
138/63

#361-UNIT A
 "HEINEMANN BUILDING"
 2 STORY BRICK



NO.	DESCRIPTION	DATE
0	ISSUED FOR COMMENT	4/3/24
REVISIONS		

SITE ORTHOPHOTO
TAX MAP 138 - LOT 63
361 HANOVER STEAM FACTORY, LLC
FOUNDRY PLACE & ROCK STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

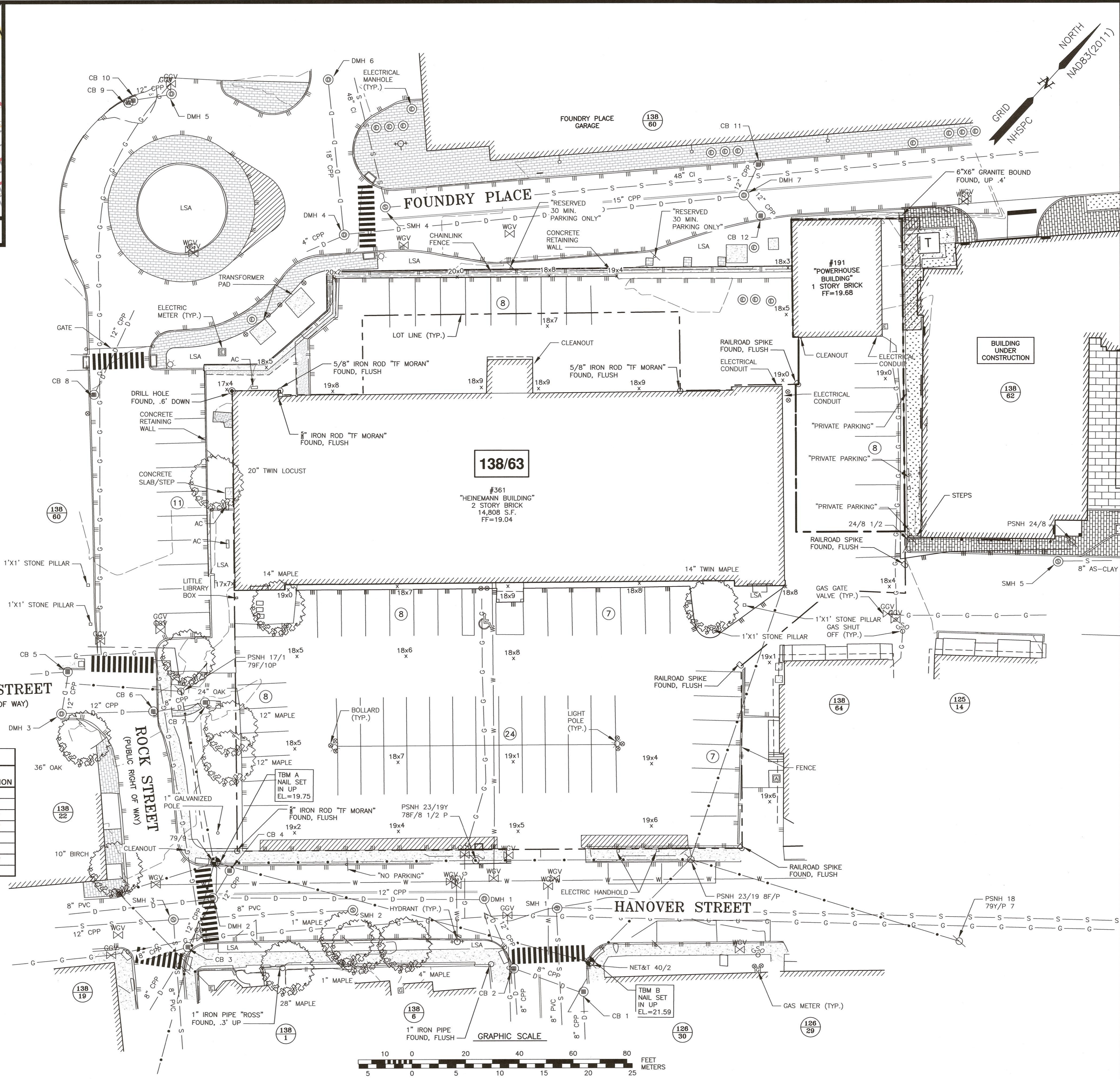


LOCATION MAP SCALE: 1"=1,000'

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - OWNER OF RECORD:
 361 HANOVER STEAM FACTORY, LLC
 41 INDUSTRIAL DRIVE UNIT 20
 EXETER, N.H. 03833
 6352/2959
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- EXISTING LOT AREA:
 38,528 S.F.
- PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5), NORTH END INCENTIVE OVERLAY DISTRICT, AND DOWNTOWN OVERLAY DISTRICT.
- DIMENSIONAL REQUIREMENTS:
 SEE ZONING ORDINANCE
- THE PURPOSE OF THIS PLAN IS TO SHOW THE EXISTING CONDITIONS ON PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63, AS AMENDED.
 - VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.

DRAINAGE STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
CB 1	EX	20.66	8" CPP	17.51	17.46	SW
CB 2	EX	20.35	12" CPP	15.80	15.70	N
	EX		8" CPP	15.80		NE
	EX		8" CPP	16.50		SE
CB 3	EX	19.29	12" CPP	16.24	15.64	NW
	EX		8" CPP	16.24		W
	EX		8" CPP	16.29		S
CB 4	EX	18.90	12" CPP	15.65	15.65	SE
CB 5	EX	15.00	12" CPP	10.00	10.00	SW
	EX		12" CPP	10.00		SE
	EX		8" CPP	13.20		NE
CB 7	EX	17.43	8" CPP	16.28	16.28	SW
CB 8	EX	12.15	12" CPP	7.45	7.45	NW
CB 9&10	EX	9.76	12" CPP	5.86	5.86	NE
CB 11	EX	10.07	12" CPP	6.17	6.17	SE
CB 12	EX	10.22	12" CPP	6.92	6.92	W
DMH 1	EX	19.81	12" CPP	15.56	15.56	SW
	EX		12" CPP	15.56		E
DMH 2	EX	19.08	12" CPP	15.03	15.03	SW
	EX		12" CPP	15.03		NE
	EX		12" CPP	15.43		NW
	EX		12" CPP	15.43		SE
DMH 3	EX	15.30	12" CPP	10.65	10.65	NW
	EX		12" CPP	10.65		NE
DMH 4	EX	11.86	18" CPP	5.46	5.46	NW
	EX		15" CPP	5.56		NE
	EX		4" PVC	9.36		S
DMH 5	EX	9.87				NO DATA
DMH 6	EX	11.84				NO DATA
DMH 7	EX	10.19	18" CPP	6.29	6.29	SW
	EX		12" CPP	6.44		NW
	EX		12" CPP	6.39		E

SEWER STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH 1	EX	20.06	15" PVC	14.36	14.36	NE
	EX		8" PVC	14.41		SE
SMH 2	EX	19.31	8" PVC	12.91	12.91	SW
SMH 3	EX	19.15	8" PVC	11.60	11.60	NE
	EX		8" PVC	13.90		SE
SMH 4	EX	12.23	48" CI	-0.77	-0.77	NW
	EX		48" CI			NE



"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 4.3.24
 JOHN R. CHAGNON, LLS DATE

**SITE REDEVELOPMENT
 361 HANOVER STREET
 PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
2	ISSUED FOR REVIEW	4/3/24
1	UPDATE E.C. & ADD SPOT GRADES	2/28/24
0	ISSUED FOR COMMENT	1/31/24

SCALE: 1"=20' JANUARY 2024

EXISTING CONDITIONS PLAN **C1**

ZONING DEVELOPMENT STANDARD						
CDS: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT						
	REQUIRED	EXISTING	PROPOSED - Building A	PROPOSED - Building B	PROPOSED - Building C	PROPOSED - Building D
Height	2-3 stories 40'	2 Stories/ 18' +/-	3 stories with attic/ 40'	3 stories / 36'	3 stories / 36'	3 stories with attic/ 40'
Penthouses	may exceed bldg height by 2'	N/A	N/A	N/A	N/A	N/A
Roof appurtenance	may exceed bldg height by 10'	<10'	<10'	No	No	<10'
Facade Types	commercial, live-work, mixed use, flex space & community.	N/A	N/A	N/A	N/A	N/A
Building Types	commercial, live-work, mixed use, flex space & community.	Commercial	Apartment	Rowhouse	Duplex	Apartment
Front (principle) max S/B	5	99'	99'	0'	5'	2'
Front (secondary) max S/B	5	0'	0'	2'	N/A	N/A
Side S/B	NR	NR	NR	NR	NR	NR
Rear yard S/B	5'	0'	0'	>5'	>5'	>5'
Front lotline buildout	80% min	100%	100%	80%	80%	80%
Lot area (sf)	NR	N/A	N/A	N/A	N/A	N/A
LOT area per dwelling	NR	N/A	N/A	N/A	N/A	N/A
Building coverage, maximum	95%	38%	47%	8%	6%	11.0%
Maximum building footprint	20,000	14,808	18,082	3,116	2,280	4,320
Ground floor area per use, max	15,000	14,808	<15,000	3,116	2,280	4,320
Open space, minimum	5%	<5%	>5%	>5%	>5%	>5%
Permitted uses		Commercial	Residential	Residential	Residential	Residential
Block length, max (ft)	225	205'	205'	82'	40'	72'
Facade modulation length, max (ft)	100	205	205	82'	40'	72'
Entrance spacing, max (ft)	50	>50'	50	20'	20'	<50'
Floor height above sidewalk, max	36"	0'	0'	24"	24"	24"
Ground story height, min	12'	10'	10.5'	12'	12'	12'
Second story height, min	10'	10'	10.5'	11'	11'	11'
Glazing, shopfront, min	70%	N/A	N/A	N/A	N/A	N/A
Glazing, other	20%-50%	>20%	>20%	>20%	>20%	>20%
Roof types	flat, gable, hip, gambrel, mansard	Flat	Mansard	Hip	Hip	Mansard

Shaded Boxes = Zoning Relief Required
S/B = Setback

- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.

PROPOSED LOT AREAS:
LOT 138/63
38,528 S.F. ±
0.8845 AC

LOT 138/63-1
4,717 S.F.
0.1083 AC

4. PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CDS), NORTH END INCENTIVE OVERLAY, AND DOWNTOWN OVERLAY DISTRICT.

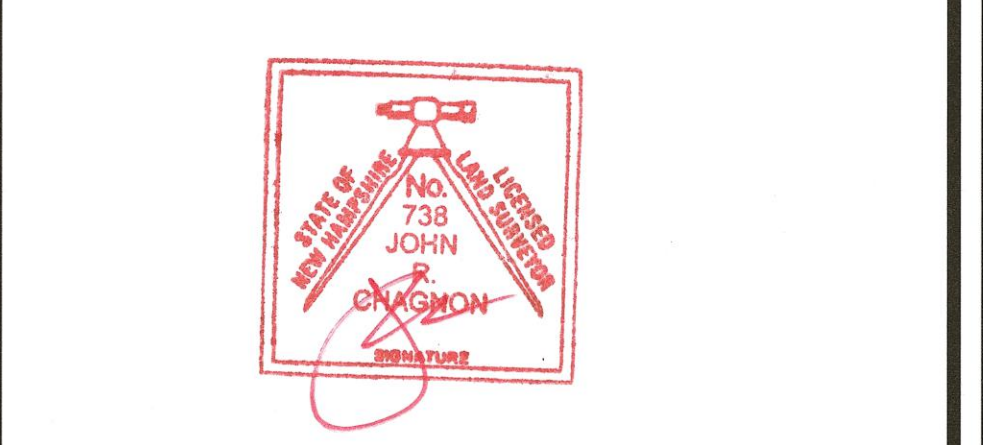
DIMENSIONAL REQUIREMENTS:
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.

MINIMUM LOT AREA: NR
SETBACKS:
FRONT: 5 FEET (MAXIMUM)
SIDE: NR
REAR: 5 FEET
MAXIMUM BUILDING COVERAGE: 95%
MINIMUM OPEN SPACE: 5%

- THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE DEVELOPMENT ON ASSESSOR'S MAP 138 LOT 63.
- VERTICAL DATUM IS NAVD88. BASIS OF VERTICAL DATUM IS REDUNDANT RTN GNSS OBSERVATIONS.
- PROPOSED USE: 40 RESIDENTIAL DWELLING UNITS.

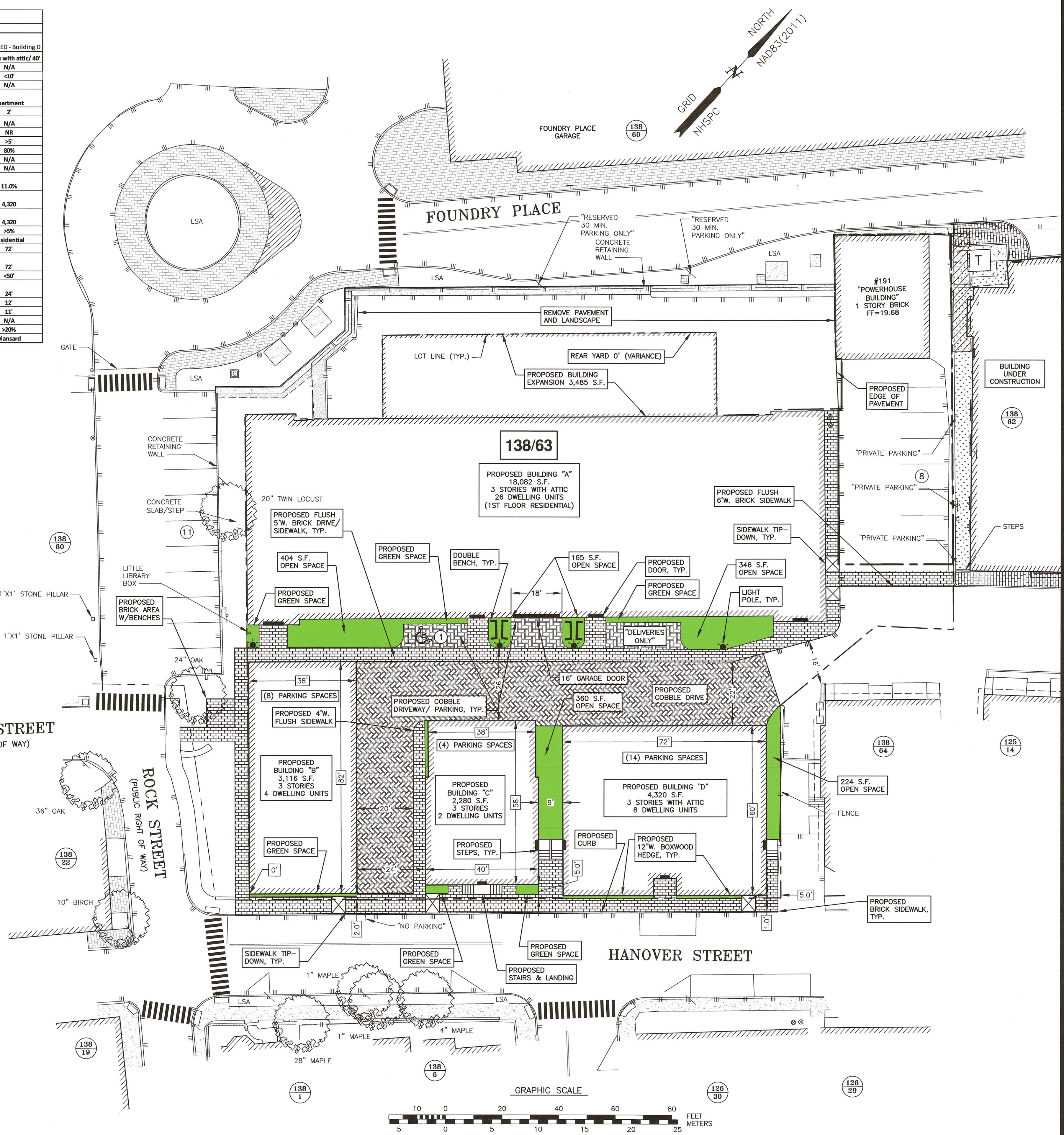
**SITE REDEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.**

NO.	DESCRIPTION	DATE
2	BUILDING STORIES, ZONING STD.	1/2/25
1	REVISED LAYOUT	7/3/24
0	ISSUED FOR COMMENT	6/12/24



SCALE: 1"=20' JANUARY 2024

SITE PLAN **C3**

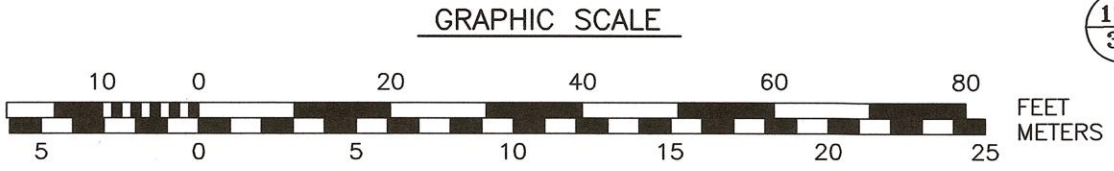


THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

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 _____



NOTES:

1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 60.

2) OWNERS OF RECORD:
LOT 60
CITY OF PORTSMOUTH
JUNKINS AVENUE
PORTSMOUTH, NH 03801

LOT 63 - UNIT A
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
6352/2959

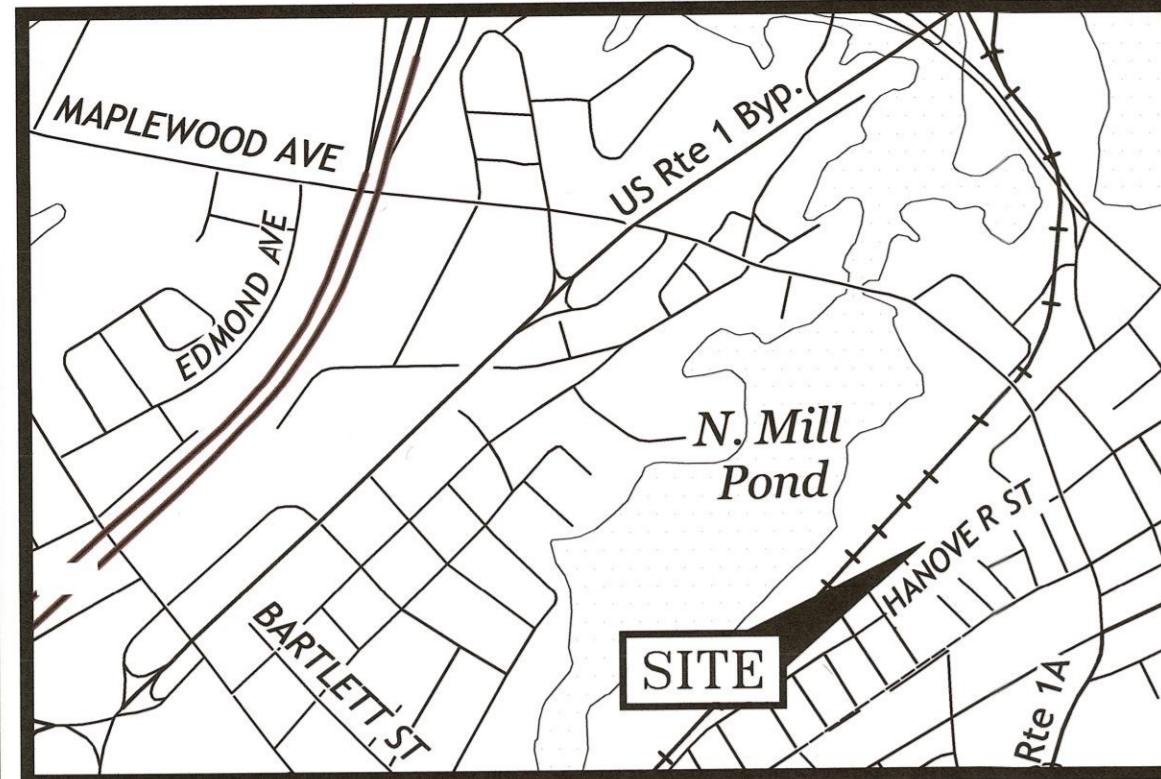
3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.

4) LOT AREA: 38,528 S.F.

5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5) AND DOWNTOWN OVERLAY DISTRICT.

6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED LICENSE AREA ON TAX MAP 138, LOT 60 TO BENEFIT TAX MAP 138, LOT 63 IN PORTSMOUTH, NH.

7) THE LICENSE AGREEMENT BETWEEN THE CITY OF PORTSMOUTH AND 361 HANOVER STEAM FACTORY, LLC WILL REPLACE THE EXISTING PARKING LICENSE AGREEMENT RECORDED AT DEED BOOK 4735 PAGE 2971 AND PROVIDE A PUBLIC AND PRIVATE LANDSCAPING EASEMENT TO 361 HANOVER STEAM FACTORY, LLC.

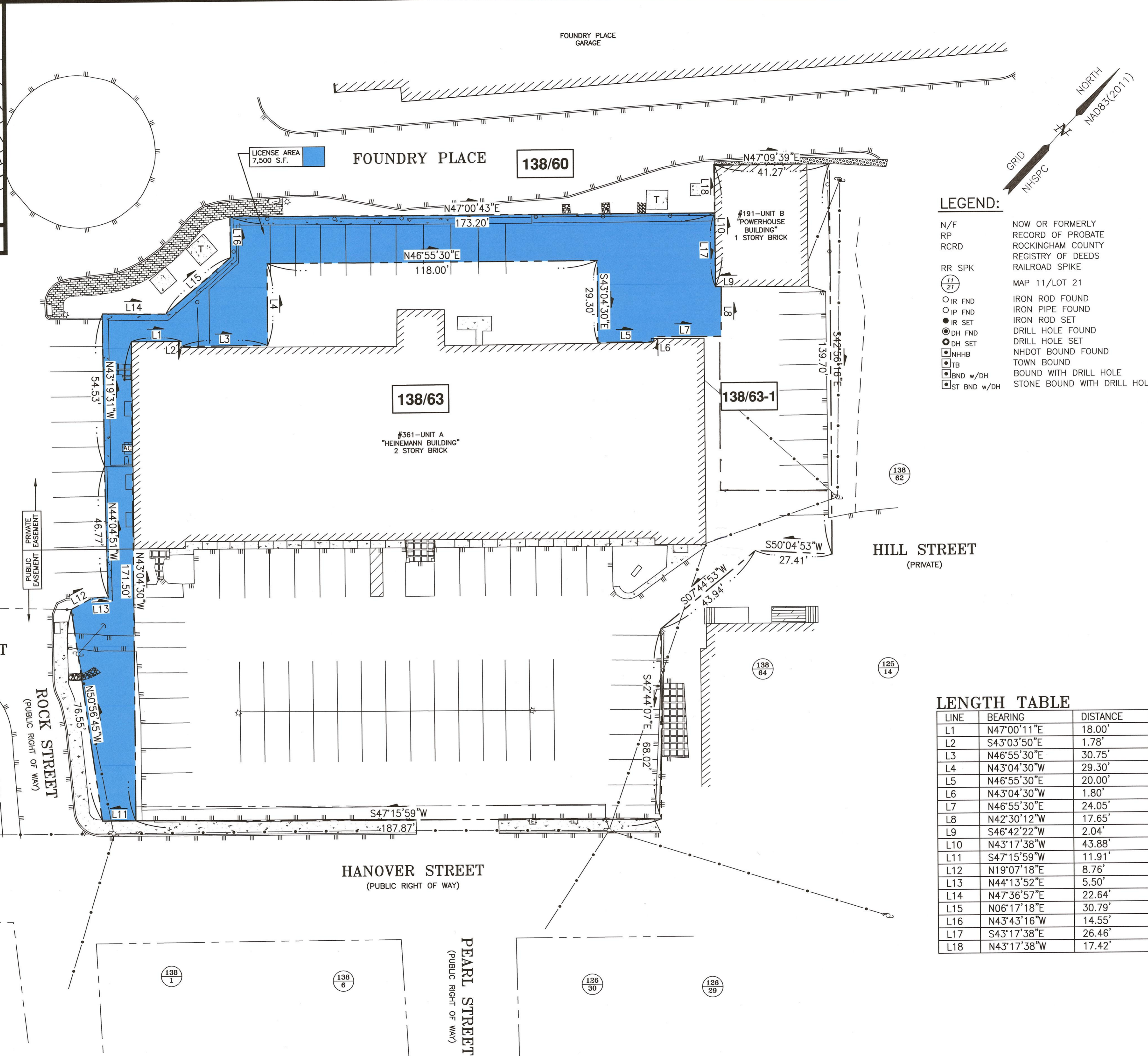


LOCATION MAP

SCALE: 1" = 1000'

PLAN REFERENCES:

- "PLAN OF LAND IN PORTSMOUTH, N.H. PORTSMOUTH MFG & POWER CO. TO FRANKIE BROOKS" BY JOHN W. DURGIN. DA TED FEBRUARY 1918. RCRD PLAN 078.
- "SUBDIVISION OF LAND OF PORTSMOUTH MFG. & POWER CO. PORTSMOUTH, N.H." BY JOHN W. DURGIN. DATED NOVEMBER 1925. RCRD PLAN #368.
- "LAND IN PORTSMOUTH, N.H. PORTS. MFG. & POWER CO. TO HAROLD S. WOODS" BY JOHN W. DURGIN. DATED NOVEMBER 1926. RCRD PLAN #389.
- "CONDOMINIUM SITE PLAN FOR HANOVER PLACE CONDOMINIUM 349 HANOVER STREET COUNTY OF ROCKINGHAM PORTSMOUTH, NH" BY MILLETTE, SPRAGUE & COLWELL, INC. DATED SEPTEMBER 28, 2004 LAST REVISED DECEMBER 20, 2005. RCRD PLAN D-33379.
- "CONSOLIDATION & SUBDIVISION PLAN TAX MAP 125, LOT 17 & TAX MAP 138, LOT 62 DEER STREET ASSOCIATES BRIDGE, DEER & HILL STREETS CITY OF PORTSMOUTH COUNTY OF ROCKINGHAM STATE OF NEW HAMPSHIRE" BY AMBIT ENGINEERING, INC. DA TED JULY 2015. RCRD PLAN D-39699.
- "KEARSARGE MILLS CONDOMINIUM PLANS" BY KIMBALL CHASE COMPANY, INC. DATED APRIL 15, 1986. RCRD PLAN D-14855.
- "BOUNDARY LINE AGREEMENT PLAN KEARSARGE MILL CONDOMINIUMS PORTSMOUTH, N.H." BY JONES & BEACH ENGINEERS, INC. DATED APRIL 10, 1997 LAST REVISED APRIL 21, 1997. RCRD PLAN D-25421.
- "AMENDED SITE PLAN, KEARSARGE MILL CONDOMINIUMS, 1 HANOVER STREET PORTSMOUTH, NH" BY KIMBALL CHASE CONSULTING ENGINEERS DATED 04-14-06 AND LAST REVISED 02-16-07. RCRD PLAN D-34716.



LEGEND:

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- (17/21) 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
- NHFB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- JST BND w/DH STONE BOUND WITH DRILL HOLE

LENGTH TABLE

LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	S47°15'59"W	11.91'
L12	N19°07'18"E	8.76'
L13	N44°13'52"E	5.50'
L14	N47°36'57"E	22.64'
L15	N06°17'18"E	30.79'
L16	N43°43'16"W	14.55'
L17	S43°17'38"E	26.46'
L18	N43°17'38"W	17.42'

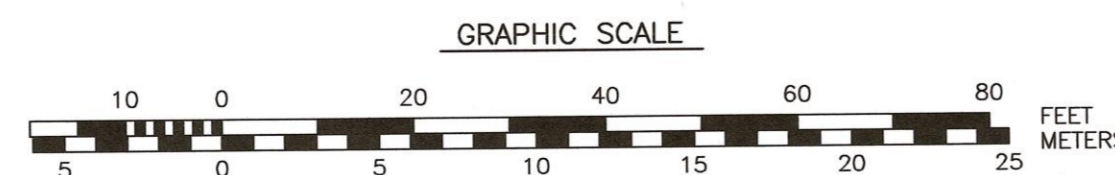


"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

John R. Chagnon
JOHN R. CHAGNON, LLS DATE 7-3-24

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



PROPOSED LICENSE AREA PLAN
TAX MAP 138 - LOT 63
CITY OF PORTSMOUTH
TO
361 HANOVER STEAM
FACTORY, LLC
FOUNDRY PLACE & ROCK STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

P:\NA\510135-Hampshire_Development\5010135-Plan\Plans & Specs\Site\2977.01_Conveyance.dwg, 7/2/2024 9:40:53 AM, \S\RS\SW\1501\Portsmouth\Printer\Canon TX3000