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

Date: 11-6-2026
Property Address: 140 West Rd
Application #: LU-26-107
Decision: □ Approve □ Deny □ Approve with Conditions

Findings of Fact:

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

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

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	**Finding (Meets Standard/Criteria)**	**Supporting Information**
1	Compliance with all City Ordinances and Codes and these regulations. Applicable standards:	**Meets** **Does Not Meet**	Applicable standards: Site Plan Review Regulations and Zoning Ordinance Zoning Ordinance Variances granted for Restaurant and Function Room Use; for Indoor Recreation Use; to allow parking spaces between principal building and the street; and to allow a 2 foot parking space setback.
2	Provision for the safe development, change or expansion of use of the site.	**Meets** **Does Not Meet**	The parcel is an existing, fully-developed site. Minor site development is proposed to install fencing, landscaping and outdoor seating (picnic tables). The civil plan set provides for safe development of the site.

DRAFT

	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
3	Adequate erosion control and stormwater management practices and other mitigative measures, if needed, to prevent adverse effects on downstream water quality and flooding of the property or that of another.	**Meets** **Does Not Meet**	The site plan set provides both a grading and drainage plan to deal with stormwater and an erosion control plan to deal with erosion as needed. Landscaping is also proposed along West Rd.
4	Adequate protection for the quality of groundwater.	**Meets** **Does Not Meet**	Site is fully developed. The civil plan set provides a grading and drainage plan and an erosion control plan. Proposed infiltration trench improves infiltration on site over current conditions.
5	Adequate and reliable water supply sources.	**Meets** **Does Not Meet**	Water is supplied from an existing water line on West Rd.
6	Adequate and reliable sewage disposal facilities, lines, and connections.	**Meets** **Does Not Meet**	Sewer is provided from an existing sewer main on West Rd.
7	Absence of undesirable and preventable elements of pollution such as smoke, soot, particulates, odor, wastewater, stormwater, sedimentation or any other discharge into the environment which might prove harmful to persons, structures, or adjacent properties.	**Meets** **Does Not Meet**	Proposed development is minor. Erosion Control Plan provides for possible erosion and sedimentation leaving the site during development.
8	Adequate provision for fire safety, prevention and control.	**Meets** **Does Not Meet**	The civil plan set provides a fire truck turning radius plan showing adequate access around the existing building.
9	Adequate protection of natural features such as, but not limited to, wetlands.	**Meets** **Does Not Meet**	Erosion Control Plan will provide adequate protection as necessary.
10	Adequate protection of historical features on the site.	**Meets** **Does Not Meet**	No historical features on site.

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	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
11	Adequate management of the volume and flow of traffic on the site and adequate traffic controls to protect public safety and prevent traffic congestion.	**Meets** **Does Not Meet**	A traffic study has been performed and is attached as part of the submission package.
12	Adequate traffic controls and traffic management measures to prevent an unacceptable increase in safety hazards and traffic congestion off-site.	**Meets** **Does Not Meet**	New Striping and Signage depicting One-Way travel as well as 5 MPH speed limits are proposed to increase safety on site.
13	Adequate insulation from external noise sources.	**Meets** **Does Not Meet**	The site is an industrial zone. The use of the property does not result in adverse noise to surrounding properties.
14	Existing municipal solid waste disposal, police, emergency medical, and other municipal services and facilities adequate to handle any new demands on infrastructure or services created by the project.	**Meets** **Does Not Meet**	Dumpster location is shown on the site plan depicting solid waste disposal. No new demands for police, emergency medical, or other municipal services are proposed.
15	Provision of usable and functional open spaces of adequate proportions, including needed recreational facilities that can reasonably be provided on the site	**Meets** **Does Not Meet**	New landscaping is proposed and is shown on the Landscape Plan in the civil set. The proposed use is partially indoor recreation. No outdoor recreation facilities can be reasonably be provided on site.
16	Adequate layout and coordination of on-site accessways and sidewalks in relationship to off-site existing or planned streets, accessways, bicycle paths, and sidewalks.	**Meets** **Does Not Meet**	All access ways are existing. Proposed signage and striping will improve traffic safety.
17	Demonstration that the land indicated on plans submitted with the application shall be of such character that it can be used for building purposes without danger to health.	**Meets** **Does Not Meet**	The site is fully developed and the proposed work is minor development. The development can be performed without danger to health.
18	Adequate quantities, type or arrangement of landscaping and open space for the provision of visual, noise and air pollution buffers.	**Meets** **Does Not Meet**	New landscaping is proposed on West Rd and is shown on the Landscape Plan in the civil set.

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	Site Plan Review Regulations Section 2.9 Evaluation Criteria	Finding (Meets Standard/Criteria)	Supporting Information
19	Compliance with applicable City approved design standards.	**Meets** **Does Not Meet**	Application complies with the Site Plan Review Regulations. Waivers are requested for sections of the site plan review regulations due to the fact that this is an existing fully developed, operating site.
	Other Board Findings:		

DRAFT

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

DATE: 10-28-2026
JOB #: 21-168

DOCUMENT TRANSMITTAL

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

VIA: By Hand

☒ ATTACHED ☐ SENT SEPERATELY

1 COPIES _ PRINTS _ REPRODUCIBLES _ DIGITAL

EACH OF:
☒ DRAWINGS ☐ SPECIFICATIONS
☒ DOCUMENTS

STATUS:		PLEASE NOTE:		SENT FOR YOUR:	
☐ FINAL	☐ APPROVED	☐ REVISIONS	☐ OMISSIONS	☒ APPROVAL	☐ COMMENTS
☐ PRELIMINARY	☐ APPROVED AS NOTED	☐ ADDITIONS	☐ CORRECTIONS	☐ USE	☐ INFORMATION
☐ NO COMMENT	☐ UNACCEPTABLE	☐ COMMENTS		☐ FILES	
☐ COMMENTS AS NOTED					

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

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

Attached please find the following:

1. TAC Comments Response Letter
2. Full Size Civil Plan Set dated 10-28-2026
3. Full Size Architectural Plan Set dated 10-28-2026
4. Project Description & Waiver Request
5. Abutter's List
6. Site Photos
7. Site Plan Application Checklist
8. Traffic Study
9. Lighting Plan dated 9-21-26

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

Thank you,

Alex Ross

Ross Engineering, LLC
Civil/Structural Engineering & Surveying

650 Islington Street, 2nd Floor **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

October 28, 2026

Peter Britz
Planning & Sustainability Director
1 Junkins Ave
Portsmouth, NH 03801

RE: TAC Comments regarding a Request for Site Plan approval for property located at 140 West Road, Portsmouth 03801 (LU-26-107)

This letter is in response to a letter of decision dated October 9, 2024 from TAC recommending approval with conditions. The TAC conditions are italicized with our comments below in bold.

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

   A license agreement for ongoing maintenance will be obtained.

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

   Any irrigation system to be installed within the public right-of-way will require a license agreement.

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

   The pergola has been reduced to meet the side yard setback. Note 9 on Drawing 2 "Site Plan" has been added to discuss the possibility of a temporary canopy.

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

   Note 10 on Drawing 2 "Site Plan" has been added to state that if a future transformer is installed, fence screening shall be installed as required.

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

   Drawings 11 and 12 titled "Fire Truck Turning Radius" have been added to the Civil Plan Set showing a truck-turning radius.

Ross Engineering, LLC
Civil/Structural Engineering & Surveying
650 Islington Street, 2nd Floor **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

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

   A waiver has been requested.

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

   The underdrain in the proposed trench has been increased to an 8" pipe with a minimum bedding depth of 12". This is shown on Drawing 6 "Grading & Drainage Plan" as well as the Infiltration Trench Detail on Drawing 9 "Details".

8. *Applicant shall provide bicycle parking.*

   Bicycle Parking has been provided and is shown on Drawing 2 "Site Plan" on the East side of the building.

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

   A Site Review Agreement or Surety will be reviewed by City Staff.

Sincerely,

Alex Ross, P.E.

BLACK ROCK SOCIAL CLUB

140 WEST RD

Portsmouth, NH 03801

LIST OF PROJECT PLANS AND DOCUMENTS:

CIVIL

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

PREPARED BY:

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

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

October 28, 2026

ARCHITECTURAL PLANS

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

REFERENCE PLANS

1) "SUBDIVISION PLAN" BY KIMBALL CHASE COMPANY, INC. DATED MAY 15, 1983. RCRD D-11744.

2) "CONDOMINIUM SITE PLAN 300 WEST CONDOMINIUM FOR FREDERICK & THOMAS DAIGNEAULT" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED MAY 1987. RCRD D-17576

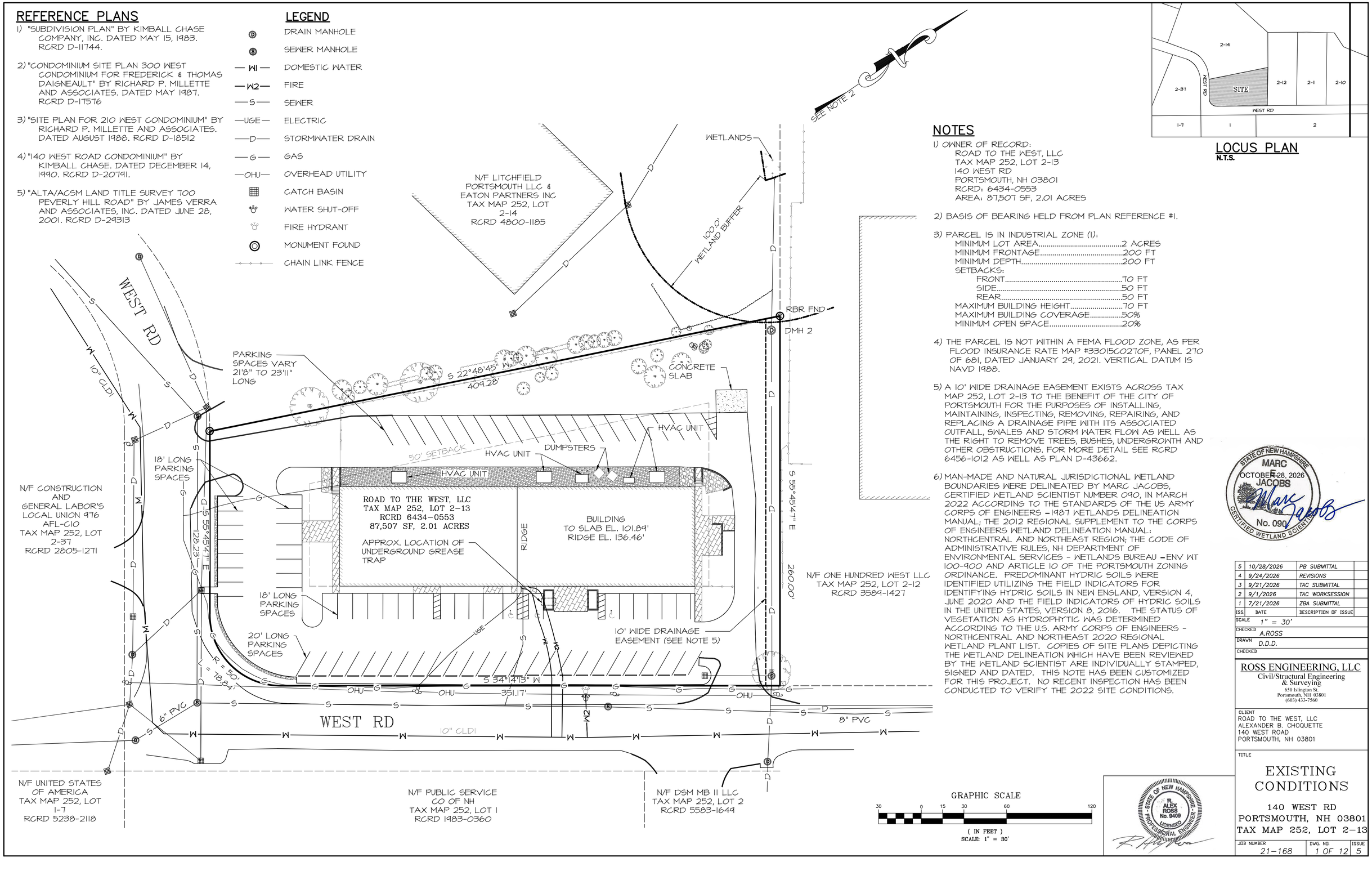
3) "SITE PLAN FOR 210 WEST CONDOMINIUM" BY RICHARD P. MILLETTE AND ASSOCIATES. DATED AUGUST 1988. RCRD D-18512

4) "140 WEST ROAD CONDOMINIUM" BY KIMBALL CHASE. DATED DECEMBER 14, 1990. RCRD D-20791.

5) "ALTA/ACSM LAND TITLE SURVEY 700 PEVERLY HILL ROAD" BY JAMES VERRA AND ASSOCIATES, INC. DATED JUNE 28, 2001. RCRD D-29313

LEGEND

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



LOCUS PLAN
N.T.S.

NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) BASIS OF BEARING HELD FROM PLAN REFERENCE #1.

3) PARCEL IS IN INDUSTRIAL ZONE (I):

MINIMUM LOT AREA	2 ACRES
MINIMUM FRONTAGE	200 FT
MINIMUM DEPTH	200 FT
SETBACKS:	
FRONT	70 FT
SIDE	50 FT
REAR	50 FT
MAXIMUM BUILDING HEIGHT	70 FT
MAXIMUM BUILDING COVERAGE	50%
MINIMUM OPEN SPACE	20%

4) THE PARCEL IS NOT WITHIN A FEMA FLOOD ZONE, AS PER FLOOD INSURANCE RATE MAP #33015C0270F, PANEL 270 OF 681, DATED JANUARY 29, 2021. VERTICAL DATUM IS NAVD 1988.

5) A 10' WIDE DRAINAGE EASEMENT EXISTS ACROSS TAX MAP 252, LOT 2-13 TO THE BENEFIT OF THE CITY OF PORTSMOUTH FOR THE PURPOSES OF INSTALLING, MAINTAINING, INSPECTING, REMOVING, REPAIRING, AND REPLACING A DRAINAGE PIPE WITH ITS ASSOCIATED OUTFALL, SWALES AND STORM WATER FLOW AS WELL AS THE RIGHT TO REMOVE TREES, BUSHES, UNDERGROWTH AND OTHER OBSTRUCTIONS. FOR MORE DETAIL SEE RCRD 6456-1012 AS WELL AS PLAN D-43662.

6) MAN-MADE AND NATURAL JURISDICTIONAL WETLAND BOUNDARIES WERE DELINEATED BY MARC JACOBS, CERTIFIED WETLAND SCIENTIST NUMBER 090, IN MARCH 2022 ACCORDING TO THE STANDARDS OF THE US ARMY CORPS OF ENGINEERS –1987 WETLANDS DELINEATION MANUAL; THE 2012 REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION; THE CODE OF ADMINISTRATIVE RULES, NH DEPARTMENT OF ENVIRONMENTAL SERVICES - WETLANDS BUREAU –ENV WT 100-900 AND ARTICLE 10 OF THE PORTSMOUTH ZONING ORDINANCE. PREDOMINANT HYDRIC SOILS WERE IDENTIFIED UTILIZING THE FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, VERSION 4, JUNE 2020 AND THE FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8, 2016. THE STATUS OF VEGETATION AS HYDROPHYTIC WAS DETERMINED ACCORDING TO THE U.S. ARMY CORPS OF ENGINEERS - NORTHCENTRAL AND NORTHEAST 2020 REGIONAL WETLAND PLANT LIST. COPIES OF SITE PLANS DEPICTING THE WETLAND DELINEATION WHICH HAVE BEEN REVIEWED BY THE WETLAND SCIENTIST ARE INDIVIDUALLY STAMPED, SIGNED AND DATED. THIS NOTE HAS BEEN CUSTOMIZED FOR THIS PROJECT. NO RECENT INSPECTION HAS BEEN CONDUCTED TO VERIFY THE 2022 SITE CONDITIONS.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
SCALE: 1" = 30'

STATE OF NEW HAMPSHIRE · MARC E. JACOBS · OCTOBER 28, 2026 · No. 090 · CERTIFIED WETLAND SCIENTIST

STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 30'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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

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

TITLE

EXISTING CONDITIONS

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

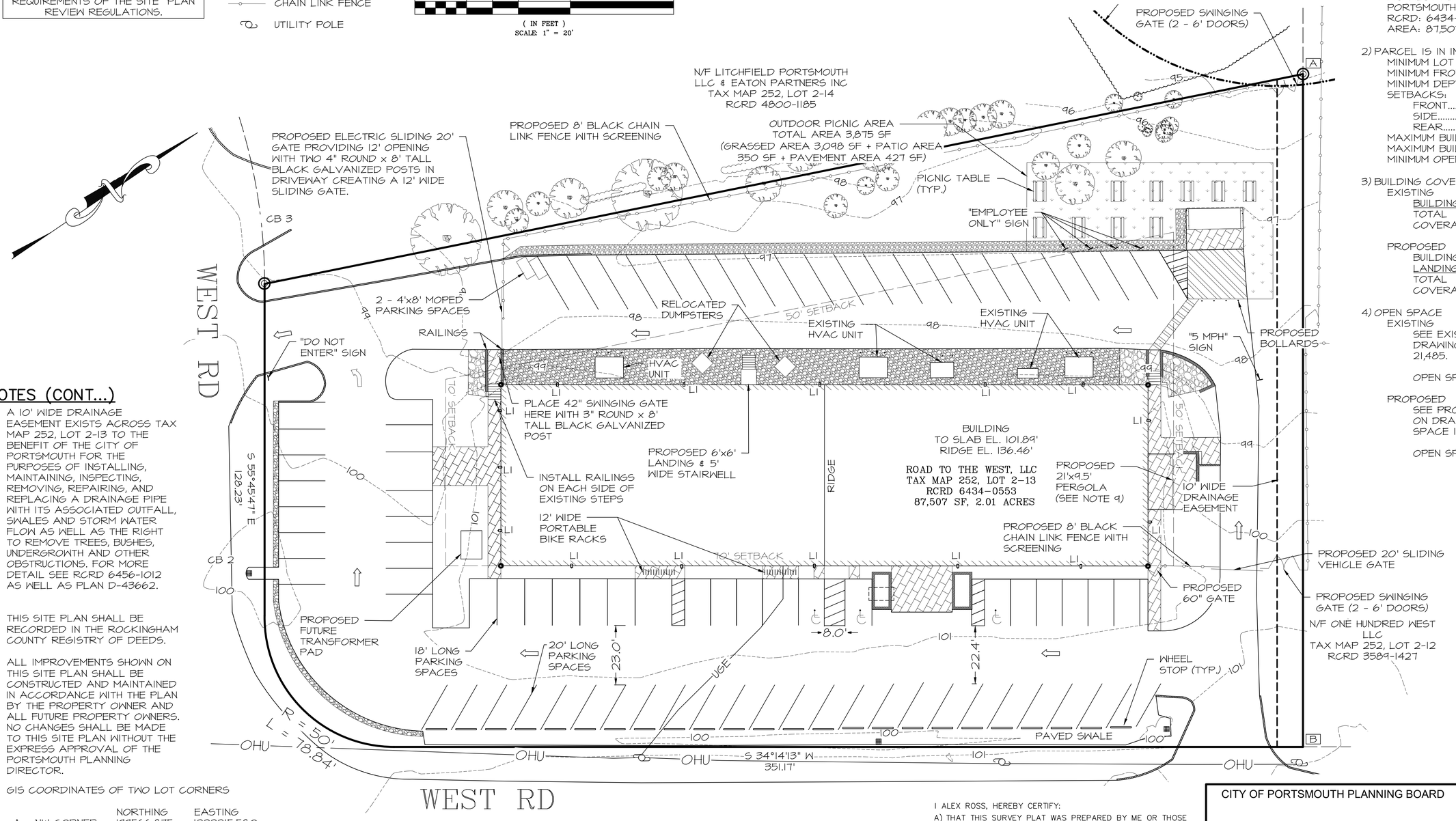
JOB NUMBER	DWG. NO.	ISSUE
21-168	1 OF 12	5

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

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
SCALE: 1" = 20'



NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) PARCEL IS IN INDUSTRIAL ZONE (I):
MINIMUM LOT AREA.....2 ACRES
MINIMUM FRONTAGE.....200 FT
MINIMUM DEPTH.....200 FT
SETBACKS:
FRONT.....70 FT
SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....70 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%

3) BUILDING COVERAGE
EXISTING

BUILDING	17,500 SF
TOTAL	17,500 SF

COVERAGE = 17500 / 87507 = 20.0%

PROPOSED

BUILDING	17,500 SF
LANDING & STAIRS >18"	54 SF
TOTAL	17,554 SF

COVERAGE = 17554 / 87507 = 20.1%

4) OPEN SPACE
EXISTING
SEE EXISTING OPEN SPACE DETAIL ON DRAWING 7. EXISTING OPEN SPACE IS 21,485.

OPEN SPACE = 21485 / 87507 = 24.6%

PROPOSED
SEE PROPOSED OPEN SPACE DETAIL ON DRAWING 7. PROPOSED OPEN SPACE IS 21,510 SF.

OPEN SPACE = 20,337 / 87507 = 23.2%

NOTES (CONT...)

5) A 10' WIDE DRAINAGE EASEMENT EXISTS ACROSS TAX MAP 252, LOT 2-13 TO THE BENEFIT OF THE CITY OF PORTSMOUTH FOR THE PURPOSES OF INSTALLING, MAINTAINING, INSPECTING, REMOVING, REPAIRING, AND REPLACING A DRAINAGE PIPE WITH ITS ASSOCIATED OUTFALL, SWALES AND STORM WATER FLOW AS WELL AS THE RIGHT TO REMOVE TREES, BUSHES, UNDERGROWTH AND OTHER OBSTRUCTIONS. FOR MORE DETAIL SEE RCRD 6456-1012 AS WELL AS PLAN D-43662.

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

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

8) GIS COORDINATES OF TWO LOT CORNERS

	NORTHING	EASTING
A - NW CORNER	199566.875	1222215.580
B - NE CORNER	199492.909	1222464.837

9) IF A PERMANENT PERGOLA STRUCTURE IS DESIRED, THE PERGOLA MUST BE 21'X9.5' TO MAINTAIN COMPLIANCE WITH CITY SETBACKS. IF A PERMANENT STRUCTURE IS NOT DESIRED, A TEMPORARY CANOPY MAY BE ALLOWED WITH PROPER PERMITTING.

10) IF TRANSFORMER IS INSTALLED PROPER FENCE SCREENING SHALL BE INSTALLED AS REQUIRED.

I ALEX ROSS, HEREBY CERTIFY:

A) THAT THIS SURVEY PLAT WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION.

B) THIS PLAN IS A RESULT OF FIELD SURVEY PERFORMED BY DDD, & ICA DURING MARCH OF 2022. THE ERROR OF CLOSURE IS BETTER THAN 1/15,000. SURVEY PER NHLSA STANDARDS; CATEGORY 1, CONDITION 1.

C) "I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUB-DIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN."

R. ALEX ROSS DATE

CITY OF PORTSMOUTH PLANNING BOARD

CHAIRPERSON DATE

R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER - STATE OF NEW HAMPSHIRE

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SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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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 12	5

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
SCALE: 1" = 10'

OUTDOOR PICNIC AREA
TOTAL AREA 3,875 SF
(GRASSED AREA 3,098 SF + PATIO AREA
350 SF + PAVEMENT AREA 427 SF)

PROPOSED SWINGING
GATE (2 - 6' DOORS)

PROPOSED 8'x20'
PORTABLE CONTAINER
OUTDOOR KIOSK ON
CONCRETE SLAB

PICNIC TABLE (TYP.)

S 22°48'45" W
409.28'

"EMPLOYEE
ONLY" SIGN

CONCRETE
SLAB

PAVERS ON
CONCRETE

PATIO AREA
= 350 SF

AREA OF PAVEMENT
PRECLUDED FROM
VEHICULAR TRAFFIC
427 SF

50' SETBACK

PROPOSED
CROSSWALK

PROPOSED
BOLLARDS

WALKWAY

RETAINING
WALL

"5 MPH"
SIGN

RELOCATED
DUMPSTERS

EXISTING HVAC UNIT

EXISTING
HVAC UNIT

GRAVEL
BED

ASPHALT
DRIVEWAY
& PARKING
AREA

GRAVEL
BED

N/F ONE HUNDRED WEST
LLC
TAX MAP 252, LOT 2-12
RCRD 3589-1427

LI

PROPOSED 6'x6' LANDING & 5'
WIDE STAIRWELL

10' WIDE
DRAINAGE
EASEMENT

INSTALL RAILINGS
ON EACH SIDE OF
EXISTING STEPS

GRASSED
AREA

RAMP

WALKWAY

BUILDING
TO SLAB EL. 101.89'
RIDGE EL. 136.46'

PAVERS

STEP

PATIO AREA
= 403 SF

RETAINING
WALL

ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
RCRD 6434-0553
87,507 SF, 2.01 ACRES

RIDGE

PROPOSED 60" GATE

PROPOSED SWINGING
GATE (2 - 6' DOORS)

WALKWAY

GRASSED
AREA

50' SETBACK

PROPOSED
GATE

PROPOSED 8' BLACK
CHAIN LINK FENCE
WITH SCREENING

SETBACK

PROPOSED 20'
SLIDING VEHICLE
GATE

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CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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Portsmouth, NH 03801
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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

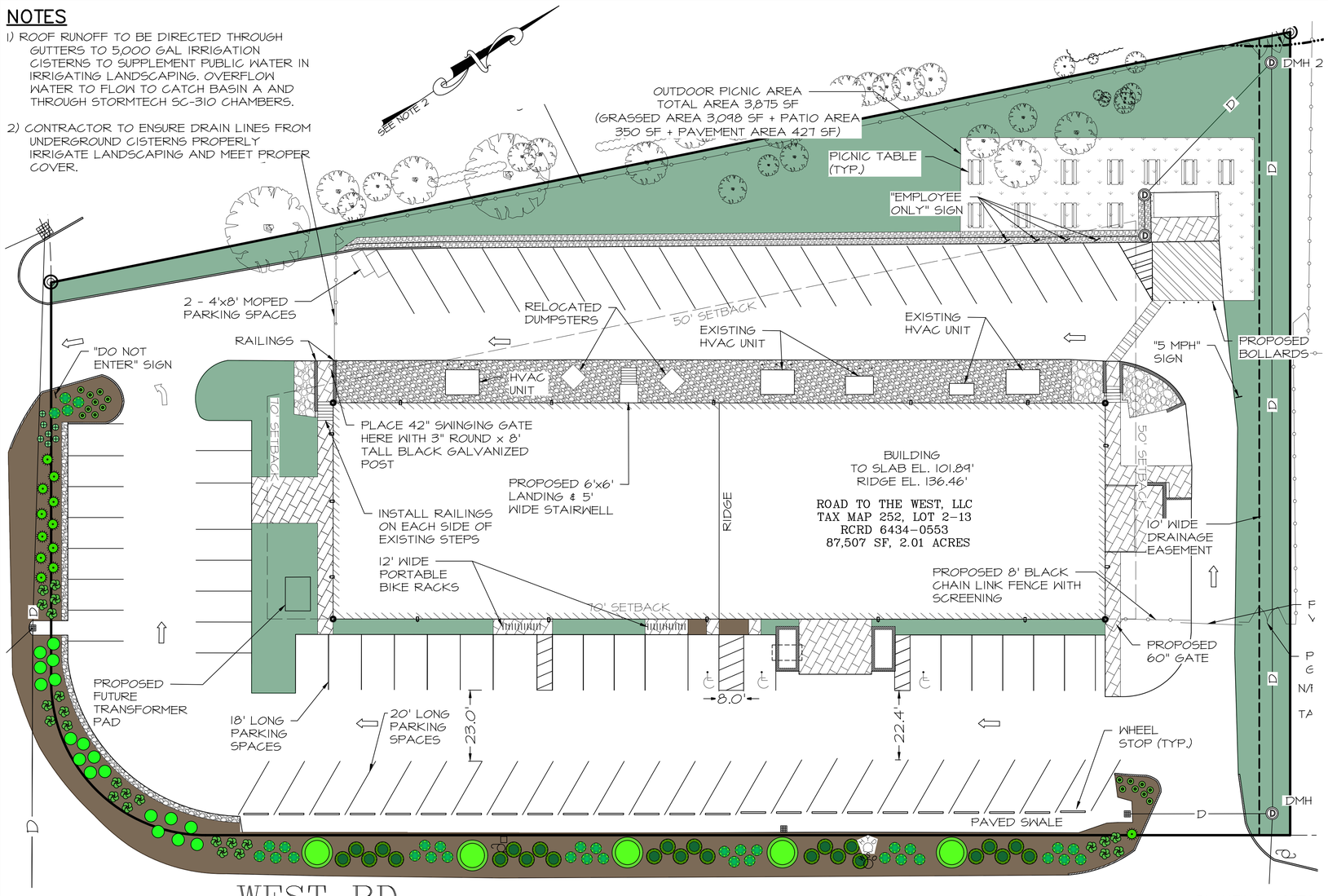
STATE OF NEW HAMPSHIRE
R. ALEX ROSS No. 9409
LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	3 OF 12	5

NOTES

1) ROOF RUNOFF TO BE DIRECTED THROUGH GUTTERS TO 5,000 GAL IRRIGATION CISTERNS TO SUPPLEMENT PUBLIC WATER IN IRRIGATING LANDSCAPING. OVERFLOW WATER TO FLOW TO CATCH BASIN A AND THROUGH STORMTECH SC-310 CHAMBERS.

2) CONTRACTOR TO ENSURE DRAIN LINES FROM UNDERGROUND CISTERNS PROPERLY IRRIGATE LANDSCAPING AND MEET PROPER COVER.



LEGEND

- SEDUM 'AUTUMN JOY'
- HEMEROCALLIS 'ROSY RETURNS'
- NIPPONANTHEMUM NIPPONICUM
- CALAMAGROSTIS ACUTIFLORA
- SYRINGA X PATULA 'BABY KIM'
- PINUS MUGO 'MOPS'
- ROSA RUGOSA
- AMELANCHIER CANADENSIS 'GLENFORM'
- LAWN

NOTES

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

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

INSTALLATION REQUIREMENTS

1. WHEN REPLACING EXISTING PAVED AREAS WITH AREAS OF LANDSCAPING, PAVEMENT MUST BE REMOVED ALONG WITH 18" OF SUBGRADE. APPROPRIATE LANDSCAPING LOAM MAY THEN BE ADDED WITHIN CURBING.

2. THE INSTALLATION OF A DRIP IRRIGATION SYSTEM IS NECESSARY TO ASSURE HEALTHY PLANTS LONG TERM.

3. IN CASE OF DROUGHT (DEFINED AS TWO WEEK PERIOD WITHOUT RAIN) ALL NEW PLANTS SHALL BE WATERED THROUGH NOVEMBER 30TH DURING THE FIRST SEASON IN WHICH THEY ARE INSTALLED. THEY SHALL BE WATERED ONE TIME PER DAY FOR THE FIRST WEEK AFTER INSTALLATION AND THREE TIMES PER WEEK FOR THE REMAINDER OF THE SEASON. AFTER THE FIRST SEASON WHEN THE ROOTS OF THE PLANTS ARE ESTABLISHED THEY WILL REQUIRE DEEP WATERING ONCE A WEEK.

4. LAWN SEEDING INFORMATION:

LAWN SEED MIXTURE:

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

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

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

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

5. LAWN PREPARATION AND SEEDING SHALL TAKE PLACE AFTER ALL PLANTS ARE INSTALLED.

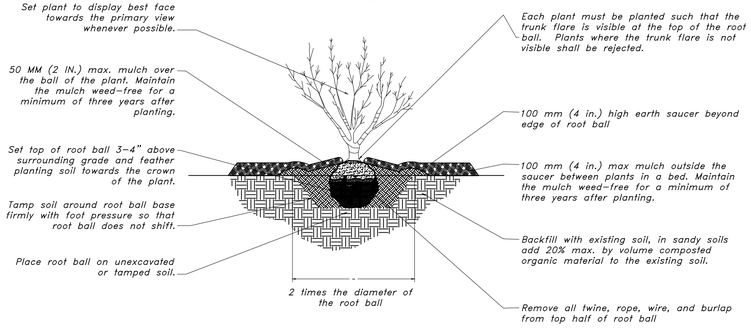
6. CITY ARBORIST MUST BE PRESENT DURING INSTALLATION.

CITY OF PORTSMOUTH RIGHT-OF-WAY TREE PLANTING REQUIREMENTS

1) ALL PLANTINGS IN THE CITY OF PORTSMOUTH RIGHT OF WAY MUST FOLLOW THE CITY OF PORTSMOUTH TREE PLANTING REQUIREMENTS ITEMS 1-11.

BOTANICAL NAME	COMMON NAME	SIZE	QTY:
AMELANCHIER CANADENSIS 'GLENFORM'	RAINBOW PILLAR SERVICEBERRY	2-2.5" C	5
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL	12
HEMEROCALLIS 'ROSY RETURNS'	RE-BLOOMING DAYLILY	1 QT	17
NIPPONANTHEMUM NIPPONICUM	MONTAUK DAISY	1 QT	18
PINUS MUGO 'MOPS'	MOPS MUGO PINE	2 GAL	34
ROSA RUGOSA	SALT SPRAY ROSE	2 GAL	25
SEDUM 'AUTUMN JOY'	AUTUMN JOY STONECROP	1 QT	7
SYRINGA X PATULA 'BABY KIM'	DWARF KOREAN LILAC	2 GAL	25

Planting Detail



PLANTING NOTES

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

ISS.	DATE	DESCRIPTION OF ISSUE	
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1	7/21/2026	ZBA SUBMITTAL	

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

ROSS ENGINEERING, LLC
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ALEXANDER B. CHOQUETTE
140 WEST ROAD
PORTSMOUTH, NH 03801

STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

TITLE

LANDSCAPE PLAN

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

JOB NUMBER	DWG. NO.	ISSUE
21-168	4 OF 12	5

NOTES

1) PARKING
AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS (SPRR) 4.2.2 THE FOLLOWING NUMBER OF PARKING SPACES ARE REQUIRED

- OFFICE - 1 PER 350 SF GFA
- RESTAURANT - 1 PER 100 SF GFA
- RECREATION - 1 PER 250 SF GFA

REQUIRED PARKING
- OFFICE GFA = 1,758 SF
1758 SF X 1 SPACE/350 SF = 5.02 = 6
- RESTAURANT GFA = 3,488 SF
3488 SF X 1 SPACE/100 SF = 34.88 = 35
- RECREATION GFA = 9,250 SF
9250 X 1 SPACE/250 SF = 37

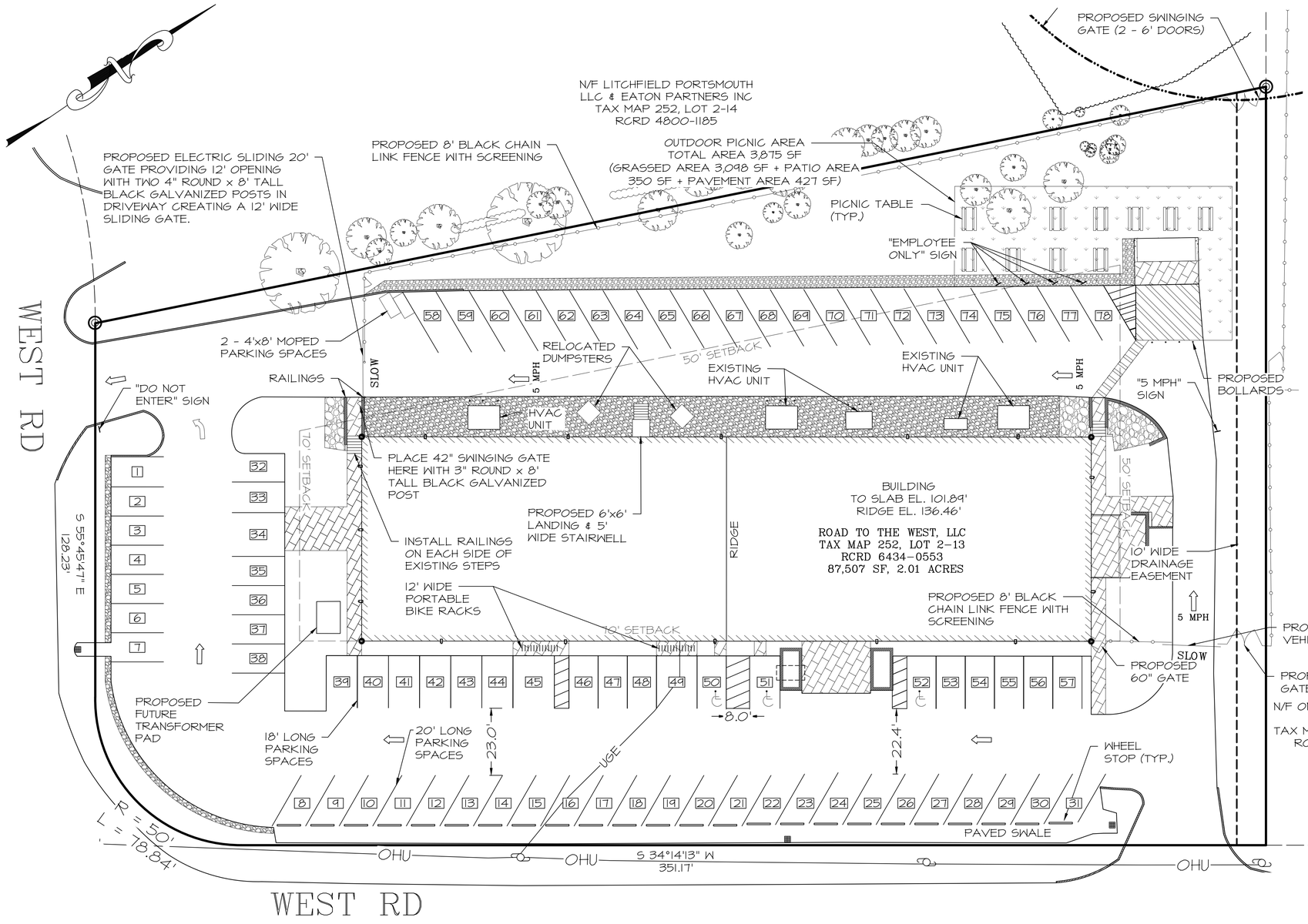
MINIMUM REQUIRED PARKING = 6+35+37 =78 SPACES

PARKING SPACES PROVIDED = 78 SPACES

2) AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS 4.3.1, FLEXIBILITY CAN BE PROVIDED WHERE STRICT COMPLIANCE IS NOT NECESSARY TO ACCOMMODATE ANTICIPATED PARKING DEMAND.

3) AS PER PORTSMOUTH SITE PLAN REVIEW REGULATIONS 4.3.4, IN EVALUATING A REQUEST FOR A PARKING MODIFICATION, CONSIDERATION MAY BE GIVEN TO:
1. THE CHARACTERISTICS OF THE PROPOSED USE
2. EXISTING PARKING SUPPLY
3. AVAILABILITY OF PUBLIC PARKING FACILITIES
4. AVAILABILITY OF ON-STREET PARKING
5. PROXIMITY TO PUBLIC TRANSPORTATION FACILITIES
6. WALKABILITY AND ACCESSIBILITY OF THE SITE
7. SHARED PARKING OPPORTUNITIES
8. EXISTING OR HISTORIC PARKING UTILIZATION
9. PARKING DEMAND STUDIES OR OTHER SUPPORTING INFORMATION
10. ANY OTHER SITE-SPECIFIC FACTORS AFFECTING PARKING DEMAND

4) PARKING FLEXIBILITY
- AS PER SPRR 4.3.4.4, WEST ROAD ALLOWS ON-STREET PARKING. OVER 300 FT OF FRONTAGE EXISTS.
- AS PER SPRR 4.3.4.8, ALL PARKING SHOWN IS AS PER AN EXISTING NON-CONFORMING USE.
- AS PER SPRR 4.3.4.10, ADDITIONAL PARKING ON SITE CAN BE UTILIZED BEYOND THE STRIPED AREAS TOTALING 19 SPACES.
  - 2 SPACES IN THE GRASSED AREA WEST OF SPACE #32.
  - 1 SPACE IN THE GRASSED AREA SOUTH OF SPACE #39.
  - 14 SPACES IN THE GRASSED AREA ON THE NORTH SIDELINE.
  - 2 PARALLEL SPACES ON THE SW CORNER OF THE PARCEL.



LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

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CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE

PARKING PLAN

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

JOB NUMBER	DWG. NO.	ISSUE
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STATE OF NEW HAMPSHIRE - ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

LEGEND

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

NOTES:

1) A 4' WIDE, 4' TALL STONE INFILTRATION TRENCH IS PROPOSED TO COLLECT RUNOFF ALONG THE WEST SIDE OF THE PARKING LOT. WATER WILL BE DETAINED AND SLOWLY RELEASED, WITH EXCESS WATER BEING DIRECTED THROUGH AN 8" UNDERDRAIN TO DMH 2.

2) THE STONE INFILTRATION TRENCH WILL BE 40-42" OF ¾"-1½" WASHED STONE TOPPED WITH 6-8" OF RIVER ROCK. ENSURE THE WASHED STONE IS WRAPPED WITH MIRAFI 140N FILTER FABRIC OR EQUAL.

3) ENSURE THAT THE UNDERDRAIN MAINTAINS A POSITIVE SLOPE OF AT LEAST ⅛"/' AND THAT THE UNDERDRAIN IS PLACED AT A MINIMUM 12" ABOVE THE BOTTOM OF THE STONE TRENCH.

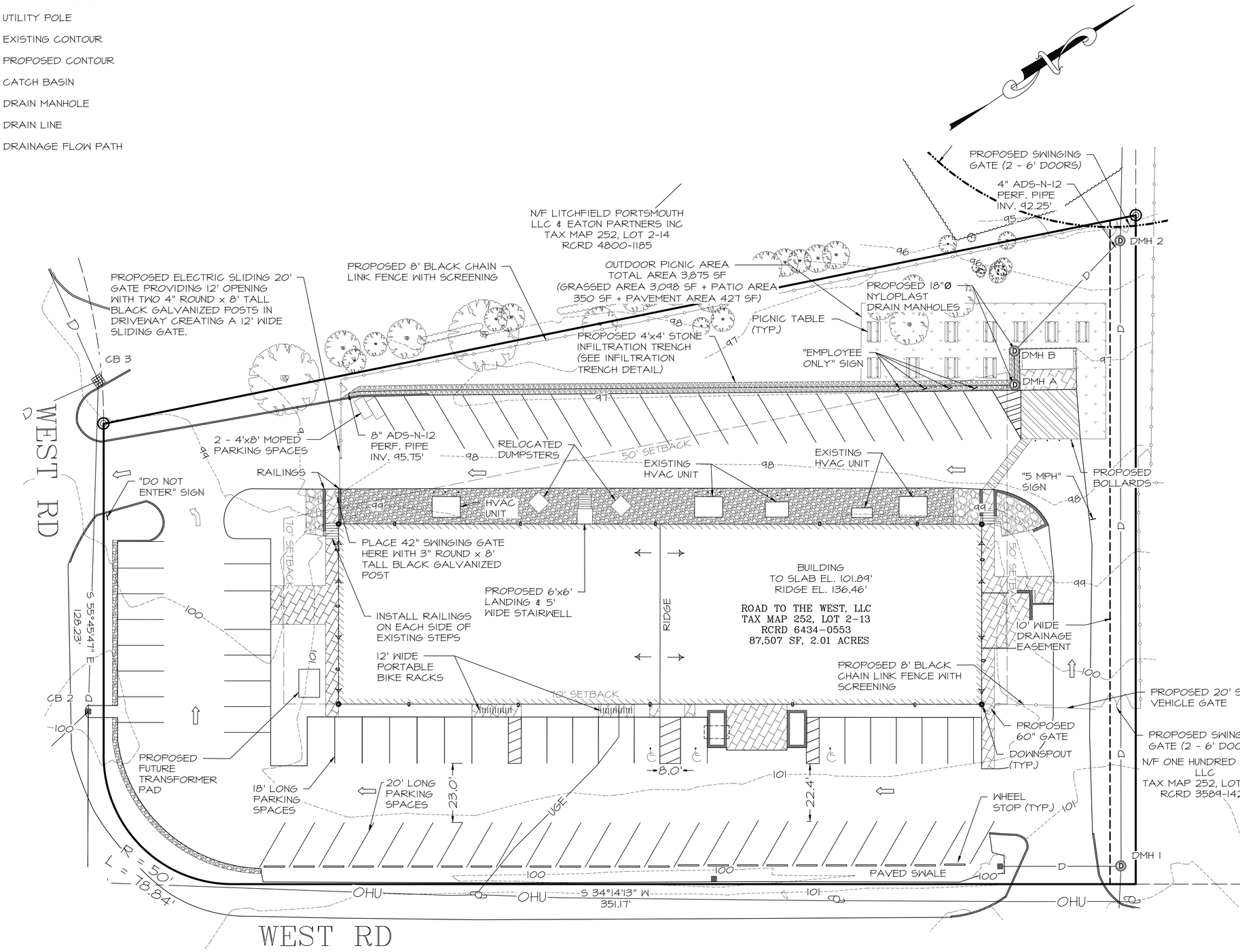
4) GUTTERS & ROOF DOWNSPOUTS TO BE INSTALLED & DISCHARGE INTO 6'X6'X4' DEEP STONE DRYWALL BEDS WITH SIMILAR STONE SPECIFICATIONS TO INFILTRATION TRENCH.

DRAIN MANHOLES

DMH #2
RIM EL. 95.64
INV. IN 92.25 (8" ADS-N-12) - PROPOSED LINE
INV. IN 90.50 (24" RCP)
INV. OUT 90.47 (24" RCP)

DMH A
RIM EL. 97.00
INV. IN 94.58 (8" ADS-N-12 PERF.)
INV. OUT 94.50 (8" ADS-N-12 PERF.)
18"Ø NYLOPLAST

DMH B
RIM EL. 97.00
INV. IN 94.33 (8" ADS-N-12 PERF.)
INV. OUT 94.25 (8" ADS-N-12)
18"Ø NYLOPLAST



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

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CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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PORTSMOUTH, NH 03801

TITLE
GRADING & DRAINAGE PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

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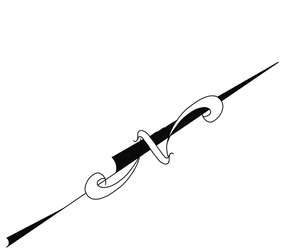
LIGHTING SCHEDULE

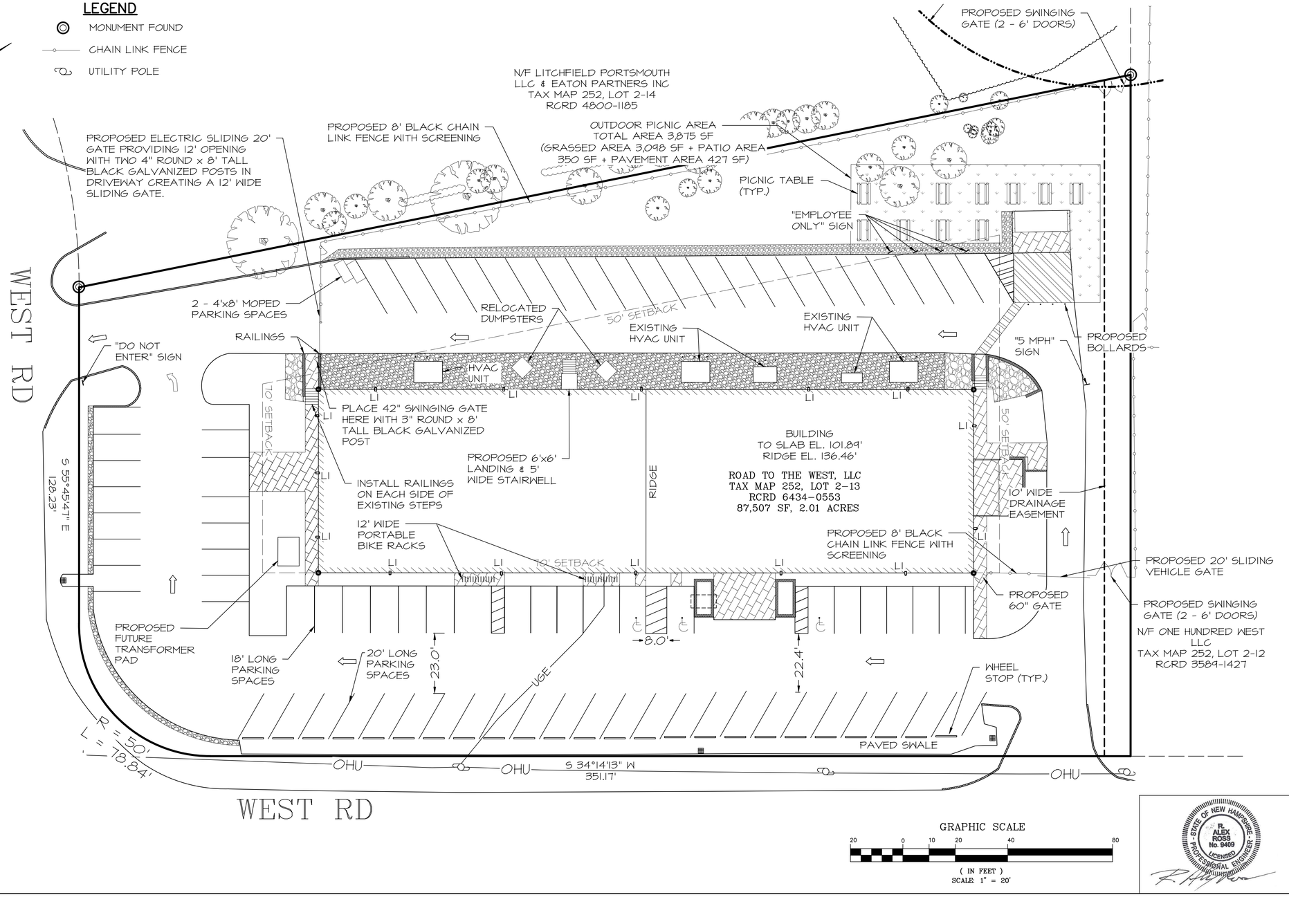
LABEL	SPECIFICATION
LI	WALL PACK - LUMARK XTOR8B

*LI LIGHTS SHOWN ARE EXISTING LIGHTS

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE





GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

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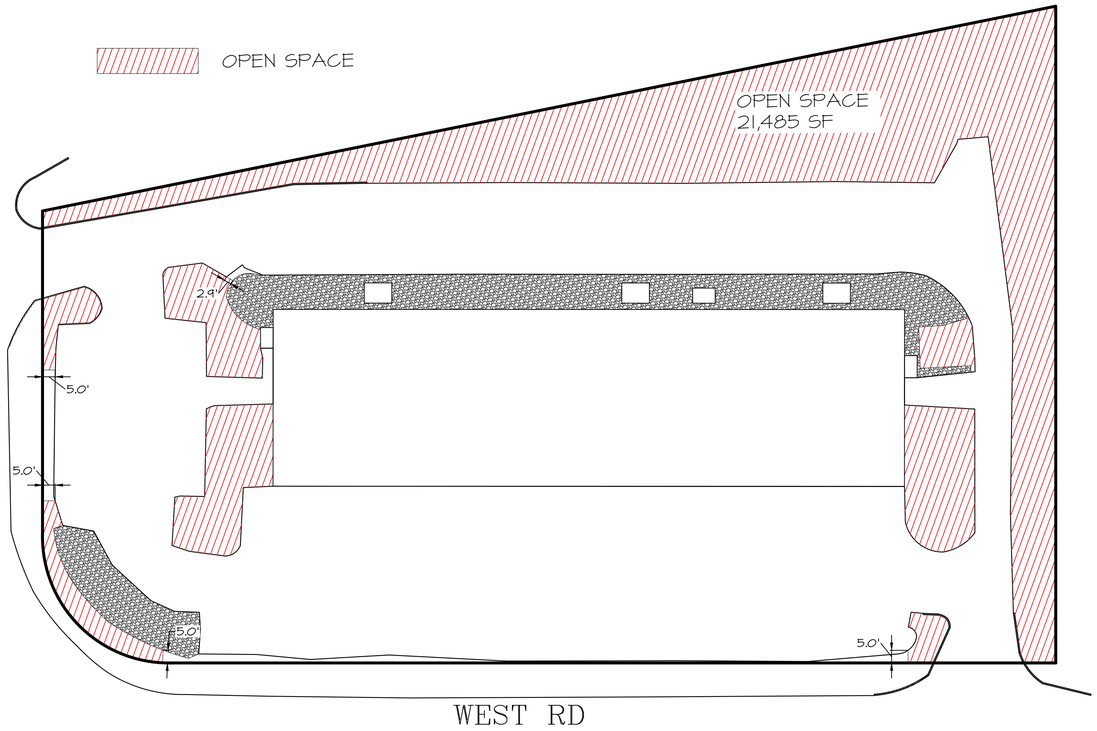
TITLE

LIGHTING PLAN

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

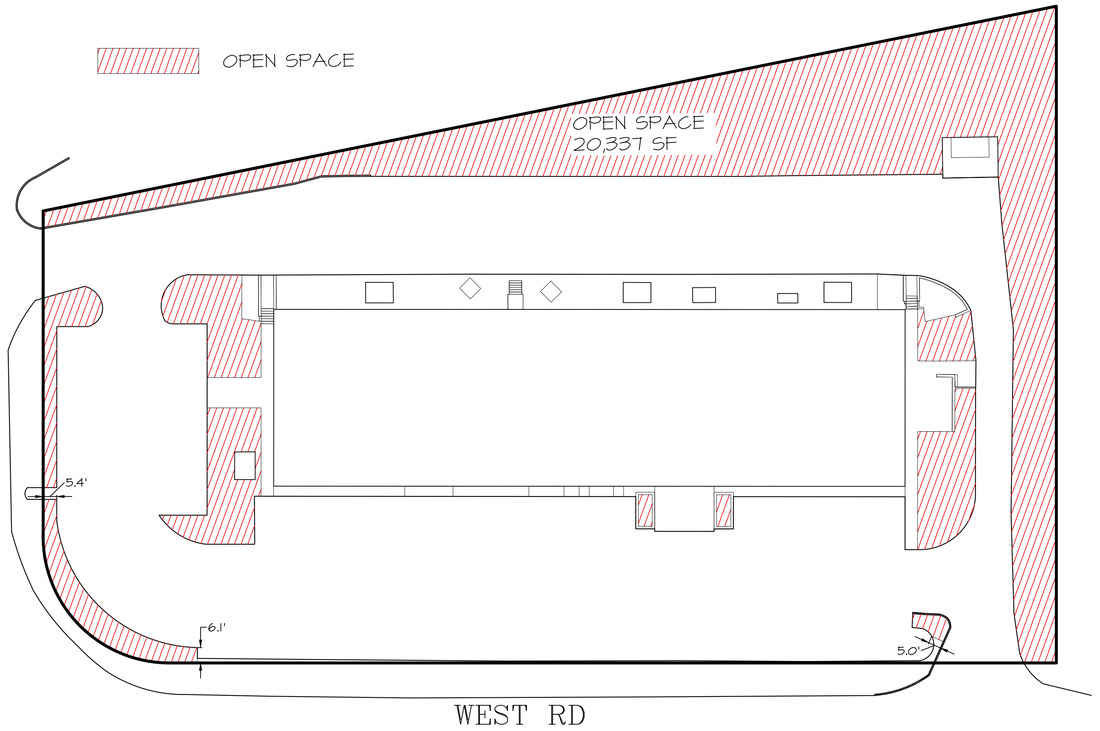
STATE OF NEW HAMPSHIRE · R. ALEX ROSS No. 9409 · LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
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EXISTING OPEN SPACE DETAIL

SCALE : 1" = 30'



PROPOSED OPEN SPACE DETAIL

SCALE : 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
SCALE: 1" = 30'

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CHECKED A.ROSS
DRAWN D.D.D.
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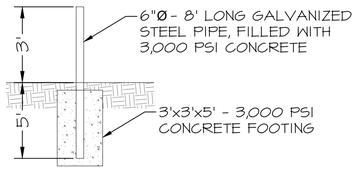
TITLE

OPEN SPACE PLAN

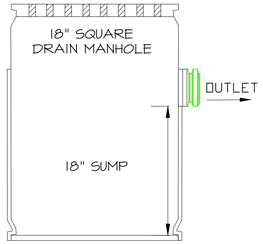
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

JOB NUMBER	DWG. NO.	ISSUE
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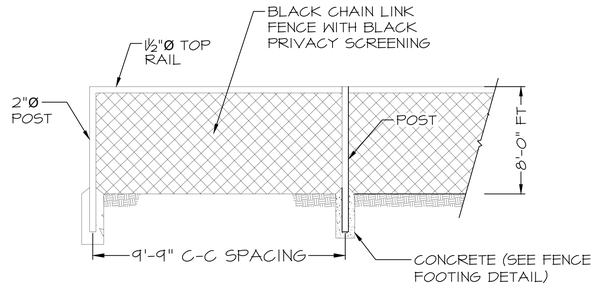
R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER - STATE OF NEW HAMPSHIRE -



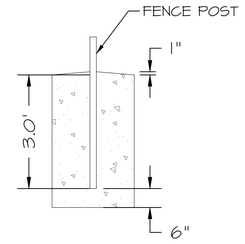
BOLLARD DETAIL
SCALE: NTS



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



CHAIN LINK FENCE DETAIL
SCALE: NTS



FENCE FOOTING DETAIL
SCALE: NTS



R5-1
30"x30"
RED & WHITE

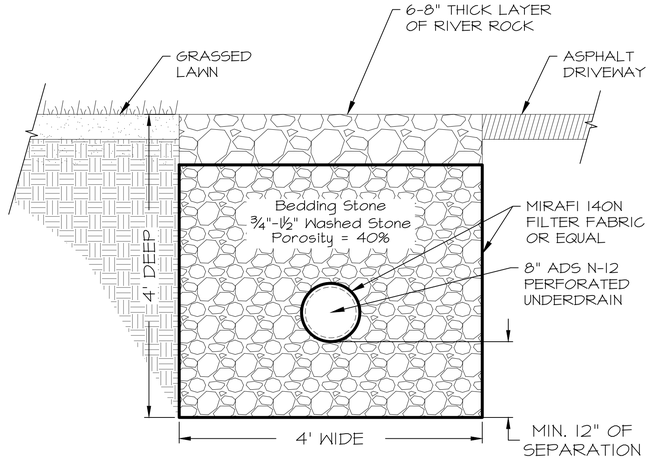


12"x18"
BLACK & WHITE

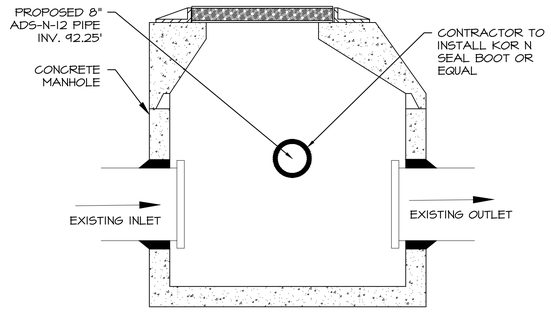


R2-1
12"x18"
BLACK & WHITE

SIGN DETAIL
SCALE: NTS



INFILTRATION TRENCH DETAIL
N.T.S.



DRAIN MANHOLE #2
N.T.S.

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CHECKED

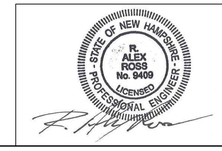
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TITLE
DETAILS

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 CONSTRICTION PHASING AND SEQUENCING

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

PLANTING NOTES:

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

MAINTENANCE REQUIREMENTS:

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

SEEDING AND STABILIZATION FOR LOAMED SITE:

FOR TEMPORARY & LONG TERM SEEDINGS USE AGWAY'S SOIL CONSERVATION GRASS SEED OR EQUAL
COMPONENTS: ANNUAL RYE GRASS, PERENNIAL RYE GRASS, WHITE CLOVER, 2 FESCUES, SEED AT A RATE OF 100 POUNDS PER ACRE,
FERTILIZER & LIME:
NITROGEN (N) 50 LBS/ACRE, PHOSPHATE (P205) 100 LBS/ACRE, POTASH (K20) 100 LBS/ACRE, LIME 2000 LBS/ACRE
MULCH:
HAY OR STRAW 1.5-2 TONS/ACRE

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

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

EROSION AND SEDIMENTATION CONTROL GENERAL NOTES

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

11. ALL EROSION AND SEDIMENTATION CONTROL MEASURES IN THE PLAN SHALL MEET THE DESIGN BASED ON STANDARDS AND SPECIFICATIONS SET FORTH IN THE STORM WATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE (DECEMBER 2008 OR LATEST) PREPARED BY ROCKINGHAM COUNTY CONSERVATION DISTRICT, N.H. DES AND NRCS.

WINTER CONSTRUCTION NOTES

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

LONG TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

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

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

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

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

SHORT TERM SEEDING

*WELL TO MODERATELY WELL DRAINED SOILS

FOR CUT AND FILL AREA AND FOR WATERWAYS AND CHANNELS

SEEDING MIXTURE C

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

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

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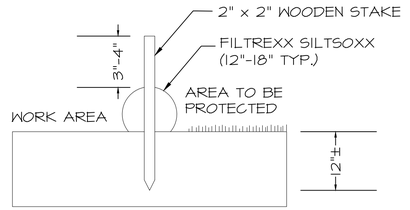
WHEN PROPOSED FOR ALTERATION DURING CONSTRUCTION AS BEING INFESTED WITH INVASIVE SPECIES SHALL BE MANAGED APPROPRIATELY USING THE DISPOSAL PRACTICES IDENTIFIED IN "NHDOT - BEST MANAGEMENT PRACTICES FOR ROADSIDE INVASIVE PLANTS -2008" AND "METHODS FOR DISPOSING NON-NATIVE INVASIVE PLANTS - UNH COOPERATIVE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

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

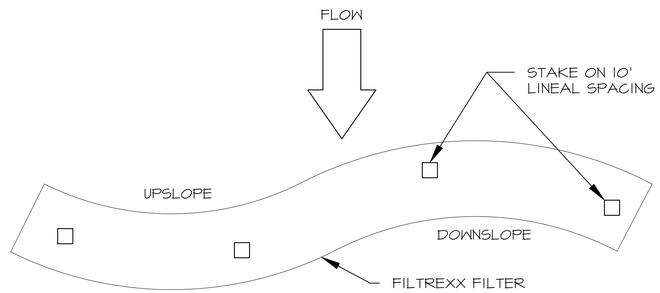
FILTREXX SILTSOXX NOTES

1) ALL MAERTIAL TO MEET FILTREXX SPECIFICATIONS

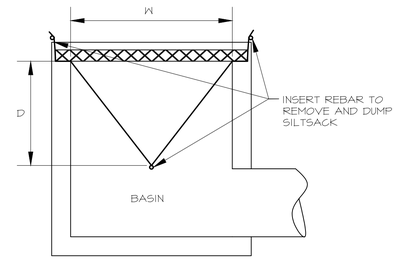
2) SILTSOXX COMPOST, SOIL, ROCK, SEED FILL TO MEET APPLICATION REQUIREMENTS



Filtrexx SiltSoxx Section
N.T.S.



Filtrexx SiltSoxx Plan View
N.T.S.



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

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

Siltsack
N.T.S.

ISS.	DATE	DESCRIPTION OF ISSUE	
5	10/28/2026	PB SUBMITTAL	
4	9/24/2026	REVISIONS	
3	9/21/2026	TAC SUBMITTAL	
2	9/1/2026	TAC WORKSESSION	
1	7/21/2026	ZBA SUBMITTAL	

SCALE	1" = 20'
CHECKED	A.ROSS
DRAWN	D.D.D.
CHECKED	

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

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

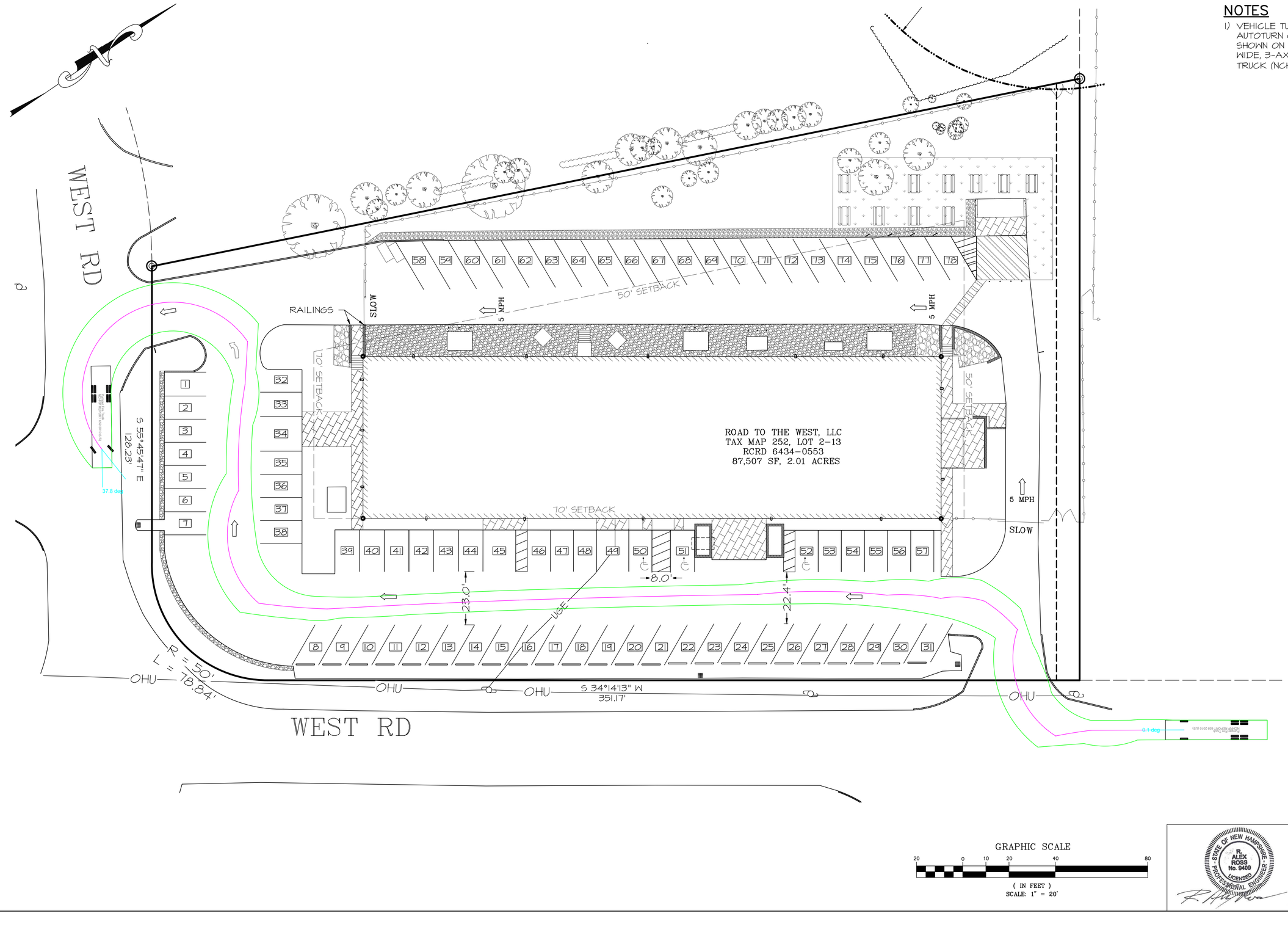
TITLE
EROSION CONTROL PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	10 OF 12	5

NOTES

1) VEHICLE TURNING WAS MODELED USING AUTOTURN ONLINE SOFTWARE. THE VEHICLE SHOWN ON THIS PLAN IS A 44' LONG, 8.5' WIDE, 3-AXLE EMERGENCY PUMPER FIRE TRUCK (NCHRP REPORT 659 2010 [US]).



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
SCALE: 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
5	10/28/2026	PB SUBMITTAL
4	9/24/2026	REVISIONS
3	9/21/2026	TAC SUBMITTAL
2	9/1/2026	TAC WORKSESSION
1	7/21/2026	ZBA SUBMITTAL

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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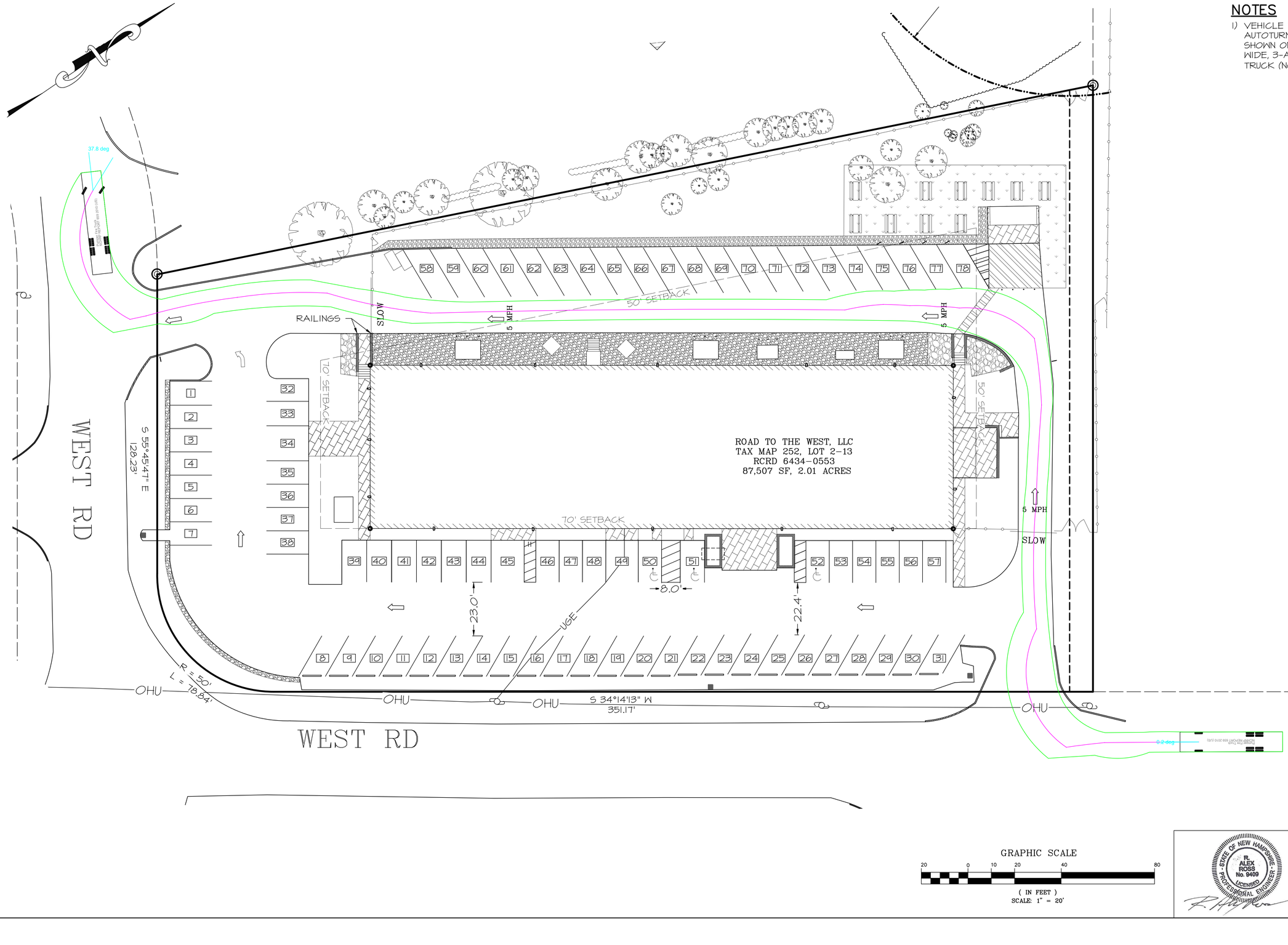
TITLE
FIRE TRUCK TURNING RADIUS PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

STATE OF NEW HAMPSHIRE - R. ALEX ROSS No. 9409 LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	11 OF 12	5

NOTES

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SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

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140 WEST ROAD
PORTSMOUTH, NH 03801

TITLE
FIRE TRUCK TURNING RADIUS PLAN
140 WEST RD
PORTSMOUTH, NH 03801
TAX MAP 252, LOT 2-13

R. ALEX ROSS No. 9409 - STATE OF NEW HAMPSHIRE - LICENSED PROFESSIONAL ENGINEER

JOB NUMBER	DWG. NO.	ISSUE
21-168	12 OF 12	5

GENERAL CODE COMPLIANCE REVIEW

140 WEST ROAD
PORTSMOUTH, NH 03801

PROJECT DATA:

USES INCLUDE: RESTAURANT, FUNCTION ROOM, INDOOR RECREATION, AND OUTDOOR DINING. RECREATIONAL ACTIVITIES INCLUDE, AMONG OTHER THINGS, GOLF AND SPORTS SIMULATORS, RACING SIMULATORS, AXE THROWING, BILLIARDS, ARCADE GAMES, AND A LOUNGE AREA. A COMMERCIAL KITCHEN AND TWO BARS ARE PROVIDED TO SUPPORT THE VARIOUS USES.

STATE BUILDING CODE:

2021 INTERNATIONAL BUILDING CODE (IBC)

LIFE SAFETY CODE:

2024 NATIONAL FIRE PROTECTION AGENCY 101 (NFPA 101)

2024 FIRE CODE NFPA 1 AMENDED BY SAF-FMO300

STATE ENERGY CODE:

2018 INTERNATIONAL ENERGY CONSERVATION CODE (2015 IECC) WITH NEW HAMPSHIRE AMENDMENTS

STATE MECHANICAL CODE:

2021 INTERNATIONAL MECHANICAL CODE (2015 IMC) WITH NEW HAMPSHIRE AMENDMENTS

STATE ELECTRICAL CODE:

2023 NATIONAL ELECTRICAL CODE (NEC 2020 NFPA) WITH NEW HAMPSHIRE AMENDMENTS

STATE PLUMBING CODE:

2021 INTERNATIONAL PLUMBING CODE (2015 IPC) WITH NEW HAMPSHIRE AMENDMENTS

EXISTING BUILDING CODE:

2021 INTERNATIONAL EXISTING BUILDING CODE (2018 IEBC) WITH NEW HAMPSHIRE AMENDMENTS

STATE ACCESSIBILITY CODE:

THE ARCHITECTURAL BARRIER FREE DESIGN CODE FOR THE STATE OF NH
2017 ADA STANDARDS FOR ACCESSIBLE DESIGN

CODE REVIEW

GENERAL BUILDING INFO				CODE SECTION REFERENCE
OCCUPANCY USE GROUP	(B) BUSINESS, (A-2) ASSEMBLY (S-1) STORAGE			IBC, CH 3
	ASSEMBLY, BUSINESS, STORAGE			NFPA101, CH 6 & CH 26
CONSTRUCTION TYPE	TYPE 2-B			IBC 602.4
FIRE SPRINKLER SYSTEM	YES, NFPA 13, EXISTING			IBC 903; NFPA 101: 7.1.11
FIRE ALARM	YES, EXISTING			IBC 907; NFPA 101: 4.5.4
MIXED USE	NONSEPARATED OCCUPANCIES- A-2 MOST RESTRICTIVE			IBC 508.3.3; NFPA 101: 6.1.14.3
BUILDING HEIGHT	ALLOWABLE: 75 FEET		ACTUAL: 20 FEET +/- (MID SLOPE)	IBC 504, TABLE 504.3
STORIES(S)	ALLOWABLE: 3		ACTUAL: ONE STORY	IBC 504, TABLE 504.4
AREA	ALLOWABLE: 38,000 SF		ACTUAL: 17,475 SF	IBC 506, TABLE 506.2
AREA CALCULATIONS	N/A			IBC 506
OCCUPANT LOAD	377 (SEE LIFE SAFETY PLAN)			IBC TABLE 1004.5; NFPA 101: 7.3.1
NUMBER OF EXITS	REQUIRED: 2		ACTUAL: 6	IBC TABLE 1006.3.1
FIRE RATINGS	TYPE 2B CONSTRUCTION			IBC TABLE 601
EXTERIOR BEARING WALLS	0 HOUR			
INTERIOR BEARING WALLS	0 HOUR			
NON-BEARING INTERIOR WALLS	0 HOUR			
FLOOR CONSTRUCTION	0 HOUR			
ROOF CONSTRUCTION	0 HOUR			
STRUCTURAL FRAME	0 HOUR			
MEANS OF EGRESS REQUIREMENTS				IBC 1010.1.1
MIN EGRESS WIDTH AT DOORS	REQUIRED:	32 INCHES	ACTUAL: 36 INCHES	
MIN EGRESS WIDTH AT STAIR	REQUIRED:	N/A	ACTUAL: N/A	IBC 1020.4
MAXIMUM DEAD END CORRIDOR		20'	ACTUAL: N/A	IBC TABLE 1017.2
MAXIMUM TRAVEL DISTANCE: UNIT A		200'	ACTUAL: 100' - 3"	IBC TABLE 1006.2.1
MAXIMUM TRAVEL DISTANCE: UNIT B		200'	ACTUAL: 108' - 0"	
MAXIMUM TRAVEL DISTANCE - SPACE W/ ONE EXIT		75'	ACTUAL: N/A	
MINIMUM CORRIDOR WIDTH	REQUIRED:	N/A	ACTUAL: N/A	IBC 1005.3.2

FIRE SPRINKLER NOTES

1. CONTRACTOR TO MODIFY EXISTING NFPA 13 COMPLIANT FIRE SPRINKLER SYSTEM. THE DESIGN SHALL INCLUDE DRAWINGS AND ENGINEERING CALCULATIONS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN NEW HAMPSHIRE.
2. SYSTEM SHALL MEET ALL STATE AND LOCAL CODES. COORDINATE SYSTEM WITH DESIGN DOCUMENTS.

LIFE SAFTEY LEGEND

- FIRE - EGRESS
- FIRE - 1/2Hr Sep.
- FIRE - 1Hr Sep.
- FIRE - 2Hr Sep.
- FIRE - 3Hr Sep.
- FIRE - Smoke Sep.

SPACE FUNCTIONS

- ASSEMBLY: UNCONCENTRATED - SEATING
- CONCENTRATED - SEATING
- SIMULATORS / GAMES
- KITCHEN / BACK BAR
- BUSINESS AREAS
- STORAGE

EGRESS DOOR TAG

EXIT DOOR	001	
	WIDTH	CAPACITY
DOOR	72"	360
USE		62

- 001 → DOOR NUMBER
- 360 → ALLOWED USE
- 62 → ACTUAL USE
- CLEAR WIDTH

EGRESS STAIR TAG

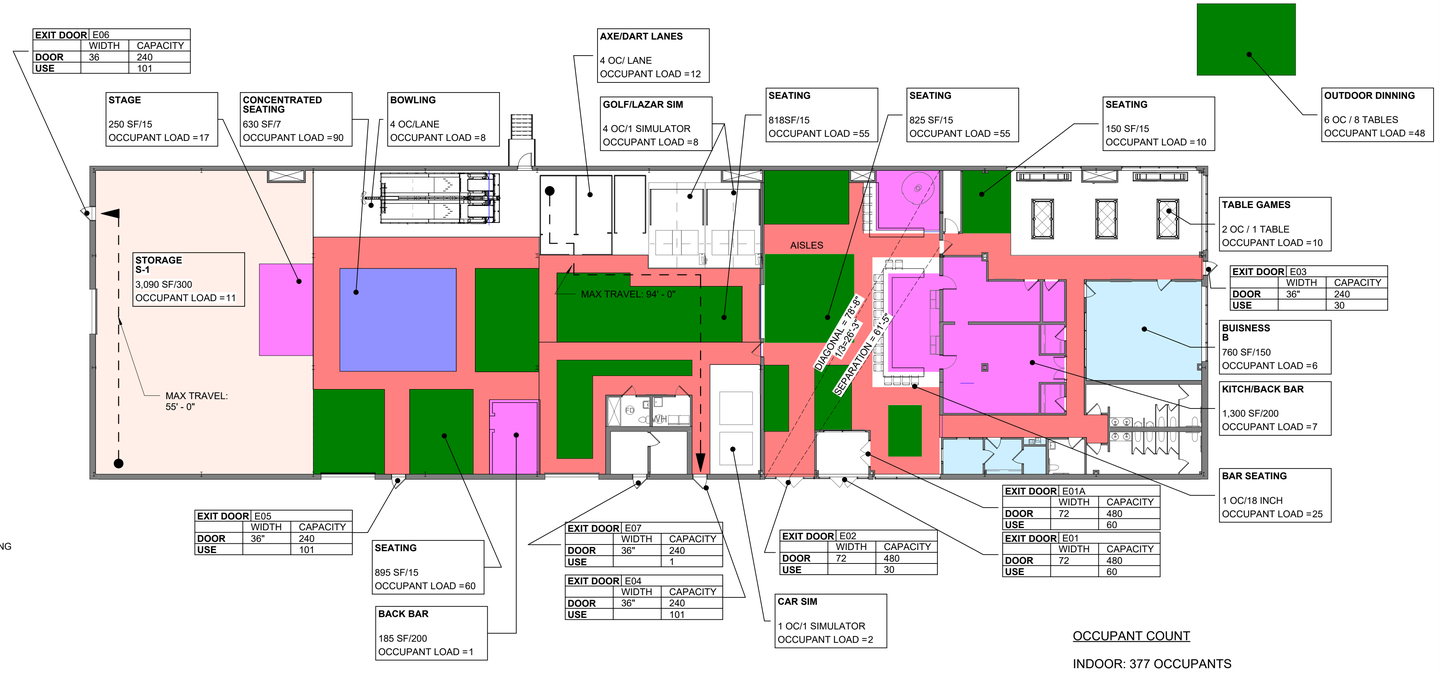
EXIT STAIR	01	
	WIDTH	CAPACITY
STAIR	72"	360
USE		62

- 360 → ALLOWED USE
- 62 → ACTUAL USE
- CLEAR WIDTH

BUILDING USE TAG

ASSEMBLY
A-3
600 SF / 15
OCCUPANT LOAD =40

- A-3 → USE
- 600 SF / 15 → AREA / LOAD FACTOR
- OCCUPANT LOAD =40 → OCCUPANT LOAD

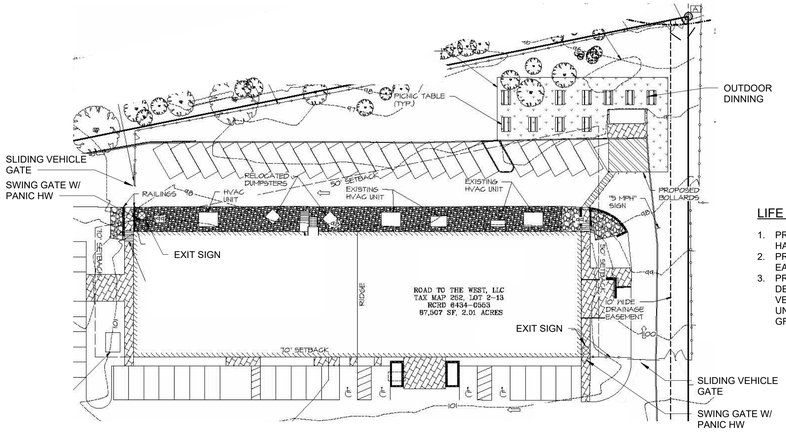


1 LIFE SAFETY PLAN
1/16" = 1'-0"

OCCUPANT COUNT

INDOOR: 377 OCCUPANTS
OUTDOOR: 48 OCCUPANTS
TOTAL: 425 OCCUPANTS

NOTE: INDOOR OCCUPANTS WILL RELOCATE TO THE OUTDOOR SPACE WHEN IN USE; THERE WILL BE NO INCREASE IN THE OVERALL OCCUPANT LOAD.



2 LIFE SAFETY - PARTIAL SITE PLAN
1" = 40'-0"

LIFE SAFETY - SITE PLAN NOTES

1. PROVIDE WEATHER RATED PANIC HARDWARE AT EACH SWING GATE.
2. PROVIDE ILLUMINATED EXIT SIGN AT EACH EXTERIOR SWING GATE
3. PROVIDE KNOX KEY SWITCH FOR FIRE DEPARTMENT ACCESS AT EACH SIDING VEHICLE GATE. MOUNT SWITCH ON UNSECURED SIDE AND 5 FEET ABOVE GRADE.

4' 16'
0' 8' 32'
Scale: 1/16" = 1'-0"

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BLACK ROCK SOCIAL CLUB

140 WEST ROAD
PORTSMOUTH, NH 03801

PORTSMOUTH ARCHITECTS
brought to you by McHENRY ARCHITECTURE
4 MARKET STREET
PORTSMOUTH, NEW HAMPSHIRE
603.430.0274

NOT FOR CONSTRUCTION

No.	Description	Date
1	TAC SUBMISSION	9/21/2026
2	PB SUBMISSION	10/28/2026

Project Name:
BLACK ROCK SOCIAL CLUB

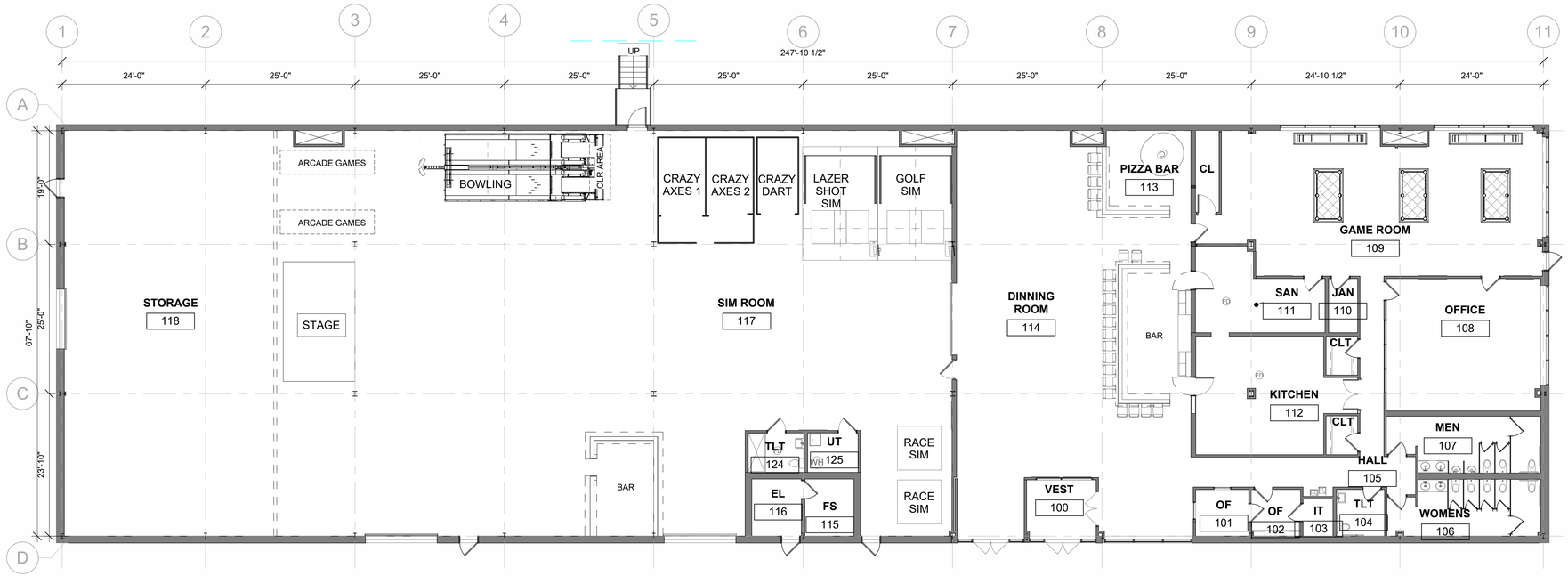
Drawing Name:
GENERAL CODE REVIEW & LIFE SAFETY PLANS

Project Number:	21121
Date:	10/28/2026
Drawn By:	MG
Checked By:	MG

T2

Scale: As indicated

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2 FLOOR PLAN
3/32" = 1'-0"



1 SOUTH ELEVATION
3/32" = 1'-0"

0' 8' 16' 24'
Scale: 3/32" = 1'-0"

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BLACK ROCK SOCIAL CLUB

140 WEST ROAD
PORTSMOUTH, NH 03801

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603.430.0274

NOT FOR CONSTRUCTION

No.	Description	Date
1	TAC SUBMISSION	9/21/2026
2	PB SUBMISSION	10/28/2026

Project Name:
BLACK ROCK SOCIAL CLUB

Drawing Name:
FLOOR PLAN & ELEVATION

Project Number:	21121
Date:	10/28/2026
Drawn By:	MG
Checked By:	MG

A101

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

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ROAD TO THE WEST, LLC

BLACK ROCK SOCIAL CLUB

140 West Road, Portsmouth, New Hampshire
Planning Board Site Review Narrative
November 19, 2026

I. Introduction and Procedural History

Road to the West, LLC (the "Applicant") is the owner of property located at 140 West Road, Portsmouth, New Hampshire, identified as Tax Map 252, Lot 2-1301 (the "Property").

The Property consists of approximately 2.01 acres within the Industrial (I) District and includes an existing commercial building, established parking areas, site circulation improvements, utility infrastructure, drainage facilities, landscaped open-space areas, and associated site improvements. The Property has long been developed and utilized for recreational and commercial purposes and currently operates as the Black Rock Social Club. The existing site configuration, including building placement, parking areas, circulation patterns, and associated improvements, predates the current Portsmouth Site Plan Review Regulations.

On August 25, 2026, the Portsmouth Zoning Board of Adjustment considered the Applicant's request for zoning relief necessary to establish an indoor recreation facility, restaurant, event space, and outdoor dining area at the Property. Specifically, the Applicant sought: (1) variances from Section 10.440 to permit Use #9.43 (restaurant and function room), Use #4.30 (indoor recreation), and Use #19.50 (outdoor dining as an accessory use); (2) a variance from Section 10.1113.20 to allow parking spaces between the principal building and the street; and (3) a variance from Section 10.1113.41 to permit a two-foot parking setback where fifty feet is otherwise required. Following public hearing and deliberation, the Zoning Board voted to grant the requested relief as presented and advertised.

After the Zoning Board of Adjustment approved the request, the Applicant submitted an application to the Technical Advisory Committee for approval.

On October 6, 2026, the Technical Advisory Committee reviewed the Applicant's proposal for site improvements related to parking, outdoor dining, lighting, drainage, landscaping, and other site features. Following review, the Technical Advisory Committee voted to recommend approval of the application to the Planning Board subject to a series of conditions and technical revisions. Among other items, the Committee specifically advised that the Site Plan Review Regulations require landscaped parking lot islands and recommended that the Applicant either install the required islands or seek a waiver from the Planning Board.

The Applicant has worked cooperatively with City staff and consultants to address the Technical Advisory Committee comments and submits this narrative in support of Site Plan

Review approval, approval of a parking modification pursuant to Section 4.3 of the Site Plan Review Regulations, and approval of a waiver from Sections 6.6(2) and 6.6(3) of the Site Plan Review Regulations.

II. Existing Site Conditions and Scope of Review

The current application primarily concerns an existing developed commercial property that has already received the zoning relief necessary to operate the Black Rock Social Club.

The Applicant is not proposing construction of a new principal building, expansion of the building footprint, expansion of impervious coverage, or development of a new parking field. Rather, the Applicant seeks Site Plan Review approval for existing site improvements and associated operational features that support the uses approved by the Zoning Board of Adjustment.

The Property currently contains an existing building, established parking areas, internal circulation drives, drainage infrastructure, utility improvements, outdoor gathering areas, and associated site features. The parking field presently contains approximately seventy-eight (78) parking spaces and contains no landscaped islands within the interior of the parking area.

During the Technical Advisory Committee review process, prior to the October 26, 2026, effective date of the amended Site Plan Review Regulations, the Applicant evaluated a conceptual parking layout as part of discussions concerning potential parking-field reconstruction and compliance with the parking standards then under review. That conceptual exercise demonstrated that approximately ninety-five (95) parking spaces could theoretically be achieved through substantial reconstruction, reconfiguration, repaving, restriping, and modification of the existing parking field.

Subsequently, the City adopted amendments to the Site Plan Review Regulations effective October 26, 2026, including adoption of Section 4.3 (Parking Flexibility). The revised regulations now expressly authorize the Planning Board to consider reduced parking requirements, existing parking supply, historic utilization, shared parking opportunities, availability of public parking facilities, walkability, and other site-specific factors when evaluating parking compliance and modification requests.

Pursuant to Section 4.2.2 of the amended regulations, the Applicant prepared an updated parking analysis based upon the approved use mix within the existing building. Applying the current parking standards to 1,758 square feet of office space, 3,488 square feet of restaurant space, and 9,250 square feet of recreation and entertainment space results in a minimum parking requirement of seventy-eight (78) spaces. Accessory storage areas were excluded from the office calculation because those areas do not generate independent parking demand. The Property

currently contains approximately seventy-eight (78) parking spaces and therefore satisfies the minimum parking requirement established by Section 4.2.2.

Accordingly, while the prior conceptual analysis demonstrated that additional parking could theoretically be achieved through major site reconstruction, the Applicant submits that the amended regulations now direct the Board's focus toward actual parking demand, existing parking conditions, and the flexibility provisions of Section 4.3 rather than achievement of a maximum theoretical parking yield

The Property has historically operated utilizing the existing parking supply and site layout. Neither the City's prior approvals nor the current operational history demonstrate a need to reconstruct the parking field solely to satisfy theoretical parking calculations.

III. Request for Parking Modification Pursuant to Section 4.3

The Applicant respectfully requests approval of a parking modification pursuant to Section 4.3 of the Portsmouth Site Plan Review Regulations.

Section 4.3 expressly authorizes the Planning Board to approve modifications to parking requirements where strict compliance is not necessary to accommodate anticipated parking demand. Before adopting the October 26, 2026, amendments, the Applicant evaluated a conceptual parking layout that could accommodate approximately ninety-five (95) spaces through extensive reconstruction of the existing parking field. However, under the regulations now in effect, the relevant starting point is the minimum parking requirement established by Section 4.2.

Using the standards contained in Section 4.2.2, the approved use mix requires seventy-eight (78) parking spaces. The existing site presently provides approximately seventy-eight (78) parking spaces. The Applicant therefore seeks approval of a parking modification pursuant to Section 4.3 in order to recognize the existing developed-site conditions and permit continued use of the existing parking configuration without requiring substantial reconstruction solely to increase parking capacity beyond that required under the current regulations.

The parking modification request is submitted out of an abundance of caution and to provide a clear regulatory basis for approving the existing parking configuration in light of prior TAC discussions concerning conceptual parking layouts and potential parking-field reconstruction.

Before evaluating the flexibility provisions of Section 4.3, the Applicant analyzed the minimum parking requirement established by Section 4.2.2 of the Portsmouth Site Plan Review Regulations.

The approved use areas generate the following parking requirement:

- Office Uses (1,758 square feet): 1 space per 350 square feet = 6 spaces
- Restaurant Uses (3,488 square feet): 1 space per 100 square feet = 35 spaces
- Recreation, Entertainment and Assembly Uses (9,250 square feet): 1 space per 250 square feet = 37 spaces
- Total Required Parking = 78 Spaces

The Applicant also evaluated a calculation that included accessory storage area within the office gross floor area, which produced a theoretical requirement of eighty-four (84) spaces. The Applicant submits that accessory storage should not be treated as active office space for parking-demand purposes because such space does not generate employee, customer, or visitor parking demand independent of the principal use. Accordingly, the seventy-eight (78) space calculation more accurately reflects the parking requirement associated with the approved operation of the Property.

Because the Property currently contains approximately seventy-eight (78) parking spaces, the site satisfies the minimum parking requirement established by Section 4.2.2. This conclusion further supports approval of the requested parking modification pursuant to Section 4.3.

A. Characteristics of the Proposed Use

The approved use consists of a combination of indoor recreation, dining, entertainment, meeting, event, and social club activities. Parking demand varies significantly based upon the type of activity, day of the week, time of day, and season. The Property does not consistently generate parking demand requiring ninety-five permanently striped parking spaces.

B. Existing Parking Supply

The existing parking supply has historically accommodated the operational needs of the Property. The current parking arrangement serves patrons, visitors, employees, and vendors associated with both predecessor uses and the Black Rock Social Club's current operation. The Applicant is not aware of any City ordinance that generally prohibits parking along West Road adjacent to the Property. To the extent lawful on-street parking may be available from time to time, such parking provides an additional parking resource that may supplement the on-site parking supply during periods of elevated demand. The availability of nearby on-street parking further supports the conclusion that the existing parking arrangement adequately accommodates the Property's operational needs without reconstructing the parking field.

C. Existing and Historic Parking Utilization

Historic parking utilization strongly supports approval of the requested modification. The Property has operated utilizing the existing parking supply without recurring deficiencies that

would justify reconstruction of the parking field. Actual parking demand observed throughout the facility's operation is the most reliable indicator of future parking demand and shows that the existing supply adequately serves the use.

D. Alternative Means of Access

Patrons may access the site through a variety of transportation modes in addition to private automobiles, including ride-share services, carpooling arrangements, motorcycles, mopeds, and bicycles. The Applicant's operational experience further demonstrates that many patrons routinely utilize Uber, Lyft, and similar transportation services when visiting the Black Rock Social Club, particularly for evening events, social gatherings, and functions where patrons may choose not to drive. Such alternative transportation modes reduce parking demand and support the application of the parking flexibility provisions. Patrons' demonstrated use of ride-share services is an important site-specific factor because it reduces the number of vehicles requiring on-site parking during peak periods and further supports the conclusion that the existing parking supply is adequate to accommodate actual parking demand.

E. Other Site-Specific Factors

The Applicant acknowledges that occasional special events may generate parking demand exceeding normal operating conditions. In such circumstances, the Applicant can implement temporary overflow parking arrangements. Further, there does not appear to be a blanket prohibition against on-street parking along West Road in the vicinity of the Property. Accordingly, lawful on-street parking may provide additional parking opportunities during infrequent peak-demand events. The Applicant submits that the potential availability of on-street parking is a relevant consideration under Section 4.3.4 and further supports the conclusion that reconstruction of the parking lot to achieve a theoretical ninety-five-space layout is unnecessary. Intermittent peak-demand periods do not justify permanent reconstruction of the parking field where historic utilization demonstrates that the existing parking supply adequately serves the operation.

The request is also consistent with Section 4.3 because the Property is an existing developed commercial site with established circulation patterns, infrastructure, and parking facilities. Requiring reconstruction of a functioning parking field to obtain a limited increase in parking capacity would not meaningfully improve parking availability relative to actual demand and would impose substantial site disturbance on an otherwise operational facility.

F. Conclusion Regarding Parking Modification

The existing parking configuration has historically accommodated the operational needs of the Property, provides approximately seventy-eight (78) parking spaces, and satisfies the seventy-eight (78) space minimum parking requirement established under Section 4.2.2 of the Site Plan Review Regulations

Accordingly, the Applicant respectfully requests that the Planning Board approve a parking modification pursuant to Section 4.3 and permit continued use of the existing parking configuration without requiring reconstruction, reconfiguration, repaving, or restriping of the parking lot solely to achieve the maximum theoretical parking yield depicted in the conceptual parking analysis.

IV. Request for Waiver from Sections 6.6(2) and 6.6(3)

Landscaped Parking Lot Islands

The Applicant respectfully requests a waiver from Sections 6.6(2) and 6.6(3) of the Portsmouth Site Plan Review Regulations.

Section 6.6(2) requires landscaped islands within parking areas between adjacent rows of parking and between groups of parking spaces for the purpose of breaking up large contiguous paved areas. Section 6.6(3) establishes minimum dimensional requirements for such landscaped islands.

The existing parking field contains no landscaped islands**.** This condition is longstanding and reflects the original development of the Property. The current application does not involve constructing a new parking lot or expanding parking facilities; instead, it seeks approval for an existing developed site associated with an existing commercial operation.

Literal compliance with Sections 6.6(2) and 6.6(3) would require substantial reconstruction of the parking field, including removing pavement, installing curbing, constructing landscaped islands, restriping parking areas, modifying circulation patterns, and eliminating or relocating existing parking spaces.

The Applicant submits that, under the circumstances presented here, such reconstruction is unnecessary to advance the purposes underlying Section 6.6.

The existing parking field has functioned safely and effectively for years without interior landscaped islands. No evidence shows that the absence of landscaped islands has resulted in circulation deficiencies, traffic conflicts, operational issues, or adverse impacts on neighboring properties.

Moreover, the Property contains existing perimeter landscaped areas, vegetated open-space areas, and other landscape features that substantially advance the aesthetic and visual objectives of Section 6.6. While landscaped islands do not exist within the parking field itself, the site nevertheless incorporates meaningful landscape features that mitigate the visual impact of paved surfaces and contribute positively to overall site appearance. In addition, the Applicant proposes

supplemental perimeter landscaping along the West Road frontage, including a landscaped buffer area between the parking field and the roadway as depicted on the Landscape Plan. The proposed buffer will further soften views of the parking area from the public way, enhance streetscape aesthetics, and advance the visual screening and landscaping objectives underlying Sections 6.6 and 6.8 of the Site Plan Review Regulations.

The waiver request should also be considered in conjunction with the Applicant's request for a parking modification under Section 4.3. Installation of landscaped islands would likely reduce the existing parking supply below the approximately seventy-eight (78) spaces currently available and could affect the site's ability to maintain parking capacity that presently satisfies the seventy-eight (78) space requirement established under Section 4.2.2. Moreover, installing landscaped islands would require substantial reconstruction of the existing parking field, even though the current amended regulations recognize parking flexibility and the existing site already satisfies the minimum parking requirement generated by the approved use. The resulting public benefit would be limited when compared to the extent of reconstruction required to retrofit a longstanding developed property, particularly where the existing parking supply already accommodates actual demand, satisfies or substantially complies with the parking requirements generated by the approved use, and can be evaluated through the parking flexibility provisions adopted by the City effective October 26, 2026.

The requested waiver is consistent with the purposes of Site Plan Review, will not adversely affect public health, safety, welfare, traffic circulation, access management, environmental resources, or neighboring properties, and will allow continued use of a functional and established parking facility without unnecessary site disturbance.

Accordingly, the Applicant respectfully requests that the Planning Board grant a waiver from Sections 6.6(2) and 6.6(3) and permit the existing parking field to remain without installation of landscaped islands within the parking area.

V. Conclusion

The Applicant seeks Site Plan Review approval for an existing developed property that has already received the underlying zoning relief necessary to operate the Black Rock Social Club. The present application concerns approval of existing site conditions and associated improvements rather than approval of a new development project.

The record demonstrates that:

- The approved use has received all necessary zoning relief from the Zoning Board of Adjustment.

- The Technical Advisory Committee has recommended approval subject to specified conditions and technical revisions.
- Historic parking utilization supports approval of a parking modification pursuant to Section 4.3.
- The existing parking field contains no landscaped parking islands but has nevertheless functioned safely and effectively for years.
- Reconstruction of the parking field to install landscaped islands or achieve a theoretical parking yield would provide limited public benefit while disrupting a longstanding and functional site layout.
- The Property presently contains approximately seventy-eight (78) parking spaces, which satisfies the Applicant's Section 4.2 parking analysis and substantially complies with any alternative parking calculation that includes accessory storage areas.

For the foregoing reasons, the Applicant respectfully requests that the Planning Board:

1. Determine that the Property's parking supply satisfies or substantially complies with the parking requirements of Section 4.2 and approve the requested parking modification pursuant to Section 4.3 of the Portsmouth Site Plan Review Regulations;
2. Grant a waiver from Sections 6.6(2) and 6.6(3) of the Portsmouth Site Plan Review Regulations; and
3. Grant Site Plan Review approval for the proposed project, subject to such reasonable conditions as the Planning Board determines appropriate.

Respectfully submitted,

ROAD TO THE WEST, LLC
By its attorney.



John K. Bosen, Esq.
DONAHUE, TUCKER & CIANDELLA, PPLC

Ross Engineering
Civil / Structural Engineering

650 Islington Street **603-433-7560**
Portsmouth, NH 03801 **alexross@comcast.net**

Dated 10-28-2026
To: City of Portsmouth Planning Department

Applicant & Land Owner's Name:
Road to the West, LLC
140 West Rd
Portsmouth, NH 03801

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

List of Abutters

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

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

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

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

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

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

List of Professionals

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

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

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

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EXTERIOR PHOTOS

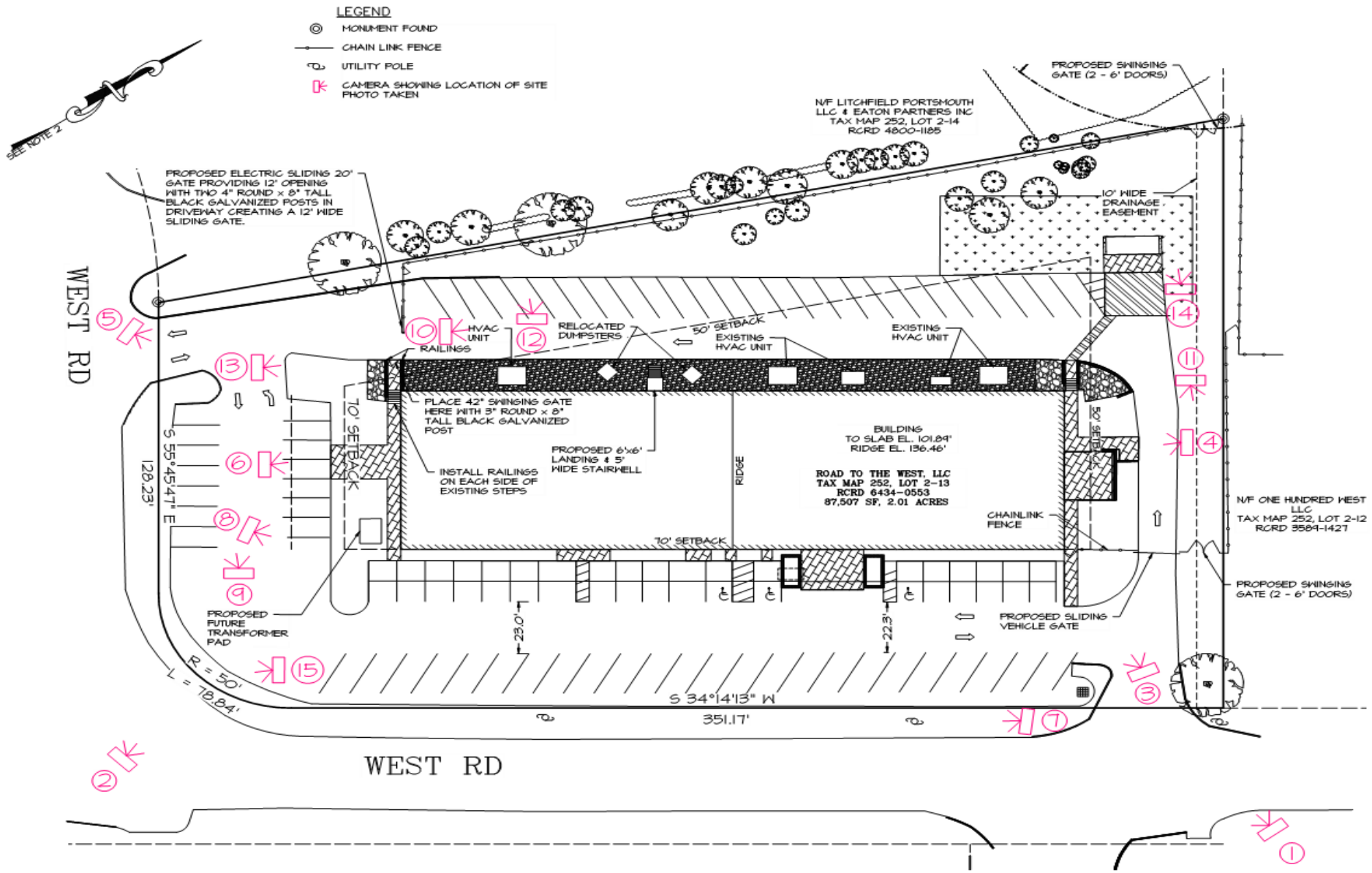


Aerial view of site, 140 West Road.

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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.

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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.

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

City of Portsmouth, New Hampshire

Site Plan Application Checklist

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

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

Name of Applicant: Ross Engineering, LLC Date Submitted: 10/28/2026

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

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

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

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

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

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

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

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

Other Required Information			
☑	**Required Items for Submittal**	**Item Location (e.g. Page/line or Plan Sheet/Note #)**	**Waiver Requested**
☑	Traffic Impact Study or Trip Generation Report, as required. **(3.2.1-2)**	See Attached Traffic Study	
☑	Indicate where Low Impact Development Design practices have been incorporated. **(7.1)**	N/A	
☑	Indicate whether the proposed development is located in a wellhead protection or aquifer protection area. Such determination shall be approved by the Director of the Dept. of Public Works. **(7.3.1)**	Development not within wellhead protection area	
☑	Stormwater Management and Erosion Control Plan. **(7.4)**	Drawing 10 "Erosion Control Plan"	
☑	Inspection and Maintenance Plan **(7.6.5)**	N/A	

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

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

Applicant's Signature: _____ **Date:** 10/28/20

Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

TRAFFIC MEMORANDUM

Date: August 14, 2026

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

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

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

INTRODUCTION

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

Hours of Operation

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

PROPOSAL

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

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

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

DESCRIPTION OF ROADWAYS AND INTERSECTIONS

Roadways

Lafayette Road (US1)

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

Wilson Road

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

West Road)

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

Study Area Intersections

Lafayette Road at Wilson Road.

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

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

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

West Road at Driveway/Wilson Road.

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

BACKGROUND VOLUMES

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

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

Seasonal Adjustment.

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

COVID Adjustment.

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

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

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

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

Heavy Vehicles

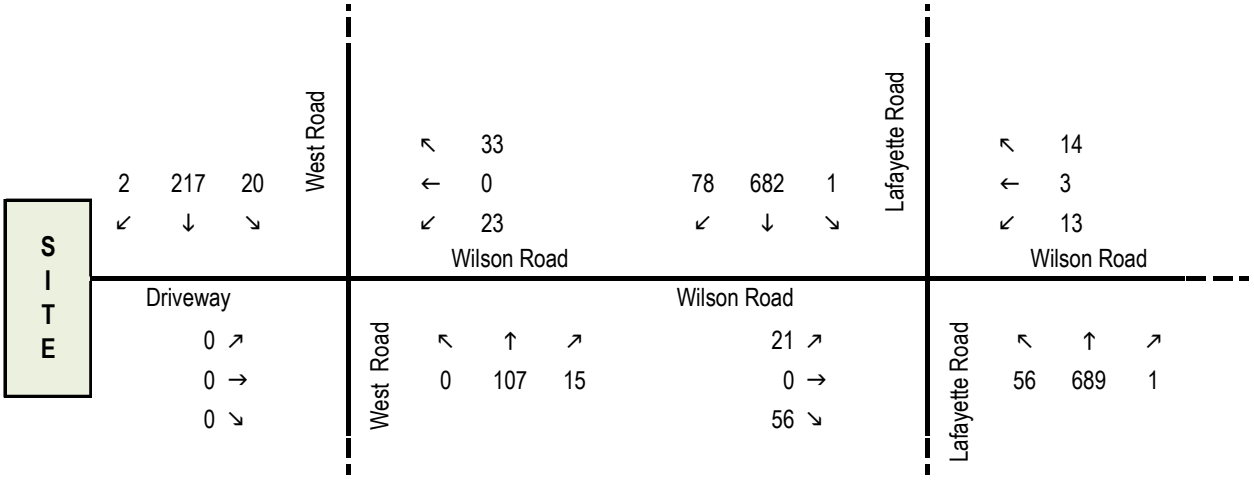
Heavy vehicle adjustments for the analysis used weighted approach percentages for each approach per the NHDOT Synchro checklist, calculations in Appendix C.

Base Volumes

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

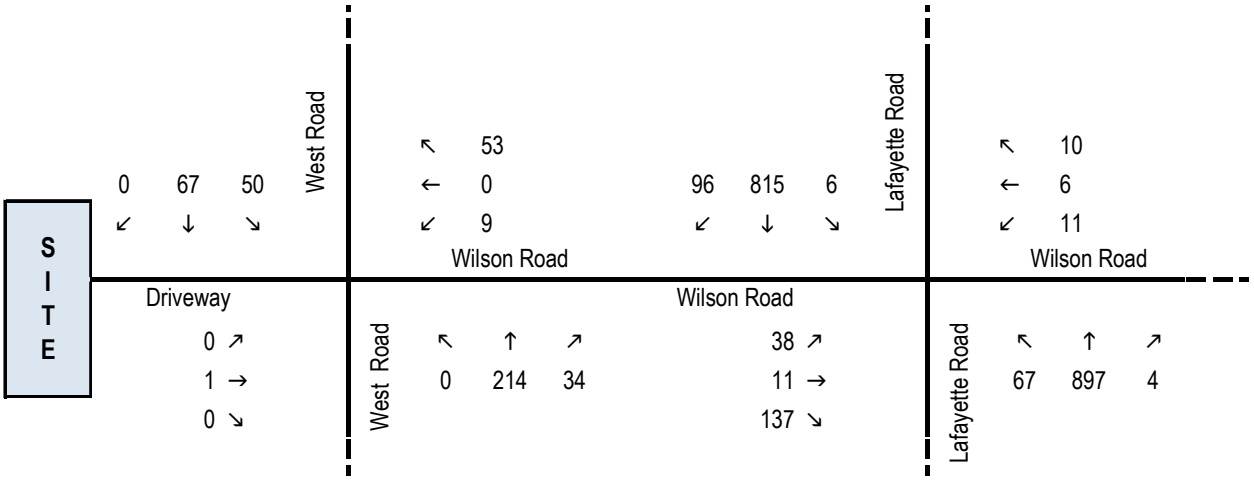
2022 BASE
AM Peak Hour

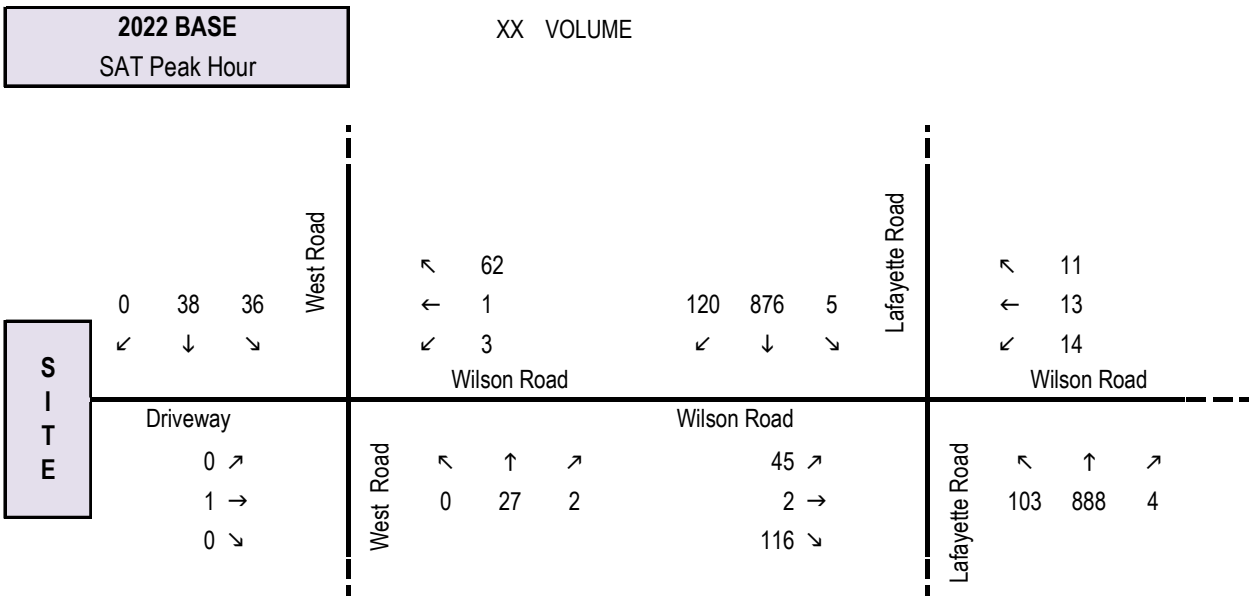
XX VOLUME



2022 BASE
PM Peak Hour

XX VOLUME





NO-BUILD VOLUMES

To establish No-Build traffic volumes for this study, the following adjustments were made to the Covid- and seasonally adjusted 2022 volumes:

Growth Factor.
Although nearby NHDOT MS2 stations show a decrease in growth in year 2025, a 1% compound annual growth rate was used to account for general population growth and possible traffic generated by smaller future developments in the area.

No-Build volumes were adjusted upward by 1% to generate 2026 opening year and 2036 future year volumes.

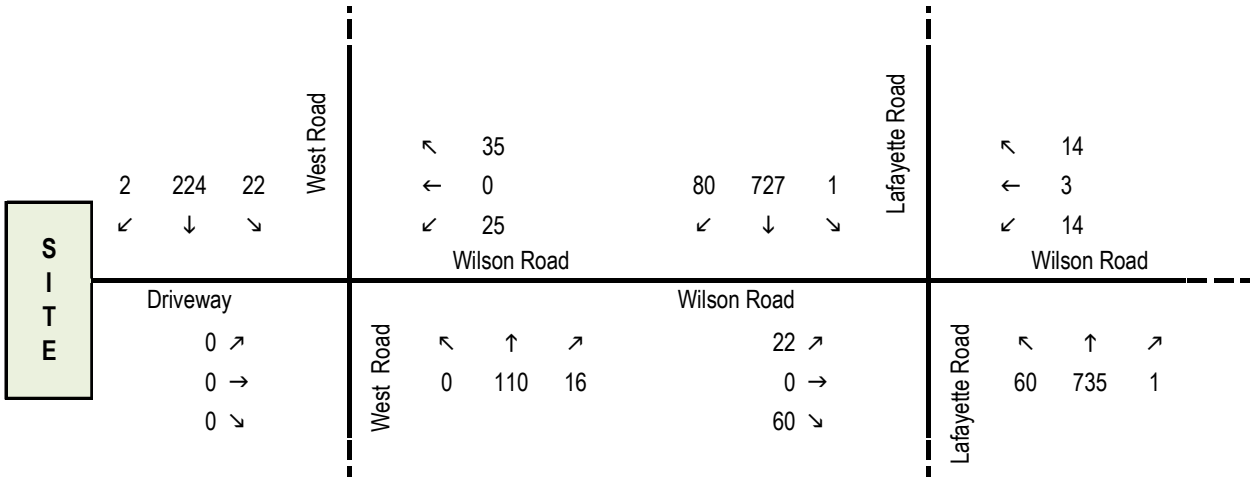
Other Developments
At the time of the 2022 counts, the City provided data for a proposed or approved development identified as generating traffic volumes that should be accounted for in the no-build volumes for this traffic study. This gas station development is described below and data and distribution are in Appendix D:

- 2255 Lafayette Road Gas Station:
  This project for a gasoline station/convenience store (with drive-through window) will replace the existing Burger King fast-food restaurant. The development site trips enter this traffic network via Lafayette Road and the trips were distributed prorata per the June 2022 counts through the network.

The total no-build volumes for the opening (2026) and future (2036) years are presented in the following diagrams.

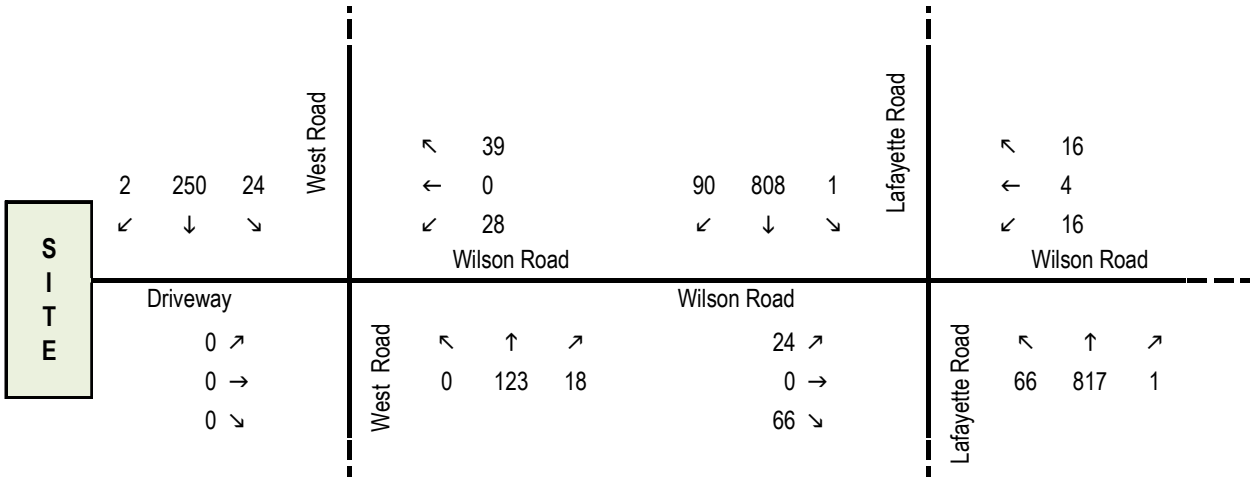
2026 NoBUILD
AM Peak Hour

XX VOLUME



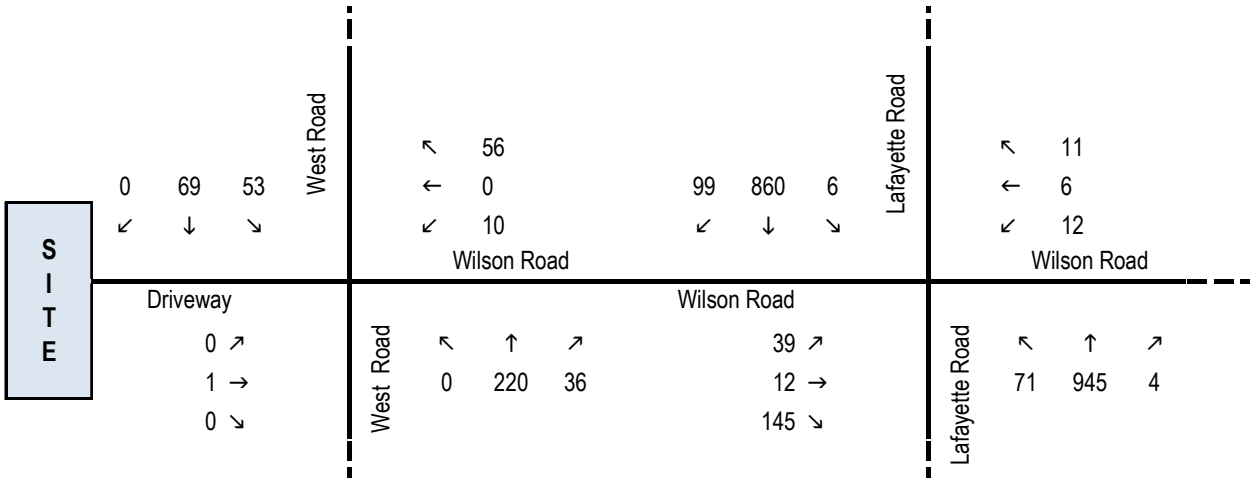
2036 NoBUILD
AM Peak Hour

XX VOLUME



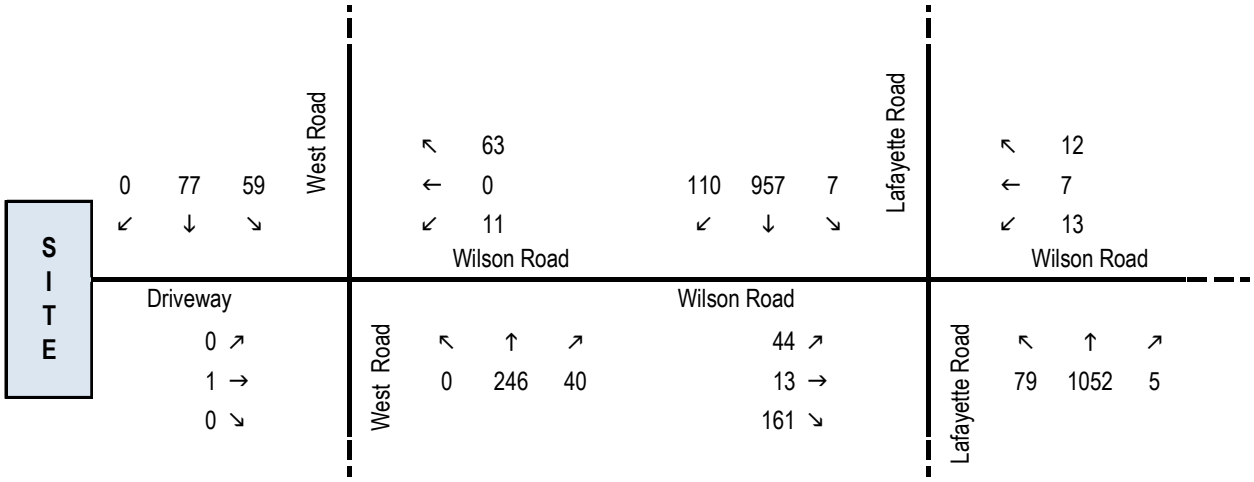
2026 NoBUILD
PM Peak Hour

XX VOLUME



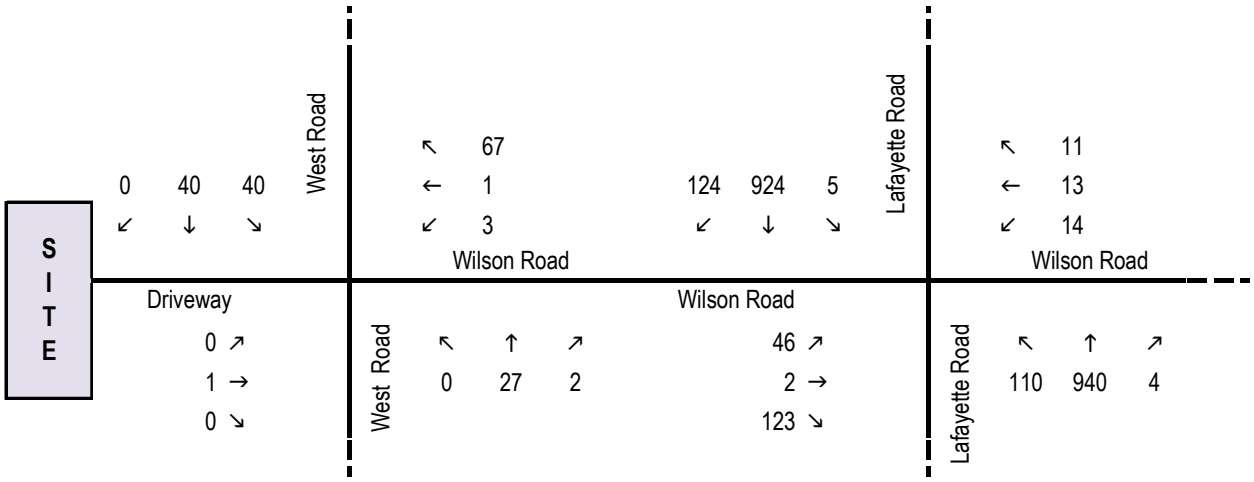
2036 NoBUILD
PM Peak Hour

XX VOLUME



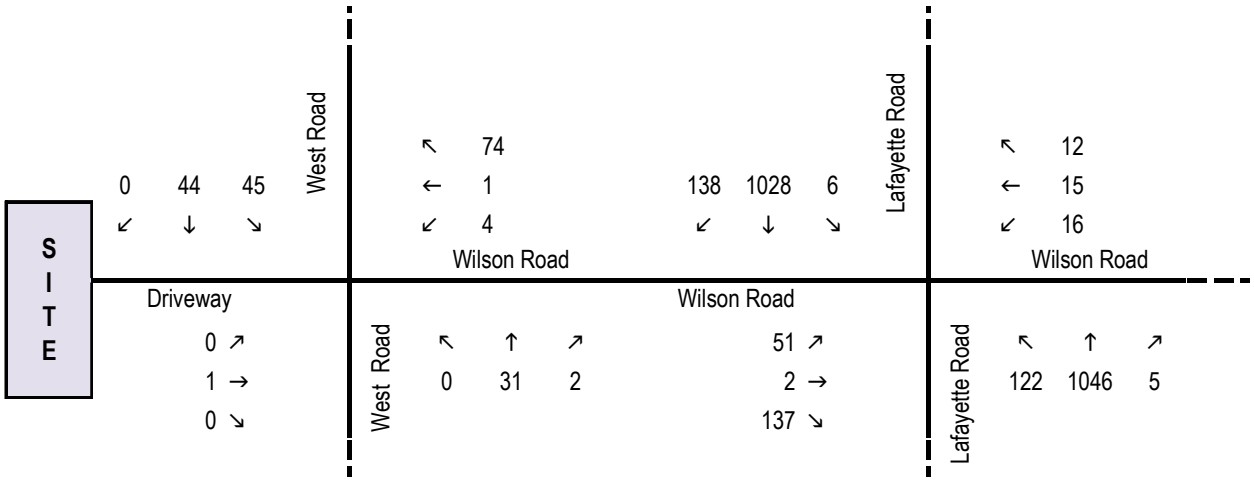
2026 NoBUILD
SAT Peak Hour

XX VOLUME



2036 NoBUILD
SAT Peak Hour

XX VOLUME



TRIP GENERATION

Standard trip generation rates published by the ITE[1] (12th Edition), were used to calculate the vehicle trips for the proposed development. The proposed indoor recreation uses within the social club best fit with the description of the Athletic Club use. For office and dining uses, LUC 710, General Office, and LUC 932, High-Turnover (Sit-Down) Restaurant were used respectively to calculate trip generation.

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

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

See calculations in Appendix A.

Table 1: Trip Generation

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

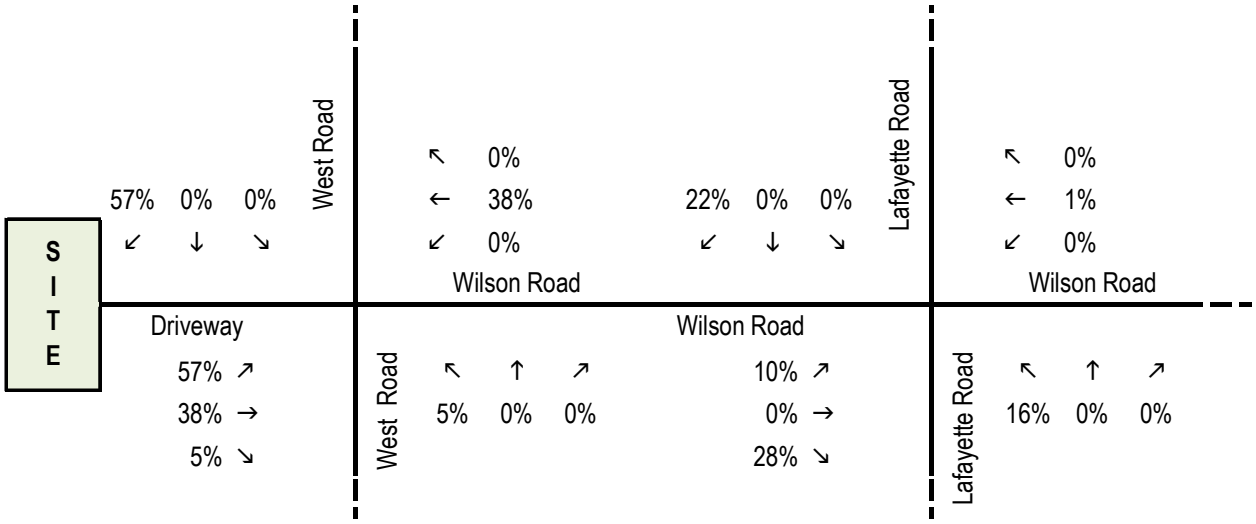
TRIP DISTRIBUTION:

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

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

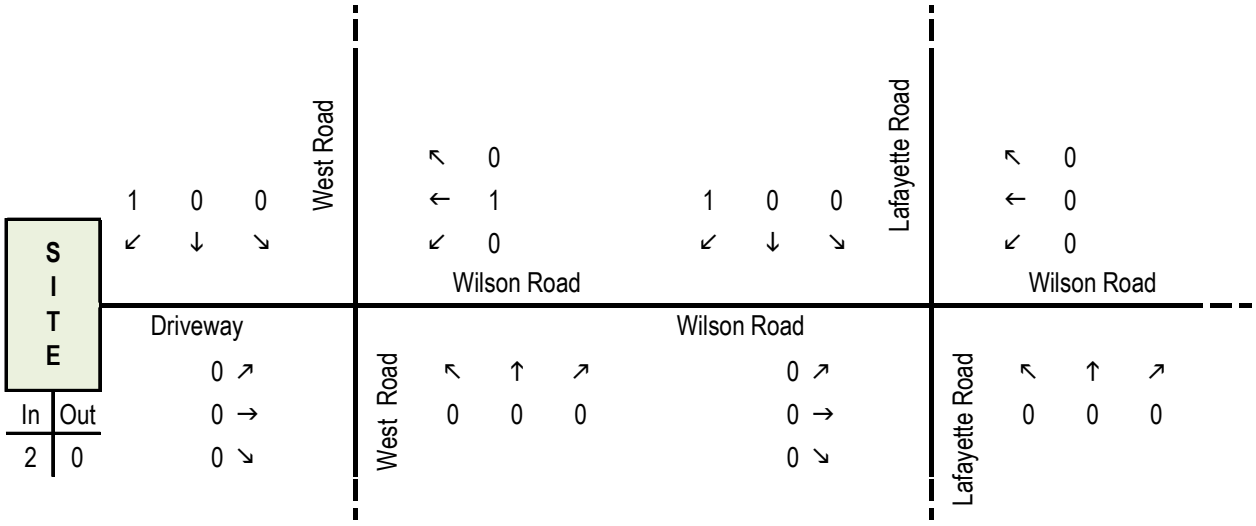
Site Trip Distribution
AM Peak Hour

XX Primary



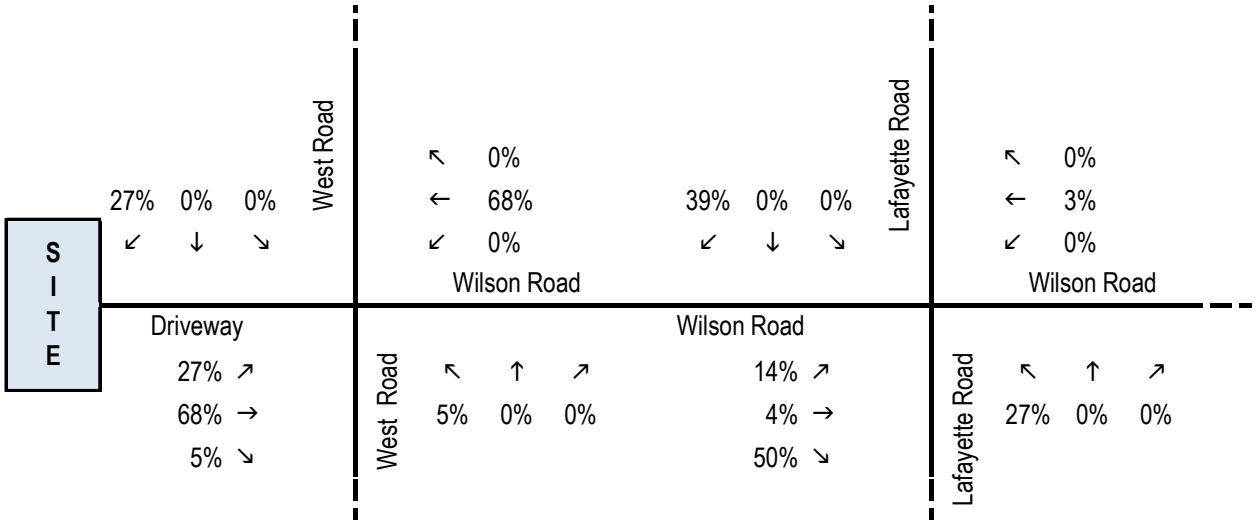
Site Trip Assignment
AM Peak Hour

XX Total Trips



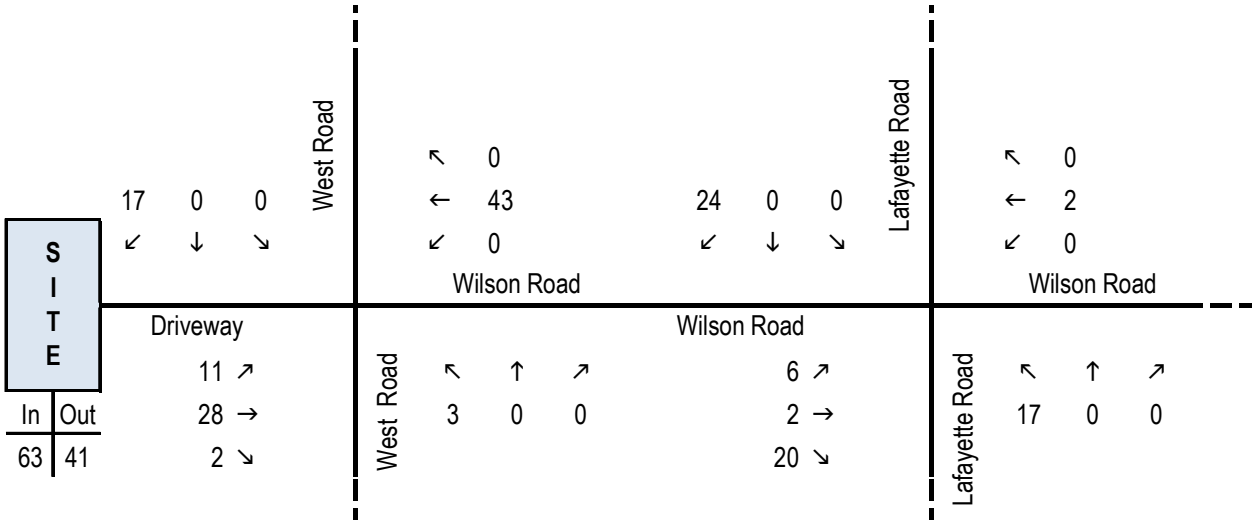
Site Trip Distribution
PM Peak Hour

XX Primary



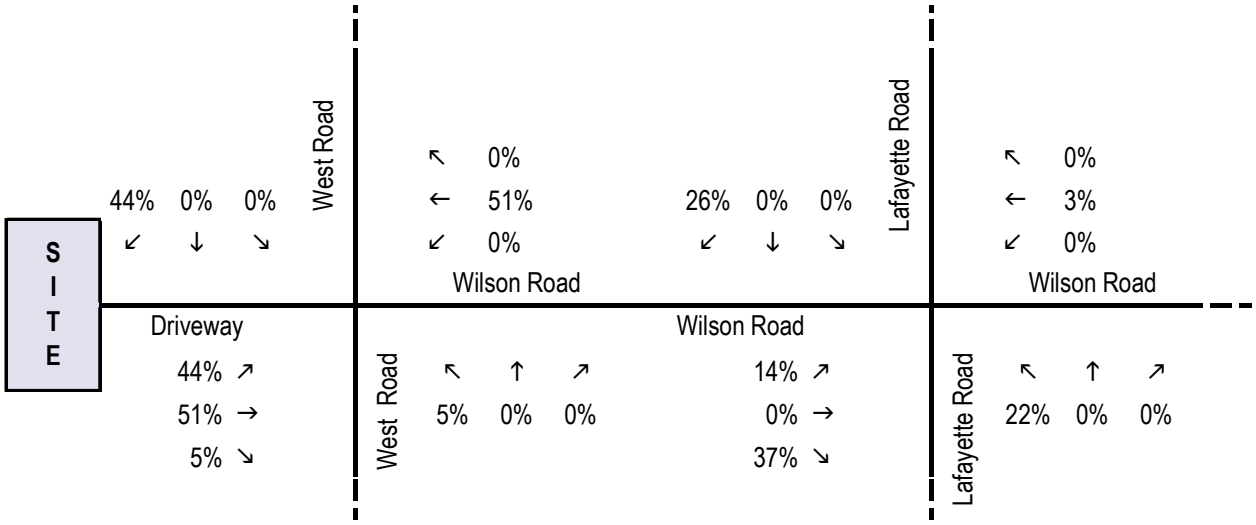
Site Trip Assignment
PM Peak Hour

XX Total Trips



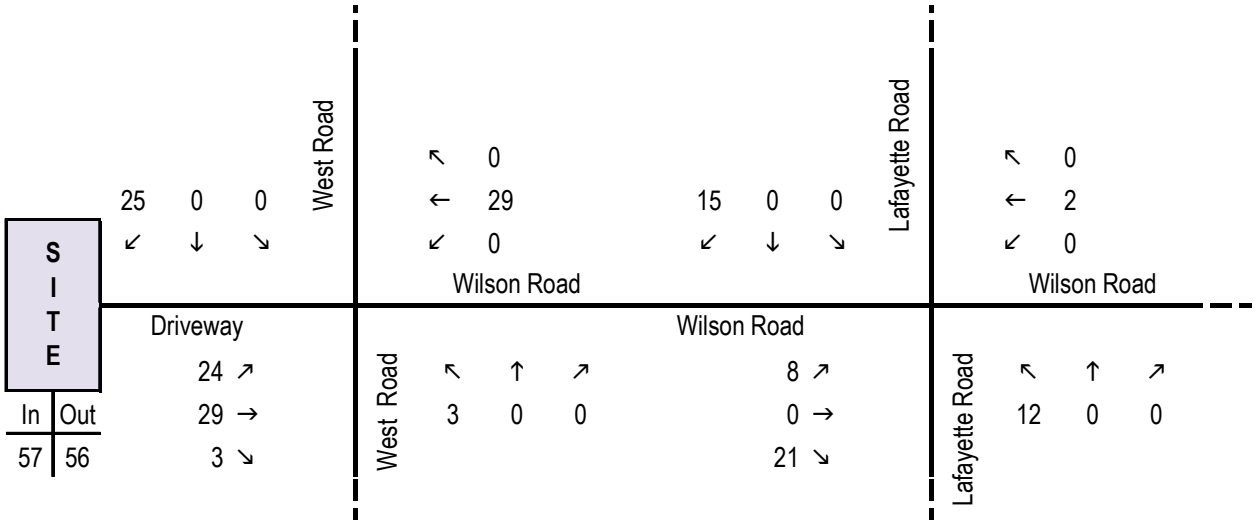
Site Trip Distribution
SAT Peak Hour

XX Primary



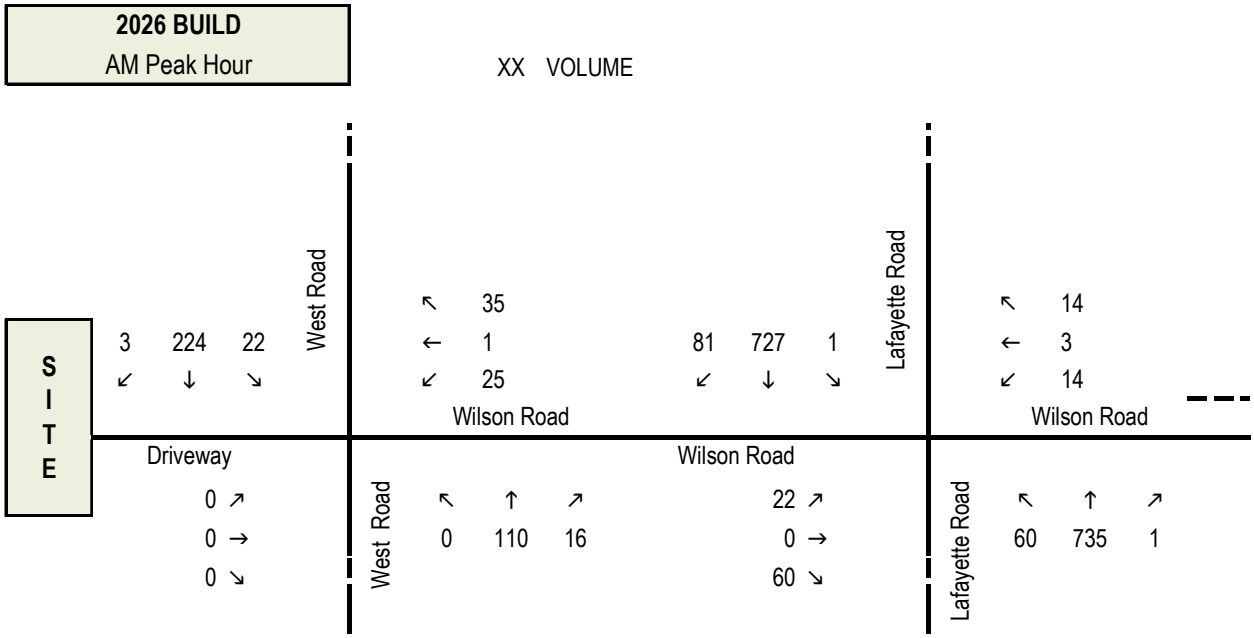
Site Trip Assignment
SAT Peak Hour

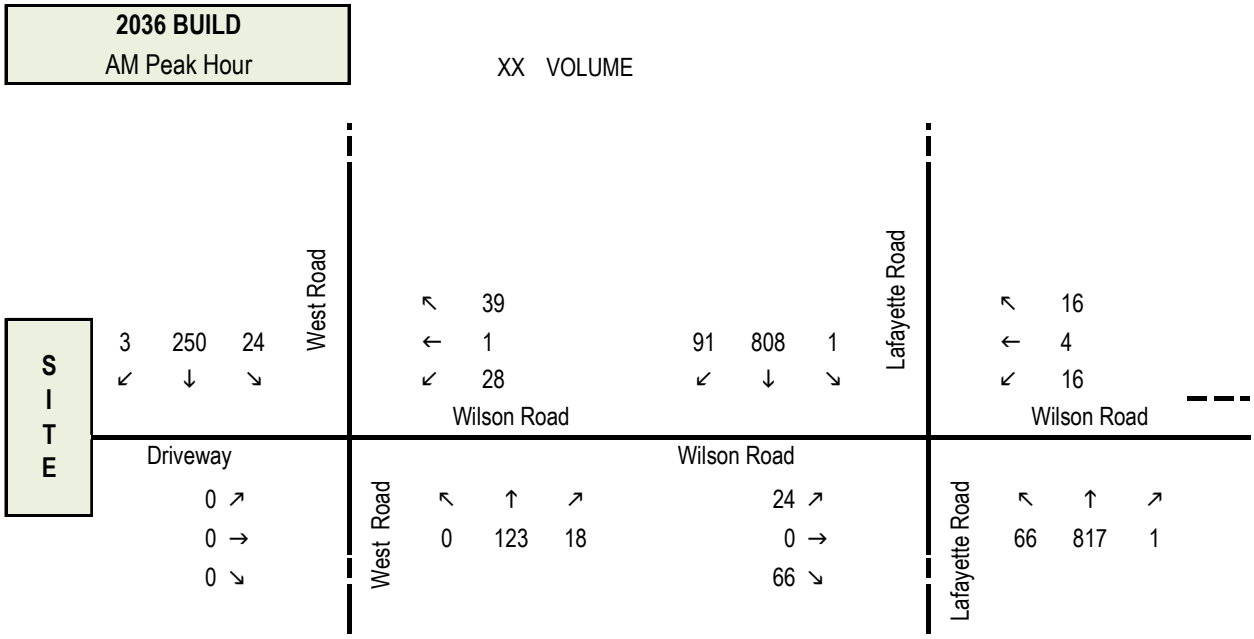
XX Total Trips



BUILD VOLUMES

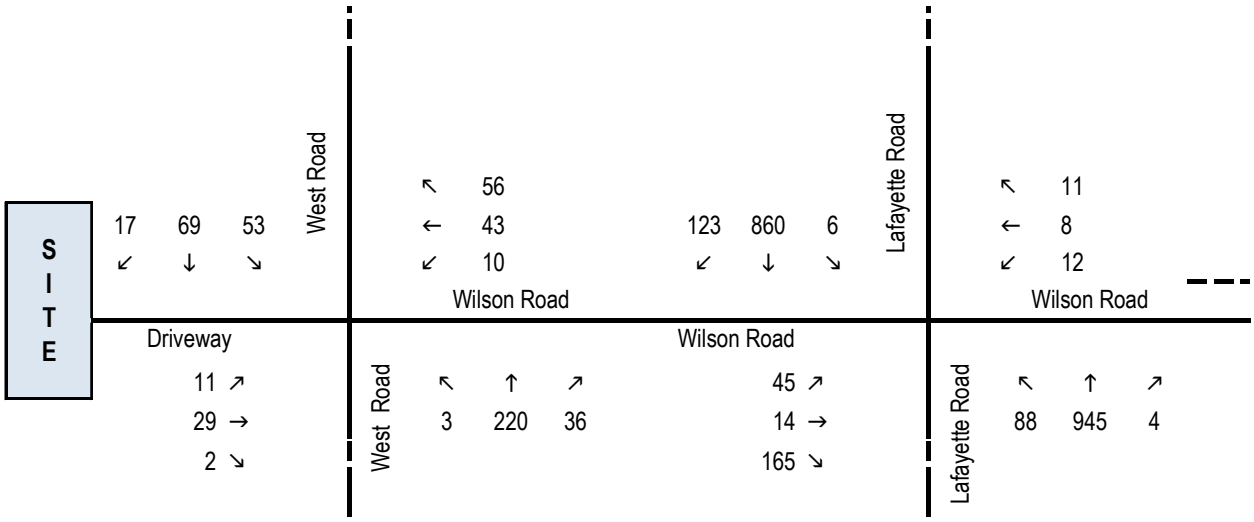
Site trips generated as per the above were added to No-Build traffic volumes within the study area to produce 2026 and 2036 Build diagrams for each peak hour. The Build volume diagrams are presented in the following figures.





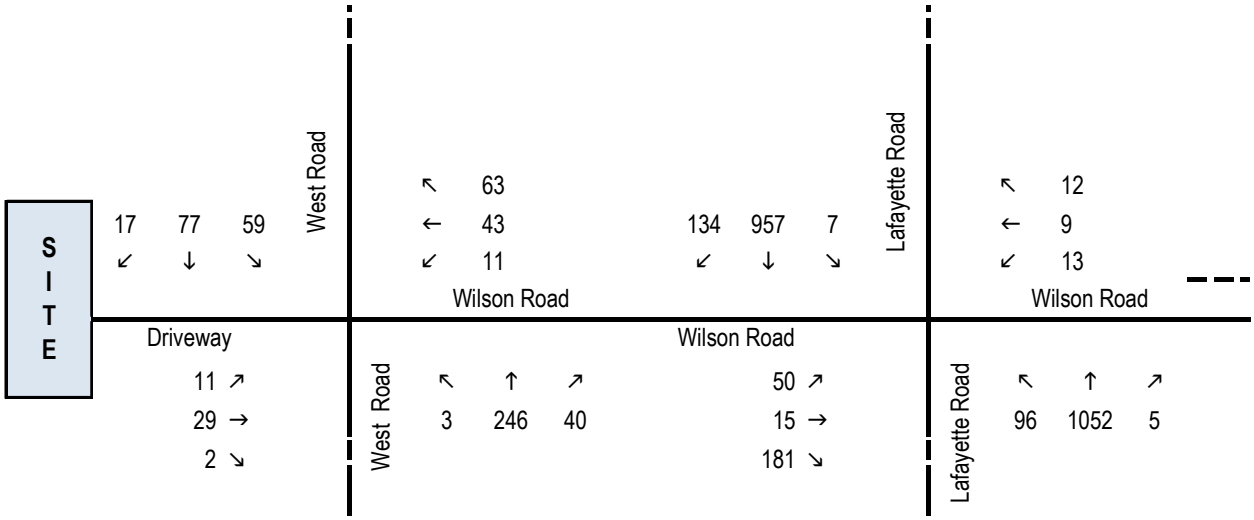
2026 BUILD
PM Peak Hour

XX VOLUME



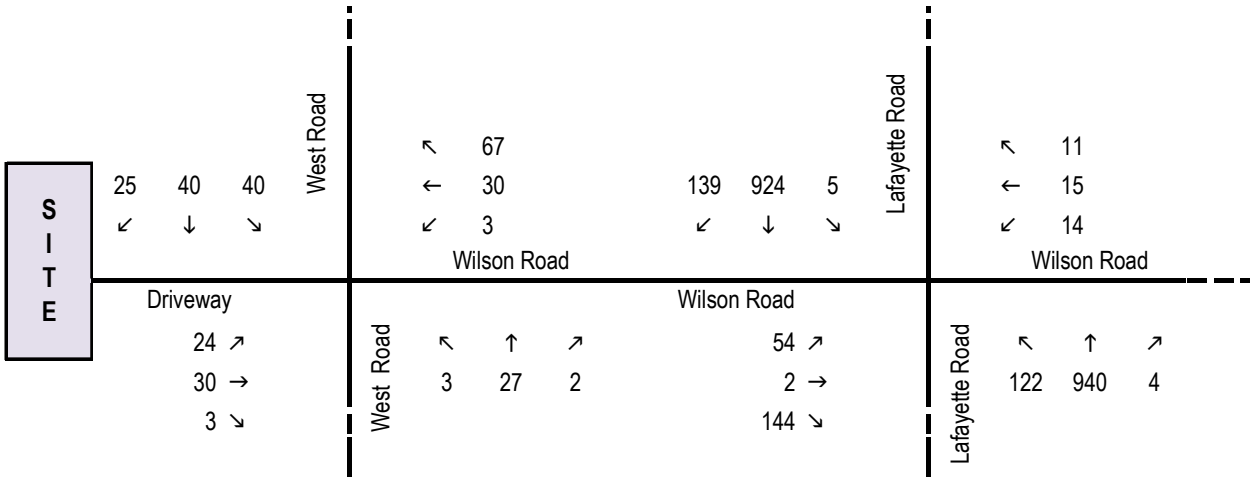
2036 BUILD
PM Peak Hour

XX VOLUME



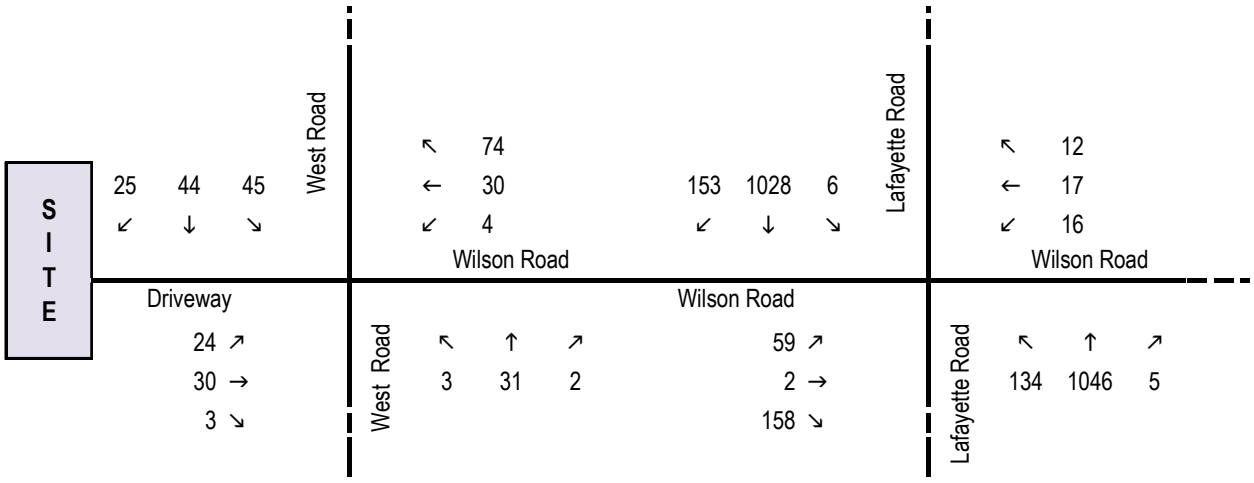
2026 BUILD
SAT Peak Hour

XX VOLUME



2036 BUILD
SAT Peak Hour

XX VOLUME



LEVEL OF SERVICE/QUEUE ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSION

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

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

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

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

Respectfully Submitted,
TFMORAN, INC.

Jennifer F. Porter, PE, PTOE
Senior Project Engineer

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Projects Director



APPENDICES

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- Calculations

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- Calculations

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APPENDIX H **AM Synchro**
- 2022 Base
- 2026/2036 NoBuild
- 2026/2036 Build

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APPENDIX J **SAT Synchro**
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APPENDIX K **Signal Timing**

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APPENDIX A

Trip Generation

Calculations

Based on ITE Trip Generation 11th Edition

2022 Approved Trip Generation

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

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

Proposed Trip Composition

100% Primary Trips

Description of LUC 493:

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

Based on ITE Trip Generation 12th Edition

2026 Updated Trip Generation

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

ITE LUC 493 - Athletic Club: 7,402 sf

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

**Club does not open until 4pm weekdays.*

ITE LUC 710 - General Office: 1,700 sf

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

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

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

**Club does not open until 4pm weekdays.*

2026 Total Trip Generation

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

**Club does not open until 4pm weekdays.*

Proposed Trip Composition

100% Primary Trips

APPENDIX B

Distribution

Calculations

AM Site Trip Distribution

Based on ProRata at counted intersections

Primary: AM Distribution

	In	Out
AM Totals	2	0

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		57%	0	0
EBT		38%	0	0
EBR		5%	0	0
WBL			0	0
WBT	**38%**		1	0
WBR			0	0
NBL	**5%**		0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**57%**		1	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		10%	0	0
EBT		0%	0	0
EBR		28%	0	0
WBL			0	0
WBT	1%		0	0
WBR			0	0
NBL	16%		0	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	22%		1	0

PM Site Trip Distribution

Based on ProRata at counted intersections

Primary: PM Distribution

	In	Out
PM Totals	63	41

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		27%	0	11
EBT		68%	0	28
EBR		5%	0	2
WBL			0	0
WBT	**68%**		43	0
WBR			0	0
NBL	**5%**		3	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**27%**		17	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		14%	0	6
EBT		4%	0	2
EBR		50%	0	*20*
WBL			0	0
WBT	3%		2	0
WBR			0	0
NBL	27%		17	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	39%		*24*	0

SAT Site Trip Distribution

Based on ProRata at counted intersections

Primary: SAT Distribution

	In	Out
SAT Totals	57	56

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		44%	0	*24*
EBT		51%	0	29
EBR		5%	0	3
WBL			0	0
WBT	**51%**		29	0
WBR			0	0
NBL	**5%**		3	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	**44%**		25	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL		14%	0	8
EBT		0%	0	0
EBR		37%	0	21
WBL			0	0
WBT	3%		2	0
WBR			0	0
NBL	22%		*12*	0
NBT			0	0
NBR			0	0
SBL			0	0
SBT			0	0
SBR	26%		15	0

TOTAL Site Trip Distribution

AM Total Site Trips

AM TOTAL: 2

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	1
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	0
NBL	0
NBT	0
NBR	0
SBL	0
SBT	0
SBR	1

PM Total Site Trips

PM TOTAL: 104

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	11
EBT	28
EBR	2
WBL	0
WBT	43
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	17

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	6
EBT	2
EBR	20
WBL	0
WBT	2
WBR	0
NBL	17
NBT	0
NBR	0
SBL	0
SBT	0
SBR	24

SAT Total Site Trips

SAT TOTAL: 113

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	24
EBT	29
EBR	3
WBL	0
WBT	29
WBR	0
NBL	3
NBT	0
NBR	0
SBL	0
SBT	0
SBR	25

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	8
EBT	0
EBR	21
WBL	0
WBT	2
WBR	0
NBL	12
NBT	0
NBR	0
SBL	0
SBT	0
SBR	15

APPENDIX C

Volume Adjustments

Covid Factor

Seasonal Adjustment

Heavy Vehicle Adjustment

Year 2019 Monthly Data

Group 4 Averages: Urban Highways

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

Average ADT: 12,838
Peak ADT: 14,016

Covid Factor Calculation - NHDOT Methodology

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

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

Rockingham County - Group 4 Highway Station

02197002	Seabrook	NH 1A (Ocean Boulevard) at Seabrook TL	**JUNE**			
			2022	**2019**	**change**	
		AM	448	466	-3.9%	
		PM	782	854	-8.4%	
		SAT	857	991	-13.5%	
		Weekday	10136	11498	-11.8%	
		Weekend (SAT)	13762	16324	-15.7%	

Rockingham County - Group 4 Highway Station

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

Strafford County - Group 4 Highway Station

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

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

Station 02197002: Seabrook

Count 1

N/A For Aggregated Counts X

INTERVAL:60-MIN

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

Count Criteria

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

Count 2

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	77	33.3
1:00-2:00	-	-	-	-	48	2.1
2:00-3:00	-	-	-	-	22	-20.4
3:00-4:00	-	-	-	-	29	18.9
4:00-5:00	-	-	-	-	67	7.8
5:00-6:00	-	-	-	-	166	3.7
6:00-7:00	-	-	-	-	278	-6.9
7:00-8:00	-	-	-	-	449	-7.5
8:00-9:00	-	-	-	-	466	-3.6
9:00-10:00	-	-	-	-	548	-5.8
10:00-11:00	-	-	-	-	653	-9.6
11:00-12:00	-	-	-	-	719	-7.6
12:00-13:00	-	-	-	-	785	-3.4
13:00-14:00	-	-	-	-	796	-7.8
14:00-15:00	-	-	-	-	832	-14.0
15:00-16:00	-	-	-	-	838	-14.9
16:00-17:00	-	-	-	-	838	-3.9
17:00-18:00	-	-	-	-	854	-13.9
18:00-19:00	-	-	-	-	758	-15.6
19:00-20:00	-	-	-	-	702	-16.0
20:00-21:00	-	-	-	-	601	-10.1
21:00-22:00	-	-	-	-	455	15.4
22:00-23:00	-	-	-	-	330	29.2
23:00-24:00	-	-	-	-	187	-15.3
Total			Counts = 20		11498	-7.6

Count Criteria

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

Count 1

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	195	112.0
1:00-2:00	-	-	-	-	136	97.3
2:00-3:00	-	-	-	-	48	56.0
3:00-4:00	-	-	-	-	26	8.0
4:00-5:00	-	-	-	-	48	-25.5
5:00-6:00	-	-	-	-	152	-5.1
6:00-7:00	-	-	-	-	237	-22.8
7:00-8:00	-	-	-	-	381	-23.8
8:00-9:00	-	-	-	-	461	-4.7
9:00-10:00	-	-	-	-	569	-2.1
10:00-11:00	-	-	-	-	724	0.7
11:00-12:00	-	-	-	-	785	1.2
12:00-13:00	-	-	-	-	857	5.4
13:00-14:00	-	-	-	-	874	1.5
14:00-15:00	-	-	-	-	992	3.6
15:00-16:00	-	-	-	-	1057	8.3
16:00-17:00	-	-	-	-	1030	16.7
17:00-18:00	-	-	-	-	994	1.2
18:00-19:00	-	-	-	-	978	9.9
19:00-20:00	-	-	-	-	878	6.3
20:00-21:00	-	-	-	-	781	16.0
21:00-22:00	-	-	-	-	662	51.7
22:00-23:00	-	-	-	-	524	72.2
23:00-24:00	-	-	-	-	373	52.5
Total			Counts = 2		13762	10.4

Count Criteria

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

Count 2

N/A For Aggregated Counts X

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	280	134.3
1:00-2:00	-	-	-	-	220	129.6
2:00-3:00	-	-	-	-	55	68.3
3:00-4:00	-	-	-	-	32	28.6
4:00-5:00	-	-	-	-	61	-1.6
5:00-6:00	-	-	-	-	145	-9.8
6:00-7:00	-	-	-	-	284	-4.8
7:00-8:00	-	-	-	-	450	-7.3
8:00-9:00	-	-	-	-	615	24.0
9:00-10:00	-	-	-	-	779	29.1
10:00-11:00	-	-	-	-	894	21.7
11:00-12:00	-	-	-	-	968	22.0
12:00-13:00	-	-	-	-	991	19.9
13:00-14:00	-	-	-	-	1011	16.6
14:00-15:00	-	-	-	-	1094	13.4
15:00-16:00	-	-	-	-	1124	14.4
16:00-17:00	-	-	-	-	1112	24.3
17:00-18:00	-	-	-	-	1153	16.0
18:00-19:00	-	-	-	-	1103	21.8
19:00-20:00	-	-	-	-	1022	21.5
20:00-21:00	-	-	-	-	915	31.6
21:00-22:00	-	-	-	-	787	67.5
22:00-23:00	-	-	-	-	717	97.8
23:00-24:00	-	-	-	-	512	80.5
Total			Counts = 5		16324	27.3

Count Criteria

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

Station 82197076: Hampton Falls

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	78	-8.6
1:00-2:00	-	-	-	-	50	-2.0
2:00-3:00	-	-	-	-	41	5.0
3:00-4:00	-	-	-	-	62	-16.3
4:00-5:00	-	-	-	-	167	-6.9
5:00-6:00	-	-	-	-	531	-10.5
6:00-7:00	-	-	-	-	867	0.8
7:00-8:00	-	-	-	-	1450	-2.7
8:00-9:00	-	-	-	-	1374	-1.0
9:00-10:00	-	-	-	-	1244	-5.7
10:00-11:00	-	-	-	-	1343	-6.1
11:00-12:00	-	-	-	-	1463	-4.5
12:00-13:00	-	-	-	-	1505	-2.4
13:00-14:00	-	-	-	-	1506	-0.2
14:00-15:00	-	-	-	-	1663	5.7
15:00-16:00	-	-	-	-	1702	0.4
16:00-17:00	-	-	-	-	1763	-1.4
17:00-18:00	-	-	-	-	1694	-2.2
18:00-19:00	-	-	-	-	1333	-2.3
19:00-20:00	-	-	-	-	1003	-6.0
20:00-21:00	-	-	-	-	776	0.4
21:00-22:00	-	-	-	-	512	-0.8
22:00-23:00	-	-	-	-	328	-11.5
23:00-24:00	-	-	-	-	175	4.7
Total		Counts = 11			22630	-2.1

Count Criteria

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

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	156	58.9
1:00-2:00	-	-	-	-	97	62.2
2:00-3:00	-	-	-	-	45	14.3
3:00-4:00	-	-	-	-	44	-49.6
4:00-5:00	-	-	-	-	102	-54.8
5:00-6:00	-	-	-	-	232	-87.1
6:00-7:00	-	-	-	-	434	-65.8
7:00-8:00	-	-	-	-	774	-63.3
8:00-9:00	-	-	-	-	1116	-21.7
9:00-10:00	-	-	-	-	1377	4.5
10:00-11:00	-	-	-	-	1619	12.6
11:00-12:00	-	-	-	-	1714	11.3
12:00-13:00	-	-	-	-	1695	9.5
13:00-14:00	-	-	-	-	1715	12.8
14:00-15:00	-	-	-	-	1676	6.5
15:00-16:00	-	-	-	-	1652	-2.6
16:00-17:00	-	-	-	-	1609	-10.5
17:00-18:00	-	-	-	-	1513	-13.5
18:00-19:00	-	-	-	-	1321	-3.2
19:00-20:00	-	-	-	-	1105	3.7
20:00-21:00	-	-	-	-	921	17.5
21:00-22:00	-	-	-	-	731	34.5
22:00-23:00	-	-	-	-	482	26.8
23:00-24:00	-	-	-	-	254	41.3
Total		Counts = 2			22384	-3.2

Count Criteria

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

Station 02125001: Dover

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

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

Count Criteria

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

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

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

Count Cr

Local Id	0212500
Start Date	06/01/20
End Date	06/30/20
Aggregation	AVG
Include Abnormal	False
Selected Days	Monday Thursday

Count 1

N/A For Aggregated Counts

INTERVAL:60-MIN

Time	60-min Interval 1st	2nd	3rd	4th	Hourly Count	% Diff
0:00-1:00	-	-	-	-	89	28.2
1:00-2:00	-	-	-	-	51	51.9
2:00-3:00	-	-	-	-	27	-10.5
3:00-4:00	-	-	-	-	24	-25.5
4:00-5:00	-	-	-	-	41	-74.8
5:00-6:00	-	-	-	-	99	-89.1
6:00-7:00	-	-	-	-	189	-79.8
7:00-8:00	-	-	-	-	302	-75.6
8:00-9:00	-	-	-	-	443	-45.8
9:00-10:00	-	-	-	-	623	1.6
10:00-11:00	-	-	-	-	732	14.5
11:00-12:00	-	-	-	-	780	14.9
12:00-13:00	-	-	-	-	854	12.4
13:00-14:00	-	-	-	-	787	1.5
14:00-15:00	-	-	-	-	867	6.3
15:00-16:00	-	-	-	-	823	-19.6
16:00-17:00	-	-	-	-	755	-27.4
17:00-18:00	-	-	-	-	763	-29.7
18:00-19:00	-	-	-	-	592	-15.0
19:00-20:00	-	-	-	-	512	-1.6
20:00-21:00	-	-	-	-	402	2.8
21:00-22:00	-	-	-	-	325	17.0
22:00-23:00	-	-	-	-	197	19.5
23:00-24:00	-	-	-	-	139	14.7
Total	Counts = 2				10416	-12.1

Count Criteria

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

Count

N/A For Aggregated Counts

INTERVAL:60-MIN

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

Count Cr

Local Id	0212500
Start Date	06/01/20
End Date	06/30/20
Aggregation	AVG
Include Abnormal	False
Selected Days	Saturday

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

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

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

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

Background Traffic Volumes - HEAVY VEHICLE CALCULATIONS

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

Volumes with strikethrough are not included in weighted average

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

APPENDIX D

Other Developments

AM Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: AM Distribution

	In	Out
AM Totals	27	27

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	3%		1	0
WBT			0	0
WBR	4%		1	0
NBL			0	0
NBT			0	0
NBR		3%	0	1
SBL		4%	0	1
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**7%**	0	2
WBL		**2%**	0	1
WBT			0	0
WBR			0	0
NBL	**7%**		2	0
NBT	**93%**		25	0
NBR	**0%**		0	0
SBL			0	0
SBT		**91%**	0	25
SBR			0	0

PM Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: PM Distribution

	In	Out
PM Totals	24	23

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	2%		0	0
WBT			0	0
WBR	9%		2	0
NBL			0	0
NBT			0	0
NBR		6%	0	1
SBL		8%	0	2
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**14%**	0	3
WBL		**1%**	0	0
WBT			0	0
WBR			0	0
NBL	**10%**		2	0
NBT	**89%**		21	0
NBR	**0%**		0	0
SBL			0	0
SBT		**85%**	0	20
SBR			0	0

SAT Site Trip Distribution

Trips Based on Pernaw Report,
Distribution ProRata per Counts

Primary: SAT Distribution

	In	Out
SAT Totals	28	24

West Road at Driveway/Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR			0	0
WBL	1%		0	0
WBT			0	0
WBR	10%		3	0
NBL			0	0
NBT			0	0
NBR		1%	0	0
SBL		11%	0	3
SBT			0	0
SBR			0	0

Lafayette Road at Wilson Road

	PERCENTAGES		TRIPS	
Movement	In	Out	In	Out
EBL			0	0
EBT			0	0
EBR		**12%**	0	3
WBL		**1%**	0	0
WBT			0	0
WBR			0	0
NBL	**10%**		3	0
NBT	**90%**		25	0
NBR	**0%**		0	0
SBL			0	0
SBT		**87%**	0	21
SBR			0	0

TOTAL Site Trip Distribution

AM Total Site Trips

AM TOTAL: 54

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	1
WBT	0
WBR	1
NBL	0
NBT	0
NBR	1
SBL	1
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	2
WBL	1
WBT	0
WBR	0
NBL	2
NBT	25
NBR	0
SBL	0
SBT	25
SBR	0

PM Total Site Trips

PM TOTAL: 47

West Road at Driveway/Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	2
NBL	0
NBT	0
NBR	1
SBL	2
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	3
WBL	0
WBT	0
WBR	0
NBL	2
NBT	21
NBR	0
SBL	0
SBT	20
SBR	0

SAT Total Site Trips

SAT TOTAL: 52

West Road at Driveway/Wilson Road

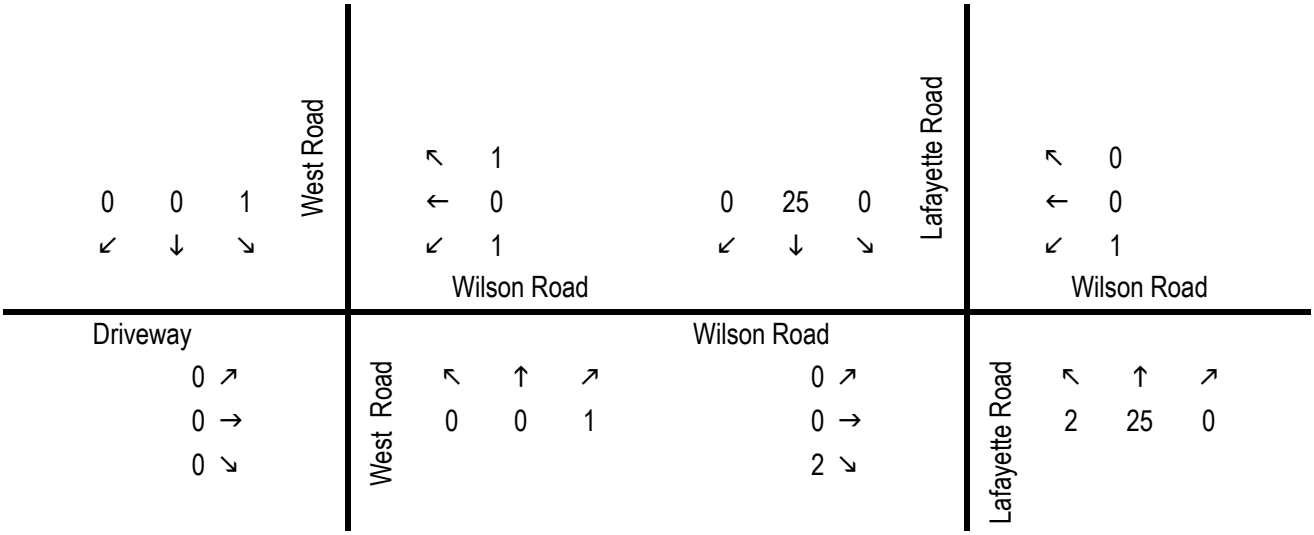
Movement	TRIPS
EBL	0
EBT	0
EBR	0
WBL	0
WBT	0
WBR	3
NBL	0
NBT	0
NBR	0
SBL	3
SBT	0
SBR	0

Lafayette Road at Wilson Road

Movement	TRIPS
EBL	0
EBT	0
EBR	3
WBL	0
WBT	0
WBR	0
NBL	3
NBT	25
NBR	0
SBL	0
SBT	21
SBR	0

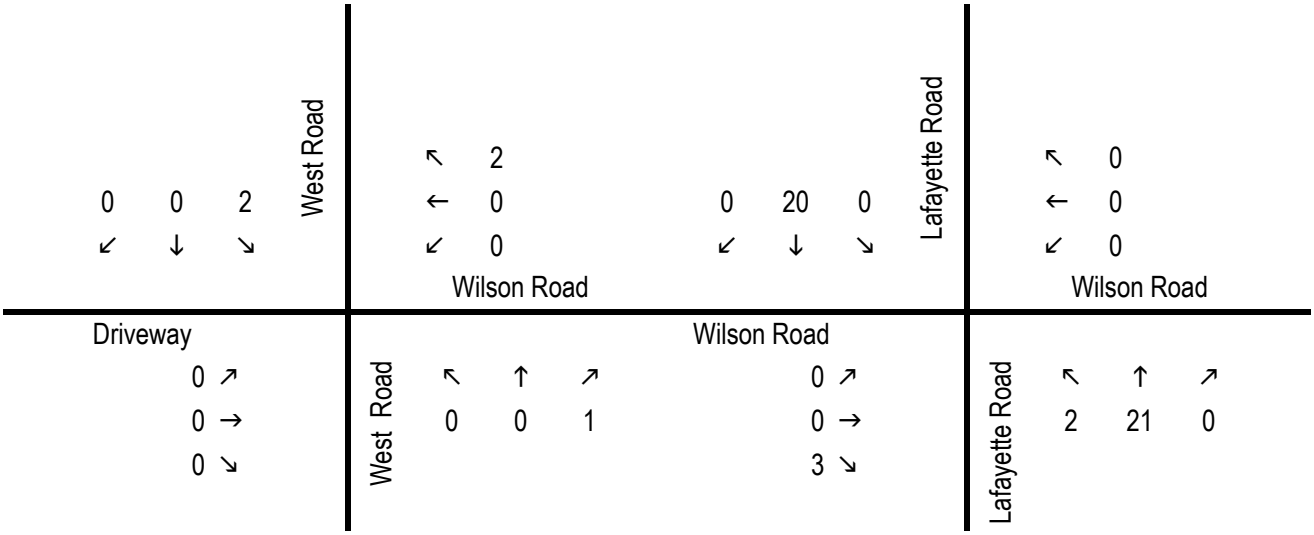
OTHER DEVELOPMENTS
Site Trips
AM Peak Hour

XX Other Development - Gas Station Trips



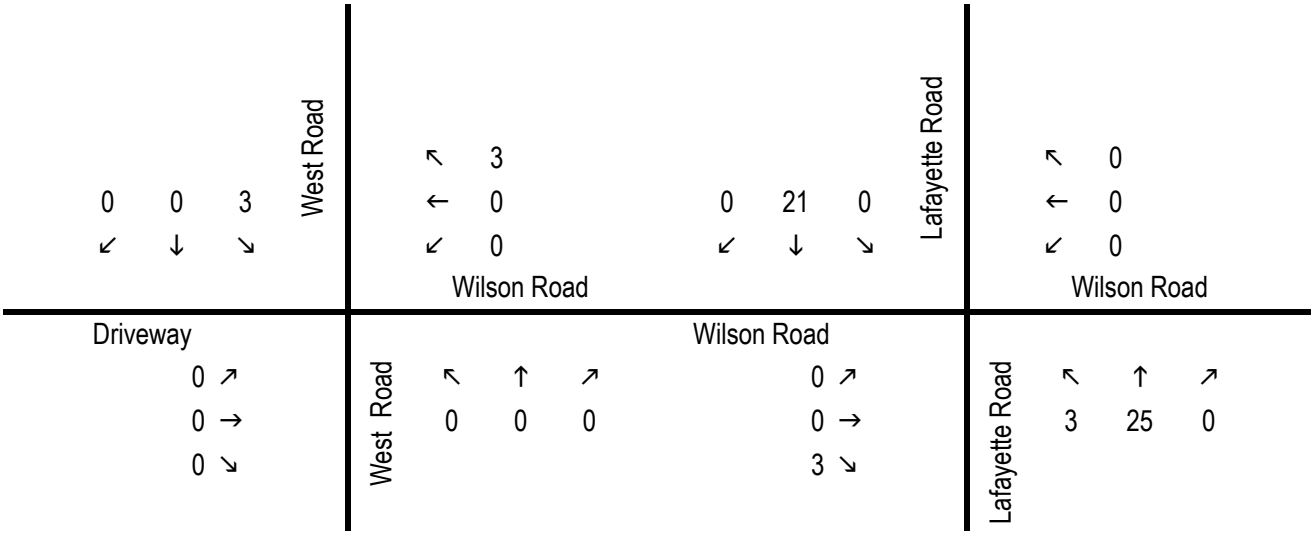
OTHER DEVELOPMENTS
Site Trips
PM Peak Hour

XX Other Development - Gas Station Trips



OTHER DEVELOPMENTS
Site Trips
SAT Peak Hour

XX Other Development - Gas Station Trips



APPENDIX E

AM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
AM Peak data

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

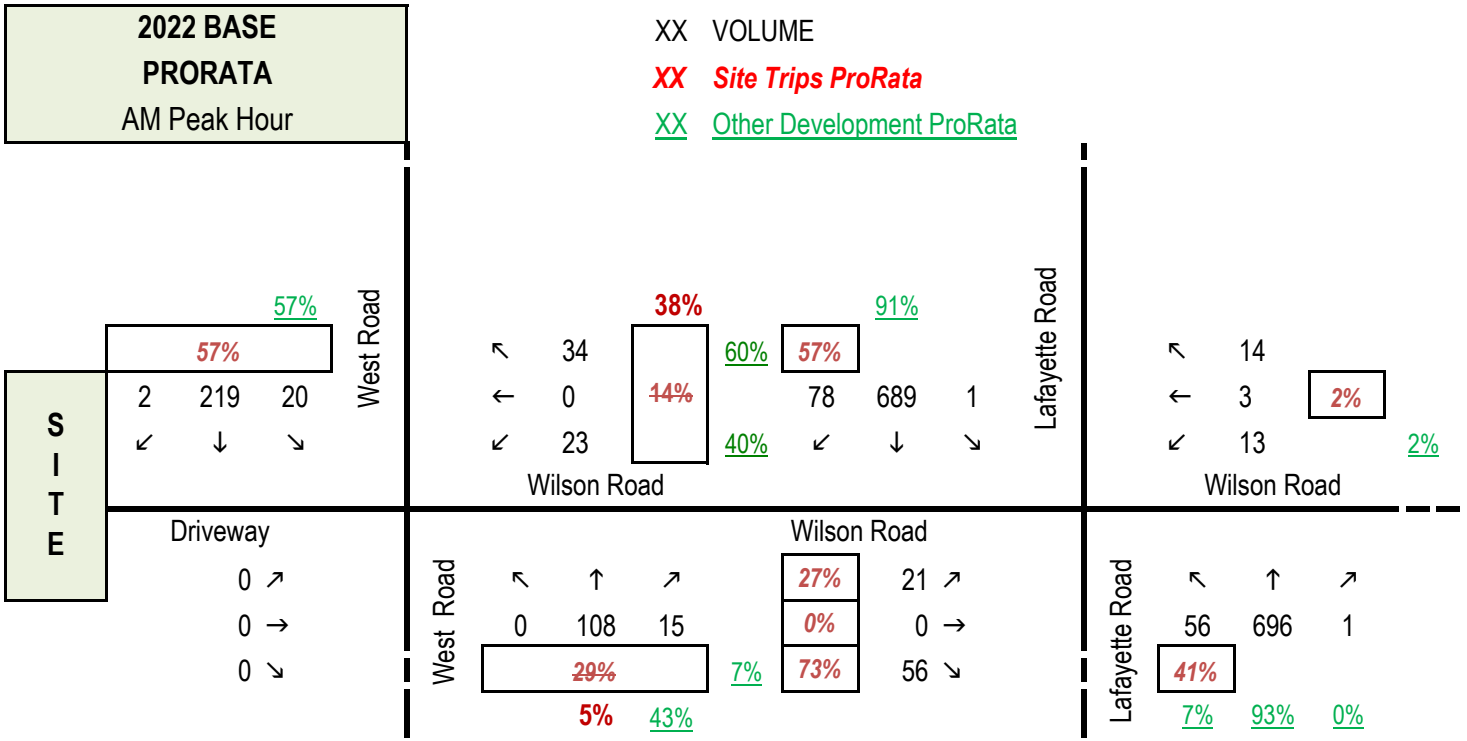
Site Trips are not seasonally adjusted or grown.
All Trips are Covid Adjusted

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

AM Peak Hour	2022 Base	2026	Other Development	2026 No-Build	Site Trip Distribution	2026 Build	Build PHF
3. West Road at Driveway/Wilson Road							
Movement							
EBL	**0**	0	0	**0**	0	**0**	
EBT	**0**	0	0	**0**	0	**0**	**0.90**
EBR	**0**	0	0	**0**	0	**0**	
WBL	**23**	24	1	**25**	0	**25**	
WBT	**0**	0	0	**0**	1	**1**	0.88
WBR	**34**	35	1	**36**	0	**36**	
NBL	**0**	0	0	**0**	0	**0**	
NBT	**108**	111	0	**111**	0	**111**	0.89
NBR	**15**	15	1	**16**	0	**16**	
SBL	**20**	21	1	**22**	0	**22**	
SBT	**219**	226	0	**226**	0	**226**	0.77
SBR	**2**	2	0	**2**	1	**3**	
6. Lafayette Road at Wilson Road							
Movement							
EBL	**21**	22	0	**22**	0	**22**	
EBT	**0**	0	0	**0**	0	**0**	0.75
EBR	**56**	58	2	**60**	0	**60**	
WBL	**13**	13	1	**14**	0	**14**	
WBT	**3**	3	0	**3**	0	**3**	0.70
WBR	**14**	14	0	**14**	0	**14**	
NBL	**56**	58	2	**60**	0	**60**	
NBT	**696**	717	25	**742**	0	**742**	0.94
NBR	**1**	1	0	**1**	0	**1**	
SBL	**1**	1	0	**1**	0	**1**	
SBT	**689**	710	25	**735**	0	**735**	0.89
SBR	**78**	80	0	**80**	1	**81**	

AM Peak Hour	2036	Other Development	2036 No-Build	Site Trip Distribution	2036 Build
3. West Road at Driveway/Wilson Road					
Movement					
EBL	0	0	**0**	0	**0**
EBT	0	0	**0**	0	**0**
EBR	0	0	**0**	0	**0**
WBL	27	1	**28**	0	**28**
WBT	0	0	**0**	1	**1**
WBR	39	1	**40**	0	**40**
NBL	0	0	**0**	0	**0**
NBT	124	0	**124**	0	**124**
NBR	17	1	**18**	0	**18**
SBL	23	1	**24**	0	**24**
SBT	252	0	**252**	0	**252**
SBR	2	0	**2**	1	**3**
6. Lafayette Road at Wilson Road					
Movement					
EBL	24	0	**24**	0	**24**
EBT	0	0	**0**	0	**0**
EBR	64	2	**66**	0	**66**
WBL	15	1	**16**	0	**16**
WBT	4	0	**4**	0	**4**
WBR	16	0	**16**	0	**16**
NBL	64	2	**66**	0	**66**
NBT	800	25	**825**	0	**825**
NBR	1	0	**1**	0	**1**
SBL	1	0	**1**	0	**1**
SBT	792	25	**817**	0	**817**
SBR	90	0	**90**	1	**91**

47107.21 Black Rock Social Club - 2026 Update
08/10/2026



APPENDIX F

PM Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
PM Peak data

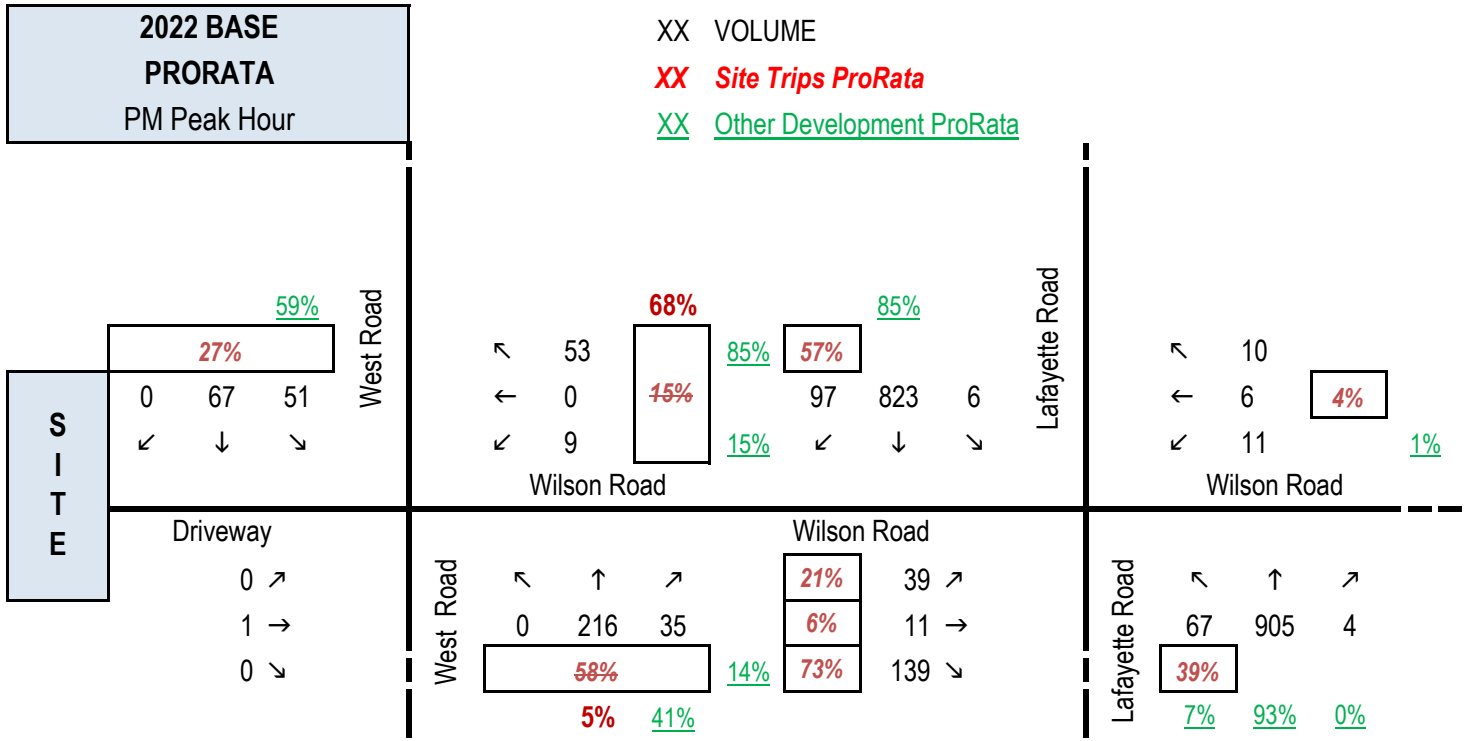
Assumed growth rate	**0.01**	
June 2019 Seasonal Adjust	**1.02**	NHDOT monthly adjustment factors - Group 4
COVID Adjustment	**1.033**	

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

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

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

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


2022 BASE PRORATA
PM Peak Hour
XX VOLUME
XX Site Trips ProRata
XX Other Development ProRata
SITE
Driveway
West Road
Wilson Road
Lafayette Road
59%
27%
0 67 51
0 ↗
1 →
0 ↘
68%
15%
53
0
9
85%
15%
57%
97 823 6
85%
10
6
11
4%
1%
0 216 35
58%
14%
5% 41%
21%
6%
73%
39 ↗
11 →
139 ↘
67 905 4
39%
7% 93% 0%

APPENDIX G

SAT Volumes

Calculations

ProRata Diagrams

Background Traffic Volumes
SAT Peak data

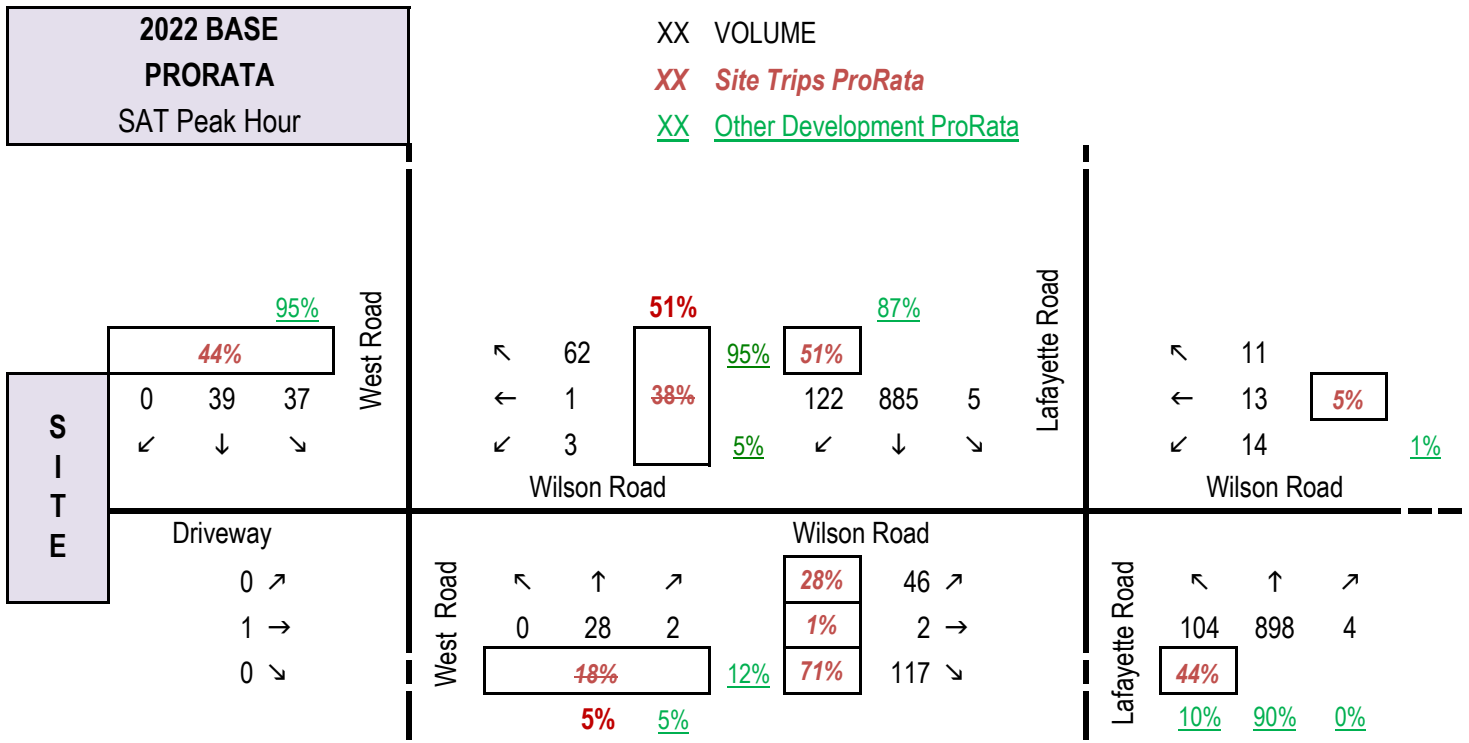
Assumed growth rate	**0.01**	
June 2019 Seasonal Adjust	**1.02**	NHDOT monthly adjustment factors - Group 4
COVID Adjustment	**1.066**	

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

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

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

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


2022 BASE
PRORATA
SAT Peak Hour
XX VOLUME
XX Site Trips ProRata
XX Other Development ProRata
SITE
Driveway
West Road
Wilson Road
Lafayette Road
95%
44%
0 39 37
0 ↗
1 →
0 ↘
62
1
3
51%
38%
95%
5%
51%
87%
122 885 5
11
13
14
5%
1%
0 28 2
18%
5%
5%
28%
1%
71%
46 ↗
2 →
117 ↘
12%
104 898 4
44%
10% 90% 0%

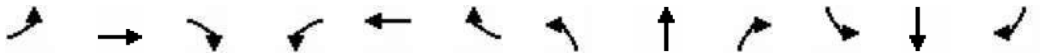
APPENDIX H

AM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Future Volume (Veh/h)	0	0	0	23	0	34	0	108	15	20	219	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	26	0	39	0	121	17	26	284	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	506	476	286	467	469	130	287			138		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506	476	286	467	469	130	287			138		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	95	100	96	100			98		
cM capacity (veh/h)	450	479	754	489	478	910	1275			1421		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	65	138	313
Volume Left	0	26	0	26
Volume Right	0	39	17	3
cSH	1700	677	1275	1421
Volume to Capacity	0.00	0.10	0.00	0.02
Queue Length 95th (ft)	0	8	0	1
Control Delay (s/veh)	0.0	10.9	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	10.9	0.0	0.8
Approach LOS	A	B		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	32.7%	ICU Level of Service	A	
Analysis Period (min)	15			

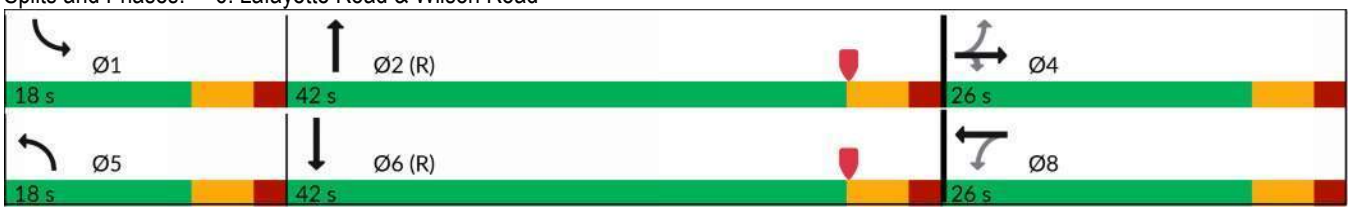
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	21	0	56	13	3	56	696	1	689
Future Volume (vph)	21	0	56	13	3	56	696	1	689
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8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

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay (s/veh): 9.7
Intersection Capacity Utilization 49.1%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Future Volume (Veh/h)	0	0	0	25	0	36	0	111	16	22	226	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	0	41	0	125	18	29	294	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	529	497	296	488	489	134	297			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529	497	296	488	489	134	297			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	433	465	744	473	464	904	1264			1415		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	69	143	326
Volume Left	0	28	0	29
Volume Right	0	41	18	3
cSH	1700	660	1264	1415
Volume to Capacity	0.00	0.10	0.00	0.02
Queue Length 95th (ft)	0	9	0	2
Control Delay (s/veh)	0.0	11.1	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.1	0.0	0.8
Approach LOS	A	B		

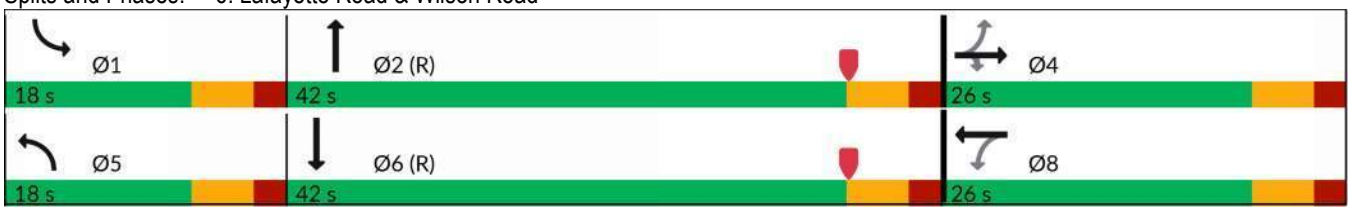
Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

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

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay (s/veh): 9.9
Intersection LOS: A
Intersection Capacity Utilization 50.5%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Future Volume (Veh/h)	0	0	0	28	0	40	0	124	18	24	252	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	0	44	0	138	20	27	280	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	493	281	483	484	148	282			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	493	281	483	484	148	282			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	468	758	477	468	888	1280			1398		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	75	158	309
Volume Left	0	31	0	27
Volume Right	0	44	20	2
cSH	1700	655	1280	1398
Volume to Capacity	0.00	0.11	0.00	0.02
Queue Length 95th (ft)	0	10	0	1
Control Delay (s/veh)	0.0	11.2	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.2	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

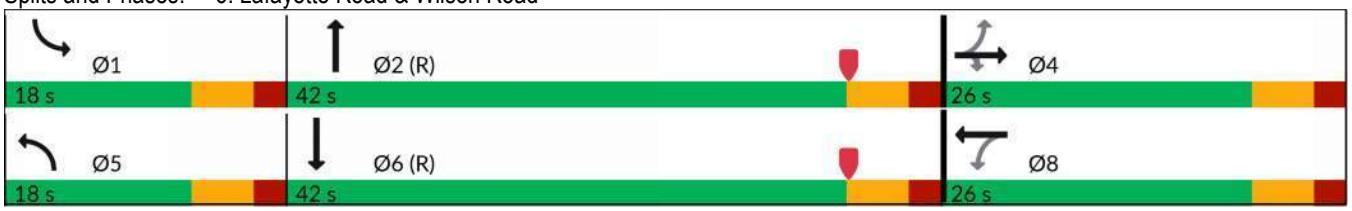
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Future Volume (Veh/h)	0	0	0	25	1	36	0	111	16	22	226	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	28	1	41	0	125	18	29	294	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	530	497	296	488	490	134	298			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	530	497	296	488	490	134	298			143		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	94	100	95	100			98		
cM capacity (veh/h)	432	465	743	473	463	904	1263			1415		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	70	143	327
Volume Left	0	28	0	29
Volume Right	0	41	18	4
cSH	1700	656	1263	1415
Volume to Capacity	0.00	0.11	0.00	0.02
Queue Length 95th (ft)	0	9	0	2
Control Delay (s/veh)	0.0	11.1	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.1	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

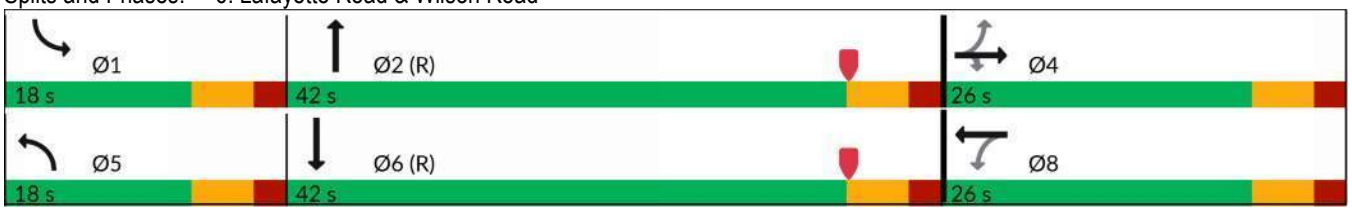
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	0	60	14	3	60	742	1	735
Future Volume (vph)	22	0	60	14	3	60	742	1	735
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8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

Intersection Summary

Cycle Length: 86
Actuated Cycle Length: 86
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay (s/veh): 10.0
Intersection Capacity Utilization 50.5%
Analysis Period (min) 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Future Volume (Veh/h)	0	0	0	28	1	40	0	124	18	24	252	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	31	1	44	0	138	20	27	280	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	494	282	484	485	148	283			158		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	494	282	484	485	148	283			158		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	100	93	100	95	100			98		
cM capacity (veh/h)	431	468	757	477	467	888	1279			1398		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	76	158	310
Volume Left	0	31	0	27
Volume Right	0	44	20	3
cSH	1700	651	1279	1398
Volume to Capacity	0.00	0.12	0.00	0.02
Queue Length 95th (ft)	0	10	0	1
Control Delay (s/veh)	0.0	11.3	0.0	0.8
Lane LOS	A	B		A
Approach Delay (s/veh)	0.0	11.3	0.0	0.8
Approach LOS	A	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

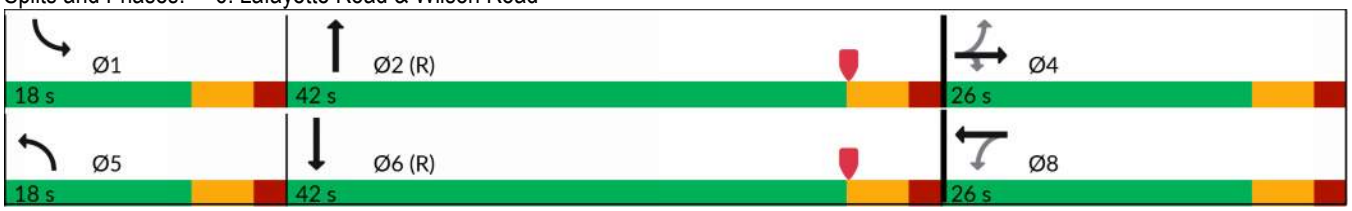
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	0	66	16	4	66	825	1	817
Future Volume (vph)	24	0	66	16	4	66	825	1	817
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4	8	8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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service A

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX I

PM Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Future Volume (Veh/h)	0	1	0	9	0	53	0	216	35	51	67	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	11	0	65	0	260	42	55	72	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	528	484	72	465	463	281	72			302		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	528	484	72	465	463	281	72			302		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	98	100	91	100			96		
cM capacity (veh/h)	407	461	990	478	474	758	1534			1237		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	76	302	127
Volume Left	0	11	0	55
Volume Right	0	65	42	0
cSH	461	699	1534	1237
Volume to Capacity	0.00*	0.11	0.00	0.04
Queue Length 95th (ft)	1	9	0	3
Control Delay (s/veh)	12.9	10.8	0.0	3.7
Lane LOS	B	B		A
Approach Delay (s/veh)	12.9	10.8	0.0	3.7
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

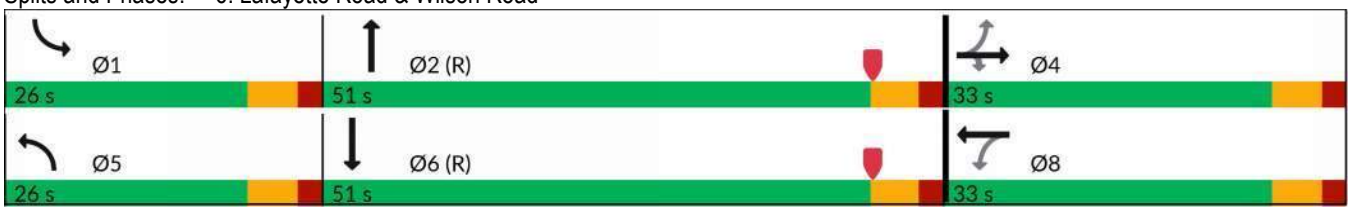
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	11	139	11	6	67	905	6	823
Future Volume (vph)	39	11	139	11	6	67	905	6	823
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4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

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay (s/veh): 11.6
Intersection Capacity Utilization 55.3%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Future Volume (Veh/h)	0	1	0	10	0	56	0	222	37	54	69	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	0	12	0	68	0	267	45	58	74	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	548	502	74	482	480	290	74			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	548	502	74	482	480	290	74			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	99	100	97	100	91	100			95		
cM capacity (veh/h)	392	449	988	465	463	750	1532			1226		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	80	312	132
Volume Left	0	12	0	58
Volume Right	0	68	45	0
cSH	449	686	1532	1226
Volume to Capacity	0.00*	0.12	0.00	0.05
Queue Length 95th (ft)	1	10	0	4
Control Delay (s/veh)	13.1	10.9	0.0	3.8
Lane LOS	B	B		A
Approach Delay (s/veh)	13.1	10.9	0.0	3.8
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

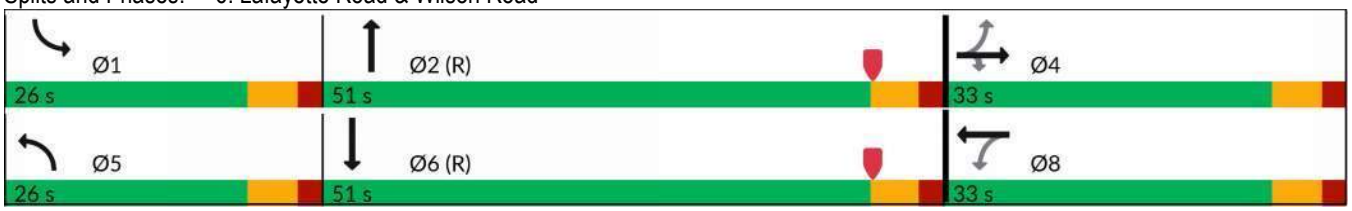
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	12	147	12	6	71	953	6	868
Future Volume (vph)	40	12	147	12	6	71	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Future Volume (Veh/h)	0	1	0	11	0	63	0	248	41	60	77	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	0	1	0	12	0	70	0	276	46	65	83	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	582	535	83	513	512	299	83			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	582	535	83	513	512	299	83			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	97	100	91	100			95		
cM capacity (veh/h)	369	427	976	443	440	741	1520			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	82	322	148
Volume Left	0	12	0	65
Volume Right	0	70	46	0
cSH	427	674	1520	1216
Volume to Capacity	0.00*	0.12	0.00	0.05
Queue Length 95th (ft)	0	10	0	4
Control Delay (s/veh)	13.4	11.1	0.0	3.8
Lane LOS	B	B		A
Approach Delay (s/veh)	13.4	11.1	0.0	3.8
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

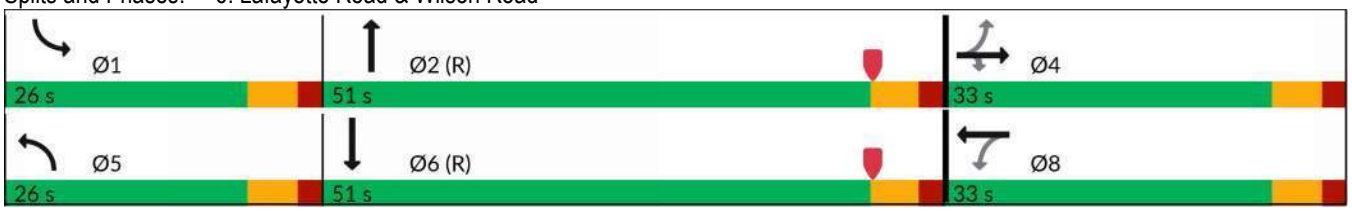
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	13	163	13	7	79	1061	7	966
Future Volume (vph)	45	13	163	13	7	79	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Future Volume (Veh/h)	11	29	2	10	43	56	3	222	37	54	69	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.82	0.82	0.82	0.83	0.83	0.83	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	52	68	4	267	45	58	74	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	591	519	83	515	506	290	92			312		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	591	519	83	515	506	290	92			312		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	93	100	97	88	91	100			95		
cM capacity (veh/h)	334	438	976	418	446	750	1509			1226		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	132	316	150
Volume Left	12	12	4	58
Volume Right	2	68	45	18
cSH	414	559	1509	1226
Volume to Capacity	0.11	0.24	0.00*	0.05
Queue Length 95th (ft)	9	23	0	4
Control Delay (s/veh)	14.8	13.4	0.1	3.4
Lane LOS	B	B	A	A
Approach Delay (s/veh)	14.8	13.4	0.1	3.4
Approach LOS	B	B		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

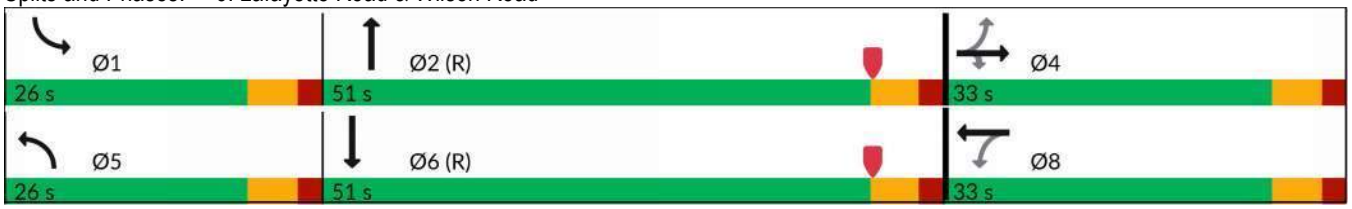
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	14	167	12	8	88	953	6	868
Future Volume (vph)	46	14	167	12	8	88	953	6	868
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4	4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

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay (s/veh): 13.1
Intersection Capacity Utilization 59.1%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Future Volume (Veh/h)	11	29	2	11	43	63	3	248	41	60	77	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	32	2	12	48	70	3	276	46	65	83	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	621	550	92	545	536	299	101			322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	621	550	92	545	536	299	101			322		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.3		
p0 queue free %	96	92	100	97	89	91	100			95		
cM capacity (veh/h)	317	418	965	396	426	741	1498			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	130	325	166
Volume Left	12	12	3	65
Volume Right	2	70	46	18
cSH	395	547	1498	1216
Volume to Capacity	0.12	0.24	0.00*	0.05
Queue Length 95th (ft)	10	23	0	4
Control Delay (s/veh)	15.3	13.6	0.1	3.5
Lane LOS	C	B	A	A
Approach Delay (s/veh)	15.3	13.6	0.1	3.5
Approach LOS	C	B		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

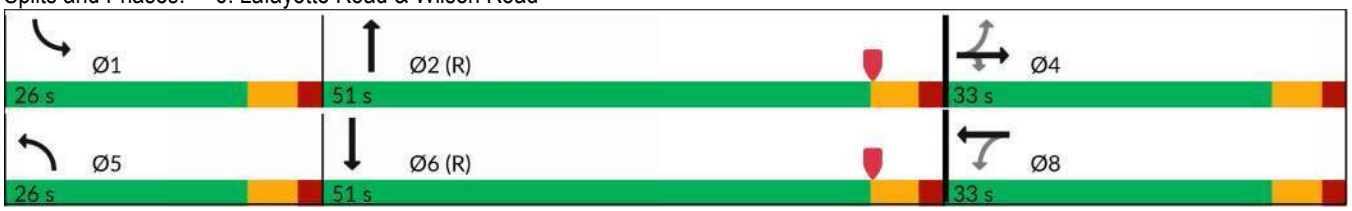
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	15	183	13	9	96	1061	7	966
Future Volume (vph)	51	15	183	13	9	96	1061	7	966
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4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

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay (s/veh): 13.9
Intersection Capacity Utilization 63.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX J

SAT Synchro

2022 Base

2026/2036 NoBuild

2026/2036 Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Future Volume (Veh/h)	0	1	0	3	1	62	0	28	2	37	39	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	78	0	37	3	46	49	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	258	181	49	182	180	39	49			40		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	258	181	49	182	180	39	49			40		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	627	692	1020	759	693	1033	1558			1570		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	83	40	95
Volume Left	0	4	0	46
Volume Right	0	78	3	0
cSH	692	1010	1558	1570
Volume to Capacity	0.00*	0.08	0.00	0.03
Queue Length 95th (ft)	0	7	0	2
Control Delay (s/veh)	10.2	8.9	0.0	3.7
Lane LOS	B	A		A
Approach Delay (s/veh)	10.2	8.9	0.0	3.7
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

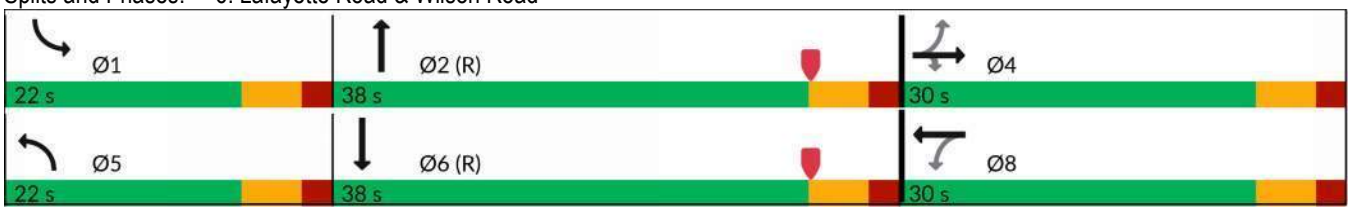
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	46	2	117	14	13	104	898	5	885
Future Volume (vph)	46	2	117	14	13	104	898	5	885
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4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

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay (s/veh): 13.4
Intersection Capacity Utilization 57.9%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Future Volume (Veh/h)	0	1	0	3	1	67	0	29	2	41	41	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	0	4	0	4	1	84	0	39	3	51	51	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	278	195	51	196	194	41	51			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	278	195	51	196	194	41	51			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	99	100	92	100			97		
cM capacity (veh/h)	603	678	1017	741	679	1031	1555			1567		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	4	89	42	102
Volume Left	0	4	0	51
Volume Right	0	84	3	0
cSH	678	1007	1555	1567
Volume to Capacity	0.00*	0.09	0.00	0.03
Queue Length 95th (ft)	0	7	0	3
Control Delay (s/veh)	10.3	8.9	0.0	3.8
Lane LOS	B	A		A
Approach Delay (s/veh)	10.3	8.9	0.0	3.8
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

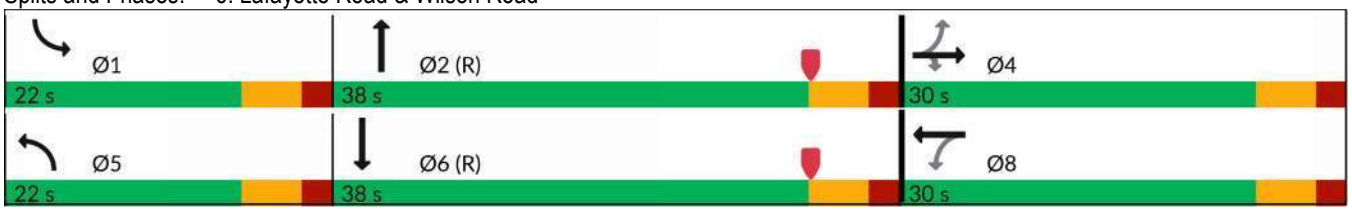
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	47	2	124	14	13	111	950	5	933
Future Volume (vph)	47	2	124	14	13	111	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Future Volume (Veh/h)	0	1	0	4	1	74	0	32	2	46	45	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1	0	4	1	82	0	36	2	51	50	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	272	190	50	190	189	37	50			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272	190	50	190	189	37	50			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	92	100			97		
cM capacity (veh/h)	611	682	1018	751	683	1035	1557			1572		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1	87	38	101
Volume Left	0	4	0	51
Volume Right	0	82	2	0
cSH	682	1012	1557	1572
Volume to Capacity	0.00*	0.09	0.00	0.03
Queue Length 95th (ft)	0	7	0	3
Control Delay (s/veh)	10.3	8.9	0.0	3.8
Lane LOS	B	A		A
Approach Delay (s/veh)	10.3	8.9	0.0	3.8
Approach LOS	B	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

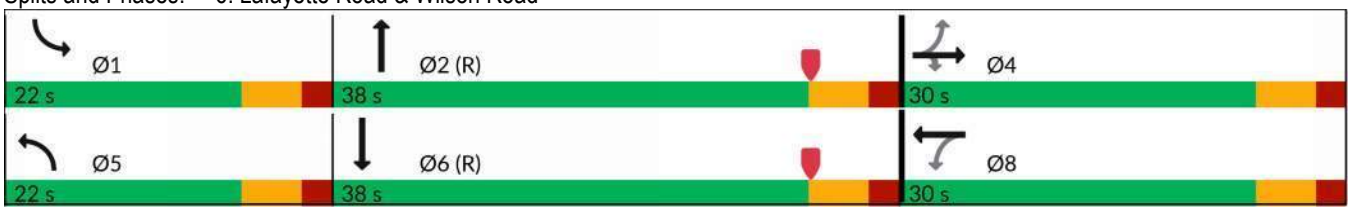
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	2	138	16	15	123	1057	6	1038
Future Volume (vph)	53	2	138	16	15	123	1057	6	1038
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase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

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay (s/veh): 15.2
Intersection Capacity Utilization 64.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Future Volume (Veh/h)	24	30	3	3	30	67	3	29	2	41	41	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Hourly flow rate (vph)	27	33	3	4	38	84	4	39	3	51	51	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	320	219	67	237	233	41	82			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	320	219	67	237	233	41	82			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	94	92	100			97		
cM capacity (veh/h)	540	656	997	670	644	1031	1515			1567		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	63	126	46	133
Volume Left	27	4	4	51
Volume Right	3	84	3	31
cSH	610	860	1515	1567
Volume to Capacity	0.10	0.15	0.00*	0.03
Queue Length 95th (ft)	9	13	0	3
Control Delay (s/veh)	11.6	9.9	0.7	3.0
Lane LOS	B	A	A	A
Approach Delay (s/veh)	11.6	9.9	0.7	3.0
Approach LOS	B	A		

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

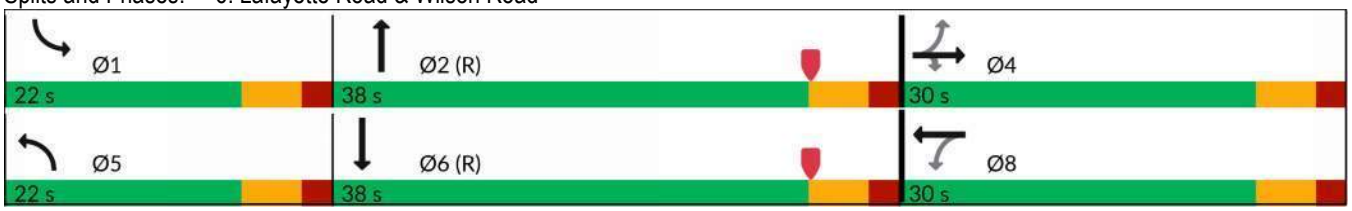
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	2	145	14	15	123	950	5	933
Future Volume (vph)	55	2	145	14	15	123	950	5	933
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8					
Detector Phase	4	4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

Intersection Summary

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

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Future Volume (Veh/h)	24	30	3	4	30	74	3	32	2	46	45	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	27	33	3	4	33	82	3	36	2	51	50	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	308	210	64	229	223	37	78			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308	210	64	229	223	37	78			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	95	100	99	95	92	100			97		
cM capacity (veh/h)	556	663	1000	679	653	1035	1520			1572		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	63	119	41	129
Volume Left	27	4	3	51
Volume Right	3	82	2	28
cSH	622	877	1520	1572
Volume to Capacity	0.10	0.14	0.00*	0.03
Queue Length 95th (ft)	8	12	0	3
Control Delay (s/veh)	11.4	9.7	0.6	3.1
Lane LOS	B	A	A	A
Approach Delay (s/veh)	11.4	9.7	0.6	3.1
Approach LOS	B	A		

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	29.5%	ICU Level of Service	A	
Analysis Period (min)	15			

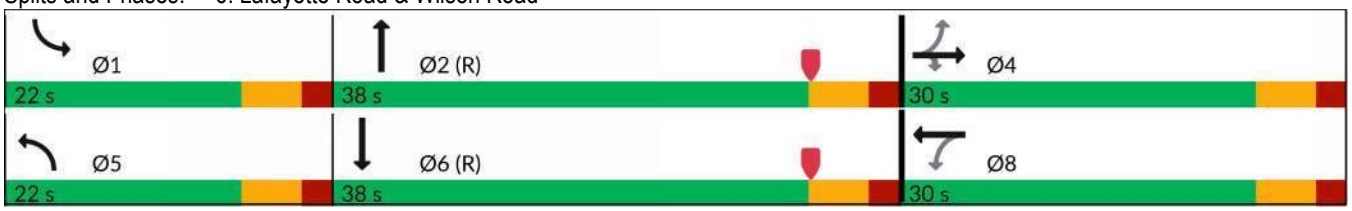
* Value less than 0.01.

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

Intersection Summary

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

Splits and Phases: 6: Lafayette Road & Wilson Road



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

Intersection Summary

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

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

Intersection Summary

HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX K

Signal Timing

NH DOT - SEQUENCE AND TIMING CHART

7/11/2022 10:22:05 AM

CITY/TOWN: PORTSMOUTH **SIGNAL ID#:** S-379-16

LOCATION: US 1

INTERSECT: WILSON AVENUE/INDUSTRIAL PARK ENTRA

CABINET TYPE: P TYPE-1 **METER NUMBER and MFR:** 74-398-049 ES

CONTROLLER INFO

INSTALL DATE: 6 /27/1995 **FIRE PREEMPT** TOMAR

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

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

NOTES:

SYS 906
PAT 2 CYCLE = 86s OFF = 60s
SPLIT = 18, 42, 26, 18, 42, 26 cord 2

PAT 3 CYCLE = 110s OFF = 73s
SPLIT = 26, 51, 33, 26, 51, 33 cord 2
DP1 0000 54, 0700 2, 1000 3, 1900 54, 2000 1(254) M-F

APPENDIX L

Turning Movement Counts

Location Map: 228713 Portsmouth, NH

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

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

(2) Total VCUs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
TFMoran	J. Porter	47107.02	Thurs 6/23 and Sat 6/25/2022	228713	Portsmouth, NH

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

	West Road from North					Wilson Road from East					West Road from South					Driveway from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	16.7	0.0	0.0	0.0	16.7	16.7	33.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					1					2					0	6

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Pedestrians**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Buses

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Pedestrians

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Single-Unit Trucks**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Bicycles (on Roadway and Crosswalks)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Cars**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Articulated Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Cars

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

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

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class: **Buses**

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Single-Unit Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Class:

Articulated Trucks

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

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Bicycles (on Roadway and Crosswalks)

	Lafayette Road (Route 1) from North							Wilson Road from East							Lafayette Road (Route 1) from South							Wilson Road from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	5	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	0	0	0	5	0	0	0	0	0	1	1	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	2	0	0	0	0	2	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	1	0	1	0	3	0	5	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10
Grand Total	0	2	0	0	0	1	3	1	0	1	0	5	1	8	0	5	0	0	0	0	5	1	1	0	0	0	2	4	20
Approach %	0.0	66.7	0.0	0.0	0.0	33.3		12.5	0.0	12.5	0.0	62.5	12.5		0.0	100.0	0.0	0.0	0.0	0.0		25.0	25.0	0.0	0.0	0.0	50.0		
Total %	0.0	10.0	0.0	0.0	0.0	5.0	15.0	5.0	0.0	5.0	0.0	25.0	5.0	40.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	5.0	5.0	0.0	0.0	0.0	10.0	20.0	
Exiting Leg Total							7							7							4							2	20

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

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

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

PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Pedestrians

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

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

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

APPENDIX M

Site Plan

PARKING OCCUPANCY RATE TABLE

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

NOTES

1) OWNER OF RECORD:
ROAD TO THE WEST, LLC
TAX MAP 252, LOT 2-13
140 WEST RD
PORTSMOUTH, NH 03801
RCRD: 6434-0553
AREA: 87,507 SF, 2.01 ACRES

2) PARCEL IS IN INDUSTRIAL ZONE (I):
MINIMUM LOT AREA.....2 ACRES
MINIMUM FRONTAGE.....200 FT
MINIMUM DEPTH.....200 FT
SETBACKS:
FRONT.....70 FT
SIDE.....50 FT
REAR.....50 FT
MAXIMUM BUILDING HEIGHT.....70 FT
MAXIMUM BUILDING COVERAGE.....50%
MINIMUM OPEN SPACE.....20%

3) BUILDING COVERAGE
EXISTING
BUILDING 17,500 SF
TOTAL 17,500 SF
COVERAGE = 17500 / 87507 = 20.0%

PROPOSED
BUILDING.....17,500 SF
LANDING & STAIRS >18" 54 SF
TOTAL 17,554 SF
COVERAGE = 17554 / 87507 = 20.1%

4) OPEN SPACE
EXISTING
SEE EXISTING OPEN SPACE DETAIL.
EXISTING OPEN SPACE IS 21,485.

OPEN SPACE = 21485 / 87507 = 24.6%

PROPOSED
SEE PROPOSED OPEN SPACE DETAIL.
PROPOSED OPEN SPACE IS 21,510 SF.

OPEN SPACE = 21,816 / 87507 = 24.9%

NOTES (CONT...)

5) PARKING
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.321 THE FOLLOWING NUMBER OF PARKING SPACES ARE REQUIRED

- INDOOR RECREATION (4.30) - 1 PER 4 PERSONS MAXIMUM OCCUPANCY
- OFFICE (5.10-5.30) - 1 PER 350 SF GFA
- EATING & DRINKING PLACES - 1 PER 100 SF GFA

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

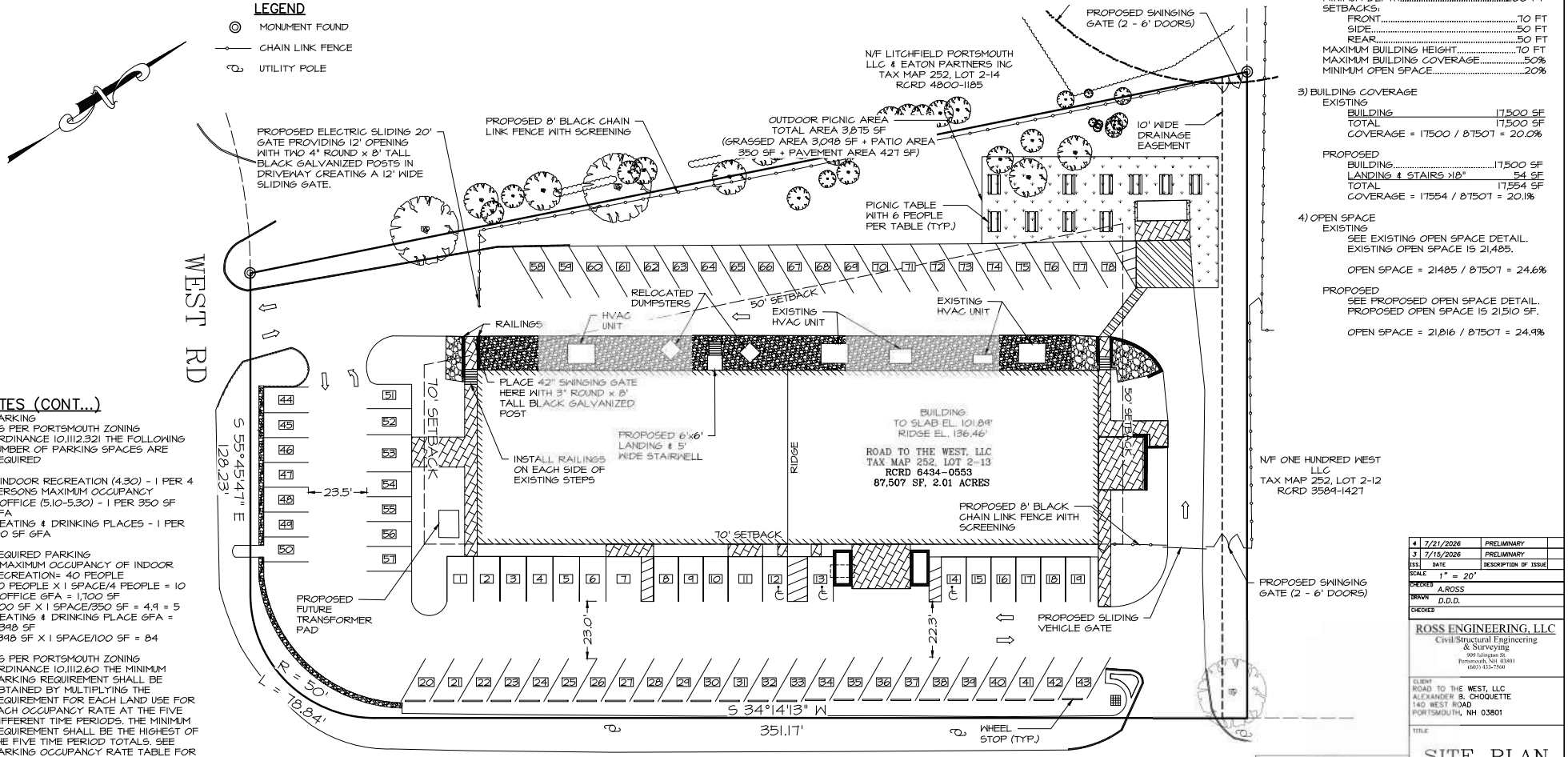
AS PER PORTSMOUTH ZONING ORDINANCE 10.1112.60 THE MINIMUM PARKING REQUIREMENT SHALL BE OBTAINED BY MULTIPLYING THE REQUIREMENT FOR EACH LAND USE FOR EACH OCCUPANCY RATE AT THE FIVE DIFFERENT TIME PERIODS. THE MINIMUM REQUIREMENT SHALL BE THE HIGHEST OF THE FIVE TIME PERIOD TOTALS. SEE PARKING OCCUPANCY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

MINIMUM REQUIRED PARKING = 95 SPACES

78 PARKING SPACES ARE SHOWN. THE PARKING CAN BE RECONFIGURED TO SHOW 95 SPACES.

LEGEND

- MONUMENT FOUND
- CHAIN LINK FENCE
- UTILITY POLE



GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
SCALE 1" = 20'

ISS.	DATE	DESCRIPTION OF ISSUE
4	7/21/2026	PRELIMINARY
3	7/15/2026	PRELIMINARY

SCALE 1" = 20'
CHECKED A.ROSS
DRAWN D.D.D.
CHECKED

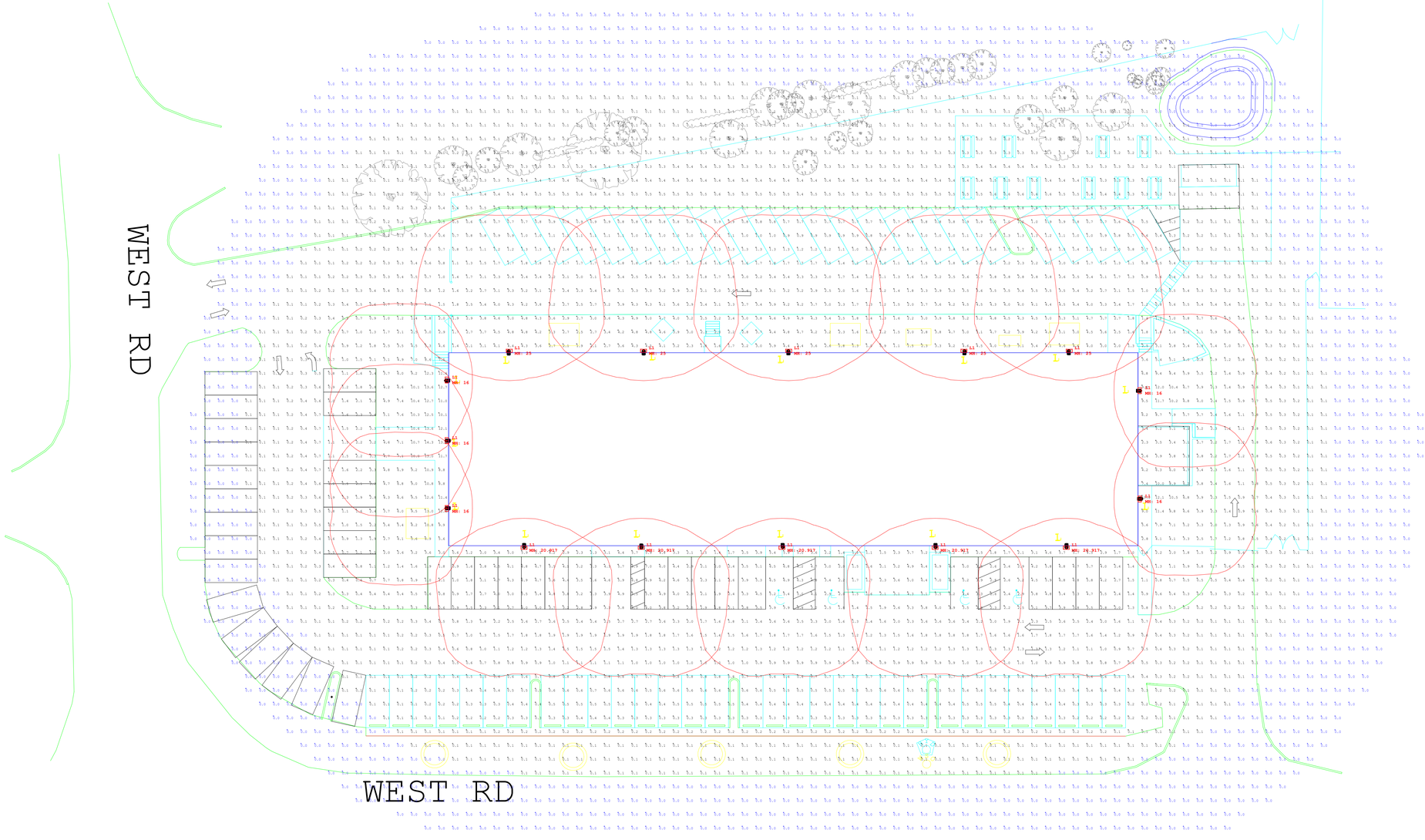
ROSS ENGINEERING, LLC
Civil/Structural Engineering & Surveying
909 Islington St
Portsmouth, NH 03801
(603) 433-7560

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

TITLE
SITE PLAN

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

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



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

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

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

Project:
140 West Road - Site

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

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

Generated For:
PORTSMOUTH ARCHITECTS

Drawing Number:

L-1

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

RECEIVED
NOV 04 2026
By 4:21 pm

ROAD TO THE WEST, LLC

BLACK ROCK SOCIAL CLUB

140 West Road, Portsmouth, New Hampshire
Planning Board Site Review
Site Plan Review Agreement and Site Security

November 19, 2026

The Applicant acknowledges the Portsmouth Site Plan Review Regulations' requirements for post-approval implementation measures, including execution of a Site Plan Review Agreement where the Planning Board deems it appropriate. The Applicant is willing to enter into a Site Plan Review Agreement memorializing the conditions of approval and any required post-approval obligations.

The Applicant respectfully requests that the Planning Board waive any requirement for a performance surety, bond, or letter of credit associated with this approval. Unlike a ground-up development project or a project involving substantial public infrastructure improvements, this application concerns an existing, fully developed, occupied, and operational property. The approval does not authorize construction of new buildings, significant utility extensions, roadway improvements, or other major site infrastructure that would create a substantial risk of incomplete construction.

The scope of remaining work is limited and discrete, consisting primarily of landscaping enhancements, modifications to portions of the existing stormwater system, and other minor site improvements identified on the approved plans. These improvements are readily verifiable through the City's normal inspection and certificate-of-compliance processes and do not present the type of unfinished-site risk that performance security is intended to address.

Requiring a surety under these circumstances would provide limited additional protection to the City while imposing unnecessary financial and administrative burdens on implementation of the approved improvements. Because the property is already an active site and the remaining work is modest in scope, the Applicant submits that the public interest is adequately protected through the Site Plan Review Agreement, inspection authority, and enforcement mechanisms already available to the City.

Accordingly, the Applicant respectfully requests that the Planning Board approve the project subject to a Site Plan Review Agreement, but without requiring a performance bond, letter of credit, or other financial surety.

Respectfully submitted,

ROAD TO THE WEST, LLC
By its attorney.



John K. Bosen, Esq.
DONAHUE, TUCKER & CIANDELLA, PPLC