

ROSS ENGINEERING LLC

Civil/Structural Engineering
& Surveying

650 Islington St
Portsmouth, NH 03801
(603) 433-7560

DATE: 9-25-2026

JOB #: 21-168

DOCUMENT TRANSMITTAL

TO: City of Portsmouth
ATTN: Planning Department
1 Junkins Ave
Portsmouth, NH 03801

VIA: By Hand

☒ ATTACHED

☐ SENT SEPERATELY

☐ COPIES ☐ PRINTS ☐ REPRODUCIBLES ☐ DIGITAL

EACH OF:

☒ DRAWINGS

☐ SPECIFICATIONS

☒ DOCUMENTS

STATUS:

☐ FINAL

☐ PRELIMINARY

☐ NO COMMENT

☐ COMMENTS AS NOTED

☐ APPROVED

☐ APPROVED AS NOTED

☐ UNACCEPTABLE

PLEASE NOTE:

☐ REVISIONS

☐ ADDITIONS

☐ COMMENTS

☐ OMISSIONS

☐ CORRECTIONS

SENT FOR YOUR:

☒ APPROVAL ☐ COMMENTS

☐ USE

☐ FILES

☐ INFORMATION

RE:

Project Location: 140 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-13

Owner: Road to the West, LLC
140 West Rd
Portsmouth, NH 03801

Attached please find the following:

1. Full Size Plan Set dated 9-24-2026
2. Full Size Architectural Plan Set dated 9-21-2026
3. Project Description
4. Abutter's List
5. Site Photos
6. Site Plan Application Checklist
7. Traffic Study
8. Lighting Plan dated 9-21-26

Please call (603-433-7560) if you have any questions.

Thank you,

Alex Ross

BLACK ROCK SOCIAL CLUB
140 WEST RD
Portsmouth, NH 03801

LIST OF PROJECT PLANS AND DOCUMENTS:

CIVIL

- 1 - Existing Conditions
- 2 - Site Plan 1" = 20'
- 3 - Site Plan 1" = 10'
- 4 - Landscape Plan
- 5 - Parking Plan
- 6 - Grading & Drainage Plan
- 7 - Lighting Plan
- 8 - Open Space Plan
- 9 - Details
- 10 - Erosion Control Plan

PREPARED BY:

ROSS ENGINEERING, LLC

Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

OWNER:
Road to the West, LLC
Alexander B. Choquette
140 West Rd
Portsmouth, NH 03801
(603)-498-2519

September 24, 2026

ARCHITECTURAL PLANS

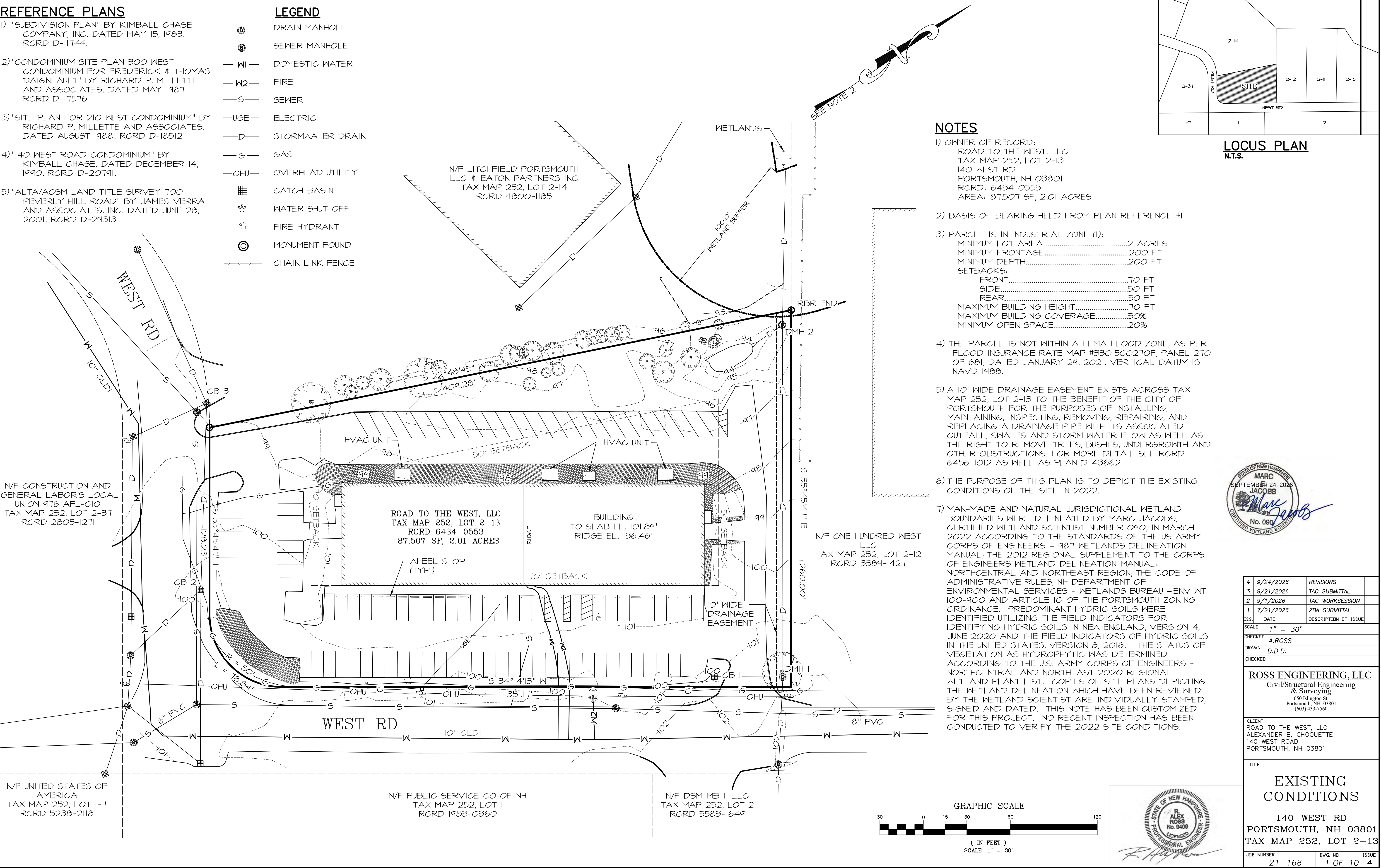
Portsmouth Architects
4 Market St
Portsmouth, NH 03801
(603)-430-0274

REFERENCE PLANS

- 1) "SUBDIVISION PLAN" BY KIMBALL CHASE COMPANY, INC. DATED MAY 15, 1983. RCRD D-11744.
- 2) "CONDOMINIUM SITE PLAN 300 WEST CONDOMINIUM FOR FREDERICK & THOMAS DAIGNEAULT" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED MAY 1987. RCRD D-17516
- 3) "SITE PLAN FOR 210 WEST CONDOMINIUM" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED AUGUST 1988. RCRD D-18512
- 4) "140 WEST ROAD CONDOMINIUM" BY KIMBALL CHASE. DATED DECEMBER 14, 1990. RCRD D-20791.
- 5) "ALTA/ACSM LAND TITLE SURVEY 700 PEVERLY HILL ROAD" BY JAMES VERRA AND ASSOCIATES, INC. DATED JUNE 28, 2001. RCRD D-24313

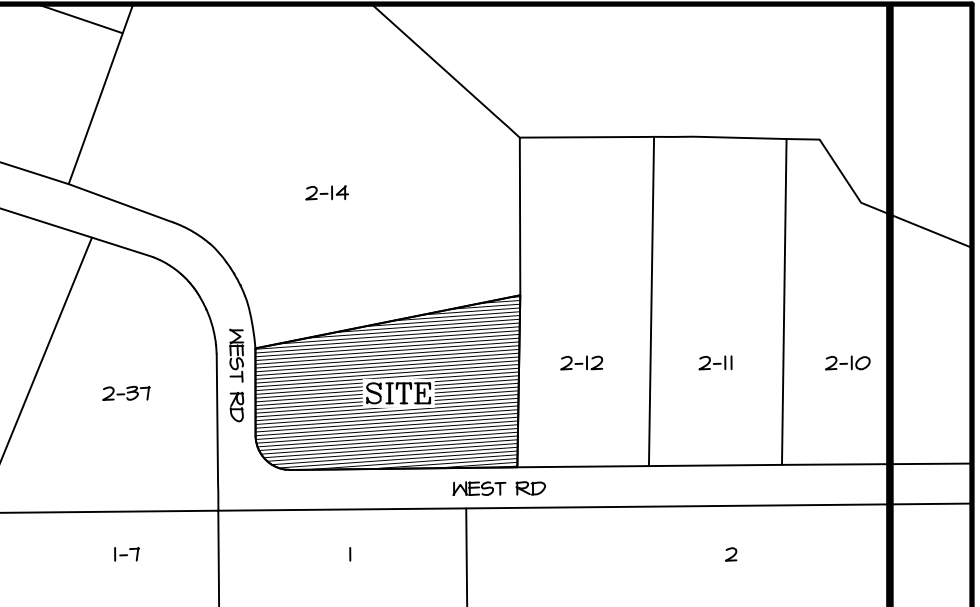
LEGEND

- ① DRAIN MANHOLE
- ② SEWER MANHOLE
- W1 — DOMESTIC WATER
- W2 — FIRE
- S — SEWER
- U6E — ELECTRIC
- D — STORMWATER DRAIN
- G — GAS
- OHU — OVERHEAD UTILITY
- ▢ CATCH BASIN
- ⊕ WATER SHUT-OFF
- ⊕ FIRE HYDRANT
- ⊙ MONUMENT FOUND
- CHAIN LINK FENCE

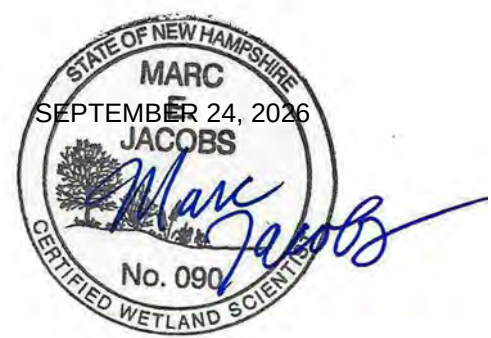


NOTES

- 1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES
- 2) BASIS OF BEARING HELD FROM PLAN REFERENCE #1.
- 3) PARCEL IS IN INDUSTRIAL ZONE (I):
MINIMUM LOT AREA.....2 ACRES
MINIMUM FRONTAGE.....200 FT
MINIMUM DEPTH.....200 FT
SETBACKS:
FRONT.....70 FT
SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....70 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%
- 4) THE PARCEL IS NOT WITHIN A FEMA FLOOD ZONE, AS PER FLOOD INSURANCE RATE MAP #33015C0210F, PANEL 270 OF 681, DATED JANUARY 29, 2021. VERTICAL DATUM IS NAVD 1988.
- 5) A 10' WIDE DRAINAGE EASEMENT EXISTS ACROSS TAX MAP 252, LOT 2-13 TO THE BENEFIT OF THE CITY OF PORTSMOUTH FOR THE PURPOSES OF INSTALLING, MAINTAINING, INSPECTING, REMOVING, REPAIRING, AND REPLACING A DRAINAGE PIPE WITH ITS ASSOCIATED OUTFALL, SWALES AND STORM WATER FLOW AS WELL AS THE RIGHT TO REMOVE TREES, BUSHES, UNDERGROWTH AND OTHER OBSTRUCTIONS. FOR MORE DETAIL SEE RCRD 6456-1012 AS WELL AS PLAN D-43662.
- 6) THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS OF THE SITE IN 2022.
- 7) MAN-MADE AND NATURAL JURISDICTIONAL WETLAND BOUNDARIES WERE DELINEATED BY MARC JACOBS, CERTIFIED WETLAND SCIENTIST NUMBER 090, IN MARCH 2022 ACCORDING TO THE STANDARDS OF THE US ARMY CORPS OF ENGINEERS - 1987 WETLANDS DELINEATION MANUAL; THE 2012 REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION; THE CODE OF ADMINISTRATIVE RULES, NH DEPARTMENT OF ENVIRONMENTAL SERVICES - WETLANDS BUREAU - ENV WT 100-900 AND ARTICLE 10 OF THE PORTSMOUTH ZONING ORDINANCE. PREDOMINANT HYDRIC SOILS WERE IDENTIFIED UTILIZING THE FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, VERSION 4, JUNE 2020 AND THE FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8, 2016. THE STATUS OF VEGETATION AS HYDROPHYTIC WAS DETERMINED ACCORDING TO THE U.S. ARMY CORPS OF ENGINEERS - NORTHCENTRAL AND NORTHEAST 2020 REGIONAL WETLAND PLANT LIST. COPIES OF SITE PLANS DEPICTING THE WETLAND DELINEATION WHICH HAVE BEEN REVIEWED BY THE WETLAND SCIENTIST ARE INDIVIDUALLY STAMPED, SIGNED AND DATED. THIS NOTE HAS BEEN CUSTOMIZED FOR THIS PROJECT. NO RECENT INSPECTION HAS BEEN CONDUCTED TO VERIFY THE 2022 SITE CONDITIONS.



LOCUS PLAN
N.T.S.

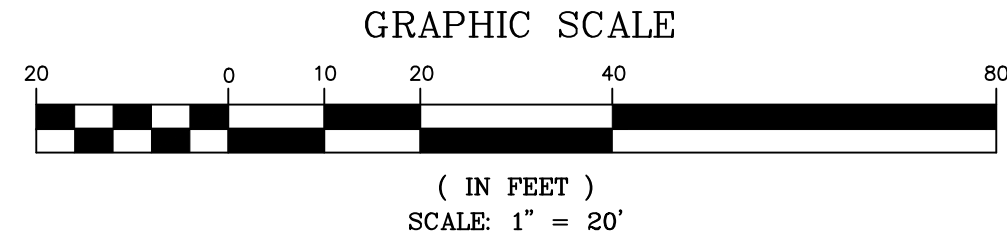


4	9/24/2026	REVISIONS	
3	9/21/2026	TAC SUBMITTAL	
2	9/1/2026	TAC WORKSESSION	
1	7/21/2026	ZBA SUBMITTAL	
ISS.	DATE	DESCRIPTION OF ISSUE	
SCALE	1" = 30'		
CHECKED	A.ROSS		
DRAWN	D.D.D.		
CHECKED			
ROSS ENGINEERING, LLC Civil/Structural Engineering & Surveying 650 Islington St. Portsmouth, NH 03801 (603) 433-7560			
CLIENT ROAD TO THE WEST, LLC ALEXANDER B. CHOQUETTE 140 WEST ROAD PORTSMOUTH, NH 03801			
TITLE EXISTING CONDITIONS 140 WEST RD PORTSMOUTH, NH 03801 TAX MAP 252, LOT 2-13			
JOB NUMBER	DWG. NO.	ISSUE	
21-168	1 OF 10	4	

ALL CONDITIONS ON THIS PLAN SHALL REMAIN IN EFFECT IN PERPETUITY PURSUANT TO THE REQUIREMENTS OF THE SITE PLAN REVIEW REGULATIONS.

LEGEND

- MONUMENT FOUND
— CHAIN LINK FENCE
⊕ UTILITY POLE



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MINIMUM DEPTH.....200 FT
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SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....10 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%
- 3) BUILDING COVERAGE
EXISTING
BUILDING.....17,500 SF
TOTAL.....17,500 SF
COVERAGE = 17500 / 87507 = 20.0%
- PROPOSED
BUILDING.....17,500 SF
LANDING & STAIRS >18".....54 SF
TOTAL.....17,554 SF
COVERAGE = 17554 / 87507 = 20.1%
- 4) OPEN SPACE
EXISTING
SEE EXISTING OPEN SPACE DETAIL ON DRAWING 7. EXISTING OPEN SPACE IS 21,485.
OPEN SPACE = 21485 / 87507 = 24.6%
- PROPOSED
SEE PROPOSED OPEN SPACE DETAIL ON DRAWING 7. PROPOSED OPEN SPACE IS 21,510 SF.
OPEN SPACE = 20,337 / 87507 = 23.2%

NOTES (CONT...)

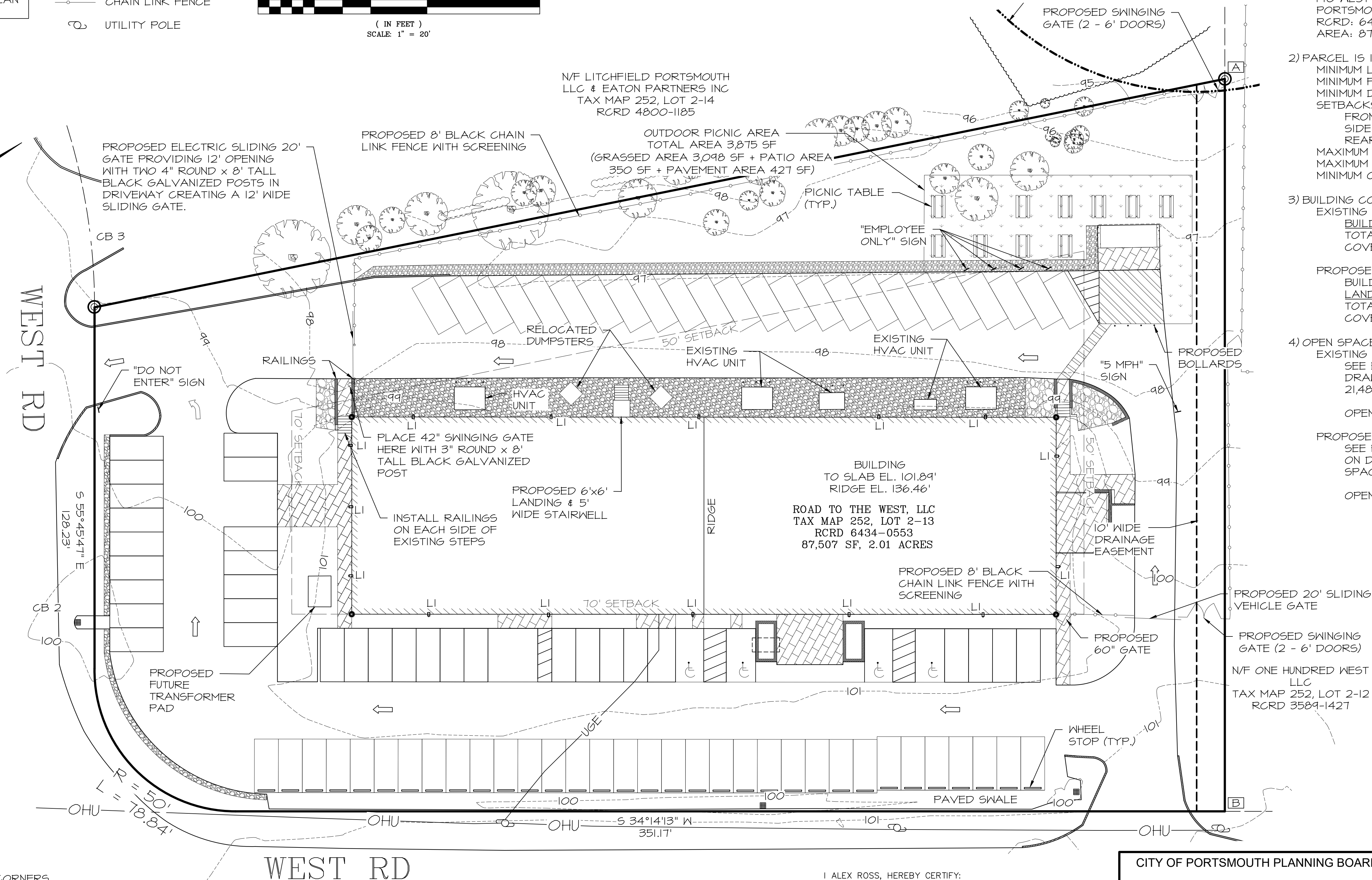
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6) THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.

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

8) GIS COORDINATES OF TWO LOT CORNERS

A - NW CORNER	NORTHING 199566.875	EASTING 1222215.580
B - NE CORNER	199442.909	1222464.837

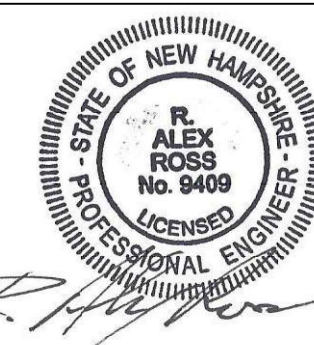


- I ALEX ROSS, HEREBY CERTIFY:
- A) THAT THIS SURVEY PLAT WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION.
- B) THIS PLAN IS A RESULT OF FIELD SURVEY PERFORMED BY DDD, & ICA DURING MARCH OF 2022. THE ERROR OF CLOSURE IS BETTER THAN 1/15,000. SURVEY PER NHLSA STANDARDS; CATEGORY 1, CONDITION 1.
- C) "I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUB-DIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN."

CITY OF PORTSMOUTH PLANNING BOARD

CHAIRPERSON

DATE



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DRAWN	D.D.D.		
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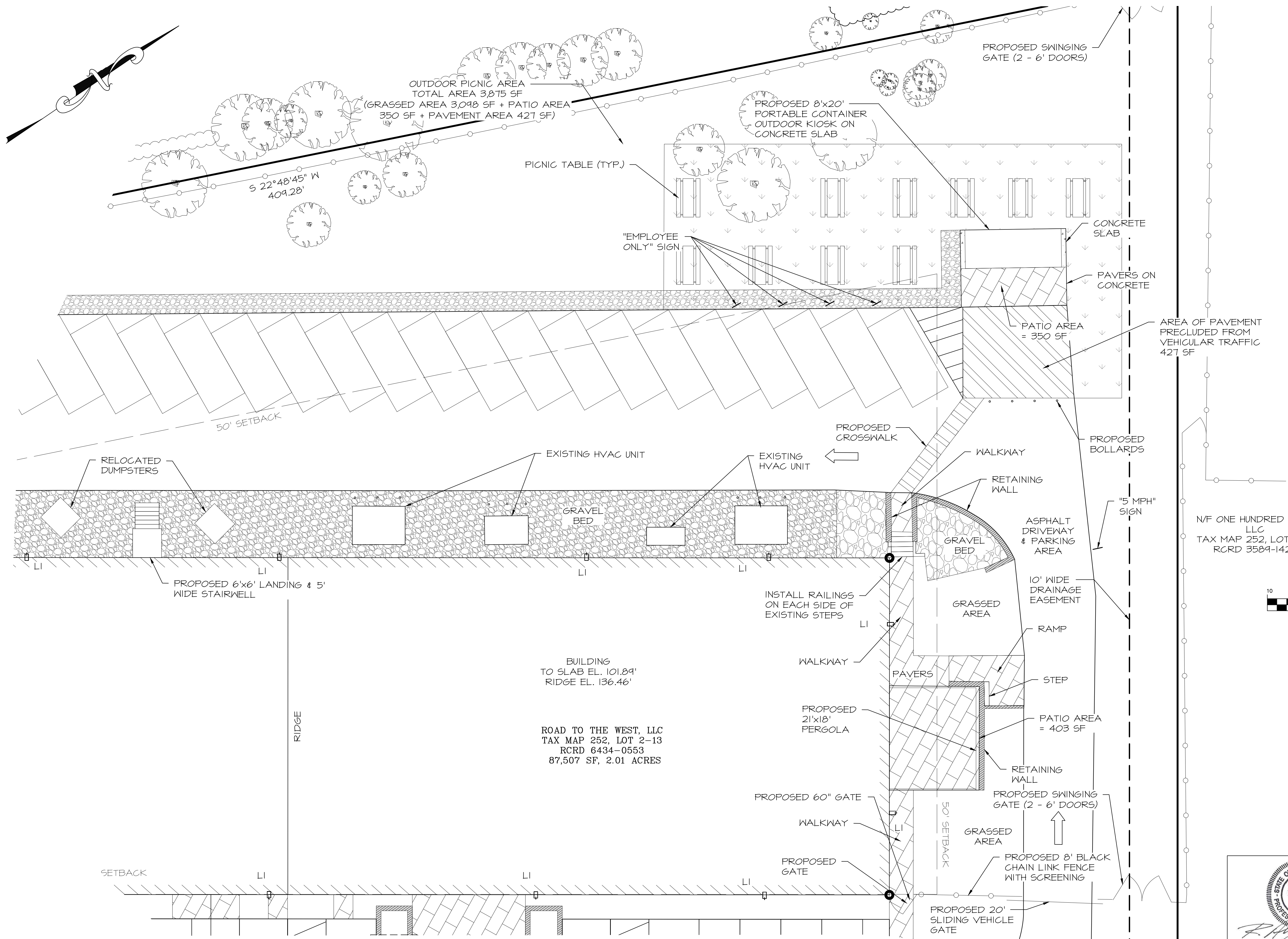
CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

SITE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	2 OF 10	4



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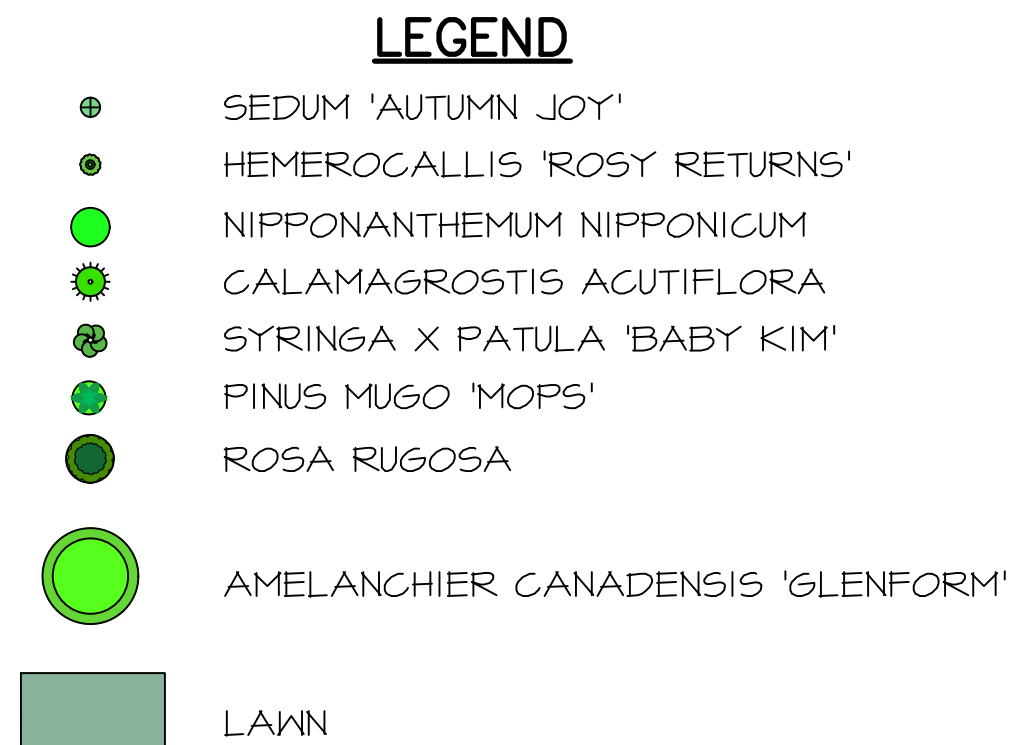
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SITE PLAN

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	3 OF 10	4

- 1) ROOF RUNOFF TO BE DIRECTED THROUGH GUTTERS TO 5,000 GAL IRRIGATION CISTERNS TO SUPPLEMENT PUBLIC WATER IN IRRIGATING LANDSCAPING. OVERFLOW WATER TO FLOW TO CATCH BASIN A AND THROUGH STORMTECH SC-310 CHAMBERS.
- 2) CONTRACTOR TO ENSURE DRAIN LINES FROM UNDERGROUND CISTERNS PROPERLY IRRIGATE LANDSCAPING AND MEET PROPER COVER.



- 1) THIS SITE PLAN SHALL BE RECORDED IN THE ROCKINGHAM COUNTY REGISTRY OF DEEDS.
- 2) ALL IMPROVEMENTS SHOWN ON THIS SITE PLAN SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PLAN BY THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS. NO CHANGES SHALL BE MADE TO THIS SITE PLAN WITHOUT THE EXPRESS APPROVAL OF THE PORTSMOUTH PLANNING DIRECTOR.

1. WHEN REPLACING EXISTING PAVED AREAS WITH AREAS OF LANDSCAPING, PAVEMENT MUST BE REMOVED ALONG WITH 18" OF SUBGRADE. APPROPRIATE LANDSCAPING LOAM MAY THEN BE ADDED WITHIN CURBING.
2. THE INSTALLATION OF A DRIP IRRIGATION SYSTEM IS NECESSARY TO ASSURE HEALTHY PLANTS LONG TERM.
3. IN CASE OF DROUGHT (DEFINED AS TWO WEEK PERIOD WITHOUT RAIN) ALL NEW PLANTS SHALL BE WATERED THROUGH NOVEMBER 30TH DURING THE FIRST SEASON IN WHICH THEY ARE INSTALLED. THEY SHALL BE WATERED ONE TIME PER YEAR FOR THE FIRST WEEK AFTER INSTALLATION AND THREE TIMES PER WEEK FOR THE REMAINDER OF THE SEASON. AFTER THE FIRST SEASON WHEN THE ROOTS OF THE PLANTS ARE ESTABLISHED THEY WILL REQUIRE DEEP WATERING ONCE A WEEK.

LAWN SEED MIXTURE:		
	<u>LB/ACRE</u>	<u>LB/1000SF</u>
TALL FESCUE	20	0.45
CREEPING RED FESCUE	20	0.45
RED CLOVER (ALSIKE)	<u>20</u>	<u>0.45</u>
TOTAL	48	1.35

GRADING AND SHAPING:
SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR
FLATTER SLOPES ARE PREFERRED.

SEEDBED PREPARATION:
SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR
DIVERTED FROM THE SITE TO PREVENT DROWNING OR
WINTER KILLING OF THE PLANTS.
STONES LARGER THAN FOUR INCHES AND TRASH SHOULD
BE REMOVED.
SOD SHOULD BE TILLED TO A DEPTH OF FOUR INCHES TO
PREPARE SEEDBED. FERTILIZER & LIME SHOULD BE
MIXED INTO THE SOIL.
THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM
AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION
SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER
PRACTICAL.

CITY OF PORTSMOUTH RIGHT-OF-WAY TREE PLANTING REQUIREMENTS

- 1) ALL PLANTINGS IN THE CITY OF PORTSMOUTH RIGHT OF WAY MUST FOLLOW THE CITY OF PORTSMOUTH TREE PLANTING REQUIREMENTS ITEMS I-II.

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140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
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BOTANICAL NAME	COMMON NAME	SIZE	QTY:
AMELANCHIER CANADENSIS 'GLENFORM'	RAINBOW PILLAR SERVICEBERRY	2-2.5' C	5
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL	12
HEMEROCALLIS 'ROSY RETURNS'	RE-BLOOMING DAYLILY	1 QT	17
NIPPONANTHEMUM NIPPONICUM	MONTEAUK DAISY	1 QT	18
PINUS MUGO 'MOPS'	MOPS MUGO PINE	2 GAL	34
ROSA RUGOSA	SALT SPRAY ROSE	2 GAL	25
SEDUM 'AUTUMN JOY'	AUTUMN JOY STONECROP	1 QT	7
SYRINGA X PATULA 'BABY KIM'	DWARF KOREAN LILAC	2 GAL	25

Set plant to display best face towards the primary view whenever possible.

50 MM (2 IN.) max. mulch over the ball of the plant. Maintain the mulch weed-free for a minimum of three years after planting.

Set top of root ball 3-4" above surrounding grade and feather planting soil towards the crown of the plant.

Tamp soil around root ball base firmly with foot pressure so that root ball does not shift.

Place root ball on unexcavated or tamped soil.

Each plant must be planted such that the trunk flare is visible at the top of the root ball. Plants where the trunk flare is not visible shall be rejected.

100 mm (4 in.) high earth saucer beyond edge of root ball

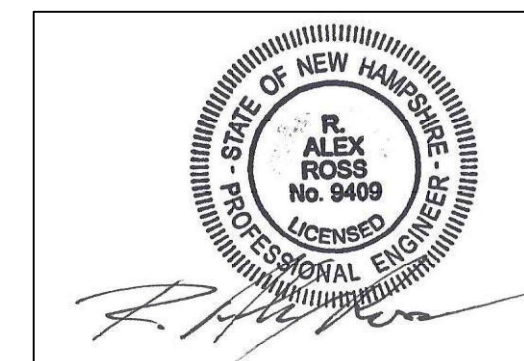
100 mm (4 in.) max mulch outside the saucer between plants in a bed. Maintain the mulch weed-free for a minimum of three years after planting.

Backfill with existing soil, in sandy soils add 20% max. by volume composted organic material to the existing soil.

Remove all twine, rope, wire, and burlap from top half of root ball

2 times the diameter of the root ball

1. ALL PLANT MATERIALS SHALL BE FIRST QUALITY NURSERY GROWN STOCK.
2. ALL PLANTS SHALL BE PLANTED IN ACCORDANCE WITH NEW HAMPSHIRE LANDSCAPE ASSOCIATION STANDARDS AND GUARANTEED FOR ONE YEAR BY THE LANDSCAPE CONTRACTOR.
3. AFTER PLANTING, ALL PLANTS SHALL BE FLOODED AT THE BASE WITH WATER FROM A SLOW-RUNNING HOSE FOR 5 MINUTES EACH.
4. ALL PLANTS SHALL BE INSTALLED BEFORE ANY GRASS IS SEEDED.
5. ALL SHRUBS AND PLANTING BEDS SHALL BE MULCHED WITH 3" OF DARK BROWN AGED BARK MULCH AS A FINAL STEP. MULCH MUST BE KEPT 2" AWAY FROM BASE OF EACH PLANT.
6. THE PROPERTY OWNER AND ALL FUTURE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL REQUIRED SCREENING AND LANDSCAPE MATERIALS.
7. ALL REQUIRED PLANT MATERIALS SHALL BE TENDED AND MAINTAINED IN A HEALTHY GROWING CONDITION, REPLACED WHEN NECESSARY, AND KEPT FREE OF REFUSE AND DEBRIS. ALL REQUIRED FENCES AND WALLS SHALL BE MAINTAINED IN GOOD REPAIR.
8. THE PROPERTY OWNER SHALL BE RESPONSIBLE TO REMOVE AND REPLACE DEAD OR DISEASED PLANT MATERIALS IMMEDIATELY WITH THE SAME TYPE, SIZE, AND QUANTITY OF PLANT MATERIALS AS ORIGINALLY INSTALLED, UNLESS AN ALTERNATIVE PLANTINGS ARE REQUESTED, JUSTIFIED, AND APPROVED BY THE PLANNING BOARD OR PLANNING DIRECTOR.
9. MULCH USED WILL BE NON-COMBUSTIBLE OR APPROVED BY THE PORTSMOUTH FIRE DEPARTMENT.



PARKING OCCUPANCY RATE TABLE

USE	WEEKDAY				WEEKEND					
	DAYTIME (8 AM - 5 PM)		EVENING (6 PM - MIDNIGHT)		DAYTIME (8 AM - 5 PM)		EVENING (6 PM - MIDNIGHT)		NIGHTTIME (MIDNIGHT - 6 AM)	
	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES	PARKING OCCUPANCY RATE	# REQUIRED SPACES
OFFICE	100%	5	20%	1	10%	1	5%	1	5%	1
EATING & DRINKING PLACES	70%	59	100%	84	80%	68	100%	84	10%	9
INDOOR RECREATION	40%	4	100%	10	80%	8	100%	10	10%	1
TOTAL SPACES		68		95		77		95		11

NOTES

- 1) PARKING
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.321 THE FOLLOWING NUMBER OF PARKING SPACES ARE REQUIRED
- INDOOR RECREATION (4.30) - 1 PER 4 PERSONS MAXIMUM OCCUPANCY
 - OFFICE (5.10-5.30) - 1 PER 350 SF GFA
 - EATING & DRINKING PLACES - 1 PER 100 SF GFA

REQUIRED PARKING
- MAXIMUM OCCUPANCY OF INDOOR RECREATION= 40 PEOPLE
40 PEOPLE X 1 SPACE/4 PEOPLE = 10
- OFFICE GFA = 1,700 SF
1700 SF X 1 SPACE/350 SF = 4.9 = 5
- EATING & DRINKING PLACE GFA = 8,398 SF
8398 SF X 1 SPACE/100 SF = 84

AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.60 THE MINIMUM PARKING REQUIREMENT SHALL BE OBTAINED BY MULTIPLYING THE REQUIREMENT FOR EACH LAND USE FOR EACH OCCUPANCY RATE AT THE FIVE DIFFERENT TIME PERIODS. THE MINIMUM REQUIREMENT SHALL BE THE HIGHEST OF THE FIVE TIME PERIOD TOTALS. SEE PARKING OCCUPANCY RATE TABLE FOR MORE DETAIL.

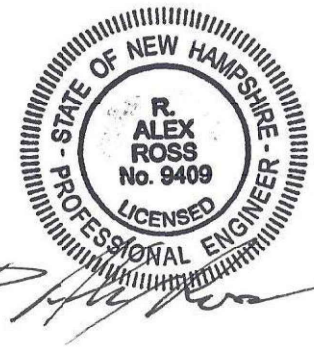
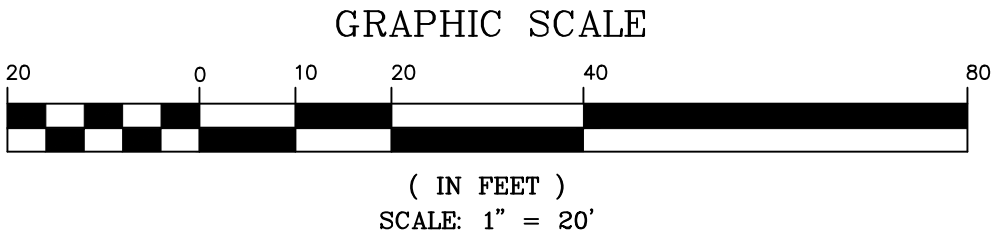
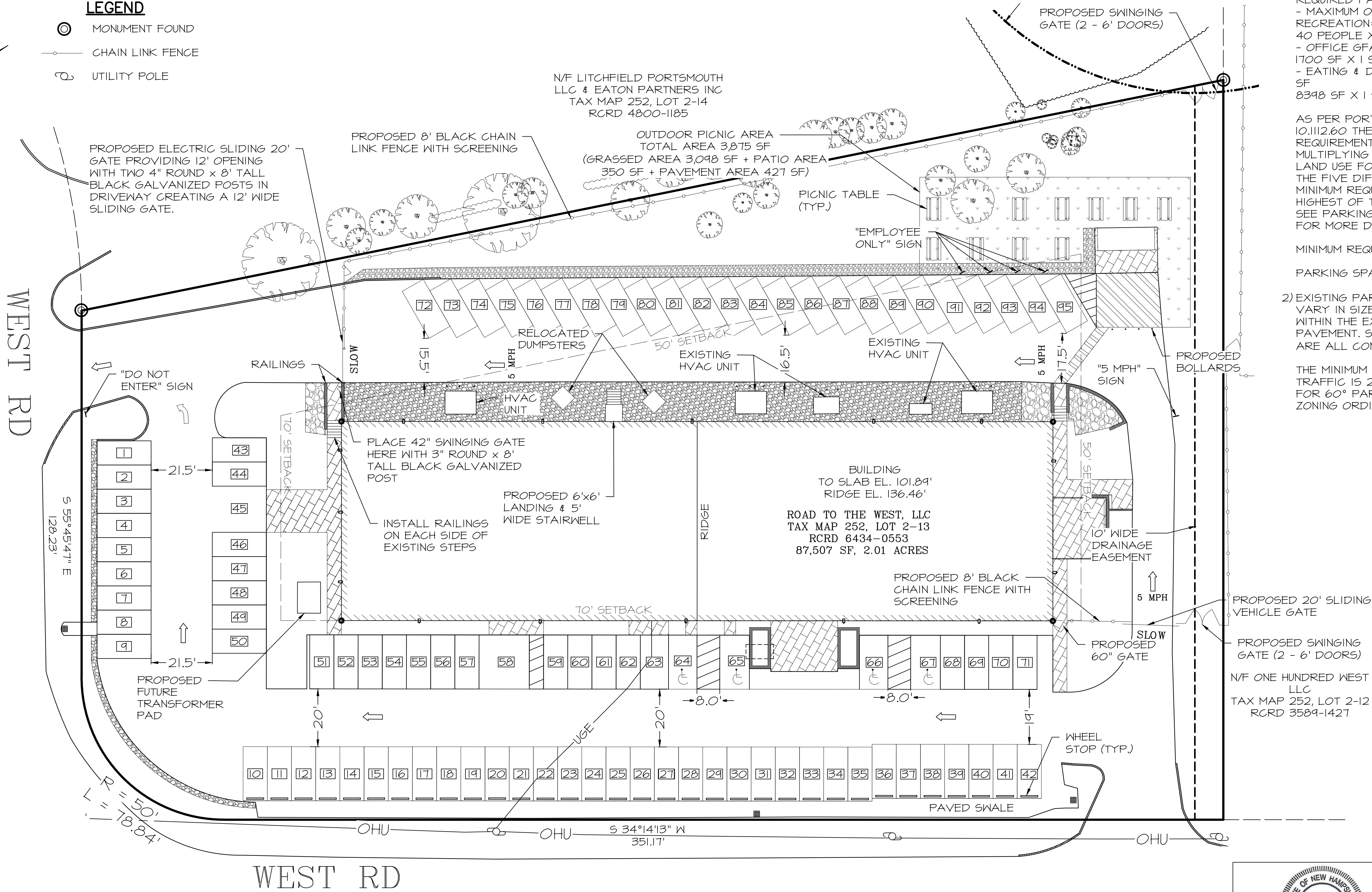
MINIMUM REQUIRED PARKING = 95 SPACES
PARKING SPACES PROVIDED = 95 SPACES

- 2) EXISTING PARKING SPACES & AISLE WIDTHS VARY IN SIZE. THIS PLAN SHOWS A LAYOUT WITHIN THE EXTENTS OF THE EXISTING PAVEMENT. SPACES SHOWN ON THIS PLAN ARE ALL CONFORMING IN SIZE (8.5'x19').

THE MINIMUM AISLE WIDTH FOR ONE-WAY TRAFFIC IS 24' FOR 90° PARKING AND 18' FOR 60° PARKING AS PER PORTSMOUTH ZONING ORDINANCE 10.1114.20.

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE



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TITLE

PARKING
PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	5 OF 10	4

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- CATCH BASIN
- DRAIN MANHOLE
- DRAIN LINE
- DRAINAGE FLOW PATH

NOTES:

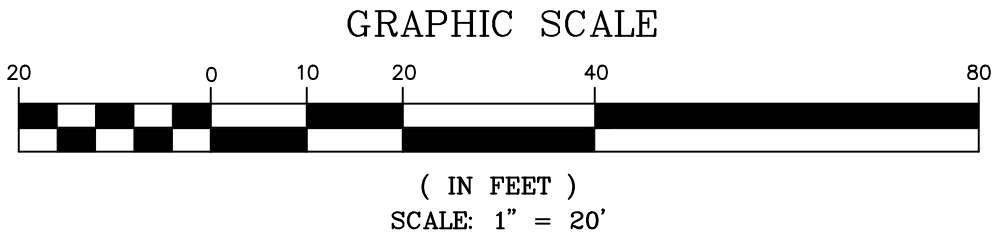
- A 4' WIDE, 4' TALL STONE INFILTRATION TRENCH IS PROPOSED TO COLLECT RUNOFF ALONG THE WEST SIDE OF THE PARKING LOT. WATER WILL BE DETAINED AND SLOWLY RELEASED, WITH EXCESS WATER BEING DIRECTED THROUGH A 4" UNDERDRAIN TO DMH 2.
- THE STONE INFILTRATION TRENCH WILL BE 40'-42" OF ¾"-½" WASHED STONE TOPPED WITH 6-8" OF RIVER ROCK. ENSURE THE WASHED STONE IS WRAPPED WITH MIRAFI 140N FILTER FABRIC OR EQUAL.
- ENSURE THAT THE UNDERDRAIN MAINTAINS A POSITIVE SLOPE OF AT LEAST ¼" AND THAT THE UNDERDRAIN IS PLACED AT A MINIMUM 4" ABOVE THE BOTTOM OF THE STONE TRENCH.
- A 4" PVC PIPE CONNECTION TO DMH 2 PREVIOUSLY EXISTED AND MAY STILL BE PRESENT. CONTRACTOR TO UTILIZE EXISTING CONNECTION IF POSSIBLE. CONTRACTOR TO VERIFY CONNECTION AND INSTALL KOR N SEAL BOOT OR EQUAL IF NECESSARY.
- GUTTERS & ROOF DOWNSPOUTS TO BE INSTALLED & DISCHARGE INTO 6'X6'X4' DEEP STONE DRYWALL BEDS WITH SIMILAR STONE SPECIFICATIONS TO INFILTRATION TRENCH.

DRAIN MANHOLES

DMH #2
RIM EL. 95.64
INV. IN 92.25 (4" PERF. ADS-N-12) - PROPOSED LINE
INV. IN 90.50 (24" RCP)
INV. OUT 90.47 (24" RCP)

DMH A
RIM EL. 97.00
INV. IN 94.58 (4" ADS-N-12 PERF.)
INV. OUT 94.50 (4" ADS-N-12 PERF.)
18" NYLOPLAST

DMH B
RIM EL. 97.00
INV. IN 94.33 (4" ADS-N-12 PERF.)
INV. OUT 94.25 (4" ADS-N-12 PERF.)
18" NYLOPLAST



4	9/24/2026	REVISIONS	
3	9/21/2026	TAC SUBMITTAL	
2	9/1/2026	TAC WORKSESSION	
1	7/21/2026	ZBA SUBMITTAL	
ISS.	DATE	DESCRIPTION OF ISSUE	
SCALE	1" = 20'		
CHECKED	A.ROSS		
DRAWN	D.D.D.		
CHECKED			

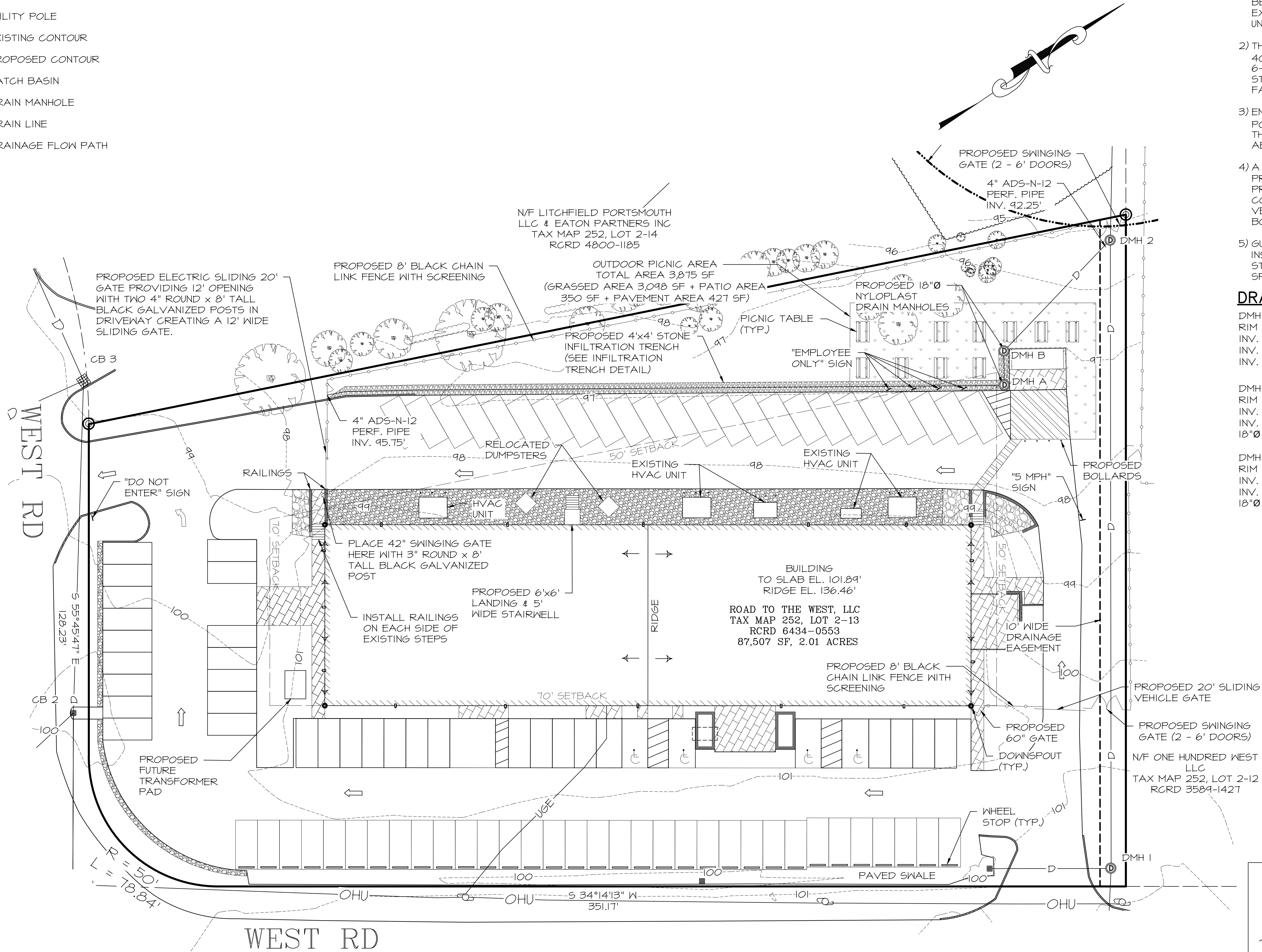
ROSS ENGINEERING, LLC
Civil/Structural Engineering
& Surveying
650 Islington St.
Portsmouth, NH 03801
(603) 433-7560

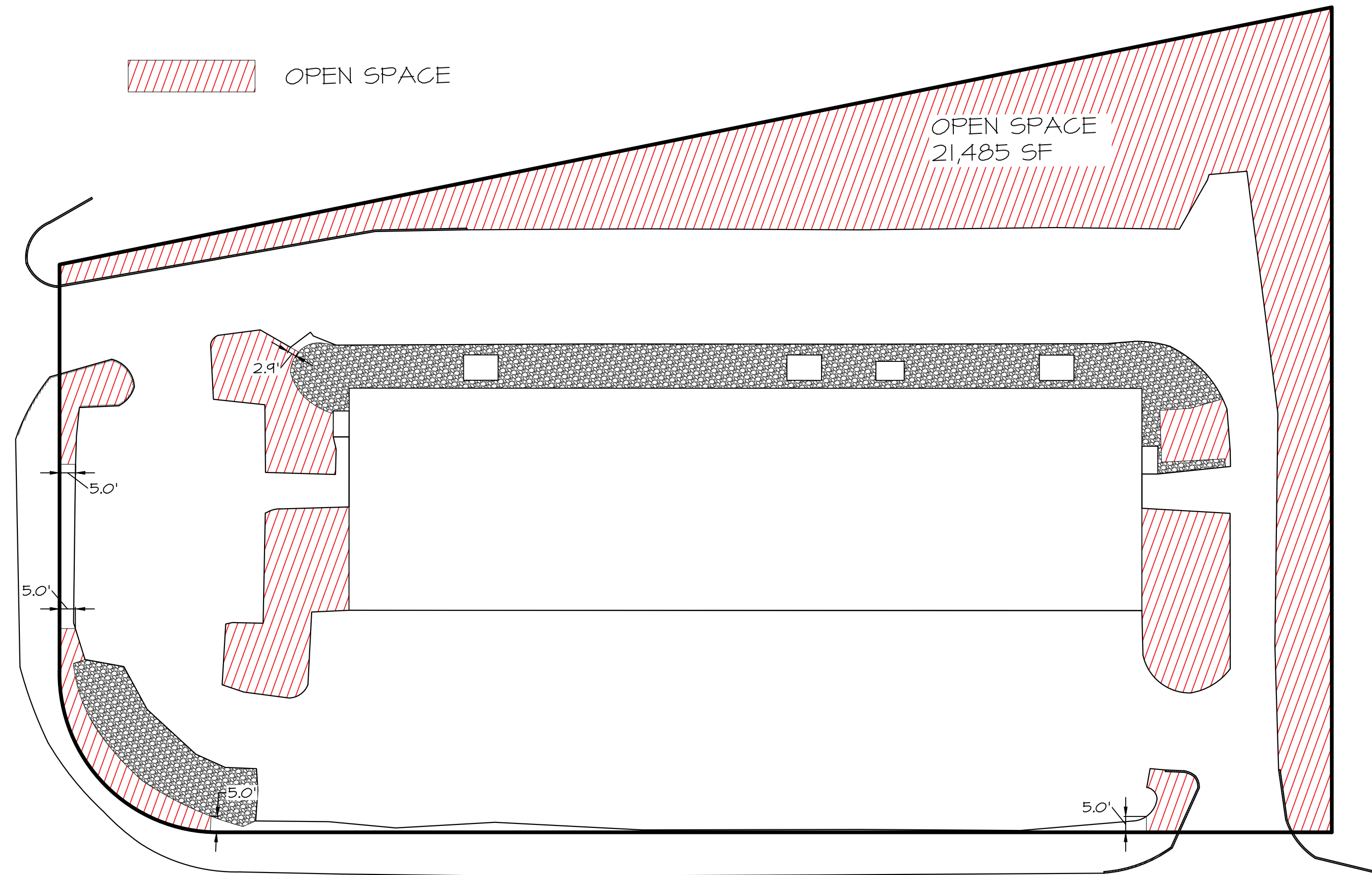
CLIENT
ROAD TO THE WEST, LLC
ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
**GRADING &
DRAINAGE
PLAN**

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER 21-168 DWG. NO. 6 OF 10 ISSUE 4

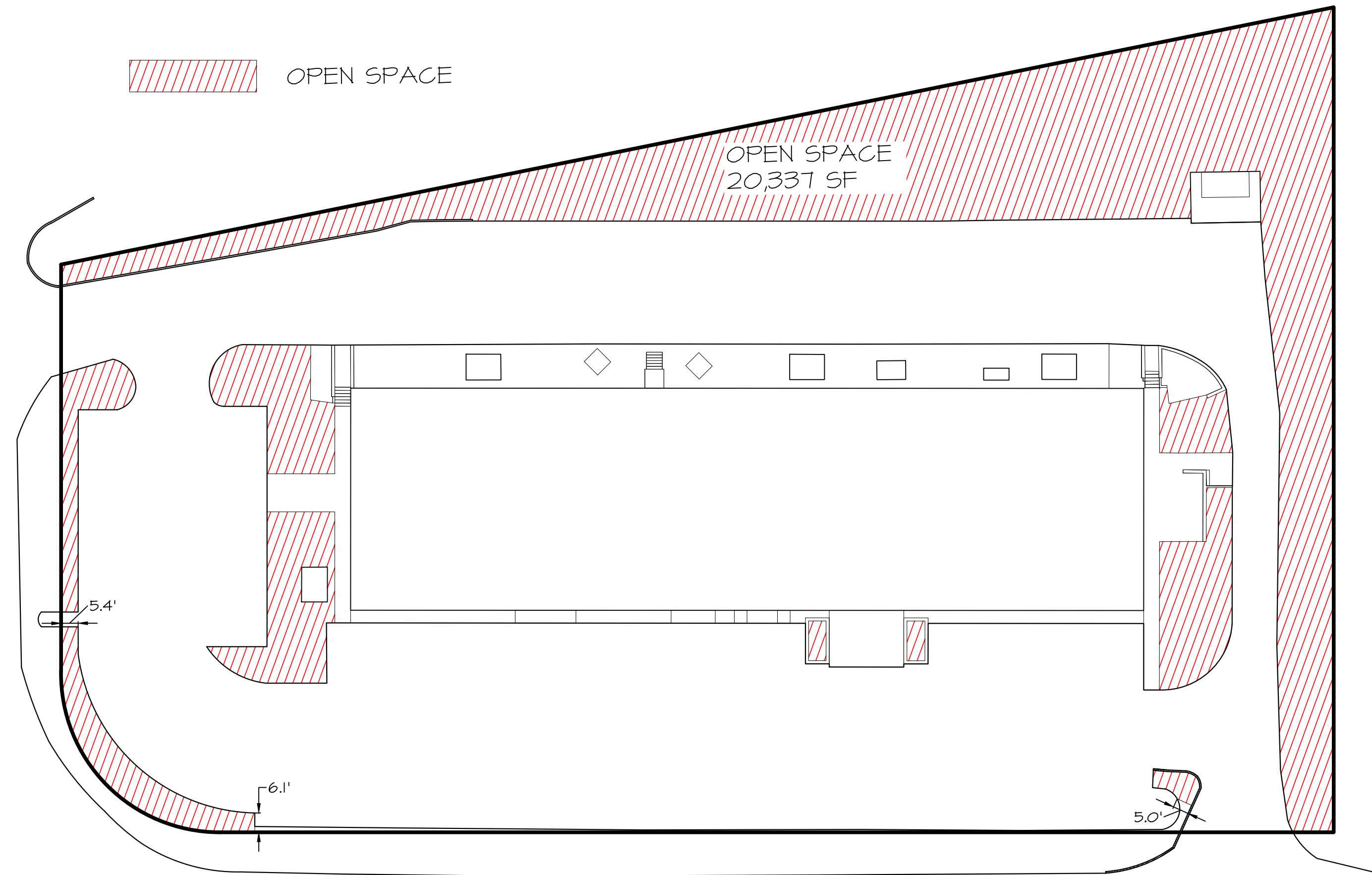




WEST RD

EXISTING OPEN SPACE DETAIL

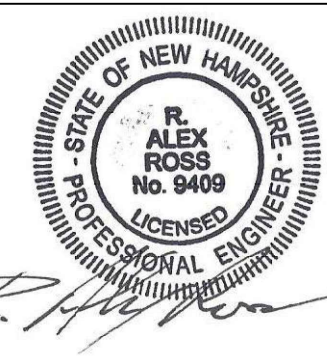
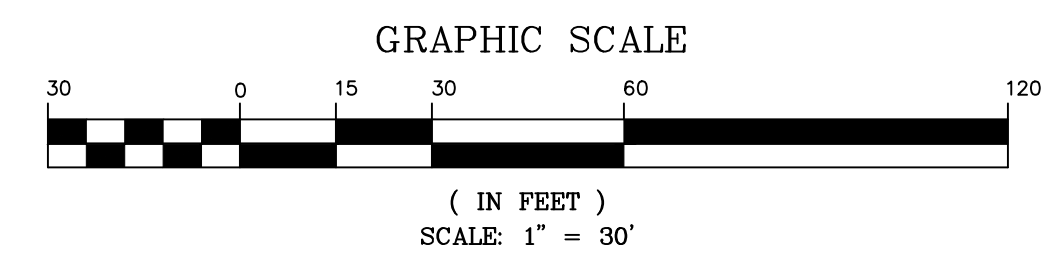
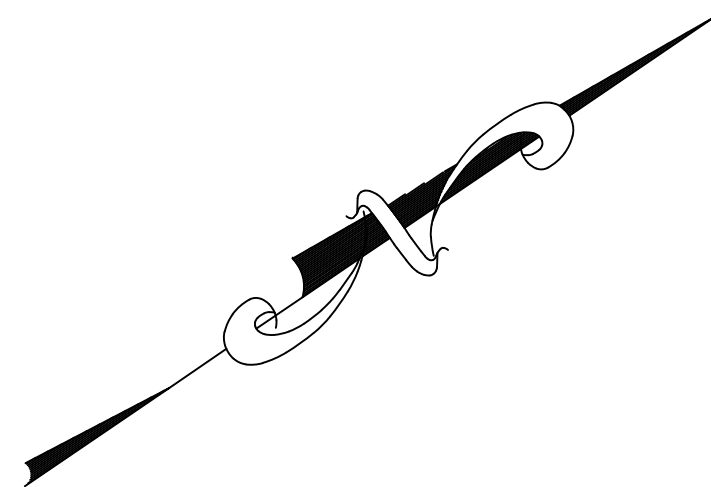
SCALE : 1" = 30'



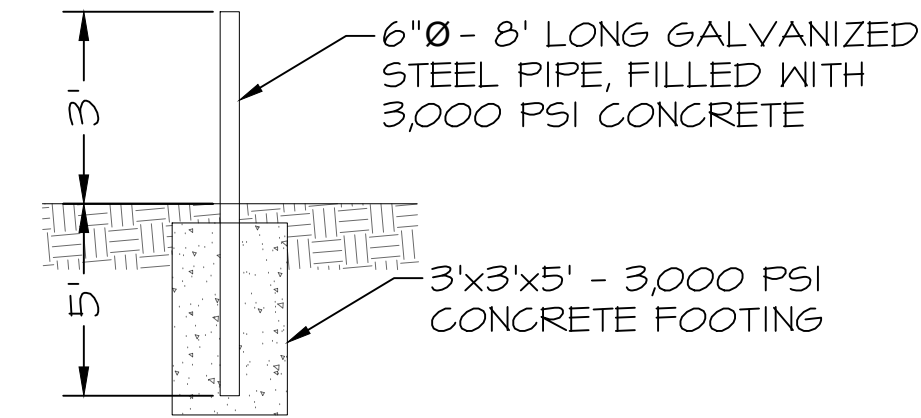
WEST RD

PROPOSED OPEN SPACE DETAIL

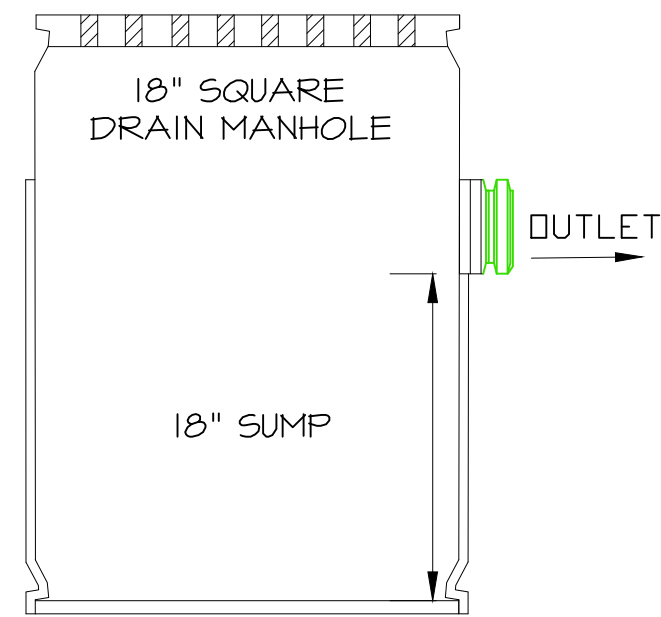
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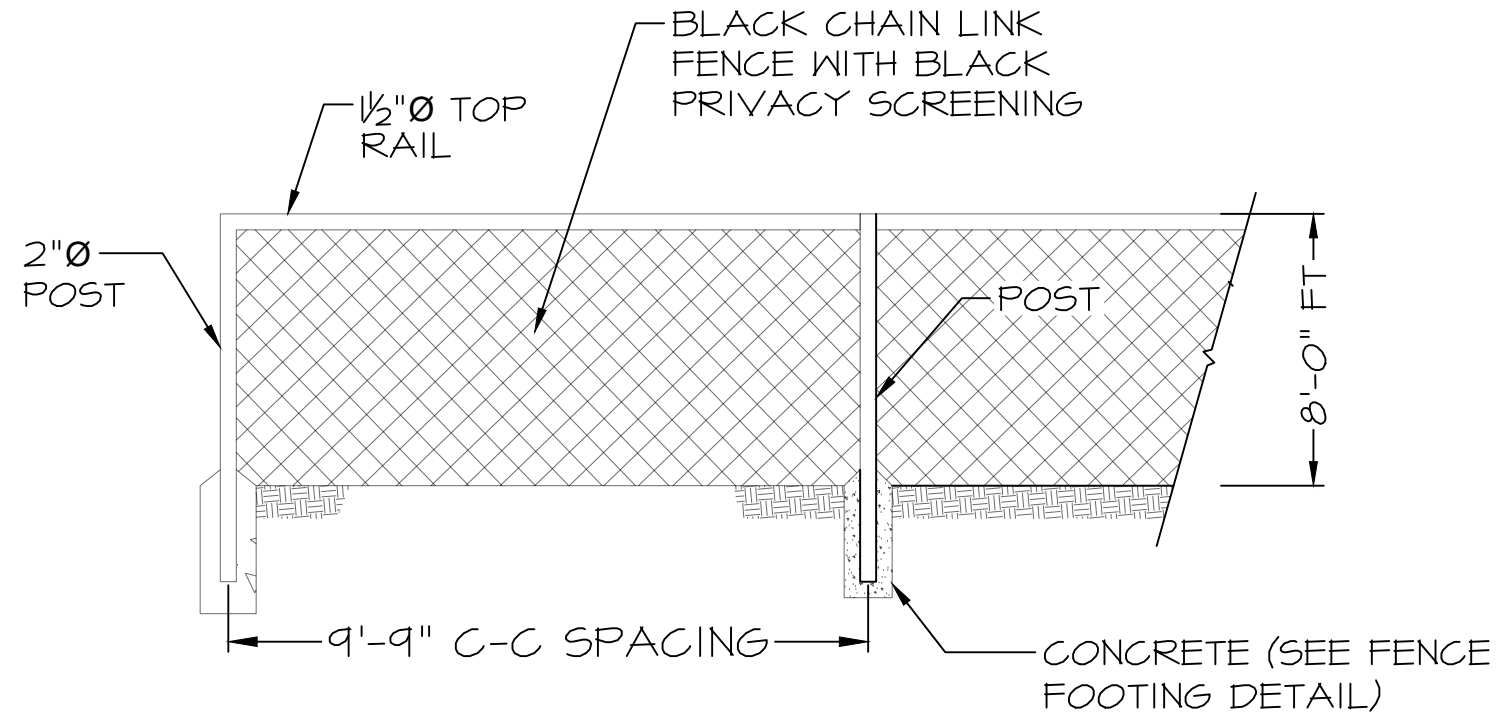
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ROSS ENGINEERING, LLC			
Civil/Structural Engineering & Surveying 650 Islington St. Portsmouth, NH 03801 (603) 433-7560			
CLIENT ROAD TO THE WEST, LLC ALEXANDER B. CHOQUETTE 140 WEST ROAD PORTSMOUTH, NH 03801			
TITLE			
OPEN SPACE PLAN			
140 WEST RD PORTSMOUTH, NH 03801 TAX MAP 252, LOT 2-13			
JOB NUMBER	DWG. NO.	ISSUE	
21-168	8 OF 10	4	



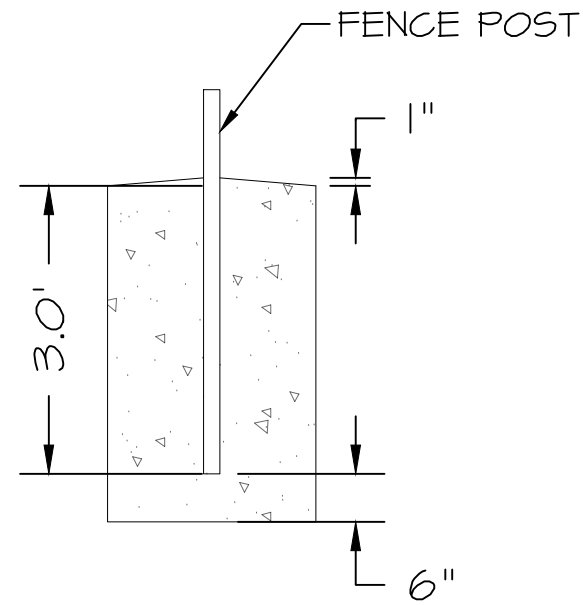
BOLLARD DETAIL
SCALE: NTS



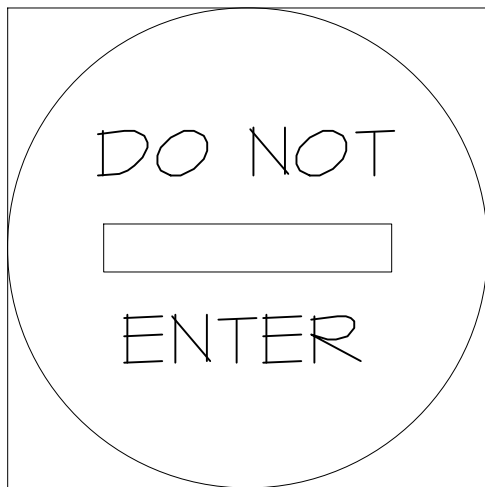
TYP. 18" ADS NYLOPLAST BASIN
N.T.S.



CHAIN LINK FENCE DETAIL
SCALE: NTS



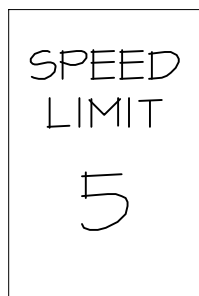
FENCE FOOTING DETAIL
SCALE: NTS



R5-1
30"x30"
RED & WHITE

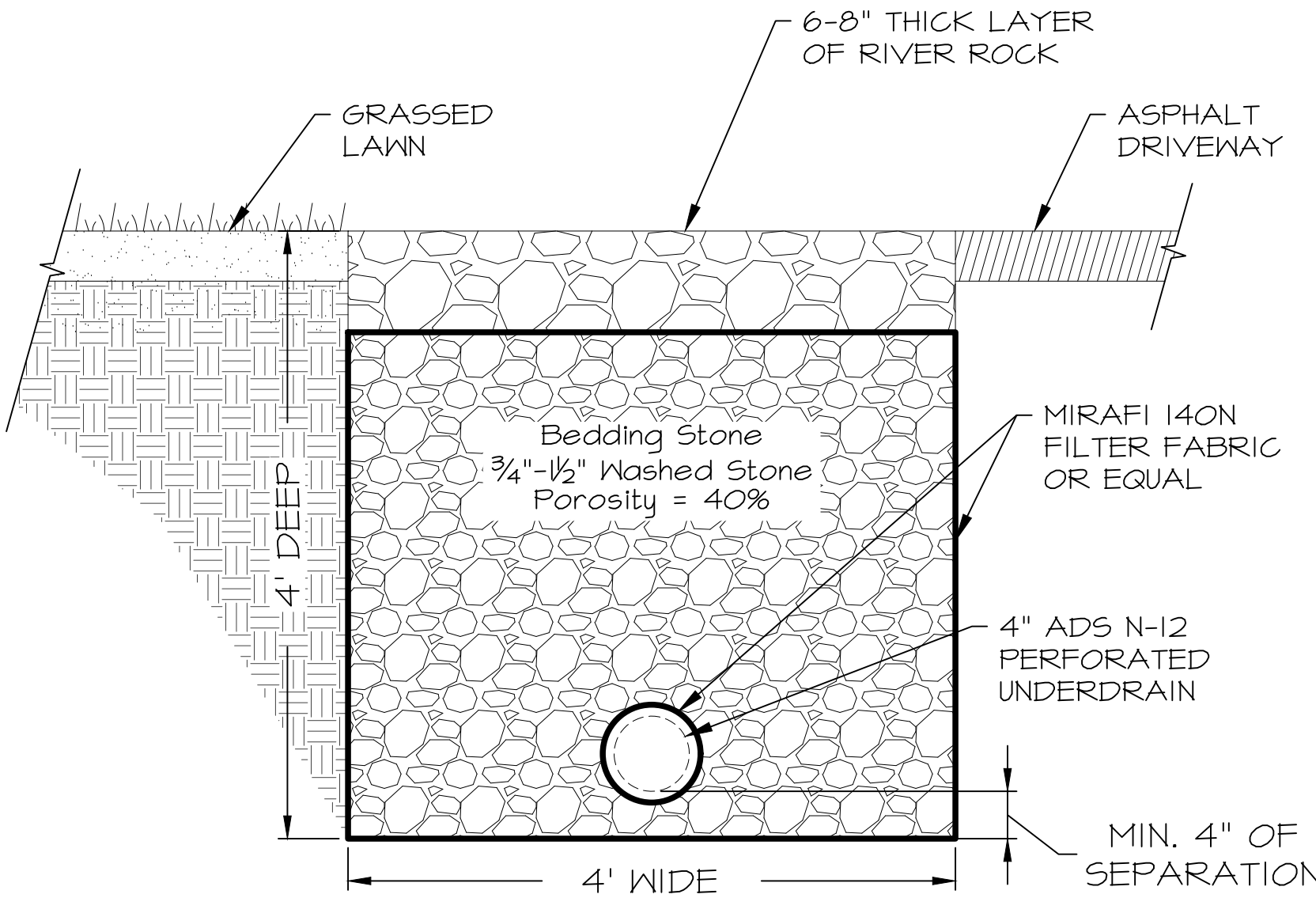


12"x18"
BLACK & WHITE

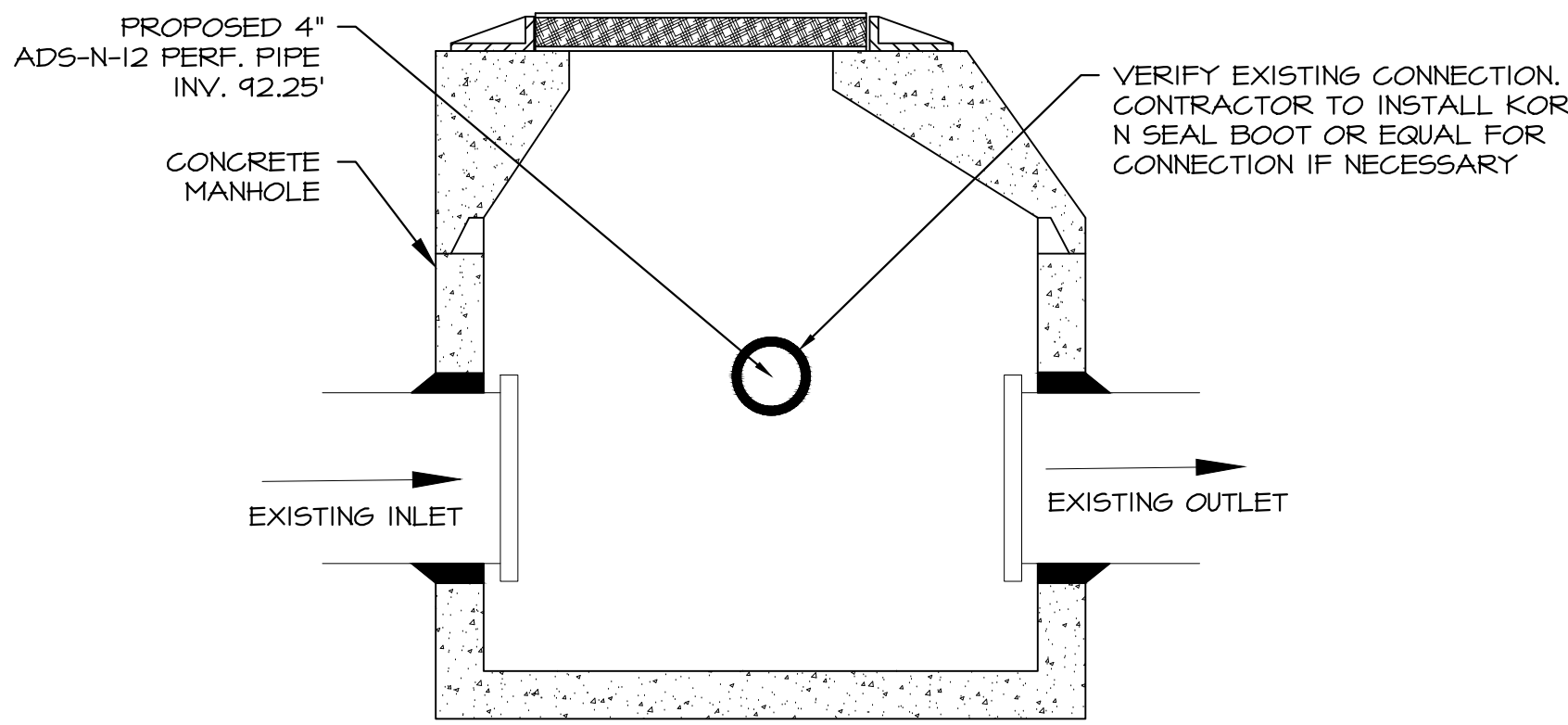


R2-1
12"x18"
BLACK & WHITE

SIGN DETAIL
SCALE: NTS



INFILTRATION TRENCH DETAIL
N.T.S.



DRAIN MANHOLE #2
N.T.S.

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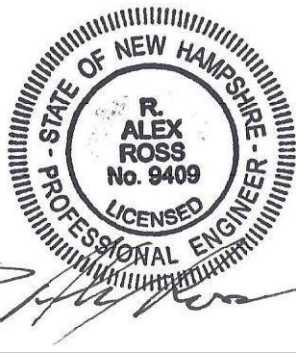
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DETAILS

140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
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EROSION AND SEDIMENTATION CONTROL
CONSTRUCTION PHASING AND SEQUENCING

1. SEE "EROSION AND SEDIMENTATION CONTROL GENERAL NOTES" WHICH ARE TO BE AN INTEGRAL PART OF THIS PROCESS.
2. INSTALL SILT/SOXX FENCING AS PER DETAILS AND AT SEDIMENT MIGRATION.
3. CONSTRUCT TREATMENT SWALES, LEVEL SPREADERS AND DETENTION STRUCTURES AS DEPICTED ON DRAWINGS.
4. STRIP AND STOCKPILE TOPSOIL. STABILIZE PILES OF SOIL CONSTRUCTION MATERIAL & COVER WHERE PRACTICABLE.
5. MINIMIZE DUST THROUGH APPROPRIATE APPLICATION OF WATER OR OTHER DUST SUPPRESSION TECHNIQUES ON SITE.
6. ROUGH GRADE SITE. INSTALL CULVERTS AND ROAD DITCHES.
7. FINISH GRADE AND COMPACT SITE.
8. RE-SPREAD AND ADD TOPSOIL TO ALL ROADSIDE SLOPES. TOTAL TOPSOIL THICKNESS TO BE A MINIMUM OF FOUR TO SIX INCHES.
9. STABILIZE ALL AREAS OF BARE SOIL WITH MULCH AND SEEDING.
10. RE-SEED PER EROSION AND SEDIMENTATION CONTROL GENERAL NOTES.
11. SILT /SOXX FENCING TO REMAIN AND BE MAINTAINED FOR TWENTY FOUR MONTHS AFTER CONSTRUCTION TO ENSURE ESTABLISHMENT OF ADEQUATE SOIL STABILIZATION AND VEGETATIVE COVER. ALL SILT /SOXX FENCING ARE THEN TO BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
12. PERIMETER CONTROLS SHALL BE INSTALLED PRIOR TO EARTH MOVING OPERATIONS.
13. ALL TEMPORARY WATER DIVERSION (SWALES, BASINS, ETC.) MUST BE USED AS NECESSARY UNTIL AREAS ARE STABILIZED.
14. PONDS AND SWALES SHALL BE INSTALLED EARLY ON IN THE CONSTRUCTION SEQUENCE - BEFORE ROUGH GRADING THE SITE.
15. ALL DITCHES AND SWALES SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM
16. ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
17. ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISH GRADE.
18. ALL EROSION CONTROLS SHALL BE INSPECTED WEEKLY AND AFTER EVERY HALF-INCH OF RAINFALL.
19. THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION, BUT IN NO CASE SHALL EXCEED 5 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.
20. LOT DISTURBANCE, OTHER THAN THAT SHOWN ON THE APPROVED PLANS, SHALL NOT COMMENCE UNTIL AFTER THE ROADWAY HAS THE BASE COURSE TO DESIGN ELEVATION AND THE ASSOCIATED DRAINAGE IS COMPLETE AND STABLE.

PLANTING NOTES:

1. ALL PLANT MATERIALS SHALL BE FIRST QUALITY NURSERY GROWN STOCK.
2. ALL PLANTS SHALL BE PLANTED IN ACCORDANCE WITH NEW HAMPSHIRE LANDSCAPE ASSOCIATION STANDARDS AND GUARANTEED FOR ONE YEAR BY THE LANDSCAPE CONTRACTOR.
3. ALL TREES AND SHRUBS SHALL HAVE WATER SAUCERS BUILT AROUND THEIR BASES AND THESE SHALL BE MULCHED WITH 4" OF DARK BROWN AGED BARK MULCH. MULCH MUST BE KEPT 2" AWAY FROM THEIR TRUNKS.
4. ALL TREES AND SHRUBS SHALL BE PLANTED AND MULCHED BEFORE LAWN IS SEEDED.

MAINTENANCE REQUIREMENTS:

1. ALL TREES, SHRUBS, AND PERENNIALS WILL NEED TO BE WATERED THROUGH THANKSGIVING DURING THE FIRST SEASON IN WHICH THEY ARE INSTALLED.
2. AN UNDERGROUND DRIP IRRIGATION SYSTEM IS RECOMMENDED. IF AN UNDERGROUND DRIP IRRIGATION SYSTEM IS NOT INSTALLED, SOAKER HOSES WOUND THROUGHOUT PLANTING BEDS ARE ACCEPTABLE. ALTHOUGH OVERHEAD SPRINKLERS ARE RECOMMENDED FOR LAWN AREAS, THEY ARE NOT ACCEPTABLE FOR IRRIGATING TREES AND SHRUBS.

SEEDING AND STABILIZATION FOR LOAMED SITE:

FOR TEMPORARY & LONG TERM SEEDINGS USE AGWAY'S SOIL CONSERVATION GRASS SEED OR EQUAL
COMPONENTS: ANNUAL RYE GRASS, PERENNIAL RYE GRASS, WHITE CLOVER, 2 FESCUES, SEED AT A RATE OF 100 POUNDS PER ACRE,
FERTILIZER & LIME:
NITROGEN (N) 50 LBS/ACRE, PHOSPHATE (P2O5) 100 LBS/ACRE, POTASH (K2O) 100 LBS/ACRE, LIME 2000 LBS/ACRE
MULCH:
HAY OR STRAW 1.5-2 TONS/ACRE

A) GRADING AND SHAPING

- 1) SLOPES SHALL NOT BE STEEPER THAN 2:1; 3:1 SLOPES OR FLATTER ARE PREFERRED. WHERE MOWING WILL BE DONE, 3:1 SLOPES OR FLATTER ARE RECOMMENDED.

B) SEED BED PREPARATION

- 1) SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
- 2) STONES LARGER THAN 4 INCHES AND TRASH SHOULD BE REMOVED BECAUSE THEY INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA. WHERE FEASIBLE, THE SOIL SHOULD BE TILLED TO A DEPTH OF ABOUT 4 INCHES TO PREPARE A SEEDBED AND MIX FERTILIZER AND LIME INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

EROSION AND SEDIMENTATION CONTROL GENERAL
NOTES

1. CONDUCT ALL CONSTRUCTION IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE OF THE PHYSICAL ENVIRONMENT, BUT IN NO CASE SHALL EXCEED 2 ACRES AT ANY ONE TIME BEFORE DISTURBED AREAS ARE STABILIZED.
2. ALL AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF INITIAL DISTURBANCE.
3. ALL DITCHES, SWALES AND PONDS MUST BE STABILIZED PRIOR TO DIRECTING FLOW TO THEM.
4. ALL GROUND AREAS OPENED UP FOR CONSTRUCTION WILL BE STABILIZED WITHIN 24 HOURS OF EARTH-DISTURBING ACTIVITIES BEING CEASED, AND WILL BE FULLY STABILIZED NO LONGER THAN 14 DAYS AFTER INITIATION. (SEE NOTE II FOR DEFINITION OF STABLE). ALL SOILS FINISH GRADED MUST BE STABILIZED WITHIN SEVENTY TWO HOURS OF DISTURBANCE. ALL TEMPORARY OR LONG TERM SEEDING MUST BE APPLIED TO COMPLY WITH "WINTER CONSTRUCTION NOTES" (SEE WINTER CONSTRUCTION NOTES). EMPLOY TEMPORARY EROSION AND SEDIMENTATION CONTROL DEVICES AS DETAILED ON THIS PLAN AS NECESSARY UNTIL ADEQUATE STABILIZATION HAS BEEN ASSURED (SEE NOTE II FOR DEFINITION OF STABLE).
5. TEMPORARY & LONG TERM SEEDING: USE SEED MIXTURES, FERTILIZER, LIME AND MULCHING AS RECOMMENDED (SEE SEEDING AND STABILIZATION NOTES).
6. SILT/SOXX FENCING TO BE SECURELY EMBEDDED AND STAKED AS DETAILED. WHEREVER POSSIBLE A VEGETATED STRIP OF AT LEAST TWENTY FIVE FEET IS TO BE KEPT BETWEEN SILT/SOXX AND ANY EDGE OF NET AREA.
7. SEEDED AREAS WILL BE FERTILIZED AND RE-SEEDED AS NECESSARY TO ENSURE VEGETATIVE ESTABLISHMENT.
8. SEDIMENT BASINS, IF REQUIRED, TO BE CHECKED AFTER EACH SIGNIFICANT RAINFALL AND CLEANED AS NEEDED TO RETAIN DESIGN CAPACITY.
9. SILT/SOXX FENCING WILL BE CHECKED REGULARLY AND AFTER EACH SIGNIFICANT RAINFALL. NECESSARY REPAIRS WILL BE MADE TO CORRECT UNDERMINING OR DETERIORATION OF THE BARRIER AS WELL AS CLEANING, REMOVAL AND PROPER DISPOSAL OF TRAPPED SEDIMENT.
10. TREATMENT SWALES WILL BE CHECKED WEEKLY AND REPAIRED WHEN NECESSARY UNTIL ADEQUATE VEGETATIVE COVER HAS BEEN ESTABLISHED.
11. AN AREA SHALL BE CONSIDERED FULLY STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
 - BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED
 - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED
 - A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP RAP HAS BEEN INSTALLED.
- EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
12. ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN THE PLAN SHALL MEET THE DESIGN BASED ON STANDARDS AND SPECIFICATIONS SET FORTH IN THE STORM WATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE (DECEMBER 2008 OR LATEST) PREPARED BY ROCKINGHAM COUNTY CONSERVATION DISTRICT, N.H. DES AND NRC'S.

WINTER CONSTRUCTION NOTES

1. ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENT.
2. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS.
3. AFTER OCTOBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

LONG TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

	lb/ACRE	lb/1000SF
TALL FESCUE	20	0.45
CREeping RED FESCUE	20	0.45
RED CLOVER (ALSIKE)	20	0.45
TOTAL	48	1.35

LIME: AT 2 TONS PER ACRE OR 100 LBS PER 1,000 S.F.
FERTILIZER: 10 20 20 (NITROGEN, PHOSPHATE, POTASH AT 500# PER ACRE.
MULCH: HAY OR CLEAN STRAW; 2 TONS/ACRE OR 2 BALES/1000 S.F.

GRADING AND SHAPING:

SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR FLATTER SLOPES ARE PREFERRED.
SEEDBED PREPARATION:
SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.
STONES LARGER THAN FOUR INCHES AND TRASH SHOULD BE REMOVED.
SOD SHOULD BE TILLED TO A DEPTH OF FOUR INCHES TO PREPARE SEEDBED. FERTILIZER & LIME SHOULD BE MIXED INTO THE SOIL.
THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

* FROM: STORMWATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE, DECEMBER 2008.

SHORT TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

	#/ACRE	#/1000SF
FOR APRIL 1 - AUGUST 15		
ANNUAL RYE GRASS	40	1
FOR FALL SEEDING		
WINTER RYE	112	2.5

LIME: AT 1 TON PER ACRE OR 100 LBS PER 1,000 S.F.
FERTILIZER: 10 10 10 (NITROGEN, PHOSPHATE, POTASH AT 500# PER ACRE.
MULCH: HAY OR CLEAN STRAW; 2 TONS/ACRE OR 2 BALES/1000 S.F.

GRADING AND SHAPING:

SLOPES SHALL NOT BE STEEPER THAN 2 TO 1. 3 TO 1 OR FLATTER SLOPES ARE PREFERRED.

SEEDBED PREPARATION:

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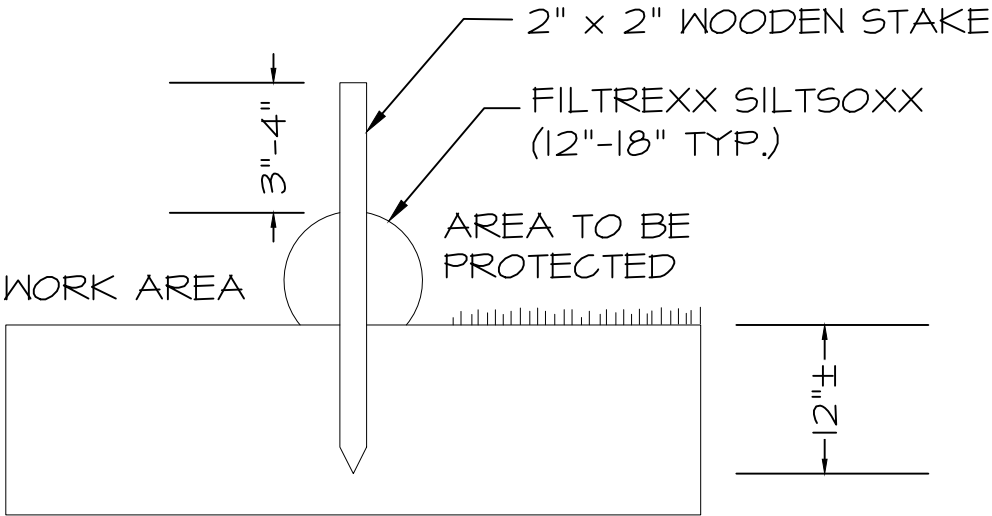
* FROM: STORMWATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE, DECEMBER 2008.

WHEN PROPOSED FOR ALTERATION DURING CONSTRUCTION AS BEING INFESTED WITH INVASIVE SPECIES SHALL BE MANAGED APPROPRIATELY USING THE DISPOSAL PRACTICES IDENTIFIED IN "NHDOT - BEST MANAGEMENT PRACTICES FOR ROADSIDE INVASIVE PLANTS -2008" AND "METHODS FOR DISPOSING NON-NATIVE INVASIVE PLANTS - UNH COOPERATIVE EXTENSION - 2010"

SEED MIXES SHALL NOT CONTAIN ANY SPECIES IDENTIFIED BY THE NEW HAMPSHIRE PROHIBITED INVASIVE PLANT SPECIES LIST.

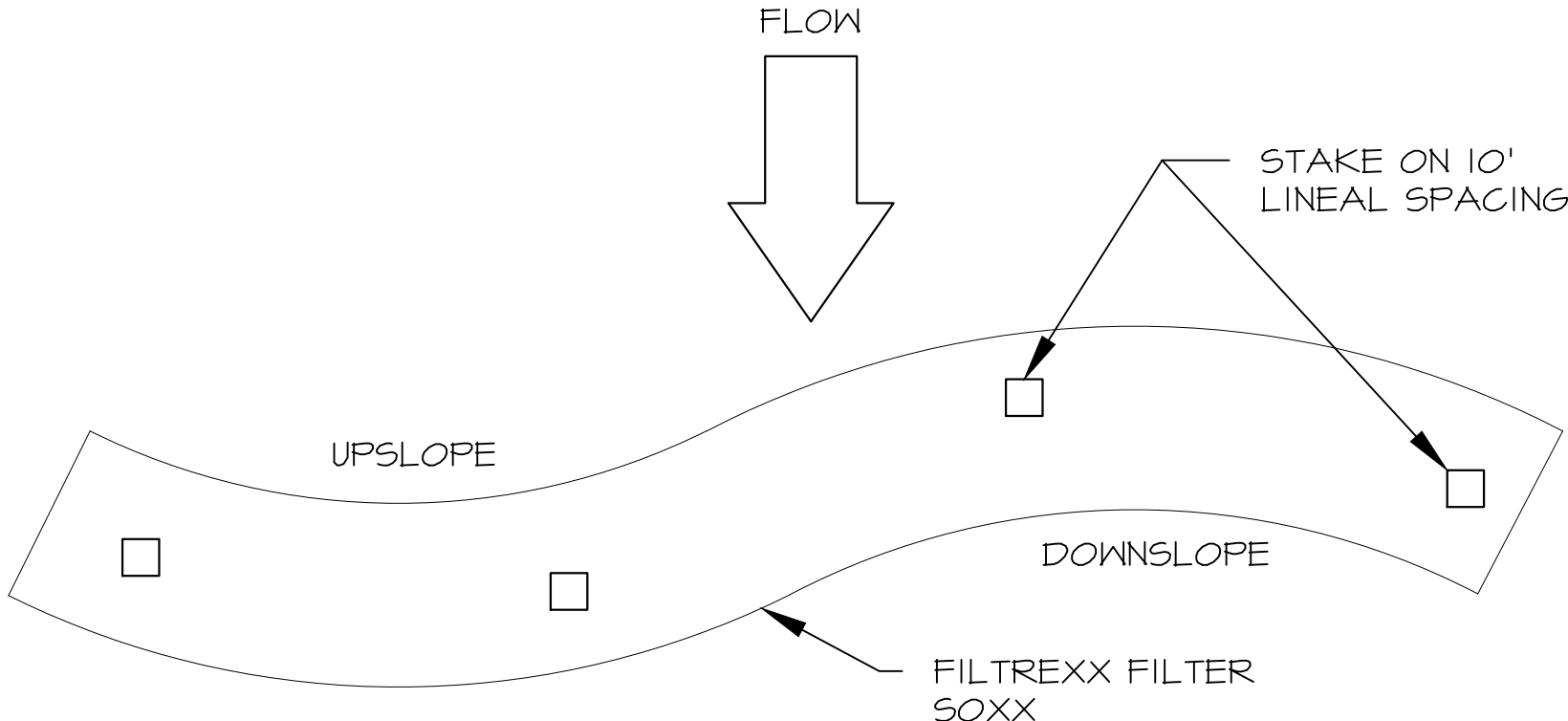
FILTREXX SILT/SOXX NOTES

- 1) ALL MAERTIAL TO MEET FILTREXX SPECIFICATIONS
- 2) SILT/SOXX COMPOST, SOIL, ROCK, SEED FILL TO MEET APPLICATION REQUIREMENTS



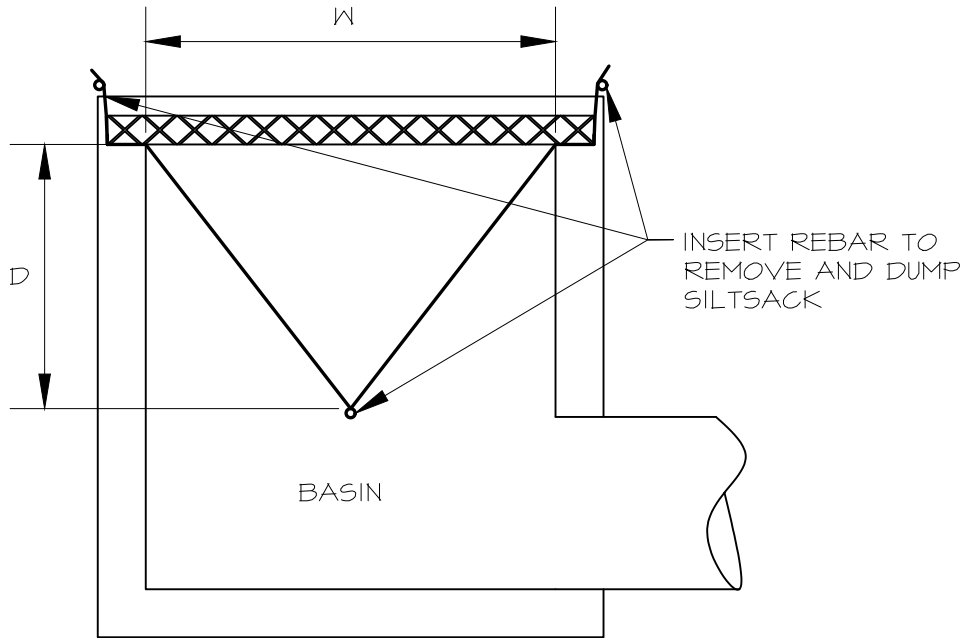
Filtrexx SiltSoxx Section

N.T.S.



Filtrexx SiltSoxx Plan View

N.T.S.



SILTSACK IS TO BE SECURED BY WEIGHT OF BASIN GRATE TO PREVENT SEDIMENT FROM ENTERING THE DRAIN LINE

INSTALL SILTSACK TO CATCH BASINS 1, 2, & 3 PRIOR TO CONSTRUCTION & TO CATCH BASINS A, B, C, & D DURING CONSTRUCTION. DO NOT REMOVE SILTSACK UNTIL CONSTRUCTION IS COMPLETE.

Siltsack

N.T.S.

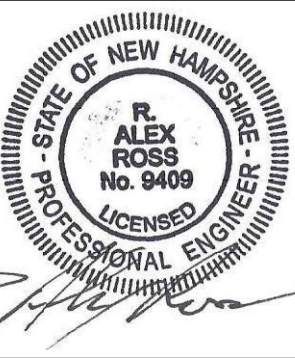
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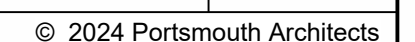
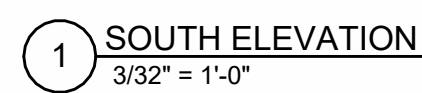
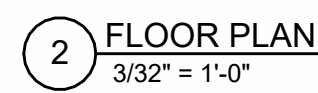
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TITLE
**EROSION
CONTROL
PLAN**
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
21-168	10 OF 10	4





Scale: $3/32" = 1'-0"$

SITE PLAN APPLICATION PROJECT NARRATIVE AND TECHNICAL ADVISORY COMMITTEE STATUS MEMORANDUM

To: City of Portsmouth Technical Advisory Committee
Date: September 21, 2026
Re: Site Plan Application
140 West Road, Tax Map 252, Lot 2-13;
Property Owner: Road to West, LLC – Black Rock Sports Club
Application No.: LU-26-107

I. Purpose of Memorandum

This memorandum aims to provide the Technical Advisory Committee (“TAC”) with a structured overview of the proposed project, current and proposed site conditions shown in the submitted plans, the application’s status, and the Applicant’s responses to comments and suggestions from the September 8, 2026, TAC Work Session. This submission is intended to assist TAC’s review of the application at the October 6, 2026, meeting.

The application is supported by the accompanying site-plan set, abutters list, and other materials identified in the City’s Site Plan Application Checklist. The plans and technical submissions should be consulted for the precise dimensions, locations, elevations, calculations, and design details governing the proposed work.

II. Project and Property Overview

The Black Rock Sports Club is located at 140 West Road in the City's Industrial Zone. The building has been on-site for over thirty years and previously operated as Blitz Trampoline Park. The property is in a mixed-use area with municipal, commercial, and public utility development, including retail, light industrial facilities, self-storage, and the DPW transfer station.

Black Rock Sports Club operates as a private club offering indoor recreation, simulators, live music, and restaurant and bar service to members and event guests. The club also hosts charitable events and fundraising activities for local nonprofit organizations.

This review concerns proposed site improvements at 140 West Road. The Property’s current zoning district is shown on Drawing 1, “Existing Conditions Plan.” The proposed project generally consists of exterior improvements, along with associated access, circulation, parking, landscaping, lighting, and related site improvements depicted in the submitted plan set.

The submitted application does not propose a new building or building addition that would require the building-and-structure information ordinarily provided under the City’s site-plan requirements. The project likewise does not propose new public or private utility services, water lines, or sewer lines. Existing water, sewer, and utility infrastructure is depicted on Drawing 1, “Existing Conditions Plan.”

III. Existing Site Conditions

The “Existing Conditions Plan” documents the Property’s existing natural and built conditions, including the applicable tax map and lot identification, zoning information, existing improvements, reference-plan information, existing utility infrastructure, and existing easements, deed restrictions, and non-public rights-of-way, as applicable. The existing conditions information provides the baseline against which the proposed improvements have been designed and evaluated. In particular, the plan set identifies the existing site configuration and those existing features relevant to the proposed layout, access, parking, landscaping, lighting, grading, and open-space treatment.

IV. Proposed Site Improvements

The proposed layout and improvements are depicted on the “Site Plan,” with supporting information provided on the parking and landscape. The plan set addresses the principal site-plan elements applicable to the proposed development. The proposed work is intended to improve the site, while maintaining appropriate relationships among the Property’s access points, parking and circulation areas, landscaped areas, open space, and existing site features.

V. September 8, 2026 TAC Work Session

The Applicant appeared before TAC on September 8, 2026, for a Work Session concerning the proposed project. During that Work Session, TAC members and City staff provided comments, questions, and suggested updates regarding the project plans and supporting materials.

Following the Work Session, the Applicant reviewed the comments and revised the project materials in preparation for the October 6, 2026, TAC meeting. The Applicant has done its best to incorporate the suggested updates to the project plan based on its understanding of the requested improvements. The present submission is intended to reflect that good-faith effort and to provide TAC with a coordinated plan set responsive to the subjects discussed at the Work Session.

To the extent any aspect of the September 8 comments has not been reflected in the precise manner anticipated by TAC or City staff, the Applicant respectfully requests clarification during the October 6 meeting and remains prepared to address any reasonably necessary technical refinements identified through the continuing review process.

VII. Current Project Status

As of September 21, 2026, the Applicant has submitted the revised application materials for TAC’s October 6, 2026, review. The project is presently at the technical-review stage. The Applicant’s objective for the October 6 meeting is to confirm that the revised plans adequately address the technical subjects raised during the September 8 Work Session and to identify any remaining items requiring resolution before the application proceeds to Planning Board review.

VIII. Requested TAC Review and Action

At its October 6, 2026, meeting, the Applicant respectfully requests that TAC:

1. Review the revised application materials and project plans in light of the discussion and recommendations from the September 8, 2026, Work Session.
2. Confirm whether the revised submission adequately addresses the technical issues and requested updates identified during the Work Session.
3. Identify with reasonable specificity any remaining technical revisions or supplemental information required before the application proceeds to Planning Board review.
4. Recommend the Site Plan Application for Planning Board consideration, subject to the resolution of any discrete technical conditions identified by TAC.

The Applicant appreciates TAC's prior review and intends to continue working cooperatively with City staff to resolve any remaining technical matters efficiently. The submission represents the Applicant's good-faith understanding of, and response to, the comments and requested updates presented at the September 8 Work Session.

Prepared on behalf of the Applicant,



By: _____
John K. Bosen, Esquire
DONAHUE, TUCKER & CIANDELLA, PLLC

**Ross Engineering
Civil / Structural Engineering**

**650 Islington Street
Portsmouth, NH 03801**

**603-433-7560
alexross@comcast.net**

Dated 9-21-2026

To: City of Portsmouth Planning Department

Applicant & Land Owner's Name:

Road to the West, LLC
140 West Rd
Portsmouth, NH 03801

Location of Land:

140 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-13

List of Abutters

United States of America
US Army Corps of Engineers
New England District
Real Est Division
696 Virginia Rd
Concord, MA 01742-2751
Tax Map 252, Lot 1-7

Public Service Company of NH
PO Box 270
Hartford, CT 06141
Tax Map 252, Lot 1

DSM MB II LLC
875 East St
Tewksbury, MA 08176
Tax Map 252, Lot 2

One Hundred West LLC
100 West Rd
Portsmouth, NH 03801
Tax Map 252, Lot 2-12

Litchfield Portsmouth LLC
& Eaton Partners Inc
175 Canal St Ste 401
Manchester, NH 03101
Tax Map 252, Lot 2-14

Construction and General Labor's Local Union
976 AFL-CIO
PO Box 4119
Portsmouth, NH 03802
Tax Map 252, Lot 2-37

List of Professionals

1. Civil Engineer & Surveyor
Alex Ross
Ross Engineering, LLC
Certified Professional Engineer
Licensed Land Surveyor
650 Islington Street
Portsmouth, NH 03801
(603)-433-7560

2. Portsmouth Architects
4 Market Street
Portsmouth, NH 03801
(603)-430-0274

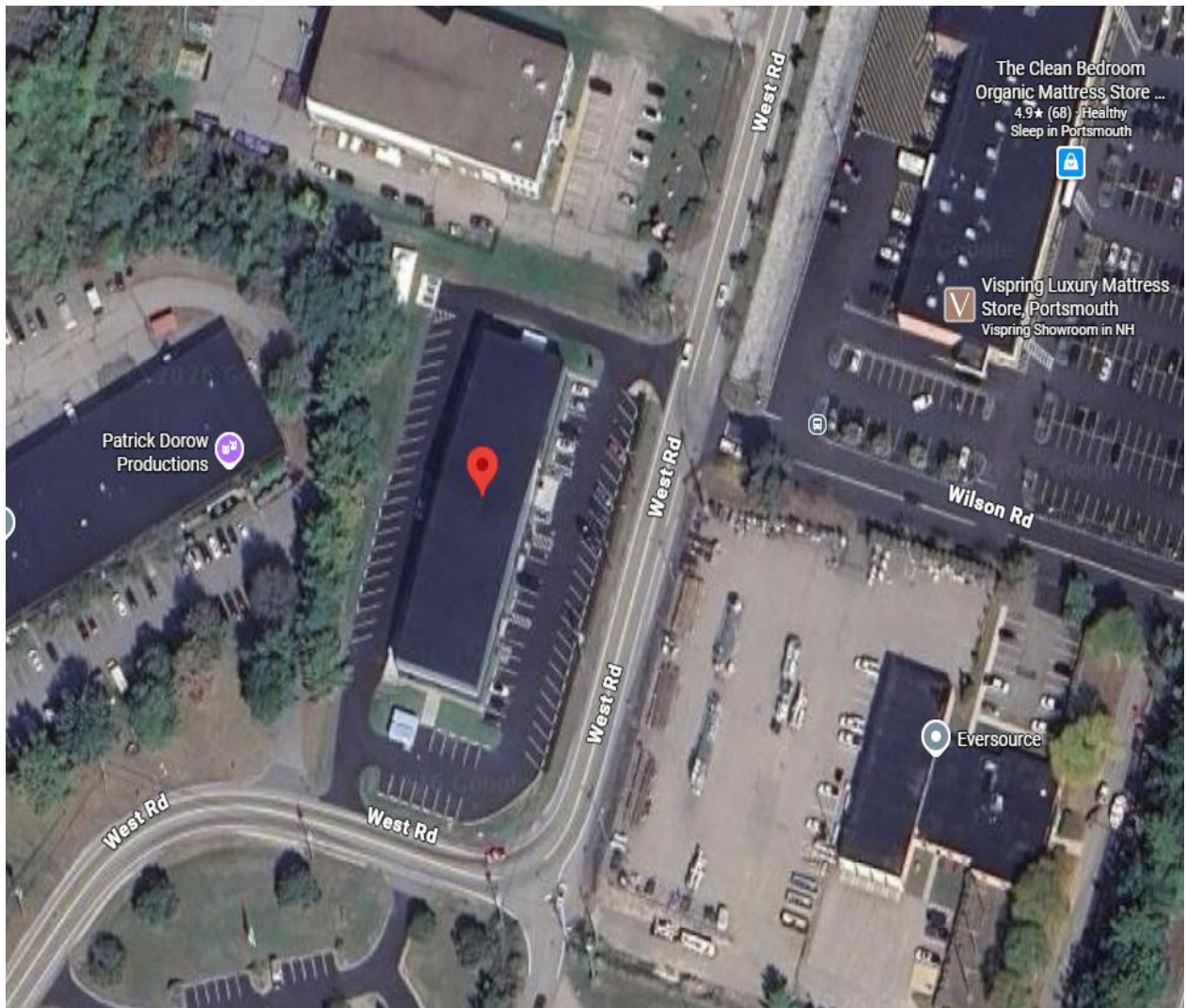
3. Attorney
DTC Lawyers
16 Acadia Lane
Exeter, NH 03833
(603)-778-0686

650 Islington Street
Portsmouth, NH 03801

Ross Engineering, LLC
Civil/Structural Engineering

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EXTERIOR PHOTOS

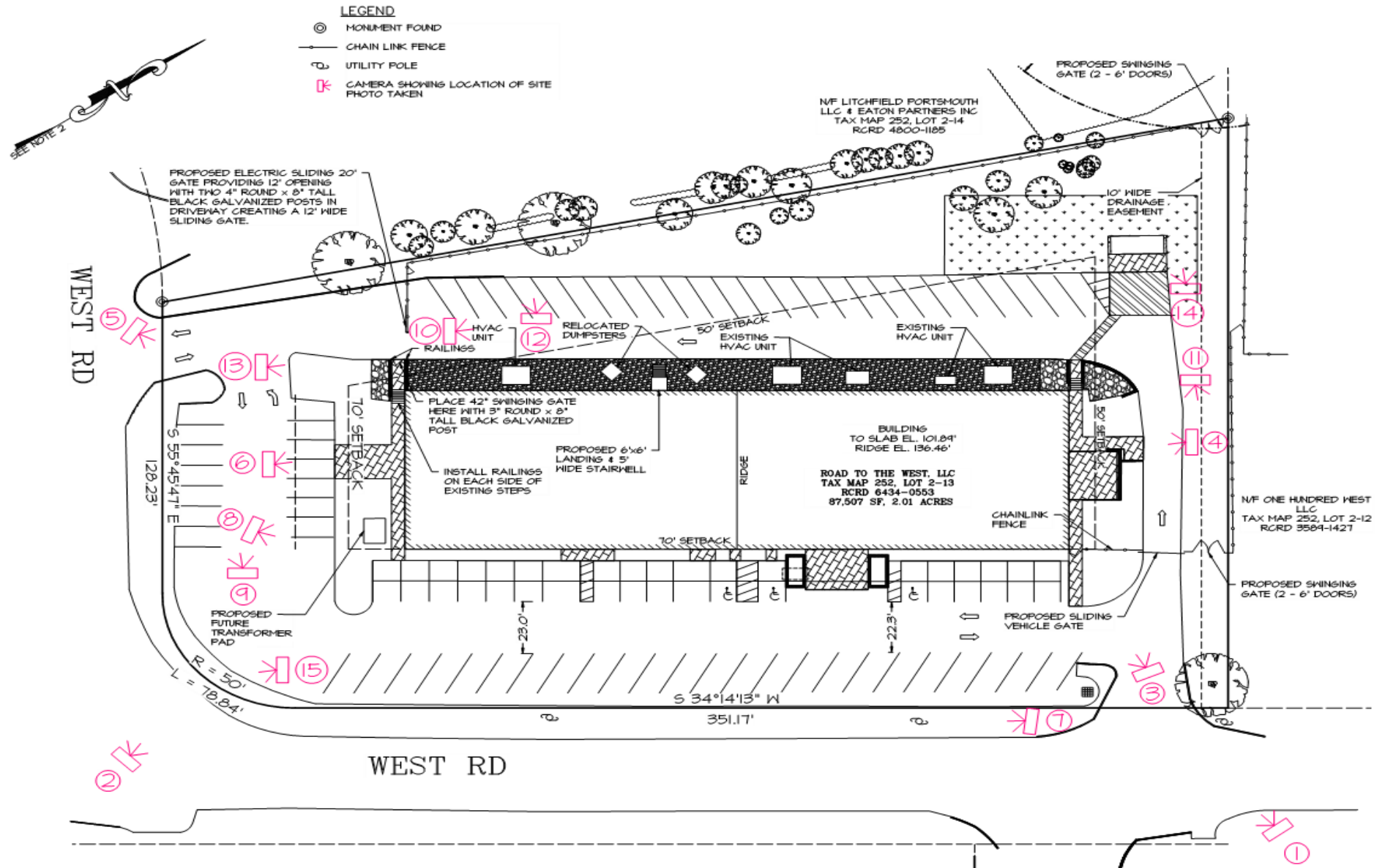


Aerial view of site, 140 West Road.

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Site plan with locations of photos taken.

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Figure 1: Front of building, on West Road looking southwest.



Figure 2: Front and left side of building, on West Road looking northwest.

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Figure 3: Front and right side of building, looking west.



Figure 4: Right side of building, looking south.

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Figure 5: Rear of building, on West Road looking northeast.



Figure 6: Left side of building, looking north.

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Figure 7: Front parking lot, looking south.



Figure 8: Left side and front parking lots, looking northeast.

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Figure 9: Left side parking lot, looking west.



Figure 10: Rear parking lot, looking northwest.



Figure 11: Fence on right side of site, looking east.



Figure 12: Fence on rear of site, looking west.

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Figure 13: Open space on left side of site, looking north.



Figure 14: Fence at corner of right side and rear of site, looking northwest.



Figure 15: At corner of front and left side of site, looking southwest.



City of Portsmouth, New Hampshire

Site Plan Application Checklist

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

Applicant Responsibilities (Section 2.5.2): Applicable fees are due upon application submittal along with required attachments. The application shall be complete as submitted and provide adequate information for evaluation of the proposed site development. Waiver requests must be submitted in writing with appropriate justification.

Name of Applicant: Ross Engineering, LLC Date Submitted: 9/21/2026

Application # (in City's online permitting): _____

Site Address: 140 West Rd Map: 252 Lot: 2-13

Application Requirements			
☒	Required Items for Submittal	Item Location (e.g. Page or Plan Sheet/Note #)	Waiver Requested
☒	Complete application form submitted via the City's web-based permitting program (2.5.2.1(2.5.2.3A))		N/A
☒	All application documents, plans, supporting documentation and other materials uploaded to the application form in viewpoint in digital Portable Document Format (PDF). One hard copy of all plans and materials shall be submitted to the Planning Department by the published deadline. (2.5.2.8)		N/A

Site Plan Review Application Required Information			
☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	Statement that lists and describes "green" building components and systems. (2.5.3.1B)	N/A	
☒	Existing and proposed gross floor area and dimensions of all buildings and statement of uses and floor area for each floor. (2.5.3.1C)	Architectural Plan Set	N/A
☒	Tax map and lot number, and current zoning of all parcels under Site Plan Review. (2.5.3.1D)	Drawing 1 "Existing Conditions Plan"	N/A

Site Plan Review Application Required Information			
☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	Owner's name, address, telephone number, and signature. Name, address, and telephone number of applicant if different from owner. (2.5.3.1E)	Cover Sheet	N/A
☒	Names and addresses (including Tax Map and Lot number and zoning districts) of all direct abutting property owners (including properties located across abutting streets) and holders of existing conservation, preservation or agricultural preservation restrictions affecting the subject property. (2.5.3.1F)	See Attached Abutter's List	N/A
☒	Names, addresses and telephone numbers of all professionals involved in the site plan design. (2.5.3.1G)	Cover Sheet	N/A
☒	List of reference plans. (2.5.3.1H)	Drawing 1 "Existing Conditions Plan"	N/A
☒	List of names and contact information of all public or private utilities servicing the site. (2.5.3.1I)	N/A - No Proposed Utilities	N/A

Site Plan Specifications			
☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	Full size plans shall not be larger than 22 inches by 34 inches with match lines as required, unless approved by the Planning Director.. (2.5.4.1A)	Required on all plan sheets	N/A
☒	Scale: Not less than 1 inch = 60 feet and a graphic bar scale shall be included on all plans. (2.5.4.1B)	Required on all plan sheets	N/A
☒	GIS data should be referenced to the coordinate system New Hampshire State Plane, NAD83 (1996), with units in feet. (2.5.4.1C)	Drawing 2 "Site Plan" Note 5	N/A
☒	Plans shall be drawn to scale and stamped by a NH licensed civil engineer. (2.5.4.1D)	Required on all plan sheets	N/A
☒	Wetlands shall be delineated by a NH certified wetlands scientist and so stamped. (2.5.4.1E)	Drawing 1 "Existing Conditions"	N/A
☒	Title (name of development project), north point, scale, legend. (2.5.4.2A)	Drawing 1 "Existing Conditions Plan"	N/A
☒	Date plans first submitted, date and explanation of revisions. (2.5.4.2B)	All Sheets	N/A
☒	Individual plan sheet title that clearly describes the information that is displayed. (2.5.4.2C)	Required on all plan sheets	N/A
☒	Source and date of data displayed on the plan. (2.5.4.2D)	All Sheets	N/A

Site Plan Specifications – Required Exhibits and Data

☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	1. Existing Conditions: (2.5.4.3A) • Surveyed plan of site showing existing natural and built features; • Existing building footprints and gross floor area; • Existing parking areas and number of parking spaces provided; • Zoning district boundaries; • Existing, required, and proposed dimensional zoning requirements including building and open space coverage, yards and/or setbacks, and dwelling units per acre; • Existing impervious and disturbed areas; • Limits and type of existing vegetation; • Wetland delineation, wetland function and value assessment (including vernal pools); • SFHA, 100-year flood elevation line and BFE data, as required.	Drawing 1 "Existing Conditions Plan"	
☒	2. Buildings and Structures: (2.5.4.3B) • Plan view: Use, size, dimensions, footings, overhangs, 1st fl. elevation; • Elevations: Height, massing, placement, materials, lighting, façade treatments; • Total Floor Area; • Number of Usable Floors; • Gross floor area by floor and use.	Architectural Plan Set	
☒	3. Access and Circulation: (2.5.4.3C) • Location/width of access ways within site; • Location of curbing, right of ways, edge of pavement and sidewalks; • Location, type, size and design of traffic signing (pavement markings); • Names/layout of existing abutting streets; • Driveway curb cuts for abutting prop. and public roads; • If subdivision; Names of all roads, right of way lines and easements noted; • AASHTO truck turning templates, description of minimum vehicle allowed being a WB-50 (unless otherwise approved by TAC).	Drawing 5 "Parking Plan"	
☒	4. Parking and Loading: (2.5.4.3D) • Location of off street parking/loading areas, landscaped areas/buffers; • Parking Calculations (# required and the # provided).	Drawing 5 "Parking Plan"	
☒	5. Water Infrastructure: (2.5.4.3E) • Size, type and location of water mains, shut-offs, hydrants & Engineering data; • Location of wells and monitoring wells (include protective radii).	No Proposed Water Lines. Existing Lines are shown on Drawing 1 "Existing Conditions"	
☒	6. Sewer Infrastructure: (2.5.4.3F) • Size, type and location of sanitary sewage facilities & Engineering data, including any onsite temporary facilities during construction period.	No Proposed Sewer Lines. Existing Lines are shown on Drawing 1 "Existing Conditions"	

☒	7. Utilities: (2.5.4.3G) - The size, type and location of all above & below ground utilities; - Size type and location of generator pads, transformers and other fixtures.	Existing Lines shown on Drawing 1 "Existing Conditions"	
☒	8. Solid Waste Facilities: (2.5.4.3H) The size, type and location of solid waste facilities.	Drawing 2 "Site Plan"	
☒	9. Storm water Management: (2.5.4.3I) - The location, elevation and layout of all storm-water drainage. - The location of onsite snow storage areas and/or proposed off-site snow removal provisions. - Location and containment measures for any salt storage facilities - Location of proposed temporary and permanent material storage locations and distance from wetlands, water bodies, and stormwater structures.	N/A	
☒	10. Outdoor Lighting: (2.5.4.3J) Type and placement of all lighting (exterior of building, parking lot and any other areas of the site) and photometric plan.	Drawing 6 "Lighting Plan"	
☒	11. Indicate where dark sky friendly lighting measures have been implemented. (10.1)	Drawing 6 "Lighting Plan"	
☒	12. Landscaping: (2.5.4.3K) - Identify all undisturbed area, existing vegetation and that which is to be retained; - Location of any irrigation system and water source.	Drawing 4 "Landscape Plan"	
☒	13. Contours and Elevation: (2.5.4.3L) Existing/Proposed contours (2 foot minimum) and finished grade elevations.	Drawing 2 "Site Plan"	
☒	14. Open Space: (2.5.4.3M) Type, extent and location of all existing/proposed open space.	Drawing 2 "Site Plan" Note 4	
☒	15. All easements, deed restrictions and non-public rights of ways. (2.5.4.3N)	Drawing 1 "Existing Conditions Plan" Note 5	
☒	16. Character/Civic District (All following information shall be included): (2.5.4.3P) - Applicable Building Height (10.5A21.20 & 10.5A43.30); - Applicable Special Requirements (10.5A21.30); - Proposed building form/type (10.5A43); - Proposed community space (10.5A46).	N/A	
☒	17. Special Flood Hazard Areas (2.5.4.3Q) - The proposed development is consistent with the need to minimize flood damage; - All public utilities and facilities are located and construction to minimize or eliminate flood damage; - Adequate drainage is provided so as to reduce exposure to flood hazards.	N/A	

Other Required Information

☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	Traffic Impact Study or Trip Generation Report, as required. (3.2.1-2)	See Attached Traffic Study	
☒	Indicate where Low Impact Development Design practices have been incorporated. (7.1)	N/A	
☒	Indicate whether the proposed development is located in a wellhead protection or aquifer protection area. Such determination shall be approved by the Director of the Dept. of Public Works. (7.3.1)	Development not within wellhead protection area	
☒	Stormwater Management and Erosion Control Plan. (7.4)	Drawing 9 "Erosion Control Plan"	
☒	Inspection and Maintenance Plan (7.6.5)	N/A	

Final Site Plan Approval Required Information

☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	All local approvals, permits, easements and licenses required, including but not limited to: • Waivers; • Driveway permits; • Special exceptions; • Variances granted; • Easements; • Licenses. (2.5.3.2A)		
☒	Exhibits, data, reports or studies that may have been required as part of the approval process, including but not limited to: • Calculations relating to stormwater runoff; • Information on composition and quantity of water demand and wastewater generated; • Information on air, water or land pollutants to be discharged, including standards, quantity, treatment and/or controls; • Estimates of traffic generation and counts pre- and post-construction; • Estimates of noise generation; • A Stormwater Management and Erosion Control Plan; • Endangered species and archaeological / historical studies; • Wetland and water body (coastal and inland) delineations; • Environmental impact studies. (2.5.3.2B)		
☒	A document from each of the required private utility service providers indicating approval of the proposed site plan and indicating an ability to provide all required private utilities to the site. (2.5.3.2D)	No Proposed Utility Services	

Final Site Plan Approval Required Information

☒	Required Items for Submittal	Item Location (e.g. Page/line or Plan Sheet/Note #)	Waiver Requested
☒	A list of any required state and federal permit applications required for the project and the status of same. (2.5.3.2E)	No State or Federal Permits Required	
☒	A note shall be provided on the Site Plan stating: "All conditions on this Plan shall remain in effect in perpetuity pursuant to the requirements of the Site Plan Review Regulations." (2.5.4.2E)	Drawing 2 "Site Plan"	N/A
☒	For site plans that involve land designated as "Special Flood Hazard Areas" (SFHA) by the National Flood Insurance Program (NFIP) confirmation that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334. (2.5.4.2F)	Site is not in an SFHA	
☒	Plan sheets submitted for recording shall include the following notes: a. "This Site Plan shall be recorded in the Rockingham County Registry of Deeds." b. "All improvements shown on this Site Plan shall be constructed and maintained in accordance with the Plan by the property owner and all future property owners. No changes shall be made to this Site Plan without the express approval of the Portsmouth Planning Director." (2.13.3)	Drawing 2 "Site Plan"	N/A

Applicant's Signature: _____

Date: _____



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

TRAFFIC MEMORANDUM

Date: August 14, 2026

To: City of Portsmouth
1 Junkins Ave, 3rd Floor
Portsmouth, NH

From: Bob Duval, PE
Jen Porter, PE, PTOE

Re: **Black Rock Social Club – 2026 Update**
140 West Road, Portsmouth, NH 03801
TFM Project No. 47107.21

INTRODUCTION

TFMoran has prepared this Traffic Memorandum to evaluate traffic for the Black Rock Social Club at 140 West Road in Portsmouth, given changes of use from our previous 2022 traffic report. The existing site (Map 252 Lot 2-13) is located at West Road in Portsmouth, New Hampshire about a tenth of a mile west of US Route 1. Vehicular access is provided by two driveways along West Road with parking provided on three sides of the building.

Hours of Operation

- Wednesday & Thursday: 4pm – 10pm
- Friday: 4pm – 11pm
- Saturday: 12pm – 11pm

PROPOSAL

Road To The West, LLC is working with the City to update permitted uses of their existing 17,500 sf building at 140 West Road. Approval was granted by the Planning Board in August of 2022 to open Black Rock Social Club in the existing building, including addition of a 605 sf walk-in cooler, and adding a 12,000 sf (+/-) mezzanine over part of the building. The club was approved for indoor recreation, including golf simulators, axe throwing, racing/flying simulators, arcade and table games, office space and a bar/kitchen area.

At present, the building remains at 17,500 sf since the walk in cooler and mezzanine were not constructed. A patio has been added at the northwest corner with picnic tables.

The City has told the Social Club that some unanticipated uses at the site, such as indoor concerts, performances, comedy shows, indoor public events, corporate meetings, and use of the outdoor patio for food and beverage services need zoning approval. The Social Club is pursuing approvals to allow these additional events and services.

DESCRIPTION OF ROADWAYS AND INTERSECTIONS

Roadways

Lafayette Road (US1)

- **Classification.** Lafayette Road (US1) is a State-maintained north-south arterial roadway. The roadway runs from points south in Hampton thru Portsmouth to points north in Maine.
- **Lane widths and usage.** In the project network, the roadway generally provides 2-lanes of travel in each direction with a TWLTL south of Wilson Road. Paved shoulder widths are about 4' in the project area.
- **Pedestrian facilities.** There are sidewalks along the east side of Lafayette Road.
- **Signage.** The speed limit is posted at 35 mph along the roadway. Other traffic signage includes lane use, directional signs, and street name signs. Pavement markings consist of a center TWLTL and shoulder markings in fair to good condition.

Wilson Road

- **Classification.** Wilson Road is a City-maintained east-west collector roadway. The west end starts at West Road and the east end terminates at Taft Road in a residential area.
- **Lane widths and usage.** In the project vicinity, the roadway generally provides a single lane in each direction with sloped granite curbing and no striped shoulder.
- **Pedestrian facilities.** There are no sidewalks along Wilson Road. There is a bus stop Shelter on the south side of Wilson Road (across from the Market Basket Plaza curb cut) between West Road and Lafayette Road.
- **Signage.** The speed limit is posted at 40 mph in the vicinity of Cardinal Lane. Other traffic signage includes lane use, directional signs, bus stops, street name signs and stop signs at major driveways. Pavement markings consist of a center TWLTL and shoulder markings in fair to good condition.

West Road

- **Classification.** West Road is a City-maintained north-south collector roadway. The north end of West Road starts at Peverly Hill Road and terminates at Campus Drive to the south.
- **Lane widths and usage.** In the project vicinity, the roadway generally provides a single lane in each direction. Paved shoulder widths vary 4' to 6' in the project area.
- **Pedestrian facilities.** There are no sidewalks along West Road. Two bus stops are provided on West Road, one at the intersection of Campus Drive and the other at 215 West Road.
- **Signage.** The speed limit is posted at 30 mph. Other traffic signage includes directional signs, bus stops, street name signs and stop signs at major driveways. Pavement markings consist of a center double yellow and shoulder markings in fair to good condition.

Study Area Intersections

Lafayette Road at Wilson Road.

- **Traffic Control.** This is an existing 4-way signalized intersection, with Lafayette Road forming the northbound and southbound approaches. Wilson Road forms the EB and WB approaches.
- **Pedestrian facilities.** Pedestrian crosswalks are provided across the northbound approach and the westbound approach.
- **Approaches.** The NB and SB approaches consists of three 12' lanes, which are marked left only, thru, and thru-right. The EB approach has two 12' lanes that are marked as a left-thru

lane and an exclusive right turn lane. The WB approach is a single lane the provides left-thru-right movements.

- Signal Timing. Existing data provided by the State. AM: based on a coordinated Pattern2, PM based on a coordinated Pattern3 and SAT is based on Max2 from controller.

West Road at Driveway/Wilson Road.

- Traffic Control. This is an existing unsignalized intersection with two-way Stop control. West Road forms the NB and SB approaches and flow free. Wilson Road forms the WB approach and is Stop controlled. The EB approach is slightly offset from Wilson Drive to the north and serves a Private Drive with a Stop Sign.
- Pedestrian facilities. No crosswalks or sidewalks are present at the intersection.
- Approaches. Each approach accommodates two way traffic and there are no restricted movements. All approaches provide a minimum of 12' wide single lanes.

BACKGROUND VOLUMES

At the time of the original application, peak hour traffic volumes were counted (turning movement counts) at the study area intersections. These counts are tabulated in Appendix L of this report. Counts were taken at all study intersections on:

- Thursday June 23, 2022 – 7AM to 9AM, 4PM to 6PM.
- Saturday June 25, 2022 – 11 AM to 1 PM.

Seasonal Adjustment.

These counts were seasonally adjusted using NHDOT Group 4 factors for Year 2023 Monthly data. The data was adjusted upward by 1% for June. The data is found in Appendix C.

COVID Adjustment.

Due to the Covid pandemic, in 2022 traffic volumes were still below normal levels in many places. To determine an appropriate adjustment factor for current conditions, pre-Covid volume, the NHDOT had developed a methodology to calibrate current traffic volumes to pre-pandemic levels.

The Covid adjustment calculations show, that at the three permanent stations, traffic volumes in October 2021 are still below the March 2019 volumes. Therefore, per the calculations, the volumes for the Base conditions are adjusted as follows for continued covid conditions:

- AM: 5.5%
- PM: 3.3%
- SAT: 6.6%

(NHDOT discontinued regular use of Covid adjustments for data collected after 2023.)

Heavy Vehicles

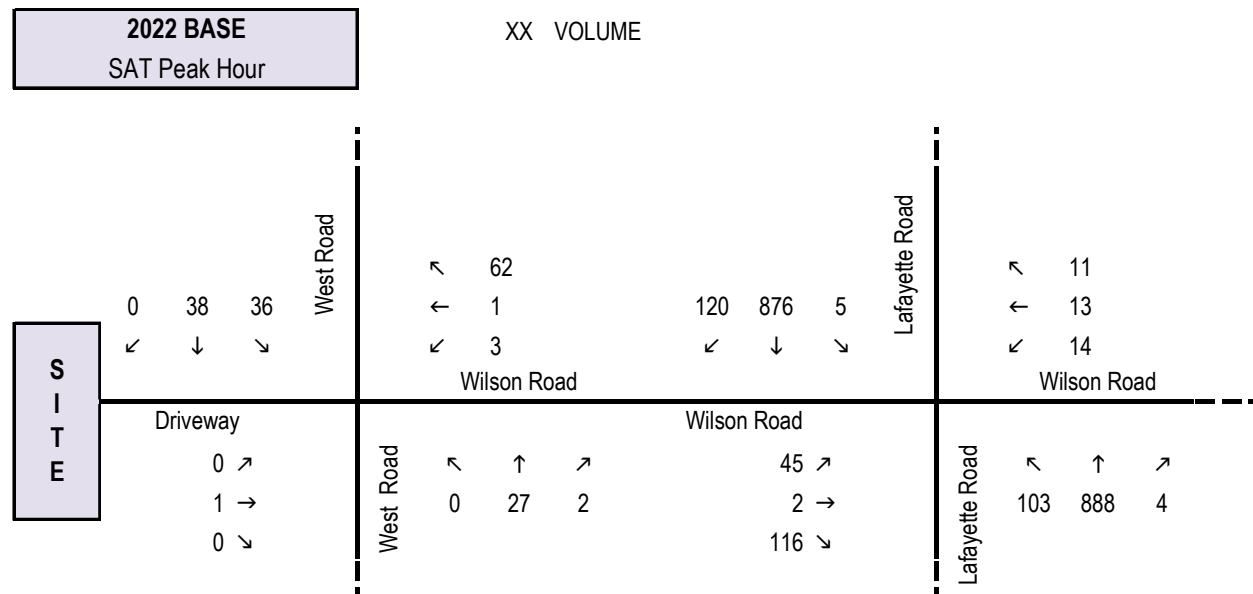
Heavy vehicle adjustments for the analysis used weighted approach percentages for each approach per the NHDOT Synchro checklist, calculations in Appendix C.

Base Volumes

The adjusted volumes for all these factors are shown in Base Condition diagrams on following pages .

2022 BASE AM Peak Hour				XX VOLUME															
S I T E				West Road													Lafayette Road		
	2	217	20																
	↙	↓	↘																
					↖	33							↖	14					
					←	0	78	682	1	←	3								
			↙	23							↙	↓	↘	↙	13				
				Wilson Road															
Driveway				Wilson Road															
				West Road	↖	↑	↗							21	↗	Lafayette Road			
					0	107	15							0	→				
																	56	↘	
																	56	↘	

2022 BASE PM Peak Hour			XX VOLUME												
S I T E															
				West Road									Lafayette Road		
	0	67	50												
	↙	↓	↘				↖	53					↖	10	
							←	0		96	815	6	←	6	
				Wilson Road									Wilson Road		
Driveway							Wilson Road								
				</											



2026 NoBUILD				XX VOLUME												
AM Peak Hour																
S I T E				West Road												
	2	224	22													
	↙	↓	↘													
				Wilson Road												
Driveway			West Road	Wilson Road						Wilson Road						

2026 NoBUILD			XX VOLUME										
AM Peak Hour													
S I T E			West Road										
	2	250		24									
	↙	↓		↘	↖	39	←	0	90	808	1	↖	16
					↙	28		↙	↓	↘		↙	16
			Wilson Road										
Driveway		West Road	Wilson Road					Wilson Road					
			↖	↑	↗			24	↗	↖	↑	↗	
			0	123	18			0	→	66	817	1	
								66	↘				

2026 NoBUILD			XX VOLUME											
PM Peak Hour														
S I T E			West Road									Lafayette Road		
	0	69	53										11	
	↙	↓	↘	↖	←	↗	99	860	6				↖	6
				↙		10	↙	↓	↘				↙	12
			Wilson Road									Wilson Road		
S I T E	Driveway					Wilson Road								
			0	↗		↖	↑	↗		39	↗	↖	↑	↗
			1	→		0	220	36		12	→	71	945	4
			0	↘						145	↘			
			West Road									Lafayette Road		

2036 NoBUILD			XX VOLUME											
PM Peak Hour														
S I T E			West Road									Lafayette Road		
	0	77	59										12	
	↙	↓	↘	↖	←	↗	110	957	7				↖	7
				↙		11	↙	↓	↘				↙	13
			Wilson Road									Wilson Road		
S I T E	Driveway					Wilson Road								
			0	↗		↖	↑	↗		44	↗	↖	↑	↗
			1	→		0	246	40		13	→	79	1052	5
			0	↘						161	↘			
			West Road									Lafayette Road		

2026 NoBUILD SAT Peak Hour			XX VOLUME										
S I T E	0 40 40		West Road										
	↙ ↓ ↘												
	Driveway		West Road	Wilson Road			Wilson Road			Lafayette Road			
	0 ↗			↖	↑	↗				↖	↑	↗	
	1 →			0	27	2		46	↗	110	940	4	
0 ↘			West Road				Wilson Road			Lafayette Road			

TRIP GENERATION

Standard trip generation rates published by the ITE¹ (12th Edition), were used to calculate the vehicle trips for the proposed development. The proposed indoor recreation uses within the social club best fit with the description of the Athletic Club use. For office and dining uses, LUC 710, General Office, and LUC 932, High-Turnover (Sit-Down) Restaurant were used respectively to calculate trip generation.

Special events, such as concerts, comedy shows, or public events are typically scheduled outside of peak traffic hours and are not an everyday occurrence. Music in the dining room is a perk to the restaurant, similar to the outdoor patio space, where the patio is not expected to generate more use, but give patrons and members an opportunity to enjoy their food or drink outdoors while at the facility.

The LUC usage areas are based on the 2026 Site Plan by Ross Engineering, Note #5 Parking on sheet 2 of 4. The club is not open during AM peak hours. It is likely that many dining area patrons would also participate in gaming or other social club activities. No deduction was taken for this interaction, so that the total volumes in the table below can be considered conservative.

See calculations in Appendix A.

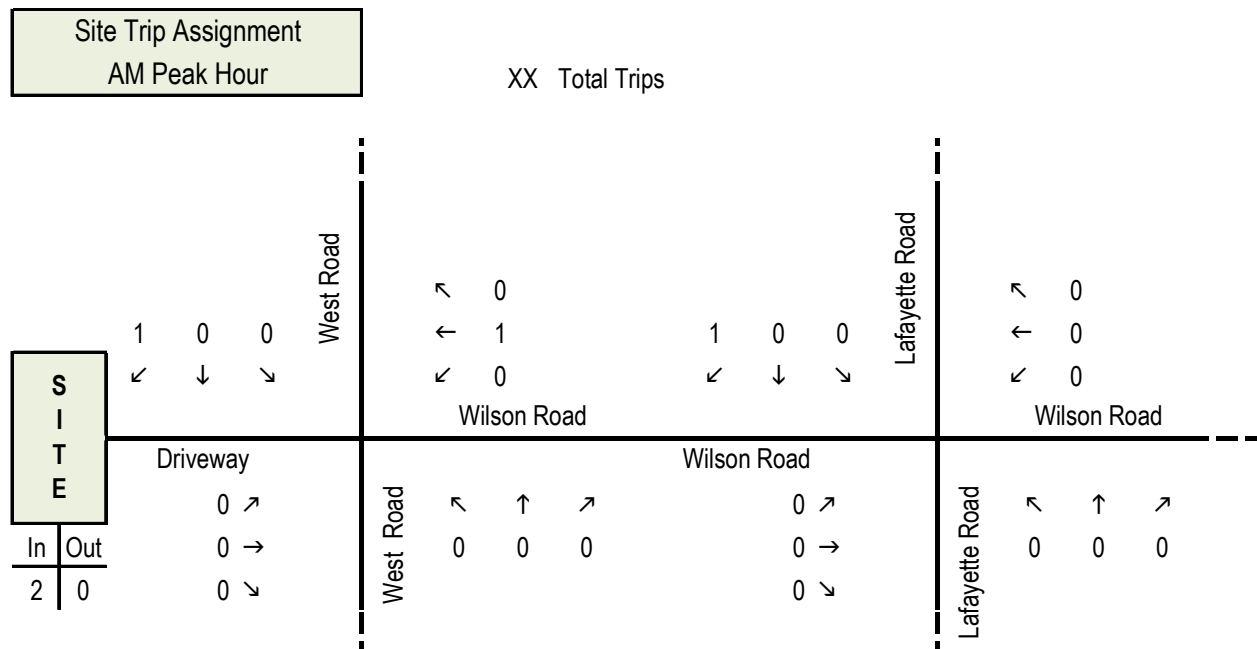
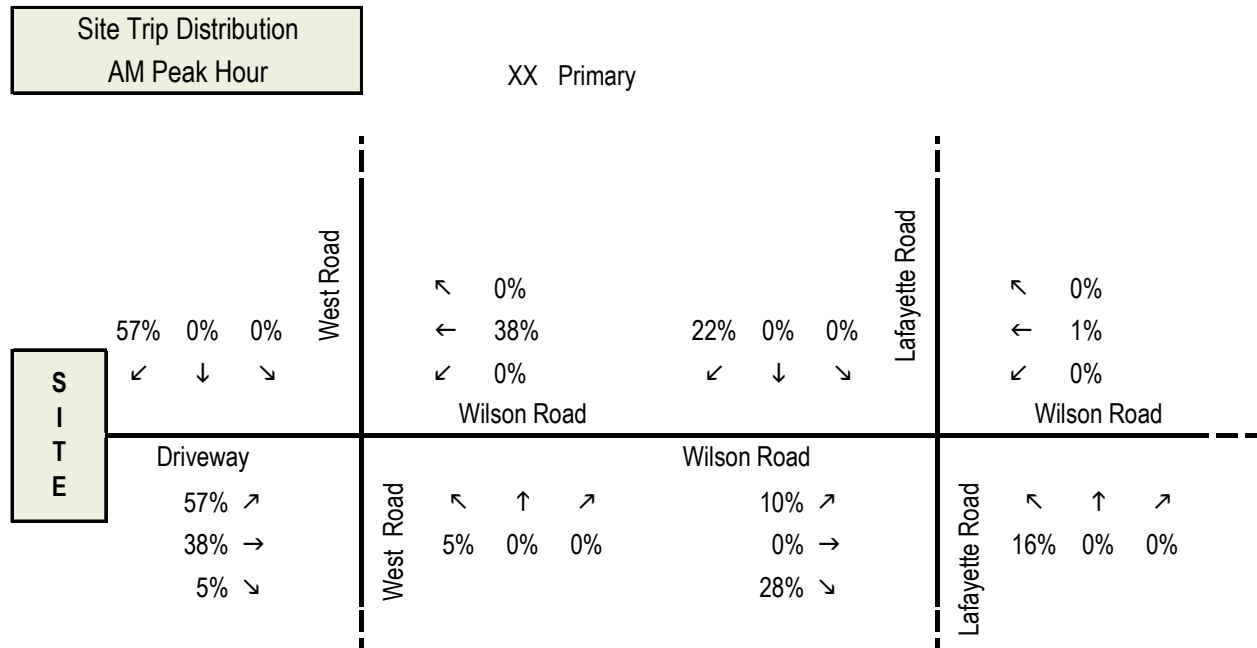
Table 1: Trip Generation

	In	Out	Total
ITE LUC 493 Athletic Club: 7,402 sf			
Weekday AM Peak Hour Adjacent Street	0	0	0
Weekday PM Peak Hour Adjacent Street	16	9	25
Weekend SAT Peak Hour of Generator	9	10	19
ITE LUC 710 General Office: 1,700 sf			
Weekday AM Peak Hour Adjacent Street	2	0	2
Weekday PM Peak Hour Adjacent Street	0	2	2
Weekend SAT Peak Hour of Generator	1	0	1
ITE LUC 932 High-Turnover (Sit-Down) Restaurant: 8,398			
Weekday AM Peak Hour Adjacent Street	0	0	0
Weekday PM Peak Hour Adjacent Street	47	30	77
Weekend SAT Peak Hour of Generator	47	46	93
Total Trip Generation 2026			
Weekday AM Peak Hour Adjacent Street	2	0	2
Weekday PM Peak Hour Adjacent Street	63	41	104
Weekend SAT Peak Hour of Generator	57	56	113

TRIP DISTRIBUTION:

For this use, all trips are expected to be primary trips. Primary trips go directly from origin to generator and return to origin. We assume traffic will generally distribute pro-rata per existing patterns. However, in our 2022 report, we observed that trips heading to/from the south tend to use Wilson Road rather than West Road to access Lafayette Road; so the diagrams below reflect 5% south distribution along West Road with the remaining south distribution using Wilson Road.

¹ *Trip Generation Manual*, Institute of Transportation Engineers (ITE), 12th Edition.



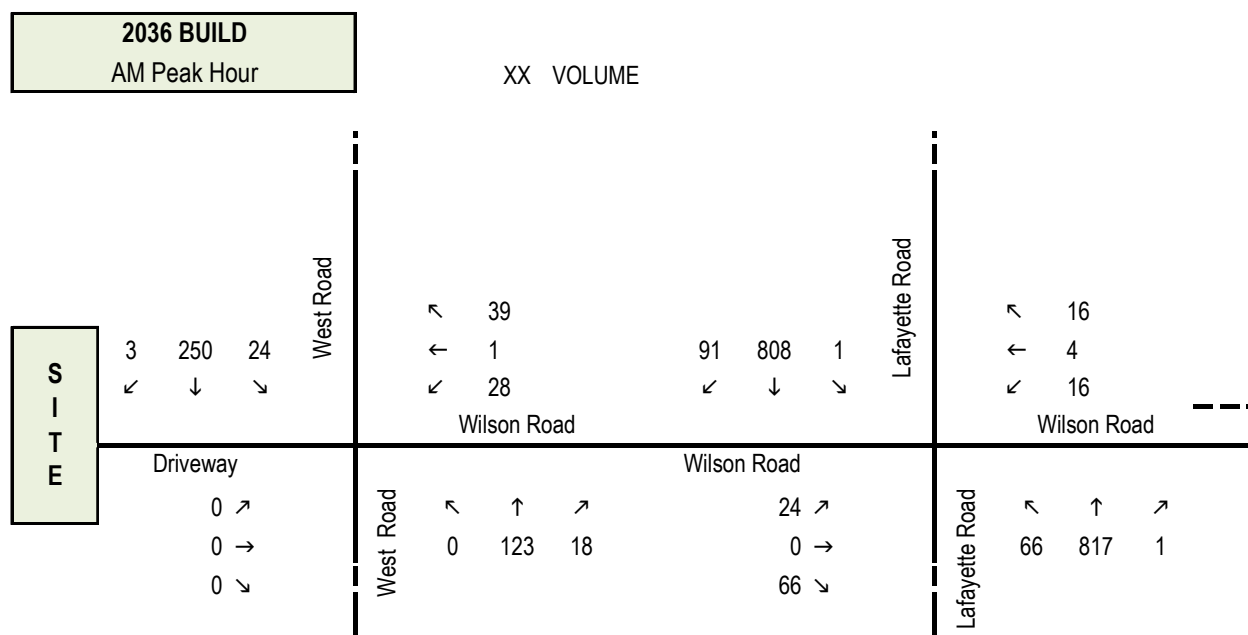
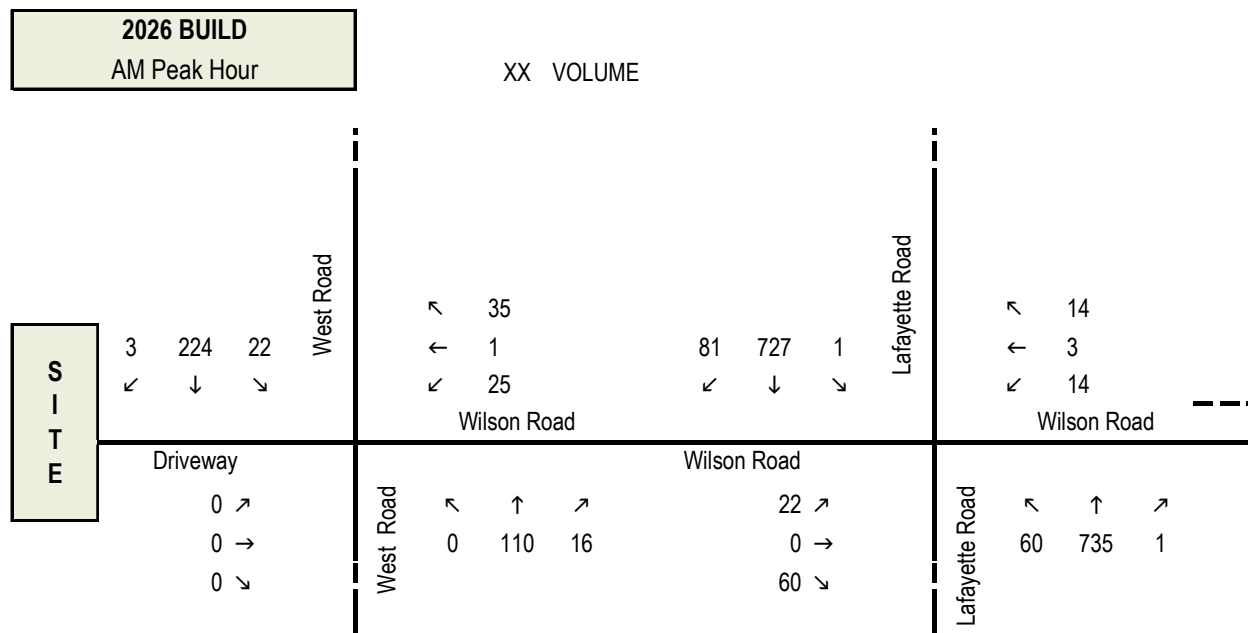
Site Trip Distribution PM Peak Hour				XX Primary														
S I T E				West Road						Lafayette Road								
	27%	0%	0%															
	↙	↓	↘															
				Wilson Road						Wilson Road								
	Driveway																	
				West Road			Wilson Road			Lafayette Road								
				↖ ↑ ↗			↖ ↑ ↗			↖ ↑ ↗								
				5% 0% 0%			14% 4% 50%			27% 0% 0%								
				</														

Site Trip Distribution SAT Peak Hour				XX Primary											
SITE				West Road			Wilson Road			Lafayette Road			Wilson Road		
	44%	0%	0%	↖	0%		↖	51%	26%	0%	0%	↖	0%		
	↙	↓	↘	↙	0%		↙	0%	↙	↓	↘	↙	3%		
	Driveway			Wilson Road			Wilson Road			Wilson Road					
	44%	↗		↖	↑	↗	14%	↗		↖	↑	↗	22%	0%	0%
	51%	→		5%	0%	0%	0%	→		0%	→				
	5%	↘					37%	↘							

Site Trip Assignment SAT Peak Hour			XX Total Trips												
S I T E				West Road			Wilson Road			Lafayette Road					
	25	0	0	↖	0		↖	29	15	0	0	↖	0		
	↙	↓	↘	↙	0		↙	0	↙	↓	↘	↙	2		
	Driveway			Wilson Road			Wilson Road			Wilson Road					
			24	↗		↖	↑	↗	8	↗		↖	↑	↗	
In	Out		29	→		3	0	0	0	→		12	0	0	
57	56		3	↘					21	↘					

BUILD VOLUMES

Site trips generated as per the above were added to No-Build traffic volumes within the study area to produce 2026 and 2036 Build diagrams for each peak hour. The Build volume diagrams are presented in the following figures.



2026 BUILD			XX VOLUME		
PM Peak Hour					
S I T E	West Road		Lafayette Road		
	17	69	56	11	
	69	53	43	8	
	17	53	10	12	
Wilson Road			Wilson Road		
Driveway			Wilson Road		
11 ↗			45 ↗		
29 →			14 →		
2 ↘			165 ↘		
West Road			Lafayette Road		
3			88		
220			945		
36			4		

2036 BUILD			XX VOLUME		
PM Peak Hour					
S I T E	West Road		Lafayette Road		
	17	77	63	12	
	77	59	43	9	
	17	59	11	13	
Wilson Road			Wilson Road		
Driveway			Wilson Road		
11 ↗			50 ↗		
29 →			15 →		
2 ↘			181 ↘		
West Road			Lafayette Road		
3			96		
246			1052		
40			5		

2026 BUILD			XX VOLUME													
SAT Peak Hour																
S I T E			West Road													
	25	40		40												
	↖	↓		↘	↖	67	↖	30	139	924	5	↖	11			
					↖	3	↖	↓	↘	↖	15					
				Wilson Road									Wilson Road			
Driveway			West Road	Wilson Road									Lafayette Road			
24	↗	↖		↑	↗				54	↗	↖	↑		↗		
30	→	3		3	27	2				2	→	122		940	4	
3	↘						144	↘								

LEVEL OF SERVICE/QUEUE ANALYSIS

Level of Service Analysis:

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

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

Study Area.

Analyses were performed for the study area intersections previously described, that is:

1. West Road at Driveway/Wilson Road
2. Lafayette Road at Wilson Road

Queue Analysis.

Vehicle queue lengths are determined by the capacity of the movement under study and the volume of traffic processed by the intersection during the analysis period. It is standard practice to report the 95th percentile queue, that is, the queue exceeded no more than 5% of the time during peak periods.

Methodology.

Trafficware “Synchro” v12 software was used to analyze signalized and unsignalized intersections (based on HCM 2000) within the study area intersections during the weekday AM/PM and Saturday peak hours.

Signal Timing.

Signal timing is based on data provided by NHDOT and attached in Appendix K.

Volume to capacity (v/c) ratios, Level of Service (LOS), delays and queue results are summarized in the following tables:

Table 2a. Level of Service Analysis Summary (2022/2026/2036)

	2022 BASE				2026 No-Build				2026 Build				2036 No-Build				2036 Build			
Movement	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d
3: West Road at Driveway / Wilson Road [Unsignalized]																				
AM Peak OVERALL	---	1.8	A	---	---	1.9	A	---	---	2.0	A	---	---	2.0	A	---	---	2.0	A	---
EB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
WB All	0.10	10.9	B	8	0.10	11.1	B	9	0.11	11.1	B	9	0.11	11.2	B	10	0.12	11.3	B	10
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
SB All	0.02	0.8	A	1	0.02	0.8	A	2	0.02	0.8	A	2	0.02	0.8	A	1	0.02	0.8	A	1
PM Peak OVERALL	---	2.6	A	---	---	2.7	A	---	---	4.6	A	---	---	2.7	A	---	---	4.6	A	---
EB All	0.00	12.9	B	1	0.00	13.1	B	1	0.11	14.8	B	9	0.00	13.4	B	0	0.12	15.3	C	10
WB All	0.11	10.8	B	9	0.12	10.9	B	10	0.24	13.4	B	23	0.12	11.1	B	10	0.24	13.6	B	23
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.1	A	0	0.00	0.0	A	0	0.00	0.1	A	0
SB All	0.04	3.7	A	3	0.05	3.8	A	4	0.05	3.4	A	4	0.05	3.8	A	4	0.05	3.5	A	4
SAT Peak OVERALL	---	5.1	A	---	---	5.2	A	---	---	6.5	A	---	---	5.2	A	---	---	6.5	A	---
EB All	0.00	10.2	B	0	0.00	10.3	B	0	0.10	11.6	B	9	0.00	10.3	B	0	0.10	11.4	B	8
WB All	0.08	8.9	A	7	0.09	8.9	A	7	0.15	9.9	A	13	0.09	8.9	A	7	0.14	9.7	A	12
NB All	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.7	A	0	0.00	0.0	A	0	0.00	0.6	A	0
SB All	0.03	3.7	A	2	0.03	3.8	A	3	0.03	3.0	A	3	0.03	3.8	A	3	0.03	3.1	A	3

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

Table 2b. Level of Service Analysis Summary (2022/2026/2036)

	2022 BASE				2026 No-Build				2026 Build				2036 No-Build				2036 Build			
Movement	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d	v/c ^a	Del ^b	LOS ^c	Q ^d
6: Lafayette Road at Wilton Road [Signalized]																				
AM Peak OVERALL	0.40	11.0	B	---	0.42	11.2	B	---	0.42	11.2	B	---	0.46	11.2	B	---	0.46	11.2	B	---
EB L/T	0.26	38.7	D	33	0.27	38.8	D	34	0.27	38.8	D	34	0.25	38.7	D	40	0.25	38.7	D	40
EB R	0.05	36.5	D	6	0.05	36.5	D	9	0.05	36.5	D	9	0.05	36.6	D	18	0.05	36.6	D	18
WB All	0.20	37.8	D	30	0.21	37.9	D	31	0.21	37.9	D	31	0.19	37.9	D	40	0.19	37.9	D	40
NB L	0.38	38.7	D	69	0.40	38.7	D	72	0.40	38.7	D	72	0.42	38.7	D	77	0.42	38.7	D	77
NB TT/R	0.32	5.6	A	146	0.34	5.7	A	158	0.34	5.7	A	158	0.37	6.0	A	179	0.37	6.0	A	179
NB SB L	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6	0.04	42.4	D	6
SB TT/R	0.42	9.3	A	203	0.44	9.7	A	222	0.44	9.7	A	222	0.49	10.3	B	258	0.49	10.3	B	258
PM Peak OVERALL	0.43	13.9	B	---	0.45	14.2	B	---	0.48	15.4	B	---	0.50	14.5	B	---	0.53	16.0	B	---
EB L/T	0.43	49.7	D	75	0.44	49.5	D	77	0.47	49.3	D	85	0.44	49.1	D	84	0.48	49.1	D	94
EB R	0.10	45.6	D	51	0.11	45.5	D	52	0.12	44.9	D	53	0.11	45.1	D	63	0.13	44.6	D	65
WB All	0.18	46.4	D	35	0.19	46.3	D	36	0.20	45.6	D	38	0.15	45.5	D	45	0.15	44.9	D	46
NB L	0.46	51.1	D	90	0.48	51.2	D	94	0.54	52.1	D	111	0.51	51.3	D	101	0.49	48.4	D	118
NB TT/R	0.36	6.1	A	205	0.38	6.3	A	220	0.39	6.6	A	232	0.43	6.8	A	264	0.43	7.1	A	272
NB SB L	0.24	60.3	E	18	0.24	60.3	E	18	0.24	60.3	E	18	0.28	61.8	E	20	0.28	61.8	E	20
SB TT/R	0.42	9.7	A	253	0.45	10.1	B	275	0.47	11.1	B	307	0.50	11.1	B	334	0.54	13.3	B	366
SAT Peak OVERALL	0.52	14.7	B	---	0.54	15.5	B	---	0.56	16.5	B	---	0.60	16.1	B	---	0.62	17.2	B	---
EB L/T	0.41	39.2	D	60	0.41	39.1	D	61	0.44	38.8	D	66	0.40	39.1	D	69	0.43	38.8	D	75
EB R	0.09	35.8	D	34	0.10	35.8	D	34	0.12	35.1	D	35	0.10	35.8	D	53	0.11	35.2	D	54
WB All	0.20	36.7	D	42	0.20	36.6	D	42	0.20	35.8	D	43	0.21	36.8	D	50	0.20	36.0	D	51
NB L	0.55	41.4	D	107	0.49	38.2	D	112	0.52	38.1	D	121	0.52	38.1	D	121	0.55	38.3	D	130
NB TT/R	0.41	7.4	A	217	0.43	7.6	A	234	0.44	8.1	A	248	0.48	8.0	A	271	0.49	8.5	A	285
NB SB L	0.17	47.5	D	14	0.17	47.5	D	14	0.17	47.5	D	14	0.21	48.5	D	15	0.21	48.5	D	15
SB TT/R	0.54	13.1	B	311	0.59	15.0	B	338	0.62	16.3	B	368	0.66	16.6	B	403	0.69	18.1	B	445

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

CONCLUSION

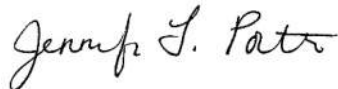
In the foregoing analyses, we totaled peak hour trips from all component uses at the facility, i.e. recreation, general office, and eating/drinking place, and determined that they will generate an average of 2 trips during the AM peak hour, 104 trips during the PM peak hour, and 113 trips during the Saturday peak hour.

We then compared this traffic activity to a No-Build case that assumes the building is vacant. The Synchro analyses show that for all movements, delays and Level of Service are essentially unchanged, and the maximum 95th queue length increases by approximately one car, with most cases showing no appreciable change.

Even under this conservative approach, we find that all traffic associated with the Social Club facility will have no significant adverse impacts within the study area.

We therefore conclude that the social club operations can be safely accommodated on the adjacent roadways without the need for mitigation improvements.

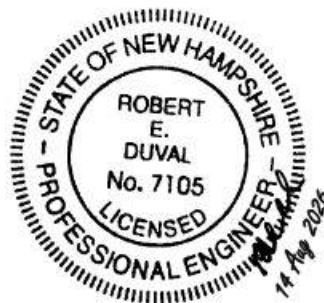
Respectfully Submitted,
TFMORAN, INC.



Jennifer F. Porter, PE, PTOE
Senior Project Engineer



Robert E. Duval, PE
Projects Director



APPENDICES

APPENDIX A	<u>Trip Generation</u> • Calculations
APPENDIX B	<u>Distribution</u> • Calculations
APPENDIX C	<u>Volume Adjustments</u> • Covid Factor • Seasonal Adjustment • Heavy Vehicle Adjustment
APPENDIX D	<u>Other Developments</u>
APPENDIX E	<u>AM Volumes</u> • Calculations • ProRata Diagrams
APPENDIX F	<u>PM Volumes</u> • Calculations • ProRata Diagrams
APPENDIX G	<u>SAT Volumes</u> • Calculations • ProRata Diagrams
APPENDIX H	<u>AM Synchro</u> • 2022 Base • 2026/2036 NoBuild • 2026/2036 Build
APPENDIX I	<u>PM Synchro</u> • 2022 Base • 2026/2036 NoBuild • 2026/2036 Build
APPENDIX J	<u>SAT Synchro</u> • 2022 Base • 2026/2036 NoBuild • 2026/2036 Build
APPENDIX K	<u>Signal Timing</u>
APPENDIX L	<u>Turning Movement Counts</u>
APPENDIX M	<u>Site Plan</u>

APPENDIX A

Trip Generation

Calculations

Based on ITE Trip Generation 11th Edition

2022 Approved Trip Generation

ITE LUC 493 - Athletic Club: 18,105 sf (footprint) [1st floor 18,105 sf, 2nd floor 12,000 sf]

Time Period	Rate/Equin		Rate/ Eq	Trip Ends	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	30.1	1.31	Rate	39	61%	39%	24	15
Weekday PM Peak Hour Adjacent Street	30.1	3.45	Rate	104	62%	38%	64	40
Weekend SAT Peak Hour of Generator	30.1	3.19	Rate	96	49%	51%	47	49

Proposed Trip Composition

100% Primary Trips

Description of LUC 493:

An athletic club is a privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has courts for racquet sports (e.g., tennis, racquetball, pickleball, squash, handball); a basketball court; a sauna or spa; and fitness, exercise, and weightlifting rooms. They often provide a swimming pool or whirlpool. Athletic clubs typically offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee. The primary difference between Health/Fitness Club (Land Use 492) and Athletic Club (Land Use 493) is that a Health/Fitness Club primarily focuses on individual fitness or training whereas an Athletic Club also includes competitive team sport activities and social facilities.

Based on ITE Trip Generation 12th Edition

2026 Updated Trip Generation

17,500 sf footprint. Use areas are based on 2026 Site Plan parking notes, sheet 2 of 4.

ITE LUC 493 - Athletic Club: 7,402 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends*	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	7.4	1.96	Rate	0	58%	42%	0	0
Weekday PM Peak Hour Adjacent Street	7.4	3.38	Rate	25	63%	37%	16	9
Weekend SAT Peak Hour of Generator	7.4	2.63	Rate	19	45%	55%	9	10

*Club does not open until 4pm weekdays.

ITE LUC 710 - General Office: 1,700 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	1.7	1.24	Rate	2	88%	12%	2	0
Weekday PM Peak Hour Adjacent Street	1.7	1.18	Rate	2	16%	84%	0	2
Weekend SAT Peak Hour of Generator	1.7	0.88	Rate	1	54%	46%	1	0

ITE LUC 932 - High-Turnover (Sit-Down) Restaurant: 8,398 sf

Time Period	Variable: sf		Rate/ Eq	Trip Ends*	Directional Split		Directional Distribution	
	X	Rate	Used		In	Out	In	Out
Weekday AM Peak Hour Adjacent Street	8.39	8.97	Rate	0	55%	45%	0	0
Weekday PM Peak Hour Adjacent Street	8.39	9.18	Rate	77	61%	39%	47	30
Weekend SAT Peak Hour of Generator	8.39	11.1	Rate	93	51%	49%	47	46

*Club does not open until 4pm weekdays.

2026 Total Trip Generation

Time Period			Trip Ends	Directional Distribution	
				In	Out
Weekday AM Peak Hour Adjacent Street			2	2	0
Weekday PM Peak Hour Adjacent Street			104	63	41
Weekend SAT Peak Hour of Generator			113	57	56

*Club does not open until 4pm weekdays.

Proposed Trip Composition

100% Primary Trips

APPENDIX B

Distribution

Calculations

AM Site Trip Distribution
Based on ProRata at counted intersections

PM Site Trip Distribution
Based on ProRata at counted intersections

SAT Site Trip Distribution
Based on ProRata at counted intersections

Primary: AM Distribution

		In	Out		
AM Totals		2	0		
West Road at Driveway/Wilson Road					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL		57%	0	0	
EBT		38%	0	0	
EBR		5%	0	0	
WBL			0	0	
WBT	38%		1	0	
WBR			0	0	
NBL	5%		0	0	
NBT			0	0	
NBR			0	0	
SBL			0	0	
SBT			0	0	
SBR	57%		1	0	
Lafayette Road at Wilson Road					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL		10%	0	0	
EBT		0%	0	0	
EBR		28%	0	0	
WBL			0	0	
WBT	1%		0	0	
WBR			0	0	
NBL	16%		0	0	
NBT			0	0	
NBR			0	0	
SBL			0	0	
SBT			0	0	
SBR	22%		1	0	

Primary: PM Distribution

		In	Out	
PM Totals		63	41	
West Road at Driveway/Wilson Road				
PERCENTAGES			TRIPS	
Movement	In	Out	In	Out
EBL		27%	0	11
EBT		68%	0	28
EBR		5%	0	2
WBL			0	0
WBT	68%		43	0
WBR			0	0
NBL	5%		3	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	27%		17	0
Lafayette Road at Wilson Road				
PERCENTAGES			TRIPS	
Movement	In	Out	In	Out
EBL		14%	0	6
EBT		4%	0	2
EBR		50%	0	20
WBL			0	0
WBT	3%		2	0
WBR			0	0
NBL	27%		17	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	39%		24	0

Primary: SAT Distribution

		In	Out		
SAT Totals		57	56		
West Road at Driveway/Wilson Road					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL		44%	0	24	
EBT		51%	0	29	
EBR		5%	0	3	
WBL			0	0	
WBT	51%		29	0	
WBR			0	0	
NBL	5%		3	0	
NBT			0	0	
NBR			0	0	
SBL			0	0	
SBT			0	0	
SBR	44%		25	0	
Lafayette Road at Wilson Road					
		PERCENTAGES		TRIPS	
Movement	In	Out	In	Out	
EBL		14%	0	8	
EBT		0%	0	0	
EBR		37%	0	21	
WBL			0	0	
WBT	3%		2	0	
WBR			0	0	
NBL	22%		12	0	
NBT			0	0	
NBR			0	0	
SBL			0	0	
SBT			0	0	
SBR	26%		15	0	

TOTAL Site Trip Distribution

AM Total Site Trips

AM TOTAL: 2	
West Road at Driveway/Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	0
EBT	0
EBR	0
WBL	0
WBT	1
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1
Lafayette Road at Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1

PM Total Site Trips

PM TOTAL: 104	
West Road at Driveway/Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	11
EBT	28
EBR	2
WBL	0
WBT	43
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	17
Lafayette Road at Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	6
EBT	2
EBR	20
WBL	0
WBT	2
WBR	0
NBL	17
NBT	0
NBR	0
SBL	0
SBT	0
SBR	24

SAT Total Site Trips

SAT TOTAL: 113	
West Road at Driveway/Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	24
EBT	29
EBR	3
WBL	0
WBT	29
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	25
Lafayette Road at Wilson Road	
<u>Movement</u>	<u>TRIPS</u>
EBL	8
EBT	0
EBR	21
WBL	0
WBT	2
WBR	0
NBL	12
NBT	0
NBR	0
SBL	0
SBT	0
SBR	15

APPENDIX C

Volume Adjustments

Covid Factor

Seasonal Adjustment

Heavy Vehicle Adjustment

Year 2019 Monthly Data

Group 4 Averages: Urban Highways

<u>Month</u>	<u>ADT</u>	<u>Adjustment to Average</u>	<u>Adjustment to Peak</u>
January	11,431	1.12	1.23
February	11,848	1.08	1.18
March	12,141	1.06	1.15
April	12,860	1.00	1.09
May	13,551	0.95	1.03
June	13,785	0.93	1.02
July	13,942	0.92	1.01
August	14,016	0.92	1.00
September	13,379	0.96	1.05
October	13,339	0.96	1.05
November	12,265	1.05	1.14
December	11,496	1.12	1.22
Average ADT:	12,838		
Peak ADT:	14,016		

Covid Factor Calculation - NHDOT Methodology

NHDOT currently has a preference on the methodology to be used in determining any required adjustments to traffic counts collected during the pandemic (to compare the month of counts in 2019 and in the pandemic year of the counts). This process is conducted by using the NHDOT MS2 Transportation Data Management System as follows:

- 1 Select the appropriate permanent count station.
- 2 Scroll to the "Volume Count" section and select on one of the eyeball icons.
- 3 A new screen will open and select the "Compare Count" tab at the bottom.
- 4 A new window will open and scroll to the "Date Range Selection" section and type in or select the Count Date Range. The first day of the month, to the last day of the month should be selected.
- 5 Since NHDOT prefers that separate pandemic adjustment factors be used for the different time periods, select Monday through Friday for the weekday daily, weekday AM peak hour, and weekday PM peak hour comparisons. A separate analysis would be performed in determining the Saturday daily and Saturday midday peak hour factors.
- 5 Click the "Add Count" button and the time period and days of the week selected will appear on the graph to the right.
- 7 For the pre-pandemic volume comparison, go to the "Count Date Range" and select the same month and days but use 2019 as the pre-pandemic base. For this project, the 2019 month (first day to last day) would be used.
- 8 Click the "Add Count" button and the 2019 data selected will appear on the graph to the right.
- 9 Go to the top of the screen and select the "Grid" tab.
- 10 Hourly and daily ("Total") data will then be shown for the time periods selected for comparison. To determine the weekday AM peak hour comparison, review the highest peak hour traffic volumes from the counts between 7-9 AM (weekday PM = 4-6 PM, Saturday midday = 11 AM-1 PM).

Rockingham County - Group 4 Highway Station					
		NH 1A (Ocean Boulevard) at			
02197002	Seabrook	Seabrook TL	<u>JUNE</u>		
			2022	2019	change
	AM		448	466	-3.9%
	PM		782	854	-8.4%
	SAT		857	991	-13.5%
	Weekday		10136	11498	-11.8%
	Weekend (SAT)		13762	16324	-15.7%

Rockingham County - Group 4 Highway Station					
Hampton		US 1 (Lafayette Road) south of			
82197076	Falls	Road Split to NH 101	JANUARY		
			2022	2019	change
		AM	1450	1397	3.8%
		PM	1763	1755	0.5%
		SAT	1714	1782	-3.8%
		Weekday	22630	23285	-2.8%
		Weekend (SAT)	22384	24117	-7.2%

Strafford County - Group 4 Highway Station					
02125001 Dover		Dover Point Road south of			
		Middlebrook Road	JANUARY		
			2022	2019	change
		AM	698	835	-16.4%
		PM	1019	1039	-1.9%
		SAT	854	877	-2.6%
		Weekday	11641	12691	-8.3%
		Weekend (SAT)	10416	11186	-6.9%

Average		
Covid Adjust	-5.5%	AM
	-3.3%	PM
	-6.6%	SAT
	-7.6%	Weekday
	-9.9%	Weekend (SAT)

Station 02197002: Seabrook

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	57	3.6
1:00-2:00	-	-	-	-	43	-8.9
2:00-3:00	-	-	-	-	18	-40.0
3:00-4:00	-	-	-	-	27	11.8
4:00-5:00	-	-	-	-	53	-15.7
5:00-6:00	-	-	-	-	155	-3.2
6:00-7:00	-	-	-	-	275	-8.0
7:00-8:00	-	-	-	-	439	-9.8
8:00-9:00	-	-	-	-	448	-7.5
9:00-10:00	-	-	-	-	497	-15.6
10:00-11:00	-	-	-	-	563	-24.3
11:00-12:00	-	-	-	-	630	-20.8
12:00-13:00	-	-	-	-	681	-17.5
13:00-14:00	-	-	-	-	696	-21.2
14:00-15:00	-	-	-	-	741	-25.4
15:00-16:00	-	-	-	-	771	-23.2
16:00-17:00	-	-	-	-	747	-15.3
17:00-18:00	-	-	-	-	782	-22.7
18:00-19:00	-	-	-	-	684	-25.7
19:00-20:00	-	-	-	-	602	-31.1
20:00-21:00	-	-	-	-	504	-27.5
21:00-22:00	-	-	-	-	337	-14.6
22:00-23:00	-	-	-	-	234	-5.0
23:00-24:00	-	-	-	-	152	-35.7
Total	Counts = 11				10136	-20.1

Count Criteria

Local Id	02197002
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 2

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	77	33.3
1:00-2:00	-	-	-	-	48	2.1
2:00-3:00	-	-	-	-	22	-20.4
3:00-4:00	-	-	-	-	29	18.9
4:00-5:00	-	-	-	-	67	7.8
5:00-6:00	-	-	-	-	166	3.7
6:00-7:00	-	-	-	-	278	-6.9
7:00-8:00	-	-	-	-	449	-7.5
8:00-9:00	-	-	-	-	466	-3.6
9:00-10:00	-	-	-	-	548	-5.8
10:00-11:00	-	-	-	-	653	-9.6
11:00-12:00	-	-	-	-	719	-7.6
12:00-13:00	-	-	-	-	785	-3.4
13:00-14:00	-	-	-	-	796	-7.8
14:00-15:00	-	-	-	-	832	-14.0
15:00-16:00	-	-	-	-	838	-14.9
16:00-17:00	-	-	-	-	838	-3.9
17:00-18:00	-	-	-	-	854	-13.8
18:00-19:00	-	-	-	-	758	-15.6
19:00-20:00	-	-	-	-	702	-16.0
20:00-21:00	-	-	-	-	601	-10.1
21:00-22:00	-	-	-	-	455	15.4
22:00-23:00	-	-	-	-	330	29.2
23:00-24:00	-	-	-	-	187	-15.3
Total	Counts = 20				11498	-7.6

Count Criteria

Local Id	02197002
Start Date	06/01/2019
End Date	06/30/2019
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	195	112.0
1:00-2:00	-	-	-	-	136	97.3
2:00-3:00	-	-	-	-	48	56.0
3:00-4:00	-	-	-	-	26	8.0
4:00-5:00	-	-	-	-	48	-25.5
5:00-6:00	-	-	-	-	152	-5.1
6:00-7:00	-	-	-	-	237	-22.8
7:00-8:00	-	-	-	-	381	-23.8
8:00-9:00	-	-	-	-	461	-4.7
9:00-10:00	-	-	-	-	569	-2.1
10:00-11:00	-	-	-	-	724	0.7
11:00-12:00	-	-	-	-	785	1.2
12:00-13:00	-	-	-	-	857	5.4
13:00-14:00	-	-	-	-	874	1.5
14:00-15:00	-	-	-	-	992	2.6
15:00-16:00	-	-	-	-	1057	8.3
16:00-17:00	-	-	-	-	1030	16.7
17:00-18:00	-	-	-	-	994	1.2
18:00-19:00	-	-	-	-	978	9.9
19:00-20:00	-	-	-	-	878	6.3
20:00-21:00	-	-	-	-	781	16.0
21:00-22:00	-	-	-	-	662	51.7
22:00-23:00	-	-	-	-	524	72.2
23:00-24:00	-	-	-	-	373	52.5
Total	Counts = 2				13762	10.4

Count Criteria

Local Id	02197002
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Count 2

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	280	134.3
1:00-2:00	-	-	-	-	220	129.6
2:00-3:00	-	-	-	-	55	68.3
3:00-4:00	-	-	-	-	32	28.6
4:00-5:00	-	-	-	-	61	-1.6
5:00-6:00	-	-	-	-	145	-9.8
6:00-7:00	-	-	-	-	284	-4.8
7:00-8:00	-	-	-	-	450	-7.3
8:00-9:00	-	-	-	-	615	24.0
9:00-10:00	-	-	-	-	779	29.1
10:00-11:00	-	-	-	-	894	21.7
11:00-12:00	-	-	-	-	968	22.0
12:00-13:00	-	-	-	-	991	19.9
13:00-14:00	-	-	-	-	1011	16.0
14:00-15:00	-	-	-	-	1094	13.4
15:00-16:00	-	-	-	-	1124	14.4
16:00-17:00	-	-	-	-	1112	24.3
17:00-18:00	-	-	-	-	1153	16.0
18:00-19:00	-	-	-	-	1103	21.8
19:00-20:00	-	-	-	-	1022	21.5
20:00-21:00	-	-	-	-	915	31.6
21:00-22:00	-	-	-	-	787	67.5
22:00-23:00	-	-	-	-	717	97.8
23:00-24:00	-	-	-	-	512	80.5
Total	Counts = 5				16324	27.3

Count Criteria

Local Id	02197002
Start Date	06/01/2019
End Date	06/30/2019
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Station 82197076: Hampton Falls

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	78	-8.6
1:00-2:00	-	-	-	-	50	-2.0
2:00-3:00	-	-	-	-	41	5.0
3:00-4:00	-	-	-	-	62	-16.3
4:00-5:00	-	-	-	-	167	-6.9
5:00-6:00	-	-	-	-	531	-10.5
6:00-7:00	-	-	-	-	867	0.8
7:00-8:00	-	-	-	-	1450	-2.7
8:00-9:00	-	-	-	-	1314	-1.0
9:00-10:00	-	-	-	-	1244	-5.7
10:00-11:00	-	-	-	-	1343	-6.1
11:00-12:00	-	-	-	-	1463	-4.5
12:00-13:00	-	-	-	-	1505	-2.4
13:00-14:00	-	-	-	-	1506	-0.2
14:00-15:00	-	-	-	-	1663	5.7
15:00-16:00	-	-	-	-	1702	0.4
16:00-17:00	-	-	-	-	1763	-1.4
17:00-18:00	-	-	-	-	1694	-2.2
18:00-19:00	-	-	-	-	1333	-2.3
19:00-20:00	-	-	-	-	1003	-6.0
20:00-21:00	-	-	-	-	776	0.4
21:00-22:00	-	-	-	-	512	-0.8
22:00-23:00	-	-	-	-	328	-11.5
23:00-24:00	-	-	-	-	175	4.7
Total	Counts = 11				22630	-2.1

Count Criteria

Local Id	82197076
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	156	58.9
1:00-2:00	-	-	-	-	97	62.2
2:00-3:00	-	-	-	-	45	14.3
3:00-4:00	-	-	-	-	44	-49.6
4:00-5:00	-	-	-	-	102	-54.8
5:00-6:00	-	-	-	-	232	-87.1
6:00-7:00	-	-	-	-	434	-65.8
7:00-8:00	-	-	-	-	774	-63.3
8:00-9:00	-	-	-	-	1116	-21.7
9:00-10:00	-	-	-	-	1377	4.5
10:00-11:00	-	-	-	-	1619	12.6
11:00-12:00	-	-	-	-	1714	11.3
12:00-13:00	-	-	-	-	1695	9.5
13:00-14:00	-	-	-	-	1715	12.0
14:00-15:00	-	-	-	-	1676	6.5
15:00-16:00	-	-	-	-	1652	-2.6
16:00-17:00	-	-	-	-	1609	-10.5
17:00-18:00	-	-	-	-	1513	-13.5
18:00-19:00	-	-	-	-	1321	-3.2
19:00-20:00	-	-	-	-	1105	3.7
20:00-21:00	-	-	-	-	921	17.5
21:00-22:00	-	-	-	-	731	34.5
22:00-23:00	-	-	-	-	482	26.8
23:00-24:00	-	-	-	-	254	41.3
Total	Counts = 2				22384	-3.2

Count Criteria

Local Id	82197076
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	-	-
1:00-2:00	-	-	-	-	-	-
2:00-3:00	-	-	-	-	-	-
3:00-4:00	-	-	-	-	-	-
4:00-5:00	-	-	-	-	-	-
5:00-6:00	-	-	-	-	-	-
6:00-7:00	-	-	-	-	-	-
7:00-8:00	-	-	-	-	-	-
8:00-9:00	-	-	-	-	-	-
9:00-10:00	-	-	-	-	-	-
10:00-11:00	-	-	-	-	-	-
11:00-12:00	-	-	-	-	-	-
12:00-13:00	-	-	-	-	-	-
13:00-14:00	-	-	-	-	-	-
14:00-15:00	-	-	-	-	-	-
15:00-16:00	-	-	-	-	-	-
16:00-17:00	-	-	-	-	-	-
17:00-18:00	-	-	-	-	-	-
18:00-19:00	-	-	-	-	-	-
19:00-20:00	-	-	-	-	-	-
20:00-21:00	-	-	-	-	-	-
21:00-22:00	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-
Total						

Count Criteria

Local Id	82197076
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Station 02125001: Dover

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	62	-7.8
1:00-2:00	-	-	-	-	34	12.5
2:00-3:00	-	-	-	-	24	-22.2
3:00-4:00	-	-	-	-	34	9.2
4:00-5:00	-	-	-	-	92	2.2
5:00-6:00	-	-	-	-	230	-11.5
6:00-7:00	-	-	-	-	441	0.2
7:00-8:00	-	-	-	-	698	4.2
8:00-9:00	-	-	-	-	688	-2.6
9:00-10:00	-	-	-	-	589	-4.0
10:00-11:00	-	-	-	-	612	-3.4
11:00-12:00	-	-	-	-	671	-0.1
12:00-13:00	-	-	-	-	756	0.3
13:00-14:00	-	-	-	-	750	-3.3
14:00-15:00	-	-	-	-	860	5.5
15:00-16:00	-	-	-	-	986	-1.6
16:00-17:00	-	-	-	-	1019	2.4
17:00-18:00	-	-	-	-	1009	-2.0
18:00-19:00	-	-	-	-	667	-3.1
19:00-20:00	-	-	-	-	491	-5.7
20:00-21:00	-	-	-	-	375	-4.2
21:00-22:00	-	-	-	-	254	-7.6
22:00-23:00	-	-	-	-	179	10.0
23:00-24:00	-	-	-	-	120	0.0
Total	Counts = 11				11641	-1.0

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval		% Diff
	1st	2nd	
0:00-1:00	-	-	-
1:00-2:00	-	-	-
2:00-3:00	-	-	-
3:00-4:00	-	-	-
4:00-5:00	-	-	-
5:00-6:00	-	-	-
6:00-7:00	-	-	-
7:00-8:00	-	-	-
8:00-9:00	-	-	-
9:00-10:00	-	-	-
10:00-11:00	-	-	-
11:00-12:00	-	-	-
12:00-13:00	-	-	-
13:00-14:00	-	-	-
14:00-15:00	-	-	-
15:00-16:00	-	-	-
16:00-17:00	-	-	-
17:00-18:00	-	-	-
18:00-19:00	-	-	-
19:00-20:00	-	-	-
20:00-21:00	-	-	-
21:00-22:00	-	-	-
22:00-23:00	-	-	-
23:00-24:00	-	-	-
Total	Counts = 11		-1.0

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Tuesday Wednesday Thursday Friday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval				Hourly Count	% Diff
	1st	2nd	3rd	4th		
0:00-1:00	-	-	-	-	89	28.2
1:00-2:00	-	-	-	-	51	51.9
2:00-3:00	-	-	-	-	27	-10.5
3:00-4:00	-	-	-	-	24	-25.5
4:00-5:00	-	-	-	-	41	-74.8
5:00-6:00	-	-	-	-	99	-89.1
6:00-7:00	-	-	-	-	189	-79.8
7:00-8:00	-	-	-	-	302	-75.6
8:00-9:00	-	-	-	-	443	-45.8
9:00-10:00	-	-	-	-	623	1.6
10:00-11:00	-	-	-	-	732	14.5
11:00-12:00	-	-	-	-	780	14.9
12:00-13:00	-	-	-	-	854	12.4
13:00-14:00	-	-	-	-	787	1.6
14:00-15:00	-	-	-	-	867	6.3
15:00-16:00	-	-	-	-	823	-19.6
16:00-17:00	-	-	-	-	755	-27.4
17:00-18:00	-	-	-	-	763	-29.7
18:00-19:00	-	-	-	-	592	-15.0
19:00-20:00	-	-	-	-	512	-1.6
20:00-21:00	-	-	-	-	402	2.8
21:00-22:00	-	-	-	-	325	17.0
22:00-23:00	-	-	-	-	197	19.5
23:00-24:00	-	-	-	-	139	14.7
Total	Counts = 2				10416	-12.1

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval		% Diff
	1st	2nd	
0:00-1:00	-	-	-
1:00-2:00	-	-	-
2:00-3:00	-	-	-
3:00-4:00	-	-	-
4:00-5:00	-	-	-
5:00-6:00	-	-	-
6:00-7:00	-	-	-
7:00-8:00	-	-	-
8:00-9:00	-	-	-
9:00-10:00	-	-	-
10:00-11:00	-	-	-
11:00-12:00	-	-	-
12:00-13:00	-	-	-
13:00-14:00	-	-	-
14:00-15:00	-	-	-
15:00-16:00	-	-	-
16:00-17:00	-	-	-
17:00-18:00	-	-	-
18:00-19:00	-	-	-
19:00-20:00	-	-	-
20:00-21:00	-	-	-
21:00-22:00	-	-	-
22:00-23:00	-	-	-
23:00-24:00	-	-	-
Total	Counts = 11		-1.0

Count Criteria

Local Id	02125001
Start Date	06/01/2022
End Date	06/30/2022
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

AM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	AM HEAVY	AM %Heavy	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
West Road at Driveway/Wilson Road					
7:45 AM					
<u>Movement</u>					
EBL	0	0	0%		
EBT	0	0	0%	0%	2%
EBR	0	0	0%		
WBL	22	2	9%	8%	8%
WBT	0	0	0%	6%	6%
WBR	31	2	6%		
NBL	0	0	0%	0%	2%
NBT	100	11	11%	8%	8%
NBR	14	3	21%	8%	8%
SBL	19	1	5%		
SBT	204	12	6%	6%	6%
SBR	2	0	0%		
Lafayette Road at Wilson Road					
8:00 AM					
<u>Movement</u>					
EBL	20	3	15%	8%	8%
EBT	0	0	0%	6%	6%
EBR	52	3	6%		
WBL	12	0	0%		
WBT	3	0	0%	0%	2%
WBR	13	0	0%		
NBL	52	6	12%	8%	8%
NBT	647	38	6%	6%	6%
NBR	1	0	0%		
SBL	1	0	0%		
SBT	640	39	6%	6%	6%
SBR	73	3	4%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

PM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	SAT HEAVY	SAT %Heavy	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
West Road at Driveway/Wilson Road 4:30 PM					
<u>Movement</u>					
EBL	0	0	0%		
EBT	1	0	0%	0%	2%
EBR	0	0	0%		
WBL	9	1	11%	8%	8%
WBT	0	0	0%		
WBR	50	1	2%	2%	2%
NBL	0	0	0%		
NBT	205	1	0%	1%	1%
NBR	33	2	6%		
SBL	48	2	4%		
SBT	64	5	8%	6%	6%
SBR	0	0	0%		
Lafayette Road at Wilson Road 4:45 PM					
<u>Movement</u>					
EBL	37	1	3%		
EBT	11	0	0%	1%	1%
EBR	132	1	1%		
WBL	11	0	0%		
WBT	6	0	0%	0%	2%
WBR	10	0	0%		
NBL	64	1	2%		
NBT	859	4	0%	1%	1%
NBR	4	0	0%		
SBL	6	0	0%		
SBT	781	7	1%	1%	1%
SBR	92	1	1%		

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

SAT Peak Hour	Existing 2022 (Raw data) [06/25/2022]	PM HEAVY	PM %Heavy y	CALCULATED WEIGHTED AVERAGE	If 0% calculated , use 2%
West Road at Driveway/Wilson Road					
11:15 AM					
<u>Movement</u>					
EBL	0	0	0%		
EBT	1	0	0%	0%	2%
EBR	0	0	0%		
WBL	3	0	0%		
WBT	1	0	0%	2%	2%
WBR	57	1	2%		
NBL	0	0	0%	0%	2%
NBT	25	4	16%	8%	8%
NBR	2	0	0%	0%	2%
SBL	34	0	0%	0%	2%
SBT	36	4	11%	8%	8%
SBR	0	0	0%	0%	2%
Lafayette Road at Wilson Road					
11:00 AM					
<u>Movement</u>					
EBL	42	0	0%		
EBT	2	0	0%	1%	1%
EBR	108	1	1%		
WBL	13	0	0%		
WBT	12	0	0%	0%	2%
WBR	10	0	0%		
NBL	96	0	0%		
NBT	825	7	1%	1%	1%
NBR	4	0	0%		
SBL	5	0	0%		
SBT	814	7	1%	1%	1%
SBR	112	1	1%		

APPENDIX D

Other Developments

AM Site Trip Distribution
Trips Based on Pernaw Report, Distribution ProRata per Counts

PM Site Trip Distribution
Trips Based on Pernaw Report, Distribution ProRata per Counts

SAT Site Trip Distribution
Trips Based on Pernaw Report, Distribution ProRata per Counts

Primary: AM Distribution

		In	Out	
AM Totals		27	27	
West Road at Driveway/Wilson Road				
		PERCENTAGES		TRIPS
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	3%		1	0
WBT			0	0
WBR	4%		1	0
NBL			0	0
NBT			0	0
NBR		3%	0	1
SBL		4%	0	1
SBT			0	0
SBR			0	0
Lafayette Road at Wilson Road				
		PERCENTAGES		TRIPS
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		7%	0	2
WBL		2%	0	1
WBT			0	0
WBR			0	0
NBL	7%		2	0
NBT	93%		25	0
NBR	0%		0	0
SBL			0	0
SBT		91%	0	25
SBR			0	0

Primary: PM Distribution

		In	Out	
PM Totals		24	23	
West Road at Driveway/Wilson Road				
		PERCENTAGES		TRIPS
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	2%		0	0
WBT			0	0
WBR	9%		2	0
NBL			0	0
NBT			0	0
NBR		6%	0	1
SBL		8%	0	2
SBT			0	0
SBR			0	0
Lafayette Road at Wilson Road				
		PERCENTAGES		TRIPS
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		14%	0	3
WBL		1%	0	0
WBT			0	0
WBR			0	0
NBL	10%		2	0
NBT	89%		21	0
NBR	0%		0	0
SBL			0	0
SBT		85%	0	20
SBR			0	0

Primary: SAT Distribution

		In	Out			
SAT Totals		28	24			
West Road at Driveway/Wilson Road						
		PERCENTAGES		TRIPS		
Movement	In	Out	In	Out		
EBL			0	0		
EBT			0	0		
EBR			0	0		
WBL	1%		0	0		
WBT			0	0		
WBR	10%		3	0		
NBL			0	0		
NBT			0	0		
NBR		1%	0	0		
SBL		11%	0	3		
SBT			0	0		
SBR			0	0		
Lafayette Road at Wilson Road						
			PERCENTAGES		TRIPS	
Movement	In	Out	In	Out		
EBL			0	0		
EBT			0	0		
EBR		12%	0	3		
WBL		1%	0	0		
WBT			0	0		
WBR			0	0		
NBL	10%		3	0		
NBT	90%		25	0		
NBR	0%		0	0		
SBL			0	0		
SBT		87%	0	21		
SBR			0	0		

TOTAL Site Trip Distribution

AM Total Site Trips		PM Total Site Trips		SAT Total Site Trips	
AM TOTAL: 54		PM TOTAL: 47		SAT TOTAL: 52	
West Road at Driveway/Wilson Road		West Road at Driveway/Wilson Road		West Road at Driveway/Wilson Road	
<u>Movement</u>	<u>TRIPS</u>	<u>Movement</u>	<u>TRIPS</u>	<u>Movement</u>	<u>TRIPS</u>
EBL	0	EBL	0	EBL	0
EBT	0	EBT	0	EBT	0
EBR	0	EBR	0	EBR	0
WBL	1	WBL	0	WBL	0
WBT	0	WBT	0	WBT	0
WBR	1	WBR	2	WBR	3
NBL	0	NBL	0	NBL	0
NBT	0	NBT	0	NBT	0
NBR	1	NBR	1	NBR	0
SBL	1	SBL	2	SBL	3
SBT	0	SBT	0	SBT	0
SBR	0	SBR	0	SBR	0
Lafayette Road at Wilson Road		Lafayette Road at Wilson Road		Lafayette Road at Wilson Road	
<u>Movement</u>	<u>TRIPS</u>	<u>Movement</u>	<u>TRIPS</u>	<u>Movement</u>	<u>TRIPS</u>
EBL	0	EBL	0	EBL	0
EBT	0	EBT	0	EBT	0
EBR	2	EBR	3	EBR	3
WBL	1	WBL	0	WBL	0
WBT	0	WBT	0	WBT	0
WBR	0	WBR	0	WBR	0
NBL	2	NBL	2	NBL	3
NBT	25	NBT	21	NBT	25
NBR	0	NBR	0	NBR	0
SBL	0	SBL	0	SBL	0
SBT	25	SBT	20	SBT	21
SBR	0	SBR	0	SBR	0

OTHER DEVELOPMENTS

Site Trips
AM Peak Hour

XX Other Development - Gas Station Trips

001			West Road			Wilson Road			Lafayette Road			Wilson Road		
0	0	1				↗	1					↗	0	
↙	↓	↘				↑	0		0	25	0	↑	0	
						↙	1		↙	↓	↘	↙	1	
Driveway			West Road			Wilson Road			Lafayette Road			Wilson Road		
	0	↗				↗			0	↗		↗		
	0	→				0	0	1	0	→		2	25	0
	0	↘							2	↘				

OTHER DEVELOPMENTS

Site Trips
PM Peak Hour

XX Other Development - Gas Station Trips

002			West Road			0200			Lafayette Road			000		
↙	↓	↘		↖	↑	↙	↓	↘		↖	↑	↙	↓	↘
			Wilson Road						Wilson Road					
Driveway			West Road			Wilson Road			Lafayette Road					
	0	↗		↖	↑	↗		0	↗		↖	↑	↗	
	0	→		0	0	1		0	→		2	21	0	
	0	↘						3	↘					

OTHER DEVELOPMENTS

Site Trips
SAT Peak Hour

XX Other Development - Gas Station Trips

003			West Road			0210			Lafayette Road		
↙	↓	↘		↗	↑	↙	↓	↘		↗	↑
			Wilson Road						Wilson Road		
Driveway			West Road			Wilson Road			Lafayette Road		
	0	↗		↗	↑		↗	↑		↗	↑
	0	→		0	0		0	→		3	25
	0	↘					3	↘			0

APPENDIX E

AM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes

AM Peak data

Assumed growth rate	0.01
June 2019 Seasonal Adjust	1.02 NHDOT monthly adjustment factors - Group 4
COVID Adjustment	1.055

Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

AM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	AM PHF	% Heavy	Counted Heavy	Calculated Heavy
3. West Road at Driveway/Wilson Road																						
7:45 AM																						
Movement																						
EBL	0	0	1.055	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	-	0	
EBT	0	0	1.055	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-	0	2%
EBR	0	0	1.055	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-	0	
WBL	22	22	1.055	23.21	23.44	23.67	23.91	24.15	24.39	24.63	24.88	25.13	25.38	25.63	25.89	26.15	26.41	26.67		9%	2	8%
WBT	0	0	1.055	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.88	-	0	
WBR	31	32	1.055	33.76	34.10	34.44	34.78	35.13	35.48	35.83	36.19	36.55	36.92	37.29	37.66	38.04	38.42	38.80		6%	2	6%
NBL	0	0	1.055	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-	0	2%
NBT	100	102	1.055	107.61	108.69	109.78	110.88	111.99	113.11	114.24	115.38	116.53	117.70	118.88	120.07	121.27	122.48	123.70	0.89	11%	11	8%
NBR	14	14	1.055	14.77	14.92	15.07	15.22	15.37	15.52	15.68	15.84	16.00	16.16	16.32	16.48	16.64	16.81	16.98		21%	3	8%
SBL	19	19	1.055	20.05	20.25	20.45	20.65	20.86	21.07	21.28	21.49	21.70	21.92	22.14	22.36	22.58	22.81	23.04		5%	1	
SBT	204	208	1.055	219.44	221.63	223.85	226.09	228.35	230.63	232.94	235.27	237.62	240.00	242.40	244.82	247.27	249.74	252.24	0.77	6%	12	6%
SBR	2	2	1.055	2.11	2	2	2	2	2	2	2	2	2	2	2	2	2	2		0%	0	
6. Lafayette Road at Wilson Road																						
8:00 AM																						
Movement																						
EBL	20	20	1.055	21.10	21.31	21.52	21.74	21.96	22.18	22.40	22.62	22.85	23.08	23.31	23.54	23.78	24.02	24.26		15%	3	8%
EBT	0	0	1.055	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	-	0	
EBR	52	53	1.055	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55	61.16	61.77	62.39	63.01	63.64	64.28		6%	3	6%
WBL	12	12	1.055	12.66	12.79	12.92	13.05	13.18	13.31	13.44	13.57	13.71	13.85	13.99	14.13	14.27	14.41	14.55		0%	0	
WBT	3	3	1.055	3.17	3.20	3.23	3.26	3.29	3.32	3.35	3.38	3.41	3.44	3.47	3.50	3.54	3.58	3.62	0.70	0%	0	2%
WBR	13	13	1.055	13.72	13.86	14.00	14.14	14.28	14.42	14.56	14.71	14.86	15.01	15.16	15.31	15.46	15.61	15.77		0%	0	
NBL	52	53	1.055	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55	61.16	61.77	62.39	63.01	63.64	64.28		12%	6	8%
NBT	647	660	1.055	696.30	703.26	710.29	717.39	724.56	731.81	739.13	746.52	753.99	761.53	769.15	776.84	784.61	792.46	800.38	0.94	6%	38	6%
NBR	1	1	1.055	1.06	1.07	1.08	1.09	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20		0%	0	
SBL	1	1	1.055	1.06	1.07	1.08	1.09	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20		0%	0	
SBT	640	653	1.055	688.92	695.81	702.77	709.80	716.90	724.07	731.31	738.62	746.01	753.47	761.00	768.61	776.30	784.06	791.90	0.89	6%	39	6%
SBR	73	74	1.055	78.07	78.85	79.64	80.44	81.24	82.05	82.87	83.70	84.54	85.39	86.24	87.10	87.97	88.85	89.74		4%	3	

AM Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF	AM Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road								3. West Road at Driveway/Wilson Road					
<u>Movement</u>								<u>Movement</u>					
EBL	0	0	0	0	0	0		EBL	0	0	0	0	0
EBT	0	0	0	0	0	0	0.90	EBT	0	0	0	0	0
EBR	0	0	0	0	0	0		EBR	0	0	0	0	0
WBL	23	24	1	25	0	25		WBL	27	1	28	0	28
WBT	0	0	0	0	1	1	0.88	WBT	0	0	0	1	1
WBR	34	35	1	36	0	36		WBR	39	1	40	0	40
NBL	0	0	0	0	0	0		NBL	0	0	0	0	0
NBT	108	111	0	111	0	111	0.89	NBT	124	0	124	0	124
NBR	15	15	1	16	0	16		NBR	17	1	18	0	18
SBL	20	21	1	22	0	22		SBL	23	1	24	0	24
SBT	219	226	0	226	0	226	0.77	SBT	252	0	252	0	252
SBR	2	2	0	2	1	3		SBR	2	0	2	1	3
6. Lafayette Road at Wilson Road								6. Lafayette Road at Wilson Road					
<u>Movement</u>								<u>Movement</u>					
EBL	21	22	0	22	0	22		EBL	24	0	24	0	24
EBT	0	0	0	0	0	0	0.75	EBT	0	0	0	0	0
EBR	56	58	2	60	0	60		EBR	64	2	66	0	66
WBL	13	13	1	14	0	14		WBL	15	1	16	0	16
WBT	3	3	0	3	0	3	0.70	WBT	4	0	4	0	4
WBR	14	14	0	14	0	14		WBR	16	0	16	0	16
NBL	56	58	2	60	0	60		NBL	64	2	66	0	66
NBT	696	717	25	742	0	742	0.94	NBT	800	25	825	0	825
NBR	1	1	0	1	0	1		NBR	1	0	1	0	1
SBL	1	1	0	1	0	1		SBL	1	0	1	0	1
SBT	689	710	25	735	0	735	0.89	SBT	792	25	817	0	817
SBR	78	80	0	80	1	81		SBR	90	0	90	1	91

2022 BASE PRORATA AM Peak Hour				XX VOLUME												
				XX Site Trips ProRata												
				XX Other Development ProRata												
S I T E	West Road			Wilson Road						Lafayette Road						
	57%			38%						91%						
	2	219	20	↖		0	↖		78	689	1	↖		14	↖	
	↙	↓	↘	↙		23	↙		↙	↓	↘	↙		13	↙	
Driveway				Wilson Road						Wilson Road						
0 ↗				↖		↑	↗	27%		21 ↗	↖		↑	↗	↖	
0 →				0		108	15	0%		0 →	0		→	56	696	1
0 ↘				↘		20%		7%		73%	↘		56	↘	↘	
				5% 43%						41%						
										7% 93% 0%						

APPENDIX F

PM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes

PM Peak data

Assumed growth rate	0.01
June 2019 Seasonal Adjust	1.02 NHDOT monthly adjustment factors - Group 4
COVID Adjustment	<u>1.033</u>
Site Trips are not seasonally adjusted or grown. All Trips are Covid Adjusted	

PM Peak Hour	Existing 2022 (Raw data) [06/23/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	PM PHF	% Heavy	Counted Heavy	Calculated Heavy
3. West Road at Driveway/Wilson Road																						
4:30 PM																						
<u>Movement</u>																						
EBL	0	0	<u>1.033</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25	#DIV/0!	0	
EBT	1	1	<u>1.033</u>	1.03	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.25	0%	0	2%
EBR	0	0	<u>1.033</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	
WBL	9	9	<u>1.033</u>	9.30	9.39	9.48	9.57	9.67	9.77	9.87	9.97	10.07	10.17	10.27	10.37	10.47	10.57	10.68	0.82	11%	1	8%
WBT	0	0	<u>1.033</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.82	#DIV/0!	0	
WBR	50	51	<u>1.033</u>	52.68	53.21	53.74	54.28	54.82	55.37	55.92	56.48	57.04	57.61	58.19	58.77	59.36	59.95	60.55		2%	1	2%
NBL	0	0	<u>1.033</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	
NBT	205	209	<u>1.033</u>	215.90	218.06	220.24	222.44	224.66	226.91	229.18	231.47	233.78	236.12	238.48	240.86	243.27	245.70	248.16	0.83	0%	1	1%
NBR	33	34	<u>1.033</u>	35.12	35.47	35.82	36.18	36.54	36.91	37.28	37.65	38.03	38.41	38.79	39.18	39.57	39.97	40.37		6%	2	
SBL	48	49	<u>1.033</u>	50.62	51.13	51.64	52.16	52.68	53.21	53.74	54.28	54.82	55.37	55.92	56.48	57.04	57.61	58.19	0.93	4%	2	
SBT	64	65	<u>1.033</u>	67.15	67.82	68.50	69.19	69.88	70.58	71.29	72.00	72.72	73.45	74.18	74.92	75.67	76.43	77.19	0.93	8%	5	6%
SBR	0	0	<u>1.033</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	
6. Lafayette Road at Wilson Road																						
4:45 PM																						
<u>Movement</u>																						
EBL	37	38	<u>1.033</u>	39.25	39.64	40.04	40.44	40.84	41.25	41.66	42.08	42.50	42.93	43.36	43.79	44.23	44.67	45.12		3%	1	
EBT	11	11	<u>1.033</u>	11.36	11.47	11.58	11.70	11.82	11.94	12.06	12.18	12.30	12.42	12.54	12.67	12.80	12.93	13.06	0.85	0%	0	1%
EBR	132	135	<u>1.033</u>	139.46	140.85	142.26	143.68	145.12	146.57	148.04	149.52	151.02	152.53	154.06	155.60	157.16	158.73	160.32		1%	1	
WBL	11	11	<u>1.033</u>	11.36	11.47	11.58	11.70	11.82	11.94	12.06	12.18	12.30	12.42	12.54	12.67	12.80	12.93	13.06	0.68	0%	0	2%
WBT	6	6	<u>1.033</u>	6.20	6.26	6.32	6.38	6.44	6.50	6.57	6.64	6.71	6.78	6.85	6.92	6.99	7.06	7.13		0%	0	
WBR	10	10	<u>1.033</u>	10.33	10.43	10.53	10.64	10.75	10.86	10.97	11.08	11.19	11.30	11.41	11.52	11.64	11.76	11.88		0%	0	
NBL	64	65	<u>1.033</u>	67.15	67.82	68.50	69.19	69.88	70.58	71.29	72.00	72.72	73.45	74.18	74.92	75.67	76.43	77.19		2%	1	
NBT	859	876	<u>1.033</u>	904.91	913.96	923.10	932.33	941.65	951.07	960.58	970.19	979.89	989.69	999.59	1009.59	1019.69	1029.89	1040.19	0.97	0%	4	1%
NBR	4	4	<u>1.033</u>	4.13	4.17	4.21	4.25	4.29	4.33	4.37	4.41	4.45	4.49	4.53	4.58	4.63	4.68	4.73		0%	0	
SBL	6	6	<u>1.033</u>	6.20	6.26	6.32	6.38	6.44	6.50	6.57	6.64	6.71	6.78	6.85	6.92	6.99	7.06	7.13	0.94	0%	0	
SBT	781	797	<u>1.033</u>	823.30	831.53	839.85	848.25	856.73	865.30	873.95	882.69	891.52	900.44	909.44	918.53	927.72	937.00	946.37	0.94	1%	7	1%
SBR	92	94	<u>1.033</u>	97.10	98.07	99.05	100.04	101.04	102.05	103.07	104.10	105.14	106.19	107.25	108.32	109.40	110.49	111.59		1%	1	

PM Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
<u>Movement</u>							
EBL	0	0	0	0	11	11	
EBT	1	1	0	1	28	29	0.90
EBR	0	0	0	0	2	2	
WBL	9	10	0	10	0	10	
WBT	0	0	0	0	43	43	0.82
WBR	53	54	2	56	0	56	
NBL	0	0	0	0	3	3	
NBT	216	222	0	222	0	222	0.83
NBR	35	36	1	37	0	37	
SBL	51	52	2	54	0	54	
SBT	67	69	0	69	0	69	0.93
SBR	0	0	0	0	17	17	
6. Lafayette Road at Wilson Road							
<u>Movement</u>							
EBL	39	40	0	40	6	46	
EBT	11	12	0	12	2	14	0.85
EBR	139	144	3	147	20	167	
WBL	11	12	0	12	0	12	
WBT	6	6	0	6	2	8	0.68
WBR	10	11	0	11	0	11	
NBL	67	69	2	71	17	88	
NBT	905	932	21	953	0	953	0.97
NBR	4	4	0	4	0	4	
SBL	6	6	0	6	0	6	
SBT	823	848	20	868	0	868	0.94
SBR	97	100	0	100	24	124	

PM Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
<u>Movement</u>					
EBL	0	0	0	11	11
EBT	1	0	1	28	29
EBR	0	0	0	2	2
WBL	11	0	11	0	11
WBT	0	0	0	43	43
WBR	61	2	63	0	63
NBL	0	0	0	3	3
NBT	248	0	248	0	248
NBR	40	1	41	0	41
SBL	58	2	60	0	60
SBT	77	0	77	0	77
SBR	0	0	0	17	17
6. Lafayette Road at Wilson Road					
<u>Movement</u>					
EBL	45	0	45	6	51
EBT	13	0	13	2	15
EBR	160	3	163	20	183
WBL	13	0	13	0	13
WBT	7	0	7	2	9
WBR	12	0	12	0	12
NBL	77	2	79	17	96
NBT	1040	21	1061	0	1061
NBR	5	0	5	0	5
SBL	7	0	7	0	7
SBT	946	20	966	0	966
SBR	112	0	112	24	136

2022 BASE PRORATA PM Peak Hour			XX VOLUME																				
			XX Site Trips ProRata																				
			XX Other Development ProRata																				
S I T E			59%																				
			27%																				
	0	67	51																				
	↙	↓	↘																				
Driveway			Wilson Road									Lafayette Road											
0 ↗			↖			↑			↗			↖			↑			↗					
1 →			0			216			35			11 →			67			905			4		
0 ↘			↖			↘			↘			↖			↖			↖			↖		
			58%			14%			73%			39%			7%			93%			0%		
			5%			41%																	

APPENDIX G

SAT Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes

SAT Peak data

Assumed growth rate	0.01
June 2019 Seasonal Adjust	1.02 NHDOT monthly adjustment factors - Group 4
COVID Adjustment	<u>1.066</u>

Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

SAT Peak Hour	Existing 2022 (Raw data) [06/25/2022]	Existing 2022 w/ Seasonal Adjustment	Covid/Stay Home Adjustment	2022 BASE	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	SAT PHF	% Heavy	Counted Heavy	Calculated Heavy
3. West Road at Driveway/Wilson Road																						
11:15 AM																						
<u>Movement</u>																						
EBL	0	0	<u>1.066</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.25	#DIV/0!	0	
EBT	1	1	<u>1.066</u>	1.07	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.25	0%	0	2%
EBR	0	0	<u>1.066</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	
WBL	3	3	<u>1.066</u>	3.20	3.23	3.26	3.29	3.32	3.35	3.38	3.41	3.44	3.47	3.50	3.54	3.58	3.62	3.66		0%	0	
WBT	1	1	<u>1.066</u>	1.07	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.80	0%	0	2%
WBR	57	58	<u>1.066</u>	61.83	62.45	63.07	63.70	64.34	64.98	65.63	66.29	66.95	67.62	68.30	68.98	69.67	70.37	71.07		2%	1	
NBL	0	0	<u>1.066</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	2%
NBT	25	26	<u>1.066</u>	27.72	28.00	28.28	28.56	28.85	29.14	29.43	29.72	30.02	30.32	30.62	30.93	31.24	31.55	31.87	0.75	16%	4	8%
NBR	2	2	<u>1.066</u>	2.13	2.15	2.17	2.19	2.21	2.23	2.25	2.27	2.29	2.31	2.33	2.35	2.37	2.39	2.41		0%	0	2%
SBL	34	35	<u>1.066</u>	37.31	37.68	38.06	38.44	38.82	39.21	39.60	40.00	40.40	40.80	41.21	41.62	42.04	42.46	42.88		0%	0	2%
SBT	36	37	<u>1.066</u>	39.44	39.83	40.23	40.63	41.04	41.45	41.86	42.28	42.70	43.13	43.56	44.00	44.44	44.88	45.33	0.80	11%	4	8%
SBR	0	0	<u>1.066</u>	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		#DIV/0!	0	2%
6. Lafayette Road at Wilson Road																						
11:00 AM																						
<u>Movement</u>																						
EBL	42	43	<u>1.066</u>	45.84	46.30	46.76	47.23	47.70	48.18	48.66	49.15	49.64	50.14	50.64	51.15	51.66	52.18	52.70		0%	0	
EBT	2	2	<u>1.066</u>	2.13	2.15	2.17	2.19	2.21	2.23	2.25	2.27	2.29	2.31	2.33	2.35	2.37	2.39	2.41	0.78	0%	0	1%
EBR	108	110	<u>1.066</u>	117.26	118.43	119.61	120.81	122.02	123.24	124.47	125.71	126.97	128.24	129.52	130.82	132.13	133.45	134.78		1%	1	
WBL	13	13	<u>1.066</u>	13.86	14.00	14.14	14.28	14.42	14.56	14.71	14.86	15.01	15.16	15.31	15.46	15.61	15.77	15.93		0%	0	
WBT	12	12	<u>1.066</u>	12.79	12.92	13.05	13.18	13.31	13.44	13.57	13.71	13.85	13.99	14.13	14.27	14.41	14.55	14.70	0.80	0%	0	2%
WBR	10	10	<u>1.066</u>	10.66	10.77	10.88	10.99	11.10	11.21	11.32	11.43	11.54	11.66	11.78	11.90	12.02	12.14	12.26		0%	0	
NBL	96	98	<u>1.066</u>	104.47	105.51	106.57	107.64	108.72	109.81	110.91	112.02	113.14	114.27	115.41	116.56	117.73	118.91	120.10		0%	0	
NBT	825	842	<u>1.066</u>	897.57	906.55	915.62	924.78	934.03	943.37	952.80	962.33	971.95	981.67	991.49	#####	#####	#####	#####	0.93	1%	7	1%
NBR	4	4	<u>1.066</u>	4.26	4.30	4.34	4.38	4.42	4.46	4.50	4.55	4.60	4.65	4.70	4.75	4.80	4.85	4.90		0%	0	
SBL	5	5	<u>1.066</u>	5.33	5.38	5.43	5.48	5.53	5.59	5.65	5.71	5.77	5.83	5.89	5.95	6.01	6.07	6.13		0%	0	
SBT	814	830	<u>1.066</u>	884.78	893.63	902.57	911.60	920.72	929.93	939.23	948.62	958.11	967.69	977.37	987.14	997.01	#####	#####	0.93	1%	7	1%
SBR	112	114	<u>1.066</u>	121.52	122.74	123.97	125.21	126.46	127.72	129.00	130.29	131.59	132.91	134.24	135.58	136.94	138.31	139.69		1%	1	

SAT Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
<u>Movement</u>							
EBL	0	0	0	0	24	24	
EBT	1	1	0	1	29	30	0.90
EBR	0	0	0	0	3	3	
WBL	3	3	0	3	0	3	
WBT	1	1	0	1	29	30	0.80
WBR	62	64	3	67	0	67	
NBL	0	0	0	0	3	3	
NBT	28	29	0	29	0	29	0.75
NBR	2	2	0	2	0	2	
SBL	37	38	3	41	0	41	
SBT	39	41	0	41	0	41	0.80
SBR	0	0	0	0	25	25	
6. Lafayette Road at Wilson Road							
<u>Movement</u>							
EBL	46	47	0	47	8	55	
EBT	2	2	0	2	0	2	0.78
EBR	117	121	3	124	21	145	
WBL	14	14	0	14	0	14	
WBT	13	13	0	13	2	15	0.80
WBR	11	11	0	11	0	11	
NBL	104	108	3	111	12	123	
NBT	898	925	25	950	0	950	0.93
NBR	4	4	0	4	0	4	
SBL	5	5	0	5	0	5	
SBT	885	912	21	933	0	933	0.93
SBR	122	125	0	125	15	140	

SAT Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
<u>Movement</u>					
EBL	0	0	0	24	24
EBT	1	0	1	29	30
EBR	0	0	0	3	3
WBL	4	0	4	0	4
WBT	1	0	1	29	30
WBR	71	3	74	0	74
NBL	0	0	0	3	3
NBT	32	0	32	0	32
NBR	2	0	2	0	2
SBL	43	3	46	0	46
SBT	45	0	45	0	45
SBR	0	0	0	25	25
6. Lafayette Road at Wilson Road					
<u>Movement</u>					
EBL	53	0	53	8	61
EBT	2	0	2	0	2
EBR	135	3	138	21	159
WBL	16	0	16	0	16
WBT	15	0	15	2	17
WBR	12	0	12	0	12
NBL	120	3	123	12	135
NBT	1032	25	1057	0	1057
NBR	5	0	5	0	5
SBL	6	0	6	0	6
SBT	1017	21	1038	0	1038
SBR	140	0	140	15	155

**2022 BASE
PRORATA
SAT Peak Hour**

XX VOLUME

XX Site Trips ProRata

XX Other Development ProRata

S I T E	95% 44%			West Road								Lafayette Road							
	0	39	37		↖	62	51%	95%	51%	87%	122		885	5	↖	11			
	↙	↓	↘		←	1	38%			↙	↓		↘	←	13	5%			
					↙	3	5%			↙	↓		↘	↙	14	1%			
					Wilson Road								Wilson Road						
	Driveway				Wilson Road														
	0	↗			↖	↑	↗	28%	46	↗	↖		↑	↗					
	1	→			0	28	2	1%	2	→	104		898	4					
	0	↘			18%			12%	71%	117	↘		44%	10%	90%	0%			
					5%			5%											

APPENDIX H

AM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

AM 2022 BASE
Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Future Volume (Veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	26	0	39	0	121	17	26	284	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	506	476	286	467	469	130	287			138		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506	476	286	467	469	130	287			138		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	95	100	96	100			98		
cM capacity (veh/h)	450	479	754	489	478	910	1275			1421		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	65	138	313								
Volume Left	0	26	0	26								
Volume Right	0	39	17	3								
cSH	1700	677	1275	1421								
Volume to Capacity	0.00	0.10	0.00	0.02								
Queue Length 95th (ft)	0	8	0	1								
Control Delay (s/veh)	0.0	10.9	0.0	0.8								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	10.9	0.0	0.8								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			32.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings 6: Lafayette Road & Wilson Road

AM 2022 BASE
Timing Plan: NHDOT Pat2

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	0	56	13	3	56	696	1	689
Future Volume (vph)	21	0	56	13	3	56	696	1	689
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		8.6	8.6		8.6	9.4	66.7	6.6	56.3
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.78	0.08	0.65
v/c Ratio		0.22	0.30		0.26	0.33	0.28	0.01	0.39
Control Delay (s/veh)		39.1	5.9		26.4	39.4	4.9	37.0	10.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.9		26.4	39.4	4.9	37.0	10.2
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.9			26.4		7.4		10.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86

Actuated Cycle Length: 86

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

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay (s/veh): 9.7

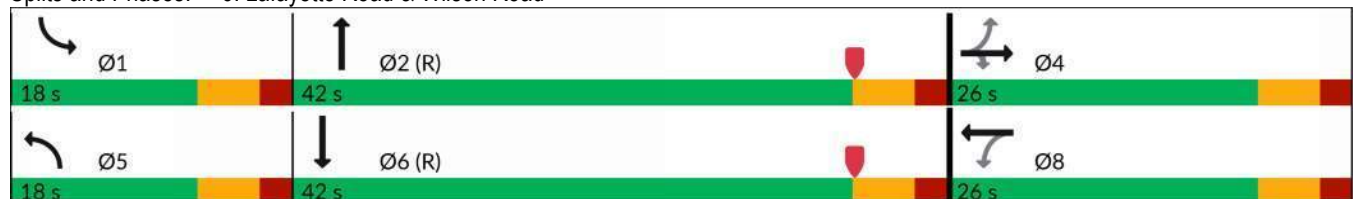
Intersection Capacity Utilization 49.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

AM 2022 BASE
Timing Plan: NHDOT Pat2

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	75	43	60	741	1	862
v/c Ratio	0.22	0.30	0.26	0.33	0.28	0.01	0.39
Control Delay (s/veh)	39.1	5.9	26.4	39.4	4.9	37.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.9	26.4	39.4	4.9	37.0	10.2
Queue Length 50th (ft)	15	0	12	33	51	1	128
Queue Length 95th (ft)	33	6	30	69	146	6	203
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	298	441	357	235	2640	237	2202
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.12	0.26	0.28	0.00	0.39
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

AM 2022 BASE

Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	0	56	13	3	14	56	696	1	1	689	78
Future Volume (vph)	21	0	56	13	3	14	56	696	1	1	689	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1708		1671	3405		1703	3354	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1283	1524		1474		1671	3405		1703	3354	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	28	0	75	19	4	20	60	740	1	1	774	88
RTOR Reduction (vph)	0	0	69	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	28	6	0	25	0	60	741	0	1	855	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.1	59.4		1.4	52.7	
Effective Green, g (s)		7.2	7.2		7.2		8.1	59.4		1.4	52.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.09	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		123		157	2351		27	2055	
v/s Ratio Prot							c0.04	c0.22		0.00	c0.26	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.26	0.05		0.20		0.38	0.32		0.04	0.42	
Uniform Delay, d1		36.9	36.3		36.7		36.6	5.3		41.6	8.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8	0.2		1.1		2.1	0.4		0.8	0.6	
Delay (s)		38.7	36.5		37.8		38.7	5.6		42.4	9.3	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.8			8.1			9.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			86.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			49.1%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

AM 2026 No-Build
Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Future Volume (Veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	0	41	0	125	18	29	294	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	529	497	296	488	489	134	297			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529	497	296	488	489	134	297			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	433	465	744	473	464	904	1264			1415		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	69	143	326								
Volume Left	0	28	0	29								
Volume Right	0	41	18	3								
cSH	1700	660	1264	1415								
Volume to Capacity	0.00	0.10	0.00	0.02								
Queue Length 95th (ft)	0	9	0	2								
Control Delay (s/veh)	0.0	11.1	0.0	0.8								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	11.1	0.0	0.8								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			33.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings
6: Lafayette Road & Wilson Road

AM 2026 No-Build
Timing Plan: NHDOT Pat2

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	0	60	14	3	60	742	1	735
Future Volume (vph)	22	0	60	14	3	60	742	1	735
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		8.6	8.6		8.6	9.6	66.6	6.6	56.0
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.77	0.08	0.65
v/c Ratio		0.23	0.31		0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		15.2			26.7		7.6		10.7
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86

Actuated Cycle Length: 86

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

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 9.9

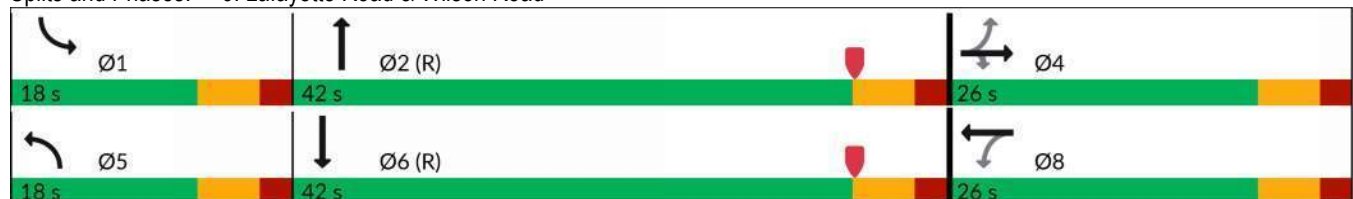
Intersection Capacity Utilization 50.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

AM 2026 No-Build
Timing Plan: NHDOT Pat2

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	80	44	64	790	1	916
v/c Ratio	0.23	0.31	0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Length 50th (ft)	16	0	12	35	56	1	141
Queue Length 95th (ft)	34	9	31	72	158	6	222
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	297	441	356	236	2637	237	2192
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.12	0.27	0.30	0.00	0.42
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

AM 2026 No-Build

Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	80
Future Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1710		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1281	1524		1469		1671	3405		1703	3355	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	29	0	80	20	4	20	64	789	1	1	826	90
RTOR Reduction (vph)	0	0	73	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	29	7	0	26	0	64	790	0	1	909	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Effective Green, g (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		122		161	2351		27	2048	
v/s Ratio Prot							c0.04	c0.23		0.00	c0.27	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.27	0.05		0.21		0.40	0.34		0.04	0.44	
Uniform Delay, d1		36.9	36.3		36.7		36.5	5.4		41.6	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9	0.2		1.2		2.2	0.4		0.8	0.7	
Delay (s)		38.8	36.5		37.9		38.7	5.7		42.4	9.7	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.9			8.2			9.7	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			86.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			50.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

AM 2036 No-Build
Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Future Volume (Veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	0	44	0	138	20	27	280	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	493	281	483	484	148	282			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	493	281	483	484	148	282			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	468	758	477	468	888	1280			1398		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	75	158	309								
Volume Left	0	31	0	27								
Volume Right	0	44	20	2								
cSH	1700	655	1280	1398								
Volume to Capacity	0.00	0.11	0.00	0.02								
Queue Length 95th (ft)	0	10	0	1								
Control Delay (s/veh)	0.0	11.2	0.0	0.8								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	11.2	0.0	0.8								
Approach LOS	A	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings
6: Lafayette Road & Wilson Road

AM 2036 No-Build
Timing Plan: NHDOT Pat2

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		8.5	8.5		8.5	9.9	66.7	6.6	55.9
Actuated g/C Ratio		0.10	0.10		0.10	0.12	0.78	0.08	0.65
v/c Ratio		0.21	0.29		0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.7			26.7		7.7		11.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86

Actuated Cycle Length: 86

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 10.1

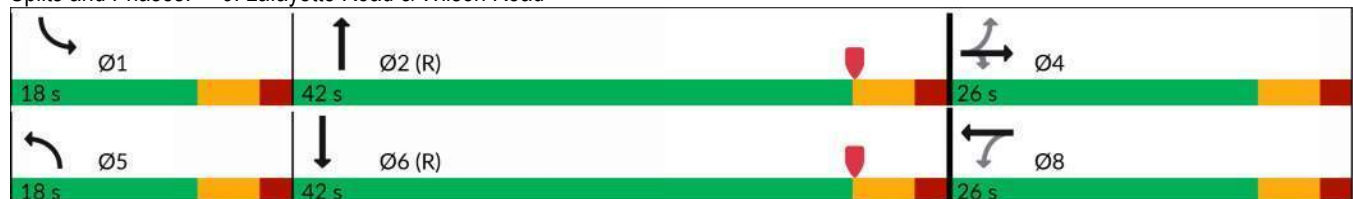
Intersection Capacity Utilization 53.4%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

AM 2036 No-Build
Timing Plan: NHDOT Pat2

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	73	40	70	879	1	1008
v/c Ratio	0.21	0.29	0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Length 50th (ft)	14	0	11	38	64	1	162
Queue Length 95th (ft)	40	18	40	77	179	6	258
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	299	441	356	238	2643	237	2187
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.11	0.29	0.33	0.00	0.46
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

AM 2036 No-Build

Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	90
Future Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1711		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1286	1524		1474		1671	3405		1703	3355	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Adj. Flow (vph)	27	0	73	18	4	18	70	878	1	1	908	100
RTOR Reduction (vph)	0	0	67	0	17	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	27	6	0	23	0	70	879	0	1	1001	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Effective Green, g (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		106	125		121		167	2355		27	2040	
v/s Ratio Prot							c0.04	c0.26		0.00	c0.30	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.25	0.05		0.19		0.42	0.37		0.04	0.49	
Uniform Delay, d1		37.0	36.3		36.8		36.4	5.5		41.6	9.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.2		1.1		2.3	0.5		0.8	0.8	
Delay (s)		38.7	36.6		37.9		38.7	6.0		42.4	10.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		37.1			37.9			8.4			10.3	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			86.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			53.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

AM 2026 Build
Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Future Volume (Veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	1	41	0	125	18	29	294	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	530	497	296	488	490	134	298			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	530	497	296	488	490	134	298			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	465	743	473	463	904	1263			1415		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	70	143	327								
Volume Left	0	28	0	29								
Volume Right	0	41	18	4								
cSH	1700	656	1263	1415								
Volume to Capacity	0.00	0.11	0.00	0.02								
Queue Length 95th (ft)	0	9	0	2								
Control Delay (s/veh)	0.0	11.1	0.0	0.8								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	11.1	0.0	0.8								
Approach LOS	A	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			33.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

6: Lafayette Road & Wilson Road

AM 2026 Build

Timing Plan: NHDOT Pat2

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	0	60	14	3	60	742	1	735
Future Volume (vph)	22	0	60	14	3	60	742	1	735
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		8.6	8.6		8.6	9.6	66.6	6.6	56.0
Actuated g/C Ratio		0.10	0.10		0.10	0.11	0.77	0.08	0.65
v/c Ratio		0.23	0.31		0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.2	6.5		26.7	39.5	5.0	37.0	10.7
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		15.2			26.7		7.6		10.7
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86

Actuated Cycle Length: 86

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

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 10.0

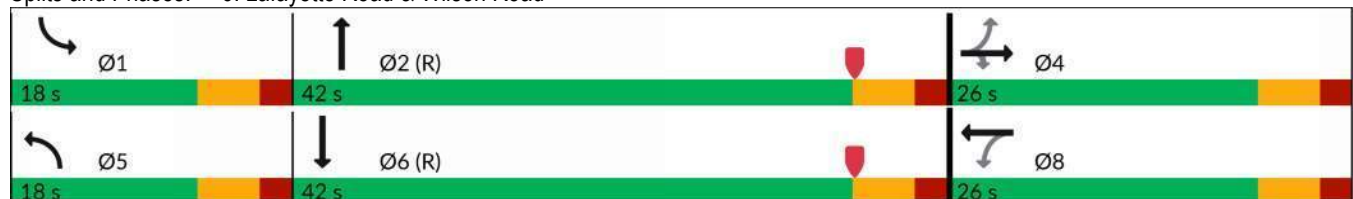
Intersection Capacity Utilization 50.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

AM 2026 Build
Timing Plan: NHDOT Pat2

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	80	44	64	790	1	917
v/c Ratio	0.23	0.31	0.27	0.34	0.30	0.01	0.42
Control Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.2	6.5	26.7	39.5	5.0	37.0	10.7
Queue Length 50th (ft)	16	0	12	35	56	1	141
Queue Length 95th (ft)	34	9	31	72	158	6	222
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	297	441	356	236	2637	237	2192
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.18	0.12	0.27	0.30	0.00	0.42
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

AM 2026 Build

Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	81
Future Volume (vph)	22	0	60	14	3	14	60	742	1	1	735	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1710		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1281	1524		1469		1671	3405		1703	3355	
Peak-hour factor, PHF	0.75	0.75	0.75	0.70	0.70	0.70	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	29	0	80	20	4	20	64	789	1	1	826	91
RTOR Reduction (vph)	0	0	73	0	18	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	29	7	0	26	0	64	790	0	1	910	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Effective Green, g (s)		7.2	7.2		7.2		8.3	59.4		1.4	52.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		107	127		122		161	2351		27	2048	
v/s Ratio Prot							c0.04	c0.23		0.00	c0.27	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.27	0.05		0.21		0.40	0.34		0.04	0.44	
Uniform Delay, d1		36.9	36.3		36.7		36.5	5.4		41.6	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9	0.2		1.2		2.2	0.4		0.8	0.7	
Delay (s)		38.8	36.5		37.9		38.7	5.7		42.4	9.7	
Level of Service		D	D		D		D	A		D	A	
Approach Delay (s/veh)		37.1			37.9			8.2			9.7	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			86.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			50.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

AM 2036 Build
Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Future Volume (Veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	1	44	0	138	20	27	280	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	494	282	484	485	148	283			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	494	282	484	485	148	283			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	93	100	95	100			98		
cM capacity (veh/h)	431	468	757	477	467	888	1279			1398		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	76	158	310								
Volume Left	0	31	0	27								
Volume Right	0	44	20	3								
cSH	1700	651	1279	1398								
Volume to Capacity	0.00	0.12	0.00	0.02								
Queue Length 95th (ft)	0	10	0	1								
Control Delay (s/veh)	0.0	11.3	0.0	0.8								
Lane LOS	A	B		A								
Approach Delay (s/veh)	0.0	11.3	0.0	0.8								
Approach LOS	A	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			36.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings 6: Lafayette Road & Wilson Road

AM 2036 Build
Timing Plan: NHDOT Pat2

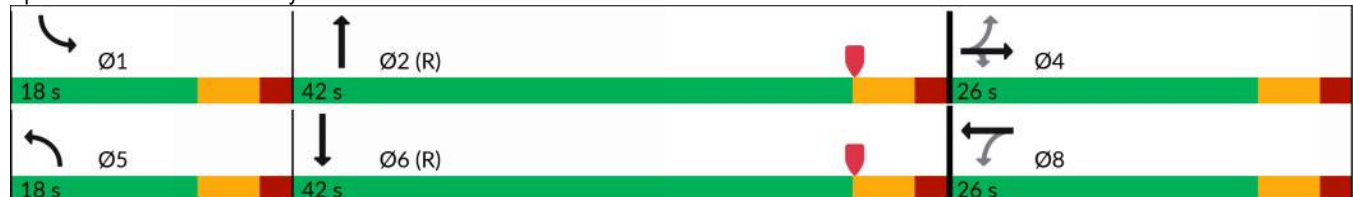
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	18.0	42.0	18.0	42.0
Total Split (%)	30.2%	30.2%	30.2%	30.2%	30.2%	20.9%	48.8%	20.9%	48.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		8.5	8.5		8.5	9.9	66.7	6.6	55.9
Actuated g/C Ratio		0.10	0.10		0.10	0.12	0.78	0.08	0.65
v/c Ratio		0.21	0.29		0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		39.1	5.6		26.7	39.7	5.1	37.0	11.3
LOS		D	A		C	D	A	D	B
Approach Delay (s/veh)		14.7			26.7		7.7		11.3
Approach LOS		B			C		A		B

Intersection Summary

Cycle Length: 86
 Actuated Cycle Length: 86
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay (s/veh): 10.1
 Intersection Capacity Utilization 53.4%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

AM 2036 Build
Timing Plan: NHDOT Pat2

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	73	40	70	879	1	1009
v/c Ratio	0.21	0.29	0.25	0.36	0.33	0.01	0.46
Control Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	5.6	26.7	39.7	5.1	37.0	11.3
Queue Length 50th (ft)	14	0	11	38	64	1	163
Queue Length 95th (ft)	40	18	40	77	179	6	258
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	299	441	356	238	2643	237	2187
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.11	0.29	0.33	0.00	0.46
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

AM 2036 Build

Timing Plan: NHDOT Pat2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	91
Future Volume (vph)	24	0	66	16	4	16	66	825	1	1	817	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1671	1524		1711		1671	3405		1703	3355	
Flt Permitted		0.73	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1286	1524		1474		1671	3405		1703	3355	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Adj. Flow (vph)	27	0	73	18	4	18	70	878	1	1	908	101
RTOR Reduction (vph)	0	0	67	0	17	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	27	6	0	23	0	70	879	0	1	1002	0
Heavy Vehicles (%)	8%	6%	6%	2%	2%	2%	8%	6%	6%	6%	6%	6%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Effective Green, g (s)		7.1	7.1		7.1		8.6	59.5		1.4	52.3	
Actuated g/C Ratio		0.08	0.08		0.08		0.10	0.69		0.02	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		106	125		121		167	2355		27	2040	
v/s Ratio Prot							c0.04	c0.26		0.00	c0.30	
v/s Ratio Perm		c0.02	0.00		0.02							
v/c Ratio		0.25	0.05		0.19		0.42	0.37		0.04	0.49	
Uniform Delay, d1		37.0	36.3		36.8		36.4	5.5		41.6	9.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.2		1.1		2.3	0.5		0.8	0.8	
Delay (s)		38.7	36.6		37.9		38.7	6.0		42.4	10.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		37.1			37.9			8.4			10.3	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			11.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			86.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			53.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX I

PM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

PM 2022 BASE
Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Future Volume (Veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	11	0	65	0	260	42	55	72	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	484	72	465	463	281	72			302		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	484	72	465	463	281	72			302		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	98	100	91	100			96		
cM capacity (veh/h)	407	461	990	478	474	758	1534			1237		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	76	302	127								
Volume Left	0	11	0	55								
Volume Right	0	65	42	0								
cSH	461	699	1534	1237								
Volume to Capacity	0.00*	0.11	0.00	0.04								
Queue Length 95th (ft)	1	9	0	3								
Control Delay (s/veh)	12.9	10.8	0.0	3.7								
Lane LOS	B	B		A								
Approach Delay (s/veh)	12.9	10.8	0.0	3.7								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			40.3%		ICU Level of Service					A		
Analysis Period (min)			15									

* Value less than 0.01.

Timings

6: Lafayette Road & Wilson Road

PM 2022 BASE

Timing Plan: NHDOT Pat3

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	11	139	11	6	67	905	6	823
Future Volume (vph)	39	11	139	11	6	67	905	6	823
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		10.8	10.8		10.8	10.6	84.4	7.0	73.2
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.77	0.06	0.67
v/c Ratio		0.43	0.54		0.25	0.40	0.34	0.05	0.42
Control Delay (s/veh)		55.2	13.8		34.9	52.9	5.4	49.0	10.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.2	13.8		34.9	52.9	5.4	49.0	10.5
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.7			34.9		8.6		10.7
Approach LOS		C			C		A		B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 11.6

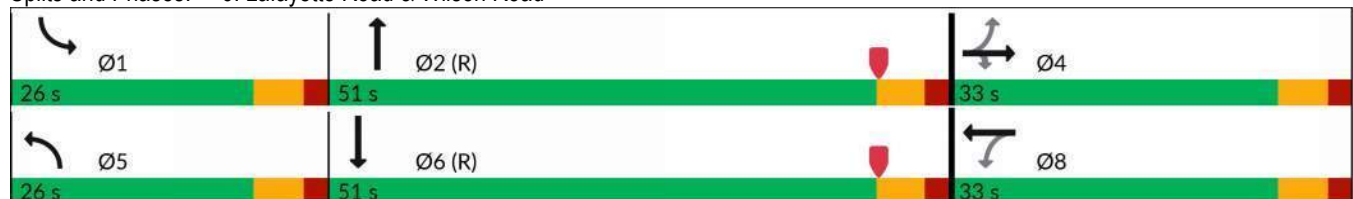
Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

PM 2022 BASE
Timing Plan: NHDOT Pat3

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	164	40	69	937	6	979
v/c Ratio	0.43	0.54	0.25	0.40	0.34	0.05	0.42
Control Delay (s/veh)	55.2	13.8	34.9	52.9	5.4	49.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	13.8	34.9	52.9	5.4	49.0	10.5
Queue Length 50th (ft)	40	0	17	47	78	4	164
Queue Length 95th (ft)	75	51	35	90	205	18	253
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	344	516	378	324	2739	324	2343
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.11	0.21	0.34	0.02	0.42
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

PM 2022 BASE

Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	39	11	139	11	6	10	67	905	4	6	823	97
Future Volume (vph)	39	11	139	11	6	10	67	905	4	6	823	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1734		1787	3572		1787	3518	
Flt Permitted		0.75	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1404	1599		1497		1787	3572		1787	3518	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	46	13	164	16	9	15	69	933	4	6	876	103
RTOR Reduction (vph)	0	0	148	0	14	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	59	16	0	26	0	69	937	0	6	974	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.8	10.8		10.8		9.2	79.6		1.6	72.0	
Effective Green, g (s)		10.8	10.8		10.8		9.2	79.6		1.6	72.0	
Actuated g/C Ratio		0.10	0.10		0.10		0.08	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		137	156		146		149	2584		25	2302	
v/s Ratio Prot							c0.04	0.26		0.00	c0.28	
v/s Ratio Perm		c0.04	0.01		0.02							
v/c Ratio		0.43	0.10		0.18		0.46	0.36		0.24	0.42	
Uniform Delay, d1		46.7	45.2		45.5		48.0	5.7		53.6	9.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.8		3.1	0.4		6.7	0.6	
Delay (s)		49.7	45.6		46.4		51.1	6.1		60.3	9.7	
Level of Service		D	D		D		D	A		E	A	
Approach Delay (s/veh)		46.7			46.4			9.2			10.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			13.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			55.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

PM 2026 No-Build
Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Future Volume (Veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	12	0	68	0	267	45	58	74	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	548	502	74	482	480	290	74			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	548	502	74	482	480	290	74			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	97	100	91	100			95		
cM capacity (veh/h)	392	449	988	465	463	750	1532			1226		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	80	312	132								
Volume Left	0	12	0	58								
Volume Right	0	68	45	0								
cSH	449	686	1532	1226								
Volume to Capacity	0.00*	0.12	0.00	0.05								
Queue Length 95th (ft)	1	10	0	4								
Control Delay (s/veh)	13.1	10.9	0.0	3.8								
Lane LOS	B	B		A								
Approach Delay (s/veh)	13.1	10.9	0.0	3.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			41.2%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings 6: Lafayette Road & Wilson Road

PM 2026 No-Build
Timing Plan: NHDOT Pat3

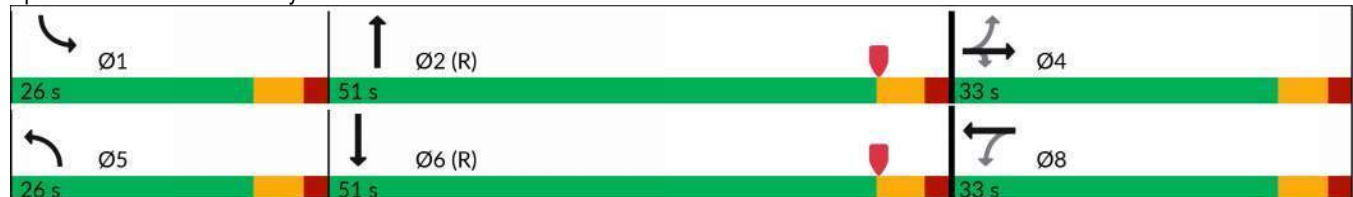
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	12	147	12	6	71	953	6	868
Future Volume (vph)	40	12	147	12	6	71	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		11.0	11.0		11.0	10.8	84.3	7.0	72.8
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.77	0.06	0.66
v/c Ratio		0.44	0.55		0.27	0.42	0.36	0.05	0.44
Control Delay (s/veh)		55.5	13.7		35.2	53.0	5.6	49.0	10.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.5	13.7		35.2	53.0	5.6	49.0	10.9
LOS		E	B		D	D	A	D	B
Approach Delay (s/veh)		24.6			35.2		8.8		11.2
Approach LOS		C			D		A		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay (s/veh): 11.9
 Intersection Capacity Utilization 57.1%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

PM 2026 No-Build
Timing Plan: NHDOT Pat3

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	173	43	73	986	6	1029
v/c Ratio	0.44	0.55	0.27	0.42	0.36	0.05	0.44
Control Delay (s/veh)	55.5	13.7	35.2	53.0	5.6	49.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.5	13.7	35.2	53.0	5.6	49.0	10.9
Queue Length 50th (ft)	42	0	18	50	85	4	177
Queue Length 95th (ft)	77	52	36	94	220	18	275
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	344	523	376	324	2735	324	2335
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.33	0.11	0.23	0.36	0.02	0.44
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

PM 2026 No-Build

Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	12	147	12	6	11	71	953	4	6	868	100
Future Volume (vph)	40	12	147	12	6	11	71	953	4	6	868	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1733		1787	3572		1787	3519	
Flt Permitted		0.75	1.00		0.84		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1405	1599		1482		1787	3572		1787	3519	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	47	14	173	18	9	16	73	982	4	6	923	106
RTOR Reduction (vph)	0	0	156	0	14	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	61	17	0	29	0	73	986	0	6	1024	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.0	11.0		11.0		9.4	79.4		1.6	71.6	
Effective Green, g (s)		11.0	11.0		11.0		9.4	79.4		1.6	71.6	
Actuated g/C Ratio		0.10	0.10		0.10		0.09	0.72		0.01	0.65	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		140	159		148		152	2578		25	2290	
v/s Ratio Prot							c0.04	0.28		0.00	c0.29	
v/s Ratio Perm		c0.04	0.01		0.02							
v/c Ratio		0.44	0.11		0.19		0.48	0.38		0.24	0.45	
Uniform Delay, d1		46.6	45.0		45.4		48.0	5.9		53.6	9.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.9		3.2	0.4		6.7	0.6	
Delay (s)		49.5	45.5		46.3		51.2	6.3		60.3	10.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.5			46.3			9.4			10.4	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			57.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

PM 2036 No-Build
Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Future Volume (Veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	0	1	0	12	0	70	0	276	46	65	83	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	582	535	83	513	512	299	83			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	582	535	83	513	512	299	83			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	97	100	91	100			95		
cM capacity (veh/h)	369	427	976	443	440	741	1520			1216		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	82	322	148								
Volume Left	0	12	0	65								
Volume Right	0	70	46	0								
cSH	427	674	1520	1216								
Volume to Capacity	0.00*	0.12	0.00	0.05								
Queue Length 95th (ft)	0	10	0	4								
Control Delay (s/veh)	13.4	11.1	0.0	3.8								
Lane LOS	B	B		A								
Approach Delay (s/veh)	13.4	11.1	0.0	3.8								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			44.1%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings
6: Lafayette Road & Wilson Road

PM 2036 No-Build
Timing Plan: NHDOT Pat3

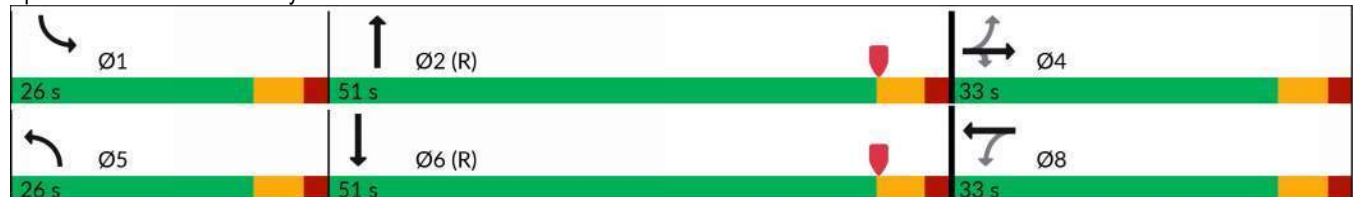
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	13	163	13	7	79	1061	7	966
Future Volume (vph)	45	13	163	13	7	79	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		11.4	11.4		11.4	11.3	83.8	7.0	72.0
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.76	0.06	0.65
v/c Ratio		0.44	0.55		0.21	0.44	0.40	0.06	0.50
Control Delay (s/veh)		54.7	13.2		33.7	53.3	6.1	49.3	12.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		54.7	13.2		33.7	53.3	6.1	49.3	12.2
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		24.1			33.7		9.4		12.4
Approach LOS		C			C		A		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay (s/veh): 12.4
 Intersection Capacity Utilization 61.2%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

PM 2036 No-Build
Timing Plan: NHDOT Pat3

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	181	35	81	1099	7	1147
v/c Ratio	0.44	0.55	0.21	0.44	0.40	0.06	0.50
Control Delay (s/veh)	54.7	13.2	33.7	53.3	6.1	49.3	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.7	13.2	33.7	53.3	6.1	49.3	12.2
Queue Length 50th (ft)	44	0	15	55	100	5	212
Queue Length 95th (ft)	84	63	45	101	264	20	334
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	346	529	380	324	2721	324	2307
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.34	0.09	0.25	0.40	0.02	0.50
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

PM 2036 No-Build

Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	13	163	13	7	12	79	1061	5	7	966	112
Future Volume (vph)	45	13	163	13	7	12	79	1061	5	7	966	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1810	1599		1735		1787	3572		1787	3519	
Flt Permitted		0.75	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1410	1599		1510		1787	3572		1787	3519	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	50	14	181	14	8	13	81	1094	5	7	1028	119
RTOR Reduction (vph)	0	0	162	0	12	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	64	19	0	23	0	81	1099	0	7	1142	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.4	11.4		11.4		9.8	79.0		1.6	70.8	
Effective Green, g (s)		11.4	11.4		11.4		9.8	79.0		1.6	70.8	
Actuated g/C Ratio		0.10	0.10		0.10		0.09	0.72		0.01	0.64	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		146	165		156		159	2565		25	2264	
v/s Ratio Prot							c0.05	c0.31		0.00	c0.32	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.44	0.11		0.15		0.51	0.43		0.28	0.50	
Uniform Delay, d1		46.3	44.7		44.9		47.8	6.3		53.6	10.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9	0.4		0.6		3.5	0.5		8.2	0.8	
Delay (s)		49.1	45.1		45.5		51.3	6.8		61.8	11.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.2			45.5			9.9			11.5	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			61.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: West Road & Driveway/Wilson Road

PM 2026 Build
Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Future Volume (Veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	52	68	4	267	45	58	74	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	591	519	83	515	506	290	92			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	591	519	83	515	506	290	92			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	93	100	97	88	91	100			95		
cM capacity (veh/h)	334	438	976	418	446	750	1509			1226		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	46	132	316	150								
Volume Left	12	12	4	58								
Volume Right	2	68	45	18								
cSH	414	559	1509	1226								
Volume to Capacity	0.11	0.24	0.00*	0.05								
Queue Length 95th (ft)	9	23	0	4								
Control Delay (s/veh)	14.8	13.4	0.1	3.4								
Lane LOS	B	B	A	A								
Approach Delay (s/veh)	14.8	13.4	0.1	3.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			38.5%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings

6: Lafayette Road & Wilson Road

PM 2026 Build

Timing Plan: NHDOT Pat3

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	14	167	12	8	88	953	6	868
Future Volume (vph)	46	14	167	12	8	88	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		11.8	11.8		11.8	11.9	83.4	7.0	71.1
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.76	0.06	0.65
v/c Ratio		0.47	0.57		0.26	0.47	0.36	0.05	0.46
Control Delay (s/veh)		55.2	12.9		34.8	53.5	6.0	49.0	12.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.2	12.9		34.8	53.5	6.0	49.0	12.3
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.0			34.8		10.0		12.5
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 13.1

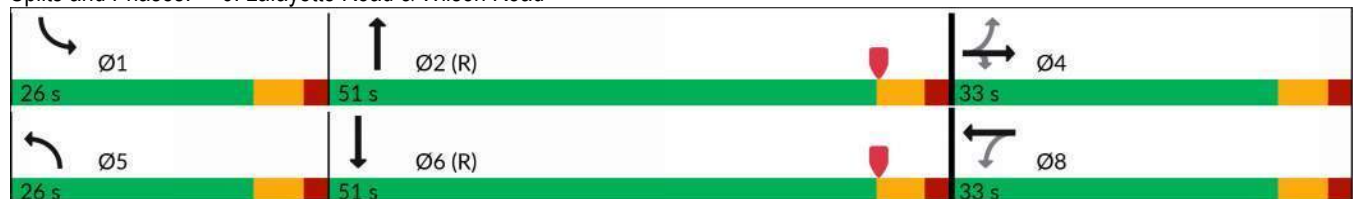
Intersection LOS: B

Intersection Capacity Utilization 59.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

PM 2026 Build
Timing Plan: NHDOT Pat3

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	196	46	91	986	6	1055
v/c Ratio	0.47	0.57	0.26	0.47	0.36	0.05	0.46
Control Delay (s/veh)	55.2	12.9	34.8	53.5	6.0	49.0	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	12.9	34.8	53.5	6.0	49.0	12.3
Queue Length 50th (ft)	48	0	20	62	88	4	193
Queue Length 95th (ft)	85	53	38	111	232	18	307
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	343	540	381	324	2707	324	2270
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.36	0.12	0.28	0.36	0.02	0.46
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

PM 2026 Build

Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	14	167	12	8	11	88	953	4	6	868	124
Future Volume (vph)	46	14	167	12	8	11	88	953	4	6	868	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1741		1787	3572		1787	3507	
Flt Permitted		0.74	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1401	1599		1506		1787	3572		1787	3507	
Peak-hour factor, PHF	0.85	0.85	0.85	0.68	0.68	0.68	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	54	16	196	18	12	16	91	982	4	6	923	132
RTOR Reduction (vph)	0	0	175	0	14	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	70	21	0	32	0	91	986	0	6	1049	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.8	11.8		11.8		10.3	78.6		1.6	69.9	
Effective Green, g (s)		11.8	11.8		11.8		10.3	78.6		1.6	69.9	
Actuated g/C Ratio		0.11	0.11		0.11		0.09	0.71		0.01	0.64	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		150	171		161		167	2552		25	2228	
v/s Ratio Prot							c0.05	0.28		0.00	c0.30	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.47	0.12		0.20		0.54	0.39		0.24	0.47	
Uniform Delay, d1		46.1	44.4		44.8		47.6	6.2		53.6	10.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1	0.4		0.8		4.5	0.4		6.7	0.7	
Delay (s)		49.3	44.9		45.6		52.1	6.6		60.3	11.1	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		46.0			45.6			10.5			11.4	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			15.4				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			59.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

PM 2036 Build
Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Future Volume (Veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	48	70	3	276	46	65	83	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	621	550	92	545	536	299	101			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	621	550	92	545	536	299	101			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	92	100	97	89	91	100			95		
cM capacity (veh/h)	317	418	965	396	426	741	1498			1216		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	46	130	325	166								
Volume Left	12	12	3	65								
Volume Right	2	70	46	18								
cSH	395	547	1498	1216								
Volume to Capacity	0.12	0.24	0.00*	0.05								
Queue Length 95th (ft)	10	23	0	4								
Control Delay (s/veh)	15.3	13.6	0.1	3.5								
Lane LOS	C	B	A	A								
Approach Delay (s/veh)	15.3	13.6	0.1	3.5								
Approach LOS	C	B										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			41.4%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings

6: Lafayette Road & Wilson Road

PM 2036 Build

Timing Plan: NHDOT Pat3

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	15	183	13	9	96	1061	7	966
Future Volume (vph)	51	15	183	13	9	96	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	26.0	51.0	26.0	51.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%	23.6%	46.4%	23.6%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		12.1	12.1		12.1	12.4	83.1	7.0	67.5
Actuated g/C Ratio		0.11	0.11		0.11	0.11	0.76	0.06	0.61
v/c Ratio		0.48	0.57		0.21	0.50	0.41	0.06	0.54
Control Delay (s/veh)		55.1	12.6		33.5	53.6	6.5	49.3	14.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		55.1	12.6		33.5	53.6	6.5	49.3	14.4
LOS		E	B		C	D	A	D	B
Approach Delay (s/veh)		24.0			33.5		10.4		14.6
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 13.9

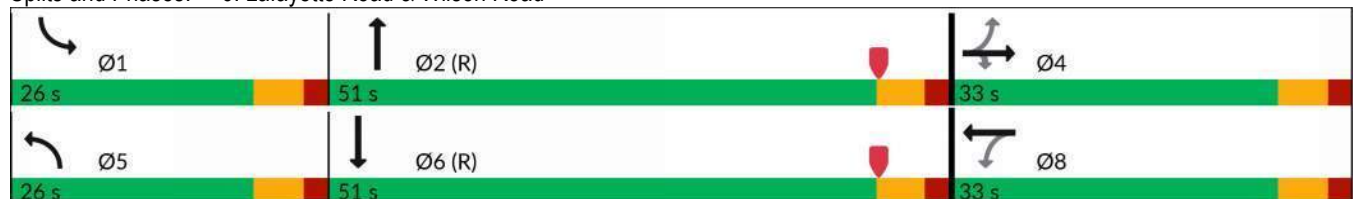
Intersection LOS: B

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

PM 2036 Build
Timing Plan: NHDOT Pat3

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	203	37	99	1099	7	1173
v/c Ratio	0.48	0.57	0.21	0.50	0.41	0.06	0.54
Control Delay (s/veh)	55.1	12.6	33.5	53.6	6.5	49.3	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	12.6	33.5	53.6	6.5	49.3	14.4
Queue Length 50th (ft)	50	0	16	67	105	5	231
Queue Length 95th (ft)	94	65	46	118	272	20	366
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	346	545	384	324	2697	324	2158
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.37	0.10	0.31	0.41	0.02	0.54
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

PM 2036 Build

Timing Plan: NHDOT Pat3

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	51	15	183	13	9	12	96	1061	5	7	966	136
Future Volume (vph)	51	15	183	13	9	12	96	1061	5	7	966	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1811	1599		1741		1787	3572		1787	3508	
Flt Permitted		0.75	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1412	1599		1528		1787	3572		1787	3508	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.97	0.97	0.97	0.94	0.94	0.94
Adj. Flow (vph)	57	17	203	14	10	13	99	1094	5	7	1028	145
RTOR Reduction (vph)	0	0	181	0	12	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	74	22	0	25	0	99	1099	0	7	1166	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		12.1	12.1		12.1		12.4	78.3		1.6	67.5	
Effective Green, g (s)		12.1	12.1		12.1		12.4	78.3		1.6	67.5	
Actuated g/C Ratio		0.11	0.11		0.11		0.11	0.71		0.01	0.61	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		155	175		168		201	2542		25	2152	
v/s Ratio Prot							c0.06	0.31		0.00	c0.33	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.48	0.13		0.15		0.49	0.43		0.28	0.54	
Uniform Delay, d1		46.0	44.2		44.3		45.8	6.6		53.6	12.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1	0.5		0.6		2.6	0.5		8.2	1.0	
Delay (s)		49.1	44.6		44.9		48.4	7.1		61.8	13.3	
Level of Service		D	D		D		D	A		E	B	
Approach Delay (s/veh)		45.8			44.9			10.5			13.6	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			63.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX J

SAT Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

SAT 2022 BASE
Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Future Volume (Veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	78	0	37	3	46	49	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	258	181	49	182	180	39	49			40		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	258	181	49	182	180	39	49			40		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	627	692	1020	759	693	1033	1558			1570		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	83	40	95								
Volume Left	0	4	0	46								
Volume Right	0	78	3	0								
cSH	692	1010	1558	1570								
Volume to Capacity	0.00*	0.08	0.00	0.03								
Queue Length 95th (ft)	0	7	0	2								
Control Delay (s/veh)	10.2	8.9	0.0	3.7								
Lane LOS	B	A		A								
Approach Delay (s/veh)	10.2	8.9	0.0	3.7								
Approach LOS	B	A										
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			24.1%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings

6: Lafayette Road & Wilson Road

SAT 2022 BASE

Timing Plan: NHDOT MAX1

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	2	117	14	13	104	898	5	885
Future Volume (vph)	46	2	117	14	13	104	898	5	885
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		10.5	10.5		10.5	11.9	64.8	6.9	52.4
Actuated g/C Ratio		0.12	0.12		0.12	0.13	0.72	0.08	0.58
v/c Ratio		0.40	0.47		0.25	0.48	0.38	0.04	0.53
Control Delay (s/veh)		43.7	11.3		30.0	42.3	6.6	38.8	14.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.7	11.3		30.0	42.3	6.6	38.8	14.4
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.8			30.0		10.2		14.5
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 13.4

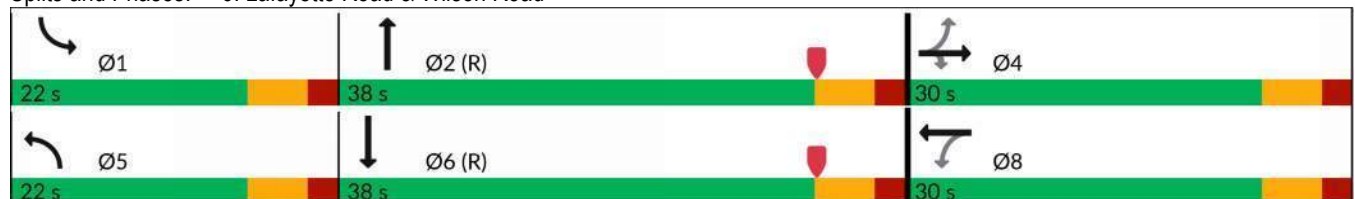
Intersection Capacity Utilization 57.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues

6: Lafayette Road & Wilson Road

SAT 2022 BASE

Timing Plan: NHDOT MAX1

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	150	48	112	970	5	1083
v/c Ratio	0.40	0.47	0.25	0.48	0.38	0.04	0.53
Control Delay (s/veh)	43.7	11.3	30.0	42.3	6.6	38.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	11.3	30.0	42.3	6.6	38.8	14.4
Queue Length 50th (ft)	34	0	18	60	80	3	194
Queue Length 95th (ft)	60	34	42	107	217	14	311
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	351	536	418	317	2569	317	2049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.28	0.11	0.35	0.38	0.02	0.53
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

SAT 2022 BASE

Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	2	117	14	13	11	104	898	4	5	885	122
Future Volume (vph)	46	2	117	14	13	11	104	898	4	5	885	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1796	1599		1756		1787	3572		1787	3509	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1319	1599		1528		1787	3572		1787	3509	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	3	150	18	16	14	112	966	4	5	952	131
RTOR Reduction (vph)	0	0	133	0	12	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	62	18	0	36	0	112	970	0	5	1075	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.5	10.5		10.5		10.3	60.0		1.5	51.2	
Effective Green, g (s)		10.5	10.5		10.5		10.3	60.0		1.5	51.2	
Actuated g/C Ratio		0.12	0.12		0.12		0.11	0.67		0.02	0.57	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		153	186		178		204	2381		29	1996	
v/s Ratio Prot							c0.06	0.27		0.00	c0.31	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.41	0.09		0.20		0.55	0.41		0.17	0.54	
Uniform Delay, d1		36.9	35.5		36.0		37.7	6.9		43.6	12.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.8		3.8	0.5		3.8	1.0	
Delay (s)		39.2	35.8		36.7		41.4	7.4		47.5	13.1	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.8			36.7			10.9			13.3	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			14.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			57.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

SAT 2026 No-Build
Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Future Volume (Veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	84	0	39	3	51	51	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	278	195	51	196	194	41	51			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	278	195	51	196	194	41	51			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	603	678	1017	741	679	1031	1555			1567		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	89	42	102								
Volume Left	0	4	0	51								
Volume Right	0	84	3	0								
cSH	678	1007	1555	1567								
Volume to Capacity	0.00*	0.09	0.00	0.03								
Queue Length 95th (ft)	0	7	0	3								
Control Delay (s/veh)	10.3	8.9	0.0	3.8								
Lane LOS	B	A		A								
Approach Delay (s/veh)	10.3	8.9	0.0	3.8								
Approach LOS	B	A										
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			24.8%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings
6: Lafayette Road & Wilson Road

SAT 2026 No-Build
Timing Plan: NHDOT MAX1

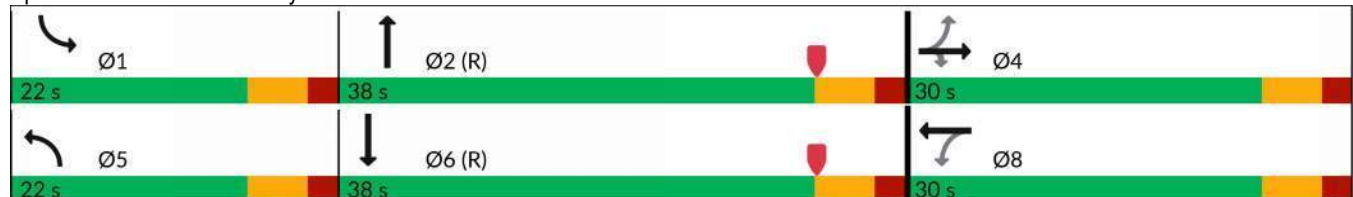
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	2	124	14	13	111	950	5	933
Future Volume (vph)	47	2	124	14	13	111	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		10.6	10.6		10.6	12.2	64.7	6.9	49.2
Actuated g/C Ratio		0.12	0.12		0.12	0.14	0.72	0.08	0.55
v/c Ratio		0.41	0.48		0.25	0.49	0.40	0.04	0.59
Control Delay (s/veh)		43.8	11.2		29.9	42.4	6.8	38.8	16.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.8	11.2		29.9	42.4	6.8	38.8	16.1
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.5			29.9		10.5		16.2
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay (s/veh): 14.3
 Intersection Capacity Utilization 59.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues

6: Lafayette Road & Wilson Road

SAT 2026 No-Build
Timing Plan: NHDOT MAX1

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	159	48	119	1026	5	1137
v/c Ratio	0.41	0.48	0.25	0.49	0.40	0.04	0.59
Control Delay (s/veh)	43.8	11.2	29.9	42.4	6.8	38.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.8	11.2	29.9	42.4	6.8	38.8	16.1
Queue Length 50th (ft)	34	0	18	64	87	3	211
Queue Length 95th (ft)	61	34	42	112	234	14	338
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	351	543	418	319	2566	317	1927
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.29	0.11	0.37	0.40	0.02	0.59
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

SAT 2026 No-Build

Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	2	124	14	13	11	111	950	4	5	933	125
Future Volume (vph)	47	2	124	14	13	11	111	950	4	5	933	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1796	1599		1756		1787	3572		1787	3511	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1319	1599		1528		1787	3572		1787	3511	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	60	3	159	18	16	14	119	1022	4	5	1003	134
RTOR Reduction (vph)	0	0	140	0	12	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	63	19	0	36	0	119	1026	0	5	1129	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.6	10.6		10.6		12.2	59.9		1.5	49.2	
Effective Green, g (s)		10.6	10.6		10.6		12.2	59.9		1.5	49.2	
Actuated g/C Ratio		0.12	0.12		0.12		0.14	0.67		0.02	0.55	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		155	188		179		242	2377		29	1919	
v/s Ratio Prot							c0.07	c0.29		0.00	c0.32	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.41	0.10		0.20		0.49	0.43		0.17	0.59	
Uniform Delay, d1		36.8	35.4		35.9		36.0	7.1		43.6	13.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.7		2.1	0.6		3.8	1.3	
Delay (s)		39.1	35.8		36.6		38.2	7.6		47.5	15.0	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.7			36.6			10.8			15.1	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			15.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			59.7%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

SAT 2036 No-Build
Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Future Volume (Veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1	0	4	1	82	0	36	2	51	50	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	272	190	50	190	189	37	50			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272	190	50	190	189	37	50			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	92	100			97		
cM capacity (veh/h)	611	682	1018	751	683	1035	1557			1572		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	1	87	38	101								
Volume Left	0	4	0	51								
Volume Right	0	82	2	0								
cSH	682	1012	1557	1572								
Volume to Capacity	0.00*	0.09	0.00	0.03								
Queue Length 95th (ft)	0	7	0	3								
Control Delay (s/veh)	10.3	8.9	0.0	3.8								
Lane LOS	B	A		A								
Approach Delay (s/veh)	10.3	8.9	0.0	3.8								
Approach LOS	B	A										
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			26.6%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings
6: Lafayette Road & Wilson Road

SAT 2036 No-Build
Timing Plan: NHDOT MAX1

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	2	138	16	15	123	1057	6	1038
Future Volume (vph)	53	2	138	16	15	123	1057	6	1038
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		10.5	10.5		10.5	12.8	64.8	6.9	48.7
Actuated g/C Ratio		0.12	0.12		0.12	0.14	0.72	0.08	0.54
v/c Ratio		0.40	0.48		0.25	0.52	0.44	0.04	0.66
Control Delay (s/veh)		43.7	11.3		30.7	42.4	7.1	39.0	18.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.7	11.3		30.7	42.4	7.1	39.0	18.0
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		20.6			30.7		10.8		18.1
Approach LOS		C			C		B		B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 15.2

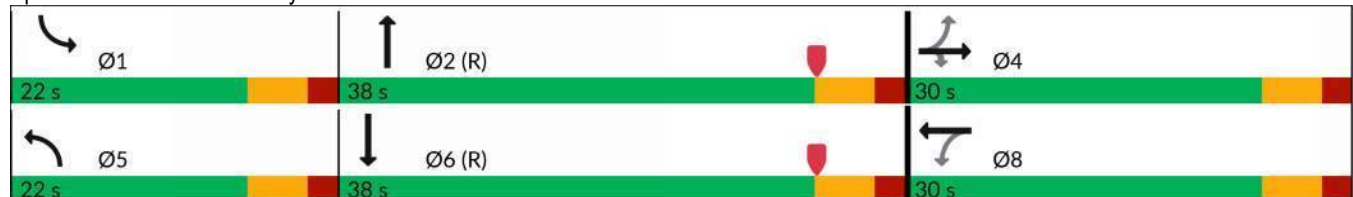
Intersection Capacity Utilization 64.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

SAT 2036 No-Build
Timing Plan: NHDOT MAX1

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	61	153	48	132	1142	6	1267
v/c Ratio	0.40	0.48	0.25	0.52	0.44	0.04	0.66
Control Delay (s/veh)	43.7	11.3	30.7	42.4	7.1	39.0	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	11.3	30.7	42.4	7.1	39.0	18.0
Queue Length 50th (ft)	33	0	19	71	100	3	252
Queue Length 95th (ft)	69	53	50	121	271	15	403
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	350	538	418	322	2570	317	1907
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.28	0.11	0.41	0.44	0.02	0.66
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

SAT 2036 No-Build

Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	2	138	16	15	12	123	1057	5	6	1038	140
Future Volume (vph)	53	2	138	16	15	12	123	1057	5	6	1038	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794	1599		1762		1787	3572		1787	3510	
Flt Permitted		0.70	1.00		0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1313	1599		1533		1787	3572		1787	3510	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	2	153	18	17	13	132	1137	5	6	1116	151
RTOR Reduction (vph)	0	0	135	0	11	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	61	18	0	37	0	132	1142	0	6	1259	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		10.5	10.5		10.5		12.8	60.0		1.5	48.7	
Effective Green, g (s)		10.5	10.5		10.5		12.8	60.0		1.5	48.7	
Actuated g/C Ratio		0.12	0.12		0.12		0.14	0.67		0.02	0.54	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		153	186		178		254	2381		29	1899	
v/s Ratio Prot							c0.07	c0.32		0.00	c0.36	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.40	0.10		0.21		0.52	0.48		0.21	0.66	
Uniform Delay, d1		36.8	35.5		36.0		35.8	7.3		43.7	14.8	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.3	0.3		0.8		2.4	0.7		4.8	1.8	
Delay (s)		39.1	35.8		36.8		38.1	8.0		48.5	16.6	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.8			36.8			11.2			16.8	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.1				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			64.0%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

SAT 2026 Build
Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Future Volume (Veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	27	33	3	4	38	84	4	39	3	51	51	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	320	219	67	237	233	41	82			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	320	219	67	237	233	41	82			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	94	92	100			97		
cM capacity (veh/h)	540	656	997	670	644	1031	1515			1567		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	63	126	46	133								
Volume Left	27	4	4	51								
Volume Right	3	84	3	31								
cSH	610	860	1515	1567								
Volume to Capacity	0.10	0.15	0.00*	0.03								
Queue Length 95th (ft)	9	13	0	3								
Control Delay (s/veh)	11.6	9.9	0.7	3.0								
Lane LOS	B	A	A	A								
Approach Delay (s/veh)	11.6	9.9	0.7	3.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			29.0%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Timings

6: Lafayette Road & Wilson Road

SAT 2026 Build
Timing Plan: NHDOT MAX1

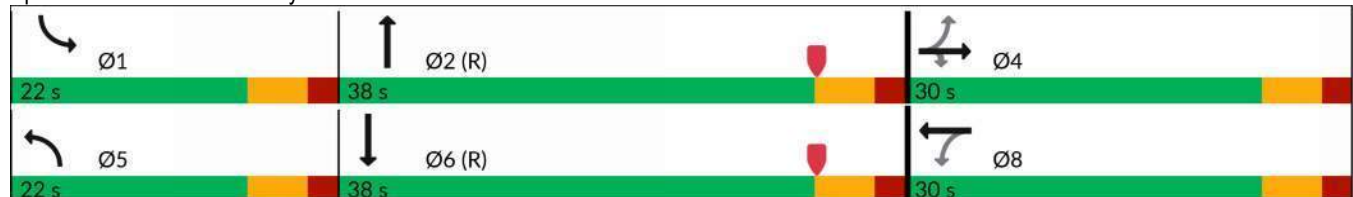
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	2	145	14	15	123	950	5	933
Future Volume (vph)	55	2	145	14	15	123	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		11.5	11.5		11.5	12.8	63.8	6.9	47.7
Actuated g/C Ratio		0.13	0.13		0.13	0.14	0.71	0.08	0.53
v/c Ratio		0.44	0.51		0.24	0.52	0.41	0.04	0.62
Control Delay (s/veh)		43.5	10.5		29.0	42.4	7.4	38.8	17.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.5	10.5		29.0	42.4	7.4	38.8	17.8
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		19.9			29.0		11.3		17.9
Approach LOS		B			C		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 15.4
 Intersection Capacity Utilization 61.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

SAT 2026 Build
Timing Plan: NHDOT MAX1

	→	↘	←	↙	↑	↗	↓
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	186	51	132	1026	5	1154
v/c Ratio	0.44	0.51	0.24	0.52	0.41	0.04	0.62
Control Delay (s/veh)	43.5	10.5	29.0	42.4	7.4	38.8	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	10.5	29.0	42.4	7.4	38.8	17.8
Queue Length 50th (ft)	40	0	19	71	91	3	224
Queue Length 95th (ft)	66	35	43	121	248	14	368
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	349	562	423	322	2529	317	1865
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.33	0.12	0.41	0.41	0.02	0.62
Intersection Summary							

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

SAT 2026 Build

Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	2	145	14	15	11	123	950	4	5	933	140
Future Volume (vph)	55	2	145	14	15	11	123	950	4	5	933	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1795	1599		1763		1787	3572		1787	3504	
Flt Permitted		0.70	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1312	1599		1549		1787	3572		1787	3504	
Peak-hour factor, PHF	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	71	3	186	18	19	14	132	1022	4	5	1003	151
RTOR Reduction (vph)	0	0	162	0	12	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	74	24	0	39	0	132	1026	0	5	1144	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.5	11.5		11.5		12.8	59.0		1.5	47.7	
Effective Green, g (s)		11.5	11.5		11.5		12.8	59.0		1.5	47.7	
Actuated g/C Ratio		0.13	0.13		0.13		0.14	0.66		0.02	0.53	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		167	204		197		254	2341		29	1857	
v/s Ratio Prot							c0.07	0.29		0.00	c0.33	
v/s Ratio Perm		c0.06	0.01		0.03							
v/c Ratio		0.44	0.12		0.20		0.52	0.44		0.17	0.62	
Uniform Delay, d1		36.3	34.8		35.1		35.8	7.5		43.6	14.8	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.5	0.3		0.7		2.4	0.6		3.8	1.5	
Delay (s)		38.8	35.1		35.8		38.1	8.1		47.5	16.3	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.2			35.8			11.5			16.4	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			61.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 3: West Road & Driveway/Wilson Road

SAT 2036 Build
Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Future Volume (Veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	27	33	3	4	33	82	3	36	2	51	50	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	308	210	64	229	223	37	78			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308	210	64	229	223	37	78			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	95	92	100			97		
cM capacity (veh/h)	556	663	1000	679	653	1035	1520			1572		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	63	119	41	129								
Volume Left	27	4	3	51								
Volume Right	3	82	2	28								
cSH	622	877	1520	1572								
Volume to Capacity	0.10	0.14	0.00*	0.03								
Queue Length 95th (ft)	8	12	0	3								
Control Delay (s/veh)	11.4	9.7	0.6	3.1								
Lane LOS	B	A	A	A								
Approach Delay (s/veh)	11.4	9.7	0.6	3.1								
Approach LOS	B	A										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			29.5%		ICU Level of Service					A		
Analysis Period (min)			15									

* Value less than 0.01.

Timings
6: Lafayette Road & Wilson Road

SAT 2036 Build
Timing Plan: NHDOT MAX1

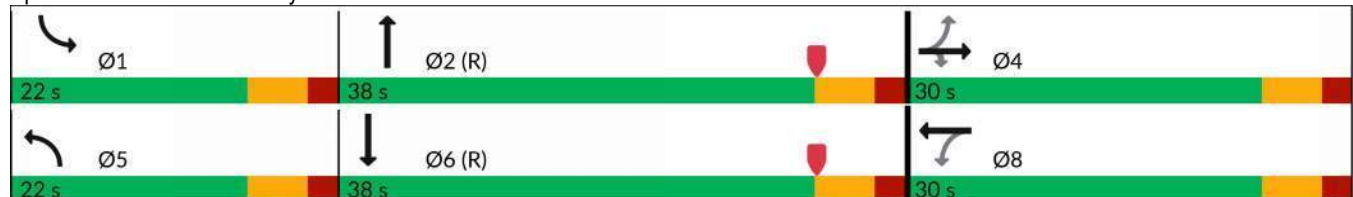
									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	2	159	16	17	135	1057	6	1038
Future Volume (vph)	61	2	159	16	17	135	1057	6	1038
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effect Green (s)		11.3	11.3		11.3	13.4	64.0	6.9	47.3
Actuated g/C Ratio		0.13	0.13		0.13	0.15	0.71	0.08	0.53
v/c Ratio		0.43	0.50		0.24	0.55	0.45	0.04	0.69
Control Delay (s/veh)		43.4	10.6		29.7	42.5	7.6	39.0	19.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		43.4	10.6		29.7	42.5	7.6	39.0	19.9
LOS		D	B		C	D	A	D	B
Approach Delay (s/veh)		19.9			29.7		11.6		20.0
Approach LOS		B			C		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay (s/veh): 16.4
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 6: Lafayette Road & Wilson Road



Queues
6: Lafayette Road & Wilson Road

SAT 2036 Build
Timing Plan: NHDOT MAX1

							
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	177	50	145	1142	6	1283
v/c Ratio	0.43	0.50	0.24	0.55	0.45	0.04	0.69
Control Delay (s/veh)	43.4	10.6	29.7	42.5	7.6	39.0	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	10.6	29.7	42.5	7.6	39.0	19.9
Queue Length 50th (ft)	38	0	20	78	105	3	267
Queue Length 95th (ft)	75	54	51	130	285	15	#445
Internal Link Dist (ft)	460		320		245		320
Turn Bay Length (ft)		100				225	
Base Capacity (vph)	348	556	422	325	2539	317	1850
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.32	0.12	0.45	0.45	0.02	0.69

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

6: Lafayette Road & Wilson Road

SAT 2036 Build

Timing Plan: NHDOT MAX1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	2	159	16	17	12	135	1057	5	6	1038	155
Future Volume (vph)	61	2	159	16	17	12	135	1057	5	6	1038	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794	1599		1766		1787	3572		1787	3504	
Flt Permitted		0.70	1.00		0.86		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1308	1599		1548		1787	3572		1787	3504	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	2	177	18	19	13	145	1137	5	6	1116	167
RTOR Reduction (vph)	0	0	155	0	11	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	70	22	0	39	0	145	1142	0	6	1274	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		11.3	11.3		11.3		13.4	59.2		1.5	47.3	
Effective Green, g (s)		11.3	11.3		11.3		13.4	59.2		1.5	47.3	
Actuated g/C Ratio		0.13	0.13		0.13		0.15	0.66		0.02	0.53	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		4.0	4.0		4.0		4.0	5.0		4.0	5.0	
Lane Grp Cap (vph)		164	200		194		266	2349		29	1841	
v/s Ratio Prot							c0.08	0.32		0.00	c0.36	
v/s Ratio Perm		c0.05	0.01		0.02							
v/c Ratio		0.43	0.11		0.20		0.55	0.49		0.21	0.69	
Uniform Delay, d1		36.4	34.9		35.3		35.5	7.7		43.7	15.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4	0.3		0.7		2.8	0.7		4.8	2.2	
Delay (s)		38.8	35.2		36.0		38.3	8.5		48.5	18.1	
Level of Service		D	D		D		D	A		D	B	
Approach Delay (s/veh)		36.2			36.0			11.8			18.2	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			17.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			65.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX K

Signal Timing

NH DOT - SEQUENCE AND TIMING CHART

7/11/2022 10:22:05 AM

CITY/TOWN: PORTSMOUTH

SIGNAL ID#: S-379-16

LOCATION: US 1

INTERSECT: WILSON AVENUE/INDUSTRIAL PARK ENTR

CABINET TYPE: P TYPE-1

METER NUMBER 74-398-049 ES
and MFR:

CONTROLLER INFO

INSTALL DATE: 6 /27/1995

FIRE PREEMPT TOMAR

*****CONTROLLER TIMINGS*****

	PH 1	PH 2	PH 4	PH 5	PH 6	PH 8
INITIAL	5	10	7	5	10	7
PASSAGE	4	5	4	4	5	4
YELLOW	4	4	4	4	4	4
ALL RED	2	2	2	2	2	4
MAXIMUM 1	16	32	24	16	32	24
MAXIMUM 2	20	50	28	20	50	28
MAXIMUM 3						
MAXIMUM EXT						
RECALL	NL	MIN	NL	NL	MIN	NL
WALK		4				4
DON'T WALK		8				16
FL YEL ARROW						
MOVEMENT	SLT	1N	EAST	NLT	1S	WEST
TIME TO REDUCE						
REDUCE BY						
MIN GAP						
DYN MAX LIM						
DYN MAX STEP						

NOTES:

SYS 906

PAT 2 CYCLE = 86s OFF = 60s

SPLIT = 18, 42, 26, 18, 42, 26 cord 2

PAT 3 CYCLE = 110s OFF = 73s

SPLIT = 26, 51, 33, 26, 51, 33 cord 2

DP1 0000 54, 0700 2, 1000 3, 1900 54, 2000 1(254) M-F

APPENDIX L

Turning Movement Counts



Location Map: 228713 Portsmouth, NH

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



(2) 7-9am/ 4-6pm/ Sat 11am-2pm TMCs

(2) Total VCUs

Client:
TFMoran

Engineer:
J. Porter

Site Code:
47107.02

Date:
Thurs 6/23 and Sat 6/25/2022

PDI Job #
228713

City, State:
Portsmouth, NH

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	27	5	0	32	3	0	3	0	6	1	18	0	0	19	0	0	0	0	0	57
7:15 AM	0	24	4	0	28	3	0	1	0	4	0	10	0	0	10	0	0	0	0	0	42
7:30 AM	0	35	4	0	39	4	0	0	0	4	4	24	0	0	28	0	0	0	0	0	71
7:45 AM	2	61	2	0	65	7	0	7	0	14	4	22	0	0	26	0	0	0	0	0	105
Total	2	147	15	0	164	17	0	11	0	28	9	74	0	0	83	0	0	0	0	0	275
8:00 AM	0	65	8	0	73	7	0	3	0	10	1	25	0	0	26	0	0	0	0	0	109
8:15 AM	0	46	4	0	50	8	0	7	0	15	6	24	0	0	30	0	0	0	0	0	95
8:30 AM	0	32	5	0	37	9	0	5	0	14	3	29	0	0	32	0	0	0	0	0	83
8:45 AM	0	39	7	0	46	5	0	1	0	6	5	26	0	0	31	0	0	0	0	0	83
Total	0	182	24	0	206	29	0	16	0	45	15	104	0	0	119	0	0	0	0	0	370
Grand Total	2	329	39	0	370	46	0	27	0	73	24	178	0	0	202	0	0	0	0	0	645
Approach %	0.5	88.9	10.5	0.0		63.0	0.0	37.0	0.0		11.9	88.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.3	51.0	6.0	0.0	57.4	7.1	0.0	4.2	0.0	11.3	3.7	27.6	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	224					63					356					2					645
Cars	2	309	37	0	348	43	0	22	0	65	18	153	0	0	171	0	0	0	0	0	584
% Cars	100.0	93.9	94.9	0.0	94.1	93.5	0.0	81.5	0.0	89.0	75.0	86.0	0.0	0.0	84.7	0.0	0.0	0.0	0.0	0.0	90.5
Exiting Leg Total	196					55					331					2					584
Heavy Vehicles	0	20	2	0	22	3	0	5	0	8	6	25	0	0	31	0	0	0	0	0	61
% Heavy Vehicles	0.0	6.1	5.1	0.0	5.9	6.5	0.0	18.5	0.0	11.0	25.0	14.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	9.5
Exiting Leg Total	28					8					25					0					61

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

7:45 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	61	2	0	65	7	0	7	0	14	4	22	0	0	26	0	0	0	0	0	105
8:00 AM	0	65	8	0	73	7	0	3	0	10	1	25	0	0	26	0	0	0	0	0	109
8:15 AM	0	46	4	0	50	8	0	7	0	15	6	24	0	0	30	0	0	0	0	0	95
8:30 AM	0	32	5	0	37	9	0	5	0	14	3	29	0	0	32	0	0	0	0	0	83
Total Volume	2	204	19	0	225	31	0	22	0	53	14	100	0	0	114	0	0	0	0	0	392
% Approach Total	0.9	90.7	8.4	0.0		58.5	0.0	41.5	0.0		12.3	87.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.785	0.594	0.000	0.771	0.861	0.000	0.786	0.000	0.883	0.583	0.862	0.000	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.899
Cars	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Cars %	100.0	94.1	94.7	0.0	94.2	93.5	0.0	90.9	0.0	92.5	78.6	89.0	0.0	0.0	87.7	0.0	0.0	0.0	0.0	0.0	92.1
Heavy Vehicles	0	12	1	0	13	2	0	2	0	4	3	11	0	0	14	0	0	0	0	0	31
Heavy Vehicles %	0.0	5.9	5.3	0.0	5.8	6.5	0.0	9.1	0.0	7.5	21.4	11.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	7.9
Cars Enter Leg	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Heavy Enter Leg	0	12	1	0	13	2	0	2	0	4	3	11	0	0	14	0	0	0	0	0	31
Total Entering Leg	2	204	19	0	225	31	0	22	0	53	14	100	0	0	114	0	0	0	0	0	392
Cars Exiting Leg					118					29					212					2	361
Heavy Exiting Leg					13					4					14					0	31
Total Exiting Leg					131					33					226					2	392

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	24	5	0	29	3	0	1	0	4	0	15	0	0	15	0	0	0	0	0	48
7:15 AM	0	23	4	0	27	3	0	1	0	4	0	8	0	0	8	0	0	0	0	0	39
7:30 AM	0	33	3	0	36	4	0	0	0	4	2	20	0	0	22	0	0	0	0	0	62
7:45 AM	2	60	2	0	64	6	0	7	0	13	3	20	0	0	23	0	0	0	0	0	100
Total	2	140	14	0	156	16	0	9	0	25	5	63	0	0	68	0	0	0	0	0	249
8:00 AM	0	60	7	0	67	7	0	1	0	8	0	23	0	0	23	0	0	0	0	0	98
8:15 AM	0	41	4	0	45	8	0	7	0	15	6	22	0	0	28	0	0	0	0	0	88
8:30 AM	0	31	5	0	36	8	0	5	0	13	2	24	0	0	26	0	0	0	0	0	75
8:45 AM	0	37	7	0	44	4	0	0	0	4	5	21	0	0	26	0	0	0	0	0	74
Total	0	169	23	0	192	27	0	13	0	40	13	90	0	0	103	0	0	0	0	0	335
Grand Total	2	309	37	0	348	43	0	22	0	65	18	153	0	0	171	0	0	0	0	0	584
Approach %	0.6	88.8	10.6	0.0		66.2	0.0	33.8	0.0		10.5	89.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.3	52.9	6.3	0.0	59.6	7.4	0.0	3.8	0.0	11.1	3.1	26.2	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	196					55					331					2					584

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

7:45 AM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	60	2	0	64	6	0	7	0	13	3	20	0	0	23	0	0	0	0	0	100
8:00 AM	0	60	7	0	67	7	0	1	0	8	0	23	0	0	23	0	0	0	0	0	98
8:15 AM	0	41	4	0	45	8	0	7	0	15	6	22	0	0	28	0	0	0	0	0	88
8:30 AM	0	31	5	0	36	8	0	5	0	13	2	24	0	0	26	0	0	0	0	0	75
Total Volume	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
% Approach Total	0.9	90.6	8.5	0.0		59.2	0.0	40.8	0.0		11.0	89.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.800	0.643	0.000	0.791	0.906	0.000	0.714	0.000	0.817	0.458	0.927	0.000	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.903
Entering Leg	2	192	18	0	212	29	0	20	0	49	11	89	0	0	100	0	0	0	0	0	361
Exiting Leg	118					29					212					2					361
Total	330					78					312					2					722

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	2	1	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
7:45 AM	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
Total	0	7	1	0	8	1	0	2	0	3	4	11	0	0	15	0	0	0	0	0	26
8:00 AM	0	5	1	0	6	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9
Total	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
Grand Total	0	20	2	0	22	3	0	5	0	8	6	25	0	0	31	0	0	0	0	0	61
Approach %	0.0	90.9	9.1	0.0		37.5	0.0	62.5	0.0		19.4	80.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	32.8	3.3	0.0	36.1	4.9	0.0	8.2	0.0	13.1	9.8	41.0	0.0	0.0	50.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	28					8					25					0					61
Buses	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6
% Buses	0.0	5.0	0.0	0.0	4.5	0.0	0.0	40.0	0.0	25.0	33.3	4.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total	1					2					3					0					6
Single-Unit Trucks	0	17	2	0	19	2	0	3	0	5	3	22	0	0	25	0	0	0	0	0	49
% Single-Unit	0.0	85.0	100.0	0.0	86.4	66.7	0.0	60.0	0.0	62.5	50.0	88.0	0.0	0.0	80.6	0.0	0.0	0.0	0.0	0.0	80.3
Exiting Leg Total	24					5					20					0					49
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
% Articulated	0.0	10.0	0.0	0.0	9.1	33.3	0.0	0.0	0.0	12.5	16.7	8.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total	3					1					2					0					6

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

8:00 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	5	1	0	6	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	11
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	8
8:45 AM	0	2	0	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9
Total Volume	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
% Approach Total	0.0	92.9	7.1	0.0		40.0	0.0	60.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.650	0.250	0.000	0.583	0.500	0.000	0.375	0.000	0.625	0.500	0.700	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.795
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	20.0	50.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	5.7
Single-Unit Trucks	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Single-Unit %	0.0	84.6	100.0	0.0	85.7	50.0	0.0	66.7	0.0	60.0	50.0	85.7	0.0	0.0	81.3	0.0	0.0	0.0	0.0	0.0	80.0
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Articulated %	0.0	15.4	0.0	0.0	14.3	50.0	0.0	0.0	0.0	20.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14.3
Buses	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Total Entering Leg	0	13	1	0	14	2	0	3	0	5	2	14	0	0	16	0	0	0	0	0	35
Buses	0					1					1					0					2
Single-Unit Trucks	13					2					13					0					28
Articulated Trucks	3					0					2					0					5
Total Exiting Leg	16					3					16					0					35

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	West Road					Wilson Road					West Road					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4	
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
Grand Total	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	33.3	0.0	33.3	33.3	16.7	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1					2					3					0					6	

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

7:00 AM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Exiting Leg	1					1					2					0					4
Total	2					2					4					0					8

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	8
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	6	1	0	7	1	0	1	0	2	2	10	0	0	12	0	0	0	0	0	21
8:00 AM	0	3	1	0	4	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	8
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Total	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Grand Total	0	17	2	0	19	2	0	3	0	5	3	22	0	0	25	0	0	0	0	0	49
Approach %	0.0	89.5	10.5	0.0		40.0	0.0	60.0	0.0		12.0	88.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.7	4.1	0.0	38.8	4.1	0.0	6.1	0.0	10.2	6.1	44.9	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	24					5					20					0					49

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

8:00 AM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	3	1	0	4	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	8
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Total Volume	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
% Approach Total	0.0	91.7	8.3	0.0		33.3	0.0	66.7	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.550	0.250	0.000	0.600	0.250	0.000	0.500	0.000	0.750	0.250	0.600	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	0	11	1	0	12	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	28
Exiting Leg					13					2					13						28
Total					25					5					26					0	56

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0
Grand Total	0	2	0	0	2	1	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	16.7	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					1					2					0					6

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

7:45 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
Exiting Leg	2					1					2					0					5
Total	4					1					5					0					10

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

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

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

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

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	West Road							Wilson Road							West Road							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							1							0							0							1

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

7:00 AM	West Road							Wilson Road							West Road							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	24	5	0	29	15	0	3	0	18	11	52	0	0	63	0	0	0	0	0	110
4:15 PM	0	17	6	0	23	11	1	2	0	14	7	34	0	0	41	0	0	1	0	1	79
4:30 PM	0	18	11	0	29	9	0	1	0	10	17	55	0	0	72	0	0	0	0	0	111
4:45 PM	0	16	10	0	26	12	0	3	0	15	6	46	0	0	52	0	0	0	0	0	93
Total	0	75	32	0	107	47	1	9	0	57	41	187	0	0	228	0	0	1	0	1	393
5:00 PM	0	17	10	0	27	14	0	4	0	18	6	64	0	0	70	0	1	0	0	1	116
5:15 PM	0	13	17	0	30	15	0	1	0	16	4	40	0	0	44	0	0	0	0	0	90
5:30 PM	0	12	13	0	25	14	0	1	0	15	4	27	0	0	31	1	0	0	0	1	72
5:45 PM	0	3	9	0	12	7	0	0	0	7	2	24	0	0	26	0	0	0	0	0	45
Total	0	45	49	0	94	50	0	6	0	56	16	155	0	0	171	1	1	0	0	2	323
Grand Total	0	120	81	0	201	97	1	15	0	113	57	342	0	0	399	1	1	1	0	3	716
Approach %	0.0	59.7	40.3	0.0		85.8	0.9	13.3	0.0		14.3	85.7	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	16.8	11.3	0.0	28.1	13.5	0.1	2.1	0.0	15.8	8.0	47.8	0.0	0.0	55.7	0.1	0.1	0.1	0.0	0.4	
Exiting Leg Total	440					139					136					1					716
Cars	0	113	79	0	192	95	1	12	0	108	53	334	0	0	387	1	1	1	0	3	690
% Cars	0.0	94.2	97.5	0.0	95.5	97.9	100.0	80.0	0.0	95.6	93.0	97.7	0.0	0.0	97.0	100.0	100.0	100.0	0.0	100.0	96.4
Exiting Leg Total	430					133					126					1					690
Heavy Vehicles	0	7	2	0	9	2	0	3	0	5	4	8	0	0	12	0	0	0	0	0	26
% Heavy Vehicles	0.0	5.8	2.5	0.0	4.5	2.1	0.0	20.0	0.0	4.4	7.0	2.3	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total	10					6					10					0					26

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	18	11	0	29	9	0	1	0	10	17	55	0	0	72	0	0	0	0	0	111
4:45 PM	0	16	10	0	26	12	0	3	0	15	6	46	0	0	52	0	0	0	0	0	93
5:00 PM	0	17	10	0	27	14	0	4	0	18	6	64	0	0	70	0	1	0	0	1	116
5:15 PM	0	13	17	0	30	15	0	1	0	16	4	40	0	0	44	0	0	0	0	0	90
Total Volume	0	64	48	0	112	50	0	9	0	59	33	205	0	0	238	0	1	0	0	1	410
% Approach Total	0.0	57.1	42.9	0.0		84.7	0.0	15.3	0.0		13.9	86.1	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.889	0.706	0.000	0.933	0.833	0.000	0.563	0.000	0.819	0.485	0.801	0.000	0.000	0.826	0.000	0.250	0.000	0.000	0.250	0.884
Cars	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Cars %	0.0	92.2	95.8	0.0	93.8	98.0	0.0	88.9	0.0	96.6	93.9	99.5	0.0	0.0	98.7	0.0	100.0	0.0	0.0	100.0	97.1
Heavy Vehicles	0	5	2	0	7	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	12
Heavy Vehicles %	0.0	7.8	4.2	0.0	6.3	2.0	0.0	11.1	0.0	3.4	6.1	0.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.9
Cars Enter Leg	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Heavy Enter Leg	0	5	2	0	7	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	12
Total Entering Leg	0	64	48	0	112	50	0	9	0	59	33	205	0	0	238	0	1	0	0	1	410
Cars Exiting Leg	253					78					67					0					398
Heavy Exiting Leg	2					4					6					0					12
Total Exiting Leg	255					82					73					0					410

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	24	5	0	29	14	0	2	0	16	11	50	0	0	61	0	0	0	0	0	106
4:15 PM	0	15	6	0	21	11	1	1	0	13	6	31	0	0	37	0	0	1	0	1	72
4:30 PM	0	17	10	0	27	9	0	1	0	10	16	55	0	0	71	0	0	0	0	0	108
4:45 PM	0	16	10	0	26	12	0	3	0	15	5	46	0	0	51	0	0	0	0	0	92
Total	0	72	31	0	103	46	1	7	0	54	38	182	0	0	220	0	0	1	0	1	378
5:00 PM	0	15	9	0	24	13	0	4	0	17	6	63	0	0	69	0	1	0	0	1	111
5:15 PM	0	11	17	0	28	15	0	0	0	15	4	40	0	0	44	0	0	0	0	0	87
5:30 PM	0	12	13	0	25	14	0	1	0	15	3	27	0	0	30	1	0	0	0	1	71
5:45 PM	0	3	9	0	12	7	0	0	0	7	2	22	0	0	24	0	0	0	0	0	43
Total	0	41	48	0	89	49	0	5	0	54	15	152	0	0	167	1	1	0	0	2	312
Grand Total	0	113	79	0	192	95	1	12	0	108	53	334	0	0	387	1	1	1	0	3	690
Approach %	0.0	58.9	41.1	0.0		88.0	0.9	11.1	0.0		13.7	86.3	0.0	0.0		33.3	33.3	33.3	0.0		
Total %	0.0	16.4	11.4	0.0	27.8	13.8	0.1	1.7	0.0	15.7	7.7	48.4	0.0	0.0	56.1	0.1	0.1	0.1	0.0	0.4	
Exiting Leg Total	430					133					126					1					690

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	17	10	0	27	9	0	1	0	10	16	55	0	0	71	0	0	0	0	0	108
4:45 PM	0	16	10	0	26	12	0	3	0	15	5	46	0	0	51	0	0	0	0	0	92
5:00 PM	0	15	9	0	24	13	0	4	0	17	6	63	0	0	69	0	1	0	0	1	111
5:15 PM	0	11	17	0	28	15	0	0	0	15	4	40	0	0	44	0	0	0	0	0	87
Total Volume	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
% Approach Total	0.0	56.2	43.8	0.0		86.0	0.0	14.0	0.0		13.2	86.8	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.868	0.676	0.000	0.938	0.817	0.000	0.500	0.000	0.838	0.484	0.810	0.000	0.000	0.827	0.000	0.250	0.000	0.000	0.250	0.896
Entering Leg	0	59	46	0	105	49	0	8	0	57	31	204	0	0	235	0	1	0	0	1	398
Exiting Leg	253					78					67					0					398
Total	358					135					302					1					796

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	4
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	3	1	0	4	1	0	2	0	3	3	5	0	0	8	0	0	0	0	0	15
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	1	0	5	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	11
Grand Total	0	7	2	0	9	2	0	3	0	5	4	8	0	0	12	0	0	0	0	0	26
Approach %	0.0	77.8	22.2	0.0		40.0	0.0	60.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.9	7.7	0.0	34.6	7.7	0.0	11.5	0.0	19.2	15.4	30.8	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					6					10					0					26
Buses	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	5
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	40.0	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19.2
Exiting Leg Total	1					2					2					0					5
Single-Unit Trucks	0	7	2	0	9	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	19
% Single-Unit	0.0	100.0	100.0	0.0	100.0	100.0	0.0	33.3	0.0	60.0	25.0	75.0	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	73.1
Exiting Leg Total	8					3					8					0					19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	12.5	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	7.7
Exiting Leg Total	1					1					0					0					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
4:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	5	2	0	7	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	16
% Approach Total	0.0	71.4	28.6	0.0		50.0	0.0	50.0	0.0		42.9	57.1	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.500	0.750	0.333	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.571
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	25.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	12.5
Single-Unit Trucks	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Single-Unit %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	33.3	75.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	81.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6.3
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Single-Unit Trucks	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	5	2	0	7	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	16
Buses	1					1					0					0					2
Single-Unit Trucks	4					3					6					0					13
Articulated Trucks	0					1					0					0					1
Total Exiting Leg	5					5					6					0					16

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	5
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	20.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					2					2					0					5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
Exiting Leg					1					1					1					0	3
Total					1					2					3					0	6

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	West Road					Wilson Road					West Road					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	6
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	4	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	10
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Total	0	4	1	0	5	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	9
Grand Total	0	7	2	0	9	2	0	1	0	3	1	6	0	0	7	0	0	0	0	0	0	19
Approach %	0.0	77.8	22.2	0.0		66.7	0.0	33.3	0.0		14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	36.8	10.5	0.0	47.4	10.5	0.0	5.3	0.0	15.8	5.3	31.6	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	8					3					8					0					19	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	6
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
% Approach Total	0.0	71.4	28.6	0.0		50.0	0.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.500	0.250	0.375	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.542
Entering Leg	0	5	2	0	7	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	13
Exiting Leg					4					3					6						13
Total	11					5					10					0					26

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

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

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	West Road					Wilson Road					West Road					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Exiting Leg	1					1					0					0					2
Total	1					1					2					0					

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	West Road							Wilson Road							West Road							Driveway								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	West Road							Wilson Road							West Road							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

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

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	West Road							Wilson Road							West Road							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	8	12	0	20	7	0	1	0	8	3	8	0	0	11	0	0	0	0	0	39
11:15 AM	0	12	10	0	22	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	36
11:30 AM	0	9	8	0	17	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	45
11:45 AM	0	7	6	0	13	16	0	0	0	16	1	7	0	0	8	0	0	0	0	0	37
Total	0	36	36	0	72	46	1	3	0	50	5	29	0	0	34	0	1	0	0	1	157
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	4	0	0	4	0	0	0	0	0	41
12:15 PM	0	6	6	0	12	15	0	1	0	16	1	6	0	0	7	0	0	0	0	0	35
12:30 PM	0	8	5	0	13	10	0	1	0	11	1	4	0	0	5	0	0	0	0	0	29
12:45 PM	0	5	4	0	9	9	0	2	0	11	3	8	0	0	11	0	0	0	0	0	31
Total	0	27	25	0	52	52	0	5	0	57	5	22	0	0	27	0	0	0	0	0	136
1:00 PM	0	11	6	0	17	10	0	1	0	11	2	9	1	0	12	1	0	0	0	1	41
1:15 PM	0	3	4	0	7	8	0	0	0	8	0	7	0	0	7	0	0	0	0	0	22
1:30 PM	0	5	5	0	10	7	0	3	0	10	3	4	0	0	7	0	0	0	0	0	27
1:45 PM	0	4	4	0	8	11	0	3	0	14	3	8	0	0	11	0	0	0	0	0	33
Total	0	23	19	0	42	36	0	7	0	43	8	28	1	0	37	1	0	0	0	1	123
Grand Total	0	86	80	0	166	134	1	15	0	150	18	79	1	0	98	1	1	0	0	2	416
Approach %	0.0	51.8	48.2	0.0		89.3	0.7	10.0	0.0		18.4	80.6	1.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	20.7	19.2	0.0	39.9	32.2	0.2	3.6	0.0	36.1	4.3	19.0	0.2	0.0	23.6	0.2	0.2	0.0	0.0	0.5	
Exiting Leg Total	213					99					102					2					416
Cars	0	78	78	0	156	133	1	15	0	149	18	72	1	0	91	1	1	0	0	2	398
% Cars	0.0	90.7	97.5	0.0	94.0	99.3	100.0	100.0	0.0	99.3	100.0	91.1	100.0	0.0	92.9	100.0	100.0	0.0	0.0	100.0	95.7
Exiting Leg Total	205					97					94					2					398
Heavy Vehicles	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
% Heavy Vehicles	0.0	9.3	2.5	0.0	6.0	0.7	0.0	0.0	0.0	0.7	0.0	8.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	4.3
Exiting Leg Total	8					2					8					0					18

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	12	10	0	22	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	36
11:30 AM	0	9	8	0	17	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	45
11:45 AM	0	7	6	0	13	16	0	0	0	16	1	7	0	0	8	0	0	0	0	0	37
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	4	0	0	4	0	0	0	0	0	41
Total Volume	0	36	34	0	70	57	1	3	0	61	2	25	0	0	27	0	1	0	0	1	159
% Approach Total	0.0	51.4	48.6	0.0		93.4	1.6	4.9	0.0		7.4	92.6	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.750	0.850	0.000	0.795	0.792	0.250	0.375	0.000	0.803	0.500	0.781	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.883
Cars	0	32	34	0	66	56	1	3	0	60	2	21	0	0	23	0	1	0	0	1	150
Cars %	0.0	88.9	100.0	0.0	94.3	98.2	100.0	100.0	0.0	98.4	100.0	84.0	0.0	0.0	85.2	0.0	100.0	0.0	0.0	100.0	94.3
Heavy Vehicles	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
Heavy Vehicles %	0.0	11.1	0.0	0.0	5.7	1.8	0.0	0.0	0.0	1.6	0.0	16.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	5.7
Cars Enter Leg	0	32	34	0	66	56	1	3	0	60	2	21	0	0	23	0	1	0	0	1	150
Heavy Enter Leg	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
Total Entering Leg	0	36	34	0	70	57	1	3	0	61	2	25	0	0	27	0	1	0	0	1	159
Cars Exiting Leg	77					37					35					1					150
Heavy Exiting Leg	5					0					4					0					9
Total Exiting Leg	82					37					39					1					159

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	7	11	0	18	7	0	1	0	8	3	8	0	0	11	0	0	0	0	0	37
11:15 AM	0	9	10	0	19	8	0	0	0	8	0	4	0	0	4	0	0	0	0	0	31
11:30 AM	0	8	8	0	16	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	44
11:45 AM	0	7	6	0	13	15	0	0	0	15	1	6	0	0	7	0	0	0	0	0	35
Total	0	31	35	0	66	45	1	3	0	49	5	26	0	0	31	0	1	0	0	1	147
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	3	0	0	3	0	0	0	0	0	40
12:15 PM	0	6	5	0	11	15	0	1	0	16	1	5	0	0	6	0	0	0	0	0	33
12:30 PM	0	7	5	0	12	10	0	1	0	11	1	4	0	0	5	0	0	0	0	0	28
12:45 PM	0	4	4	0	8	9	0	2	0	11	3	8	0	0	11	0	0	0	0	0	30
Total	0	25	24	0	49	52	0	5	0	57	5	20	0	0	25	0	0	0	0	0	131
1:00 PM	0	10	6	0	16	10	0	1	0	11	2	8	1	0	11	1	0	0	0	1	39
1:15 PM	0	3	4	0	7	8	0	0	0	8	0	6	0	0	6	0	0	0	0	0	21
1:30 PM	0	5	5	0	10	7	0	3	0	10	3	4	0	0	7	0	0	0	0	0	27
1:45 PM	0	4	4	0	8	11	0	3	0	14	3	8	0	0	11	0	0	0	0	0	33
Total	0	22	19	0	41	36	0	7	0	43	8	26	1	0	35	1	0	0	0	1	120
Grand Total	0	78	78	0	156	133	1	15	0	149	18	72	1	0	91	1	1	0	0	2	398
Approach %	0.0	50.0	50.0	0.0		89.3	0.7	10.1	0.0		19.8	79.1	1.1	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	19.6	19.6	0.0	39.2	33.4	0.3	3.8	0.0	37.4	4.5	18.1	0.3	0.0	22.9	0.3	0.3	0.0	0.0	0.5	
Exiting Leg Total	205					97					94					2					398

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	0	8	8	0	16	15	1	2	0	18	1	8	0	0	9	0	1	0	0	1	44
11:45 AM	0	7	6	0	13	15	0	0	0	15	1	6	0	0	7	0	0	0	0	0	35
12:00 PM	0	8	10	0	18	18	0	1	0	19	0	3	0	0	3	0	0	0	0	0	40
12:15 PM	0	6	5	0	11	15	0	1	0	16	1	5	0	0	6	0	0	0	0	0	33
Total Volume	0	29	29	0	58	63	1	4	0	68	3	22	0	0	25	0	1	0	0	1	152
% Approach Total	0.0	50.0	50.0	0.0		92.6	1.5	5.9	0.0		12.0	88.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.906	0.725	0.000	0.806	0.875	0.250	0.500	0.000	0.895	0.750	0.688	0.000	0.000	0.694	0.000	0.250	0.000	0.000	0.250	0.864
Entering Leg	0	29	29	0	58	63	1	4	0	68	3	22	0	0	25	0	1	0	0	1	152
Exiting Leg					85					33					33					1	152
Total					143					101					58					2	304

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	2
Total	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
Approach %	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	44.4	11.1	0.0	55.6	5.6	0.0	0.0	0.0	5.6	0.0	38.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					2					8					0					18
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
% Single-Unit	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	8					2					8					0					18
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	2
Total Volume	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
% Approach Total	0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Single-Unit %	0.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Buses	0					0					0					0					0
Single-Unit Trucks	4					1					5					0					10
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	4					1					5					0					10

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	2
Total	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	8	2	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
Approach %	0.0	80.0	20.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	44.4	11.1	0.0	55.6	5.6	0.0	0.0	0.0	5.6	0.0	38.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					2					8					0					18

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	West Road					Wilson Road					West Road					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
% Approach Total	0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.417	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	5	1	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
Exiting Leg					4					1					5					0	10
Total					10					2					8					0	20

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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

PDI File #: **228713 A**
 Location: **N: West Road S: West Road**
 Location: **E: Wilson Road W: Driveway**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	West Road							Wilson Road							West Road							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	
Exiting Leg Total	1							1							0							1							3

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	10	102	0	0	112	4	1	0	0	5	0	118	11	0	129	4	1	2	0	7	253
7:15 AM	12	116	0	0	128	2	1	0	0	3	0	131	12	0	143	8	1	4	0	13	287
7:30 AM	12	104	1	0	117	2	1	1	0	4	0	180	13	0	193	12	1	5	0	18	332
7:45 AM	12	128	5	0	145	5	3	3	0	11	2	177	16	0	195	9	0	8	0	17	368
Total	46	450	6	0	502	13	6	4	0	23	2	606	52	0	660	33	3	19	0	55	1240
8:00 AM	17	148	1	0	166	3	1	4	0	8	0	179	8	0	187	12	0	1	0	13	374
8:15 AM	16	168	0	0	184	3	1	2	0	6	0	161	11	0	172	13	0	5	0	18	380
8:30 AM	7	157	0	0	164	1	0	3	0	4	0	162	19	0	181	12	0	5	0	17	366
8:45 AM	33	167	0	0	200	6	1	3	0	10	1	145	14	0	160	15	0	9	0	24	394
Total	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
Grand Total	119	1090	7	0	1216	26	9	16	0	51	3	1253	104	0	1360	85	3	39	0	127	2754
Approach %	9.8	89.6	0.6	0.0		51.0	17.6	31.4	0.0		0.2	92.1	7.6	0.0		66.9	2.4	30.7	0.0		
Total %	4.3	39.6	0.3	0.0	44.2	0.9	0.3	0.6	0.0	1.9	0.1	45.5	3.8	0.0	49.4	3.1	0.1	1.4	0.0	4.6	
Exiting Leg Total	1318					13					1191					232					2754
Cars	113	1031	5	0	1149	26	9	16	0	51	3	1166	92	0	1261	78	3	29	0	110	2571
% Cars	95.0	94.6	71.4	0.0	94.5	100.0	100.0	100.0	0.0	100.0	100.0	93.1	88.5	0.0	92.7	91.8	100.0	74.4	0.0	86.6	93.4
Exiting Leg Total	1221					11					1125					214					2571
Heavy Vehicles	6	59	2	0	67	0	0	0	0	0	0	87	12	0	99	7	0	10	0	17	183
% Heavy Vehicles	5.0	5.4	28.6	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	6.9	11.5	0.0	7.3	8.2	0.0	25.6	0.0	13.4	6.6
Exiting Leg Total	97					2					66					18					183

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

8:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	17	148	1	0	166	3	1	4	0	8	0	179	8	0	187	12	0	1	0	13	374
8:15 AM	16	168	0	0	184	3	1	2	0	6	0	161	11	0	172	13	0	5	0	18	380
8:30 AM	7	157	0	0	164	1	0	3	0	4	0	162	19	0	181	12	0	5	0	17	366
8:45 AM	33	167	0	0	200	6	1	3	0	10	1	145	14	0	160	15	0	9	0	24	394
Total Volume	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
% Approach Total	10.2	89.6	0.1	0.0		46.4	10.7	42.9	0.0		0.1	92.4	7.4	0.0		72.2	0.0	27.8	0.0		
PHF	0.553	0.952	0.250	0.000	0.893	0.542	0.750	0.750	0.000	0.700	0.250	0.904	0.684	0.000	0.936	0.867	0.000	0.556	0.000	0.750	0.961
Cars	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Cars %	95.9	93.9	100.0	0.0	94.1	100.0	100.0	100.0	0.0	100.0	100.0	94.1	88.5	0.0	93.7	94.2	0.0	85.0	0.0	91.7	93.9
Heavy Vehicles	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Heavy Vehicles %	4.1	6.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	11.5	0.0	6.3	5.8	0.0	15.0	0.0	8.3	6.1
Cars Enter Leg	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Heavy Enter Leg	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Total Entering Leg	73	640	1	0	714	13	3	12	0	28	1	647	52	0	700	52	0	20	0	72	1514
Cars Exiting Leg	639					2					662					119					1422
Heavy Exiting Leg	41					0					42					9					92
Total Exiting Leg	680					2					704					128					1514

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	8	101	0	0	109	4	1	0	0	5	0	110	8	0	118	3	1	1	0	5	237
7:15 AM	11	105	0	0	116	2	1	0	0	3	0	112	11	0	123	7	1	4	0	12	254
7:30 AM	12	100	1	0	113	2	1	1	0	4	0	166	12	0	178	11	1	3	0	15	310
7:45 AM	12	124	3	0	139	5	3	3	0	11	2	169	15	0	186	8	0	4	0	12	348
Total	43	430	4	0	477	13	6	4	0	23	2	557	46	0	605	29	3	12	0	44	1149
8:00 AM	14	137	1	0	152	3	1	4	0	8	0	170	8	0	178	10	0	0	0	10	348
8:15 AM	16	162	0	0	178	3	1	2	0	6	0	147	11	0	158	13	0	4	0	17	359
8:30 AM	7	147	0	0	154	1	0	3	0	4	0	155	15	0	170	11	0	4	0	15	343
8:45 AM	33	155	0	0	188	6	1	3	0	10	1	137	12	0	150	15	0	9	0	24	372
Total	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Grand Total	113	1031	5	0	1149	26	9	16	0	51	3	1166	92	0	1261	78	3	29	0	110	2571
Approach %	9.8	89.7	0.4	0.0		51.0	17.6	31.4	0.0		0.2	92.5	7.3	0.0		70.9	2.7	26.4	0.0		
Total %	4.4	40.1	0.2	0.0	44.7	1.0	0.4	0.6	0.0	2.0	0.1	45.4	3.6	0.0	49.0	3.0	0.1	1.1	0.0	4.3	
Exiting Leg Total	1221					11					1125					214					2571

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

8:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	14	137	1	0	152	3	1	4	0	8	0	170	8	0	178	10	0	0	0	10	348
8:15 AM	16	162	0	0	178	3	1	2	0	6	0	147	11	0	158	13	0	4	0	17	359
8:30 AM	7	147	0	0	154	1	0	3	0	4	0	155	15	0	170	11	0	4	0	15	343
8:45 AM	33	155	0	0	188	6	1	3	0	10	1	137	12	0	150	15	0	9	0	24	372
Total Volume	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
% Approach Total	10.4	89.4	0.1	0.0		46.4	10.7	42.9	0.0		0.2	92.8	7.0	0.0		74.2	0.0	25.8	0.0		
PHF	0.530	0.927	0.250	0.000	0.894	0.542	0.750	0.750	0.000	0.700	0.250	0.896	0.767	0.000	0.921	0.817	0.000	0.472	0.000	0.688	0.956
Entering Leg	70	601	1	0	672	13	3	12	0	28	1	609	46	0	656	49	0	17	0	66	1422
Exiting Leg					639					2					662					119	1422
Total	1311					30					1318					185					2844

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	1	0	0	3	0	0	0	0	0	0	8	3	0	11	1	0	1	0	2	16
7:15 AM	1	11	0	0	12	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	33
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	22
7:45 AM	0	4	2	0	6	0	0	0	0	0	0	8	1	0	9	1	0	4	0	5	20
Total	3	20	2	0	25	0	0	0	0	0	0	49	6	0	55	4	0	7	0	11	91
8:00 AM	3	11	0	0	14	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	26
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	21
8:30 AM	0	10	0	0	10	0	0	0	0	0	0	7	4	0	11	1	0	1	0	2	23
8:45 AM	0	12	0	0	12	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	22
Total	3	39	0	0	42	0	0	0	0	0	0	38	6	0	44	3	0	3	0	6	92
Grand Total	6	59	2	0	67	0	0	0	0	0	0	87	12	0	99	7	0	10	0	17	183
Approach %	9.0	88.1	3.0	0.0		0.0	0.0	0.0	0.0		0.0	87.9	12.1	0.0		41.2	0.0	58.8	0.0		
Total %	3.3	32.2	1.1	0.0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	47.5	6.6	0.0	54.1	3.8	0.0	5.5	0.0	9.3	
Exiting Leg Total	97					2					66					18					183
Buses	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	9
% Buses	50.0	1.7	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0	30.0	0.0	17.6	4.9
Exiting Leg Total	5					0					1					3					9
Single-Unit Trucks	3	48	1	0	52	0	0	0	0	0	0	70	11	0	81	7	0	6	0	13	146
% Single-Unit	50.0	81.4	50.0	0.0	77.6	0.0	0.0	0.0	0.0	0.0	0.0	80.5	91.7	0.0	81.8	100.0	0.0	60.0	0.0	76.5	79.8
Exiting Leg Total	76					1					55					14					146
Articulated Trucks	0	10	1	0	11	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	28
% Articulated	0.0	16.9	50.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	17.2	8.3	0.0	16.2	0.0	0.0	10.0	0.0	5.9	15.3
Exiting Leg Total	16					1					10					1					28

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

7:15 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	11	0	0	12	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	33
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	14	1	0	15	1	0	2	0	3	22
7:45 AM	0	4	2	0	6	0	0	0	0	0	0	8	1	0	9	1	0	4	0	5	20
8:00 AM	3	11	0	0	14	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	26
Total Volume	4	30	2	0	36	0	0	0	0	0	0	50	3	0	53	5	0	7	0	12	101
% Approach Total	11.1	83.3	5.6	0.0		0.0	0.0	0.0	0.0		0.0	94.3	5.7	0.0		41.7	0.0	58.3	0.0		
PHF	0.333	0.682	0.250	0.000	0.643	0.000	0.000	0.000	0.000	0.000	0.000	0.658	0.750	0.000	0.663	0.625	0.000	0.438	0.000	0.600	0.765
Buses	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Buses %	50.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	14.3	0.0	8.3	4.0
Single-Unit Trucks	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Single-Unit %	50.0	76.7	50.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	86.0	100.0	0.0	86.8	100.0	0.0	71.4	0.0	83.3	81.2
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	15
Articulated %	0.0	23.3	50.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	11.3	0.0	0.0	14.3	0.0	8.3	14.9
Buses	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
Single-Unit Trucks	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	15
Total Entering Leg	4	30	2	0	36	0	0	0	0	0	0	50	3	0	53	5	0	7	0	12	101
Buses	2					0					0					2					4
Single-Unit Trucks	48					1					28					5					82
Articulated Trucks	7					1					7					0					15
Total Exiting Leg	57					2					35					7					101

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Grand Total	3	1	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	9
Approach %	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	33.3	11.1	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	5					0					1					3					9

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

8:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
% Approach Total	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6
Exiting Leg	3					0					1					2					6
Total	6					0					2					4					12

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	7	3	0	10	1	0	1	0	2	14
7:15 AM	1	10	0	0	11	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	29
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	18
7:45 AM	0	4	1	0	5	0	0	0	0	0	0	6	1	0	7	1	0	3	0	4	16
Total	2	18	1	0	21	0	0	0	0	0	0	41	6	0	47	4	0	5	0	9	77
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	19
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
8:30 AM	0	8	0	0	8	0	0	0	0	0	0	6	4	0	10	1	0	0	0	1	19
8:45 AM	0	10	0	0	10	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	15
Total	1	30	0	0	31	0	0	0	0	0	0	29	5	0	34	3	0	1	0	4	69
Grand Total	3	48	1	0	52	0	0	0	0	0	0	70	11	0	81	7	0	6	0	13	146
Approach %	5.8	92.3	1.9	0.0		0.0	0.0	0.0	0.0		0.0	86.4	13.6	0.0		53.8	0.0	46.2	0.0		
Total %	2.1	32.9	0.7	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	47.9	7.5	0.0	55.5	4.8	0.0	4.1	0.0	8.9	
Exiting Leg Total	76					1					55					14					146

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

7:15 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	1	10	0	0	11	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	29
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	18
7:45 AM	0	4	1	0	5	0	0	0	0	0	0	6	1	0	7	1	0	3	0	4	16
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	2	0	1	0	3	19
Total Volume	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
% Approach Total	7.7	88.5	3.8	0.0		0.0	0.0	0.0	0.0		0.0	93.5	6.5	0.0		50.0	0.0	50.0	0.0		
PHF	0.500	0.575	0.250	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.672	0.750	0.000	0.676	0.625	0.000	0.417	0.000	0.625	0.707
Entering Leg	2	23	1	0	26	0	0	0	0	0	0	43	3	0	46	5	0	5	0	10	82
Exiting Leg	48					1					28					5					82
Total	74					1					74					15					164

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Total	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Grand Total	0	10	1	0	11	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	28
Approach %	0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	35.7	3.6	0.0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	53.6	3.6	0.0	57.1	0.0	0.0	3.6	0.0	3.6	
Exiting Leg Total	16					1					10					1					28

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

8:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Total Volume	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.708
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	17
Exiting Leg	8					0					8					1					17
Total	16					0					17					1					34

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1)								Wilson Road								Lafayette Road (Route 1)								Wilson Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	0							1							0							0							1				

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

7:15 AM	Lafayette Road (Route 1)								Wilson Road								Lafayette Road (Route 1)								Wilson Road								
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.250			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Exiting Leg	0								1								0								0								1
Total	0								2								0								0								2

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Approach %	0	0	0	0	0	0	0	0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	40	40	80	0	0	0	0	0	0	0	0	0	0	0	20	0	20	
Exiting Leg Total	0							4							0							1							5

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

8:00 AM	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Exiting Leg	0							4							0							1							5
Total	0							8							0							2							10

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	21	202	2	0	225	1	1	2	0	4	2	209	13	0	224	31	2	11	0	44	497
4:15 PM	23	203	5	0	231	4	1	1	0	6	3	187	20	0	210	31	1	9	0	41	488
4:30 PM	26	203	2	0	231	4	0	2	0	6	2	180	24	0	206	27	4	12	0	43	486
4:45 PM	25	193	1	0	219	3	1	3	0	7	2	171	22	0	195	13	1	10	0	24	445
Total	95	801	10	0	906	12	3	8	0	23	9	747	79	0	835	102	8	42	0	152	1916
5:00 PM	27	205	0	0	232	3	4	3	0	10	1	213	18	0	232	35	4	14	0	53	527
5:15 PM	20	201	2	1	224	3	0	2	0	5	1	212	22	0	235	29	4	9	0	42	506
5:30 PM	28	204	2	0	234	0	1	4	0	5	2	209	11	0	222	39	1	10	0	50	511
5:45 PM	17	171	2	0	190	4	1	2	0	7	0	225	13	0	238	29	2	4	0	35	470
Total	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
Grand Total	187	1582	16	1	1786	22	9	19	0	50	13	1606	143	0	1762	234	19	79	0	332	3930
Approach %	10.5	88.6	0.9	0.1		44.0	18.0	38.0	0.0		0.7	91.1	8.1	0.0		70.5	5.7	23.8	0.0		
Total %	4.8	40.3	0.4	0.0	45.4	0.6	0.2	0.5	0.0	1.3	0.3	40.9	3.6	0.0	44.8	6.0	0.5	2.0	0.0	8.4	
Exiting Leg Total	1708					48					1835					339					3930
Cars	184	1563	16	1	1764	22	9	18	0	49	13	1590	141	0	1744	231	19	75	0	325	3882
% Cars	98.4	98.8	100.0	100.0	98.8	100.0	100.0	94.7	0.0	98.0	100.0	99.0	98.6	0.0	99.0	98.7	100.0	94.9	0.0	97.9	98.8
Exiting Leg Total	1688					48					1812					334					3882
Heavy Vehicles	3	19	0	0	22	0	0	1	0	1	0	16	2	0	18	3	0	4	0	7	48
% Heavy Vehicles	1.6	1.2	0.0	0.0	1.2	0.0	0.0	5.3	0.0	2.0	0.0	1.0	1.4	0.0	1.0	1.3	0.0	5.1	0.0	2.1	1.2
Exiting Leg Total	20					0					23					5					48

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	27	205	0	0	232	3	4	3	0	10	1	213	18	0	232	35	4	14	0	53	527
5:15 PM	20	201	2	1	224	3	0	2	0	5	1	212	22	0	235	29	4	9	0	42	506
5:30 PM	28	204	2	0	234	0	1	4	0	5	2	209	11	0	222	39	1	10	0	50	511
5:45 PM	17	171	2	0	190	4	1	2	0	7	0	225	13	0	238	29	2	4	0	35	470
Total Volume	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
% Approach Total	10.5	88.8	0.7	0.1		37.0	22.2	40.7	0.0		0.4	92.7	6.9	0.0		73.3	6.1	20.6	0.0		
PHF	0.821	0.952	0.750	0.250	0.940	0.625	0.375	0.688	0.000	0.675	0.500	0.954	0.727	0.000	0.974	0.846	0.688	0.661	0.000	0.849	0.955
Cars	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Cars %	98.9	99.1	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.5	98.4	0.0	99.5	99.2	100.0	97.3	0.0	98.9	99.3
Heavy Vehicles	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Heavy Vehicles %	1.1	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.6	0.0	0.5	0.8	0.0	2.7	0.0	1.1	0.7
Cars Enter Leg	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Heavy Enter Leg	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Total Entering Leg	92	781	6	1	880	10	6	11	0	27	4	859	64	0	927	132	11	37	0	180	2014
Cars Exiting Leg	902					21					916					160					1999
Heavy Exiting Leg	5					0					8					2					15
Total Exiting Leg	907					21					924					162					2014

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	20	198	2	0	220	1	1	2	0	4	2	204	12	0	218	30	2	11	0	43	485
4:15 PM	23	198	5	0	226	4	1	1	0	6	3	185	20	0	208	31	1	9	0	41	481
4:30 PM	25	200	2	0	227	4	0	2	0	6	2	178	24	0	204	26	4	11	0	41	478
4:45 PM	25	193	1	0	219	3	1	2	0	6	2	168	22	0	192	13	1	8	0	22	439
Total	93	789	10	0	892	12	3	7	0	22	9	735	78	0	822	100	8	39	0	147	1883
5:00 PM	27	204	0	0	231	3	4	3	0	10	1	212	17	0	230	35	4	14	0	53	524
5:15 PM	19	197	2	1	219	3	0	2	0	5	1	211	22	0	234	28	4	9	0	41	499
5:30 PM	28	203	2	0	233	0	1	4	0	5	2	208	11	0	221	39	1	9	0	49	508
5:45 PM	17	170	2	0	189	4	1	2	0	7	0	224	13	0	237	29	2	4	0	35	468
Total	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Grand Total	184	1563	16	1	1764	22	9	18	0	49	13	1590	141	0	1744	231	19	75	0	325	3882
Approach %	10.4	88.6	0.9	0.1		44.9	18.4	36.7	0.0		0.7	91.2	8.1	0.0		71.1	5.8	23.1	0.0		
Total %	4.7	40.3	0.4	0.0	45.4	0.6	0.2	0.5	0.0	1.3	0.3	41.0	3.6	0.0	44.9	6.0	0.5	1.9	0.0	8.4	
Exiting Leg Total	1688					48					1812					334					3882

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	27	204	0	0	231	3	4	3	0	10	1	212	17	0	230	35	4	14	0	53	524
5:15 PM	19	197	2	1	219	3	0	2	0	5	1	211	22	0	234	28	4	9	0	41	499
5:30 PM	28	203	2	0	233	0	1	4	0	5	2	208	11	0	221	39	1	9	0	49	508
5:45 PM	17	170	2	0	189	4	1	2	0	7	0	224	13	0	237	29	2	4	0	35	468
Total Volume	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
% Approach Total	10.4	88.8	0.7	0.1		37.0	22.2	40.7	0.0		0.4	92.7	6.8	0.0		73.6	6.2	20.2	0.0		
PHF	0.813	0.949	0.750	0.250	0.936	0.625	0.375	0.688	0.000	0.675	0.500	0.954	0.716	0.000	0.973	0.840	0.688	0.643	0.000	0.840	0.954
Entering Leg	91	774	6	1	872	10	6	11	0	27	4	855	63	0	922	131	11	36	0	178	1999
Exiting Leg	902					21					916					160					1999
Total	1774					48					1838					338					3998

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	12
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	2	0	2	6
Total	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
5:15 PM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	7	0	0	8	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	15
Grand Total	3	19	0	0	22	0	0	1	0	1	0	16	2	0	18	3	0	4	0	7	48
Approach %	13.6	86.4	0.0	0.0		0.0	0.0	100.0	0.0		0.0	88.9	11.1	0.0		42.9	0.0	57.1	0.0		
Total %	6.3	39.6	0.0	0.0	45.8	0.0	0.0	2.1	0.0	2.1	0.0	33.3	4.2	0.0	37.5	6.3	0.0	8.3	0.0	14.6	
Exiting Leg Total	20					0					23					5					48
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
% Buses	0.0	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.1	0.0	0.0	50.0	0.0	28.6	12.5
Exiting Leg Total	4					0					2					0					6
Single-Unit Trucks	3	15	0	0	18	0	0	1	0	1	0	11	2	0	13	3	0	1	0	4	36
% Single-Unit	100.0	78.9	0.0	0.0	81.8	0.0	0.0	100.0	0.0	100.0	0.0	68.8	100.0	0.0	72.2	100.0	0.0	25.0	0.0	57.1	75.0
Exiting Leg Total	12					0					19					5					36
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
% Articulated	0.0	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	16.7	0.0	0.0	25.0	0.0	14.3	12.5
Exiting Leg Total	4					0					2					0					6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	12
4:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	2	0	2	6
Total Volume	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	100.0	0.0		0.0	92.3	7.7	0.0		40.0	0.0	60.0	0.0		
PHF	0.500	0.600	0.000	0.000	0.700	0.000	0.000	0.250	0.000	0.250	0.000	0.600	0.250	0.000	0.542	0.500	0.000	0.375	0.000	0.625	0.688
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Buses %	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	20.0	9.1
Single-Unit Trucks	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Single-Unit %	100.0	75.0	0.0	0.0	78.6	0.0	0.0	100.0	0.0	100.0	0.0	83.3	100.0	0.0	84.6	100.0	0.0	33.3	0.0	60.0	78.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Articulated %	0.0	8.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	15.4	0.0	0.0	33.3	0.0	20.0	12.1
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Single-Unit Trucks	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total Entering Leg	2	12	0	0	14	0	0	1	0	1	0	12	1	0	13	2	0	3	0	5	33
Buses	1					0					2					0					3
Single-Unit Trucks	11					0					12					3					26
Articulated Trucks	3					0					1					0					4
Total Exiting Leg	15					0					15					3					33

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	4					0					2					0					6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Exiting Leg					1					0					2					0	3
Total					3					0					2					1	6

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
Total	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	6	0	0	7	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	10
Grand Total	3	15	0	0	18	0	0	1	0	1	0	11	2	0	13	3	0	1	0	4	36
Approach %	16.7	83.3	0.0	0.0		0.0	0.0	100.0	0.0		0.0	84.6	15.4	0.0		75.0	0.0	25.0	0.0		
Total %	8.3	41.7	0.0	0.0	50.0	0.0	0.0	2.8	0.0	2.8	0.0	30.6	5.6	0.0	36.1	8.3	0.0	2.8	0.0	11.1	
Exiting Leg Total	12					0					19					5					36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	10
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4
Total Volume	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
% Approach Total	18.2	81.8	0.0	0.0		0.0	0.0	100.0	0.0		0.0	90.9	9.1	0.0		66.7	0.0	33.3	0.0		
PHF	0.500	0.563	0.000	0.000	0.688	0.000	0.000	0.250	0.000	0.250	0.000	0.625	0.250	0.000	0.550	0.500	0.000	0.250	0.000	0.750	0.650
Entering Leg	2	9	0	0	11	0	0	1	0	1	0	10	1	0	11	2	0	1	0	3	26
Exiting Leg	11										12					3					26
Total	22					1					23					6					52

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total	4					0					2					0					6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Exiting Leg	3					0					1					0					4
Total	4					0					3					1					8

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	3	5	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	3	0	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Grand Total	2	0	0	0	5	3	10	0	0	0	0	3	4	7	0	0	1	0	0	0	1	0	0	0	0	1	0	1	19	
Approach %	20.0	0.0	0.0	0.0	50.0	30.0		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0			
Total %	10.5	0.0	0.0	0.0	26.3	15.8	52.6	0.0	0.0	0.0	0.0	15.8	21.1	36.8	0.0	0.0	5.3	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	5.3	0.0	5.3		
Exiting Leg Total	8							7							0							4							19	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	3	5	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	3	0	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
% Approach Total	25.0	0.0	0.0	0.0	37.5	37.5		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.250	0.400	0.000	0.000	0.000	0.000	0.250	0.333	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.469	
Entering Leg	2	0	0	0	3	3	8	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Exiting Leg	6							7							0							2							15
Total	14							14							0							2							30

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Thursday, June 23, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

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

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	23	199	2	0	224	4	3	3	0	10	1	218	29	0	248	22	0	14	0	36	518
11:15 AM	24	194	1	1	220	2	1	3	0	6	3	193	26	0	222	28	0	9	0	37	485
11:30 AM	32	216	2	0	250	2	4	2	0	8	0	201	24	0	225	37	1	11	0	49	532
11:45 AM	33	205	0	1	239	2	4	5	0	11	0	213	17	0	230	21	1	8	0	30	510
Total	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
12:00 PM	28	206	0	0	234	3	1	2	0	6	0	200	21	0	221	30	2	11	0	43	504
12:15 PM	22	193	2	0	217	4	2	4	0	10	1	204	22	0	227	26	1	11	0	38	492
12:30 PM	24	189	0	0	213	1	0	5	0	6	0	176	25	0	201	32	1	5	0	38	458
12:45 PM	29	195	4	0	228	4	0	1	0	5	1	207	25	0	233	25	1	10	0	36	502
Total	103	783	6	0	892	12	3	12	0	27	2	787	93	0	882	113	5	37	0	155	1956
1:00 PM	26	203	1	0	230	4	1	2	0	7	1	223	13	0	237	21	1	4	0	26	500
1:15 PM	23	187	0	0	210	0	1	5	0	6	0	231	16	0	247	30	2	11	0	43	506
1:30 PM	26	190	1	0	217	6	1	2	0	9	1	195	12	0	208	22	0	12	0	34	468
1:45 PM	31	202	1	0	234	6	1	4	0	11	0	187	19	0	206	15	3	10	0	28	479
Total	106	782	3	0	891	16	4	13	0	33	2	836	60	0	898	88	6	37	0	131	1953
Grand Total	321	2379	14	2	2716	38	19	38	0	95	8	2448	249	0	2705	309	13	116	0	438	5954
Approach %	11.8	87.6	0.5	0.1		40.0	20.0	40.0	0.0		0.3	90.5	9.2	0.0		70.5	3.0	26.5	0.0		
Total %	5.4	40.0	0.2	0.0	45.6	0.6	0.3	0.6	0.0	1.6	0.1	41.1	4.2	0.0	45.4	5.2	0.2	1.9	0.0	7.4	
Exiting Leg Total	2604					35					2726					589					5954
Cars	320	2355	14	2	2691	38	19	38	0	95	8	2424	249	0	2681	308	13	116	0	437	5904
% Cars	99.7	99.0	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.0	100.0	0.0	99.1	99.7	100.0	100.0	0.0	99.8	99.2
Exiting Leg Total	2580					35					2701					588					5904
Heavy Vehicles	1	24	0	0	25	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	50
% Heavy Vehicles	0.3	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.3	0.0	0.0	0.0	0.2	0.8
Exiting Leg Total	24					0					25					1					50

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	23	199	2	0	224	4	3	3	0	10	1	218	29	0	248	22	0	14	0	36	518
11:15 AM	24	194	1	1	220	2	1	3	0	6	3	193	26	0	222	28	0	9	0	37	485
11:30 AM	32	216	2	0	250	2	4	2	0	8	0	201	24	0	225	37	1	11	0	49	532
11:45 AM	33	205	0	1	239	2	4	5	0	11	0	213	17	0	230	21	1	8	0	30	510
Total Volume	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
% Approach Total	12.0	87.2	0.5	0.2		28.6	34.3	37.1	0.0		0.4	89.2	10.4	0.0		71.1	1.3	27.6	0.0		
PHF	0.848	0.942	0.625	0.500	0.933	0.625	0.750	0.650	0.000	0.795	0.333	0.946	0.828	0.000	0.932	0.730	0.500	0.750	0.000	0.776	0.961
Cars	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Cars %	99.1	99.1	100.0	100.0	99.1	100.0	100.0	100.0	0.0	100.0	100.0	99.2	100.0	0.0	99.2	99.1	100.0	100.0	0.0	99.3	99.2
Heavy Vehicles	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
Heavy Vehicles %	0.9	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.9	0.0	0.0	0.0	0.7	0.8
Cars Enter Leg	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Heavy Enter Leg	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
Total Entering Leg	112	814	5	2	933	10	12	13	0	35	4	825	96	0	925	108	2	42	0	152	2045
Cars Exiting Leg	872					11					927					219					2029
Heavy Exiting Leg	7					0					8					1					16
Total Exiting Leg	879					11					935					220					2045

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	23	197	2	0	222	4	3	3	0	10	1	215	29	0	245	21	0	14	0	35	512
11:15 AM	24	192	1	1	218	2	1	3	0	6	3	192	26	0	221	28	0	9	0	37	482
11:30 AM	32	214	2	0	248	2	4	2	0	8	0	199	24	0	223	37	1	11	0	49	528
11:45 AM	32	204	0	1	237	2	4	5	0	11	0	212	17	0	229	21	1	8	0	30	507
Total	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
12:00 PM	28	204	0	0	232	3	1	2	0	6	0	197	21	0	218	30	2	11	0	43	499
12:15 PM	22	188	2	0	212	4	2	4	0	10	1	202	22	0	225	26	1	11	0	38	485
12:30 PM	24	186	0	0	210	1	0	5	0	6	0	175	25	0	200	32	1	5	0	38	454
12:45 PM	29	193	4	0	226	4	0	1	0	5	1	204	25	0	230	25	1	10	0	36	497
Total	103	771	6	0	880	12	3	12	0	27	2	778	93	0	873	113	5	37	0	155	1935
1:00 PM	26	202	1	0	229	4	1	2	0	7	1	218	13	0	232	21	1	4	0	26	494
1:15 PM	23	186	0	0	209	0	1	5	0	6	0	229	16	0	245	30	2	11	0	43	503
1:30 PM	26	188	1	0	215	6	1	2	0	9	1	195	12	0	208	22	0	12	0	34	466
1:45 PM	31	201	1	0	233	6	1	4	0	11	0	186	19	0	205	15	3	10	0	28	477
Total	106	777	3	0	886	16	4	13	0	33	2	828	60	0	890	88	6	37	0	131	1940
Grand Total	320	2355	14	2	2691	38	19	38	0	95	8	2424	249	0	2681	308	13	116	0	437	5904
Approach %	11.9	87.5	0.5	0.1		40.0	20.0	40.0	0.0		0.3	90.4	9.3	0.0		70.5	3.0	26.5	0.0		
Total %	5.4	39.9	0.2	0.0	45.6	0.6	0.3	0.6	0.0	1.6	0.1	41.1	4.2	0.0	45.4	5.2	0.2	2.0	0.0	7.4	
Exiting Leg Total	2580					35					2701					588					5904

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
11:00 AM	23	197	2	0	222	4	3	3	0	10	1	215	29	0	245	21	0	14	0	35	512
11:15 AM	24	192	1	1	218	2	1	3	0	6	3	192	26	0	221	28	0	9	0	37	482
11:30 AM	32	214	2	0	248	2	4	2	0	8	0	199	24	0	223	37	1	11	0	49	528
11:45 AM	32	204	0	1	237	2	4	5	0	11	0	212	17	0	229	21	1	8	0	30	507
Total Volume	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
% Approach Total	12.0	87.2	0.5	0.2		28.6	34.3	37.1	0.0		0.4	89.1	10.5	0.0		70.9	1.3	27.8	0.0		
PHF	0.867	0.943	0.625	0.500	0.932	0.625	0.750	0.650	0.000	0.795	0.333	0.951	0.828	0.000	0.937	0.723	0.500	0.750	0.000	0.770	0.961
Entering Leg	111	807	5	2	925	10	12	13	0	35	4	818	96	0	918	107	2	42	0	151	2029
Exiting Leg	872					11					927					219					2029
Total	1797					46					1845					370					4058

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	16
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
Grand Total	1	24	0	0	25	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	50
Approach %	4.0	96.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	2.0	48.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	0.0	0.0	48.0	2.0	0.0	0.0	0.0	2.0	
Exiting Leg Total	24					0					25					1					50
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	1	22	0	0	23	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	45
% Single-Unit	100.0	91.7	0.0	0.0	92.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	87.5	100.0	0.0	0.0	0.0	100.0	90.0
Exiting Leg Total	21					0					23					1					45
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Articulated	0.0	8.3	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10.0
Exiting Leg Total	3					0					2					0					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.786
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Single-Unit %	0.0	81.8	0.0	0.0	81.8	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	86.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Articulated %	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Entering Leg	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	22
Buses	0					0					0					0					0
Single-Unit Trucks	10					0					9					0					19
Articulated Trucks	1					0					2					0					3
Total Exiting Leg	11					0					11					0					22

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg					0					0					0					0	0	
Total	0					0					0					0					0	0

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
Grand Total	1	22	0	0	23	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	45
Approach %	4.3	95.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	2.2	48.9	0.0	0.0	51.1	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	46.7	2.2	0.0	0.0	0.0	2.2	
Exiting Leg Total	21					0					23					1					45

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	Lafayette Road (Route 1)					Wilson Road					Lafayette Road (Route 1)					Wilson Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.792
Entering Leg	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19
Exiting Leg	10					0					9					0					19
Total	19					0					19					0					38

PDI File #: **228713 B**
 Location: **N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)**
 Location: **E: Wilson Road W: Wilson Road**
 City, State: **Portsmouth, NH**
 Client: **TFMoran/J. Porter**
 Site Code: **47107.02**
 Count Date: **Saturday, June 25, 2022**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

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

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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

PDI File #: 228713 B
Location: N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)
Location: E: Wilson Road W: Wilson Road
City, State: Portsmouth, NH
Client: TFMoran/J. Porter
Site Code: 47107.02
Count Date: Saturday, June 25, 2022
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1)								Wilson Road								Lafayette Road (Route 1)								Wilson Road								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	0	0	0	0	5	0	0	0	0	0	1	1				
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2				
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	2	0	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3				
Grand Total	0	2	0	0	0	0	1	3	1	0	1	0	5	1	8	0	5	0	0	0	0	5	1	1	0	0	0	2	4				
Approach %	0.0	66.7	0.0	0.0	0.0	33.3			12.5	0.0	12.5	0.0	62.5	12.5		0.0	100.0	0.0	0.0	0.0	0.0		25.0	25.0	0.0	0.0	0.0	50.0					
Total %	0.0	10.0	0.0	0.0	0.0	5.0	15.0		5.0	0.0	5.0	0.0	25.0	5.0	40.0		0.0	25.0	0.0	0.0	0.0	25.0		5.0	5.0	0.0	0.0	0.0	10.0	20.0			
Exiting Leg Total	7								7								4								2								20

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	2	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		20.0	0.0	20.0	0.0	60.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		33.3	33.3	0.0	0.0	0.0	33.3		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.375	0.417
Entering Leg	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
Exiting Leg							1							4														1	10
Total							3							9														4	20

PDI File #: 228713 B
Location: N: Lafayette Road (Route 1) S: Lafayette Road (Route 1)
Location: E: Wilson Road W: Wilson Road
City, State: Portsmouth, NH
Client: TFMoran/J. Porter
Site Code: 47107.02
Count Date: Saturday, June 25, 2022
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	1	5	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	6	0	6	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	7	5	12	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Approach %	0	0	0	0	58.3	41.7		0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	43.8	31.3	75	0	0	0	0	12.5	12.5	25	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	12							4							0							0							16

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Lafayette Road (Route 1)							Wilson Road							Lafayette Road (Route 1)							Wilson Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	1	5	6	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	16.7	83.3		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.286	
Entering Leg	0	0	0	0	1	5	6	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg	6							2							0							0							8
Total	12							4							0							0							16

APPENDIX M

Site Plan

WEST RD

WEST RD

Luminaire Schedule (Note fixture catalog numbers are not complete)					
Qty	Label	Luminaire Watts	Arrangement	LLF	Description
15	L1	81	Single	0.900	XTOR8B

Please Note: Do not use this schedule for quoting or wattage calculating, contact Illuminate for a complete fixture schedule

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Site	Fc	1.00	14.3	0.0	N.A.	N.A.

Project:
140 West Road - Site

Contact:
Mike Corrao
Director of Spec Sales - NNE
207-219-1716
mcorrao@illuminate.com

Generated For:
PORTSMOUTH ARCHITECTS

Detail: Photometric Calculation
Date: 09/21/2026
Revision: 4
Scale: 1" = 20'-0"
Drawn By: SHJ

Drawing Number:

illuminate
263 Winn Street
Burlington, MA 01803
(781) 272-2300

L-1

Sheet 1 of 1