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## MEMORANDUM

**TO:** Mr. Eric B. Eby, P.E.  
Parking and Transportation Engineer  
City of Portsmouth  
680 Peverly Hill Road  
Portsmouth, NH 03801

**DATE:** May 11, 2016

**FROM:** Kevin R. Dandrade, P.E., PTOE, Principal  
Douglas S. Halpert, E.I.T., Project Engineer

**PROJECT NO.:** N0620

**RE:** Traffic Impact Assessment  
Water Country Egress Alternatives  
Portsmouth, New Hampshire

### INTRODUCTION

TEC, Inc. has been retained by the City of Portsmouth and Water Country to prepare a Traffic Impact Assessment (TIA) of the potential traffic-related impacts associated with modifications to the egress movements for Water Country, located along US Route 1 (Lafayette Road) in Portsmouth, New Hampshire. Currently, all Water Country traffic exits the site along a full-access/egress driveway located along the northerly side of Constitution Avenue, approximately 1,100 feet west of US Route 1 (Lafayette Road). Residents within the several neighborhoods surrounding Water Country have raised concerns regarding the high traffic volumes and traffic safety during the summertime weekend evening peak, when a large portion of Water Country patrons exit the site at closing time.

To evaluate the potential of modifying egress movements from the existing Water Country site, TEC and the City of Portsmouth Department of Public Works (DPW), together with input from neighborhood residents, have developed three egress alternatives. These alternatives were developed to depict the most practical egress maneuvers for patrons exiting the Water Country site. The following is a summary of the three egress alternatives:

- Egress Alternative A: Close existing Constitution Avenue exit driveway and construct new egress driveway along southerly side of West Road. Water Country traffic will access US Route 1 via existing unsignalized intersection of US Route 1 / West Road;
- Egress Alternative B: Close existing Constitution Avenue exit driveway and construct new egress driveway along southerly side of West Road. Water Country traffic will be diverted to West Road northbound toward Peverly Hill Road;
- Egress Alternative C: Maintain existing Water Country driveway on Constitution Avenue. Update guide signs for Constitution Avenue at its intersection with Banfield Road to direct all exiting patrons to I-95 by turning right onto Banfield Road northbound.

TEC evaluated the traffic operations, general safety, and feasibility for modifications of the site driveways on the surrounding study area intersections and neighborhoods. The future year planning horizon examines traffic operations under the future year (2026) traffic volume projections, which includes an evaluation of the existing access conditions and the three alternatives. The study area intersections are shown graphically in Figure 1.

## TRAFFIC VOLUMES

### Base Year Traffic Volumes

To establish base year traffic-volume conditions within the study area, manual turning movement counts (TMCs) were conducted at the study area intersections on Saturday, March 5, 2016 during the Saturday evening (4:00 PM – 6:00 PM) peak period. Traffic volumes exiting the Water County driveway, along Constitution Avenue, were conducted on Saturday August 18 and 25, 2012 during the Saturday Water Country peak hour (5:00 PM – 6:00 PM). These 2012 counts were conducted as part of a previous traffic evaluation for the Southgate Plaza Expansion prepared by Pernaw & Company, Inc.

The traffic volume graphics are provided in Attachment A. A detailed summary of the turning movement counts, partitioned into 15-minute intervals, is provided within Attachment B. In addition, Automatic Traffic Recorder (ATR) counts were conducted along Banfield Road from Thursday, March 3, 2016 through Sunday, March 6, 2016 concurrently with the TMCs to gather daily traffic-volume data during a continuous 96-hour time period. There are historic ATR traffic counts provided by New Hampshire Department of Transportation (NHDOT) along Ocean Road, Peverly Hill Road, and Constitution Avenue which show average annual daily trips. A summary of the ATR traffic data is presented in Table 1. A detailed summary of the ATR data is provided within Attachment C.

**Table 1 – Existing Weekday Traffic Volume Summary**

Location	Saturday Daily Traffic	Saturday Evening Peak Hour		
		Traffic Volume <sup>(c)</sup>	K Factor <sup>(d)</sup>	Directional Distribution <sup>(e)</sup>
Banfield Road (north of Constitution Avenue)	3,590 <sup>(a)</sup>	307	8.6	53.1% WB
Banfield Road (south of Constitution Avenue)	3,730 <sup>(a)</sup>	356	9.5	52.0% WB
US Route 1 (Lafayette Road) (north of North Road)	16,290 <sup>(b)</sup>	1,970	12.1	58.7% SB
Ocean Road (over B&M RR)	7,300 <sup>(b)</sup>	620	8.5	50.2% SB
Peverly Hill Road (southeast of NH 133)	10,000 <sup>(b)</sup>	550	5.5	53.3% SB
Constitution Avenue (west of US Route 1)	2,500 <sup>(b)</sup>	492	19.7	88.4% EB

<sup>a</sup> Daily traffic expressed in vehicles per day (Based on ATR)

<sup>b</sup> Daily traffic expressed in vehicles per day (Based on ATR by NHDOT)

<sup>c</sup> Hourly traffic expressed in vehicles per hour (Based on TMC)

<sup>d</sup> Percent of daily traffic volumes which occurs during the peak hour (Based on TMC)

<sup>e</sup> Percent of peak-hour volume in the predominant direction of travel (Based on TMC)



Banfield Road currently serves as an important collector roadway, serving as a local connection for area residents and employees to the Route 1 corridor, and serves as a secondary north-south link parallel to the Route 1 corridor.

**General Distribution Characteristics of Water Country Exiting Trips**

Based on the traffic counts at Water Country’s driveway at Constitution Avenue and the turning movements counted at adjacent intersections, Table 2 summarizes the following approximate distribution characteristics for Water Country’s exiting traffic:

**Table 2 –Water Country Exiting Trip Distribution**

<b>Movement / Route</b>	<b>Actual Percentage of Total Exiting Traffic</b>	<b>Approximate Percentage of Total Exiting Traffic</b>
Right onto Constitution Avenue	<b>53%</b>	<b>50%</b>
Then Right onto Banfield Rd Northbound	22%	20%
Then Left onto Banfield Rd Southbound	31%	30%
Left onto Constitution Avenue	<b>47%</b>	<b>50%</b>
Then Left onto Rt. 1 Northbound	9%	10%
Then Right onto Rt. 1 Southbound	38%	40%

Seasonal Adjustment

Traffic volumes are typically adjusted to reflect peak-month conditions in accordance with NHDOT standards for preparation of a traffic study. A review of historic traffic-volume counts collected by NHDOT at the permanent count station on US Route 1 in North Hampton north of the B&M Bridge<sup>1</sup> indicated that traffic volumes in March are 12.7 percent lower than peak-month conditions during the Saturday peak hour period. This seasonal adjustment factor was not utilized for the Water Country driveway because that volume already represented a seasonal peak use. The NHDOT data shows that the peak traffic conditions occur during the month of August along US Route 1 in this area. Therefore, the March 2016 Saturday evening peak hour traffic volumes were upwardly adjusted to reflect peak-month conditions. Additional summertime traffic counts should be conducted in the future to confirm the actual, current traffic volumes at the key intersections along Constitution Avenue and Banfield Road. The seasonal adjustment data is provided in Attachment D.

**Future Year Traffic Volumes**

TEC projected traffic volumes in the study area to the year 2026, which reflects a 10-year planning horizon in accordance with NHDOT standards. The future year planning horizon examines traffic operations after the future year (2026) traffic volume projections, which includes an evaluation of the three alternative build conditions (with different assumptions for the redistribution of traffic). A 10-year study horizon is utilized in order to assess the long-term viability of infrastructure needs. A study of only “opening year” conditions would not provide a comprehensive review of operation of the various roadway corridors and the potential increase in regional traffic.

<sup>1</sup> NHDOT Permanent Count Station 345001 – North Hampton – US Route 1 north of B&M Bridge





**Study Area Intersections:**

1. Banfield Road @ Ocean Road
2. Banfield Road @ Heritage Avenue
3. Banfield Road @ Constitution Avenue
4. Banfield Road @ Peverly Hill Road / Mirona Road
5. Constitution Avenue @ Water Country Driveway
6. West Road @ Campus Drive / Proposed Exit Driveway
7. US Route 1 @ West Road
8. US Route 1 @ Wilson Avenue / Industrial Park Drive
9. US Route 1 @ Peverly Hill Road / Elwyn Road
10. US Route 1 @ Mirona Road
12. Peverly Hill Road @ West Road / Yokens Plaza Driveway

Figure 1

Project Location Map &  
Study Area Intersections



### **General Background Growth**

TEC researched traffic-volume data compiled from a NHDOT permanent count station in North Hampton along US Route 1 (Lafayette Road) which shows that traffic on the study area roadway is generally *decreasing* at a rate of approximately 0.29 percent per year from 2012 to 2015 on US Route 1 (Lafayette Road). In addition, temporary count stations along secondary roadways in Portsmouth including Ocean Road, Pevery Hill Road, and Constitution Avenue near the site shows that traffic on the study area roadway is generally increasing at a rate of approximately 4.43 percent per year.

To provide a conservative (worse-case) analysis scenario and consistency with other projects within the City of Portsmouth, TEC used a 4.43 percent growth rate compounded annually to grow the traffic volumes collected in 2012 to 2016. This interim growth adjustment was not assessed for the Water Country driveway volumes. In order to further provide a reasonable forecast for the 10-year horizon, TEC used a 1.0 percent growth rate compounded annually to account for general background traffic growth and private developments not yet identified. The ambient traffic growth calculation worksheets are provided in Attachment E.

### **Specific Development by Others**

TEC coordinated with the City of Portsmouth Planning Department to identify nearby private / public development projects in the vicinity of the study area that are either in the planning process or were recently approved but not yet occupied. After discussions with City officials and review of recently approved projects, there are two projects identified within the City of Portsmouth along this section of the US Route 1 (Lafayette Road) that would contribute traffic volumes to the study area. The following projects are described below:

- Construction for a 112-unit apartment complex in the Southgate Plaza began in early February 2016. The complex will add a full access/egress driveway along Constitution Avenue. Site generated trips were provided by Waterstone Retail Development, Inc. *Proposed Apartments at Southgate Plaza*, September 2015.
- The Portsmouth Zoning Board of Adjustment has approved a variance for dormitories for up to 60 seasonal workers at Water Country. Other elements related to site plan review are pending with the Planning Board. From a transportation perspective, these dormitories will help to reduce the amount of daily employee trips to/from the water park and reduce the number of occupied spaces. To provide a conservative (worse case) scenario, no trip credit was taken for the removal of the employee-related trips since the facilities are not expected to be operational until 2017.

The traffic volume network generated by these specific developments by others is provided in Attachment F.

### **2026 Future Year with Existing Egress Traffic Volumes**

The 2026 Future Year with Existing Egress traffic-volume networks consist of applying a 1.0 percent compounded annual growth rate over a 10-year horizon with the addition of the



estimated site-generated traffic volumes from the specific developments by others.

## **ALTERNATIVES ANALYSIS**

To evaluate the potential of modifying egress movements from the existing Water Country site, TEC and the City of Portsmouth DPW, with input from the neighborhood residents at recent public meetings, developed three egress alternatives to alter the traffic patterns of exiting traffic. These alternatives were developed to depict potentially practical and reasonable egress maneuvers for patrons exiting the Water Country site as noted on page 1. Each is shown graphically in Figure 2 on the following page.

### **Water Country Egress Traffic Volume Redistribution**

The redistribution of Water Country traffic volumes was based upon existing traffic conditions at the study area intersections. With the three trip distribution alternatives proposed to mitigate the disruption of traffic through the surrounding neighborhoods, each alternative is expected to observe a different redistribution of traffic. The following section describes the redistribution of traffic for each of the three Water Country egress alternatives.

#### **Egress Alternative A – West Road / US Route 1 Exit Route**

This scenario would redistribute traffic away from the existing egress driveway on Constitution Avenue to a new egress driveway at the West Road / Campus Drive intersection. All traffic would be then directed eastbound towards US Route 1 (Lafayette Road) via West Road eastbound. The key elements of this scenario are:

- Requires police details and/or other traffic control devices to direct traffic onto West Road toward US Route 1;
- Requires a modification to the existing traffic control to remove the existing left-turn restriction from West Road onto US Route 1 Northbound;
- Increases delays approaching US Route 1 could require a traffic signal and significant costs associated with widening US Route 1 even though the warranting condition for a new traffic signal is questionable;
- Increases the volume of traffic on US Route 1, potentially exacerbating vehicle queuing at adjacent US Route 1 intersections and may result in increased rear-end crashes;
- Reduces vehicle traffic on Constitution Avenue and Banfield Road, but significantly increases the volume of traffic on Ocean Road between US Route 1 and Banfield Road as regional traffic is likely to continue to pursue the same travel routes to I-95 Exit 3;
- Decreases traffic in an area on Banfield Road with approximately 23 residences and 11 businesses and redistribute traffic to Ocean Road, which has approximately 65 residences and 3 businesses; and
- May only slightly decrease the volume of traffic on Peverly Hill Road because access from US Route 1 northbound onto Peverly Hill Road would not be restricted.

Water Country Egress Alternatives - Portsmouth, New Hampshire  
Traffic Impact Assessment

North  
Not to Scale

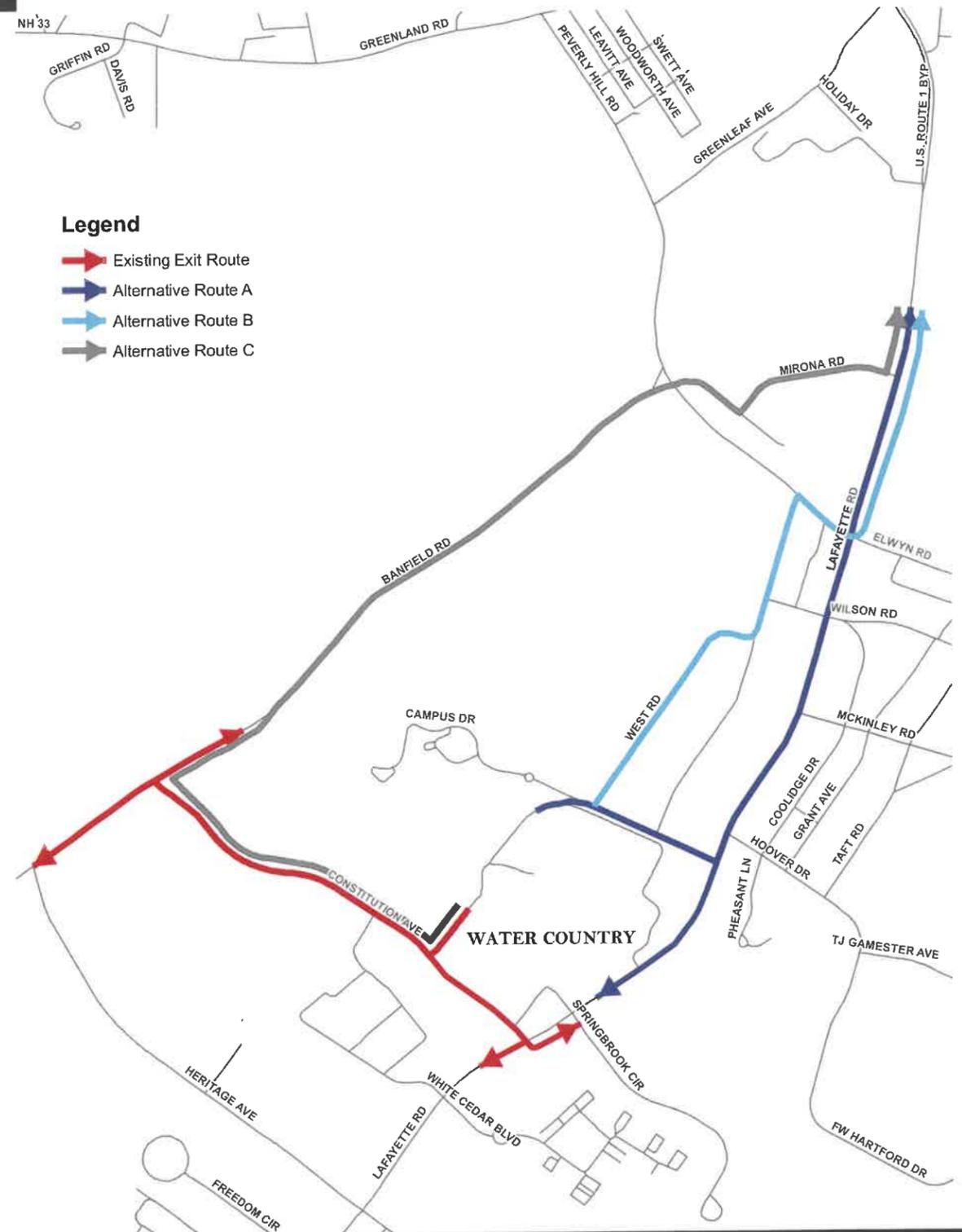


Figure 2  
Water Country Alternative Routes



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### **Egress Alternative B – West Road / Peverly Hill Road Exit Route**

This scenario similarly redistributes traffic away from the existing egress driveway on Constitution Avenue to a new egress driveway at the West Road / Campus Drive intersection. All northbound traffic would be required to proceed along West Road toward Peverly Hill Road. The key elements of this scenario are:

- Requires police details and/or other traffic control devices to direct traffic onto West Road toward Peverly Hill Road;
- Introduces a significant volume of traffic on West Road approaching Peverly Hill Road; the delays for right-turning traffic bound for US Route 1 northbound will likely result in significant redistribution to become left-turns onto Peverly Hill Road, Route 33, to ultimately access I-95 Exit 3. The increasingly popular use of mobile phone applications, such as Waze, will provide motorists with the most efficient route;
- Will likely result in excessive demand for traffic to use the privately-owned Wilson Road driveway in order to access the traffic signal on US Route 1. The likely volumes of traffic will significantly degrade operations at this location and may result in potential legal action or closure of the Wilson Road / West Road intersection, neither of which may be beneficial to the public;
- Decreases traffic in an area on Banfield Road with approximately 23 residences and 11 businesses and redistribute traffic to Ocean Road, which has approximately 65 residences and 3 businesses, and Peverly Hill Road, which has 25 residences and 8 businesses;
- Increases the volume of traffic on Peverly Hill Road attempting to access US Route 1, exacerbating vehicle queuing and the conflicting traffic with Elwyn Road; and
- Reduces vehicle traffic on Constitution Avenue and Banfield Road, but increases the volume of traffic on Peverly Hill Road, US Route 1, and US Route 1 Bypass.

### **Egress Alternative C – Modified Guide Signs at Constitution / Banfield**

Alternative C is most similar to existing egress conditions with an emphasis on directing exiting trips toward Banfield Road to turn right onto Banfield Road northbound and use Peverly Hill Road and/or Mirona Road to access I-95 at Exits 3 and 5, respectively. This scenario assumes that the current interstate guide signs facing Constitution Avenue will be removed and replaced with a more prominent sign for all traffic seeking access to I-95 to turn right onto Banfield Road northbound. Those who currently access US Route 1 (Lafayette Road) by exiting left out of the existing Water Country driveway are assumed to operate without a change. The key elements of this scenario are:

- Converts most Water Country left-turns into right-turns at the intersection of Constitution Avenue / Banfield Road and significantly increases the exiting traffic on the northerly portion of Banfield Road;
- May be difficult to monitor or enforce without the consistent presence of a police detail since other roadway users and local residents would still be permitted to turn left;

- The increasingly popular use of mobile phone applications, such as Waze, may continue to direct motorists toward Ocean Road;
- May result in motorist confusion if turn restrictions are only implemented during certain time periods;
- To account for the potential adjustments in guide signs, TEC assumes that 25% of the Water Country trips that turn left from Constitution Avenue onto Banfield Road southbound to access Interstate 95 will continue to do so; 75% of those left-turns will be converted to right turns assuming they follow the new wayfinding signs;
- This adjustment could decrease traffic in an area on the south end of Banfield Road with approximately 18 residences and 1 business and increase traffic to the northerly end of Banfield Road and Pevery Hill Road, which has 30 residences and 18 businesses.

The resulting redistribution of site-generated traffic-volume networks for the Saturday evening peak hours for Alternative A, Alternative B, and Alternative C are presented in Figure A-1 in Attachment A. The 2026 Future Year with Existing Egress Saturday evening, Alternative A, Alternative B, and Alternative C peak hour traffic volumes are graphically depicted in Figure A-2 in Attachment A.

#### **Capacity and Queue Analysis**

Measuring base year and future traffic volumes quantifies traffic flow within the study area. To assess flow quality, TEC conducted roadway capacity and vehicle queue analyses for the Future Year with Existing Egress and the Future Year with the several egress alternatives. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

A peak-hour factor (PHF) is an adjustment used in capacity analyses to account for the traffic spike in the highest 15-minute interval within the peak hour. This factor accounts for the potential variability of traffic flows during the busiest times because it can have a compounding effect of delays and queuing. The values used on the analysis are based principally on the March 2016 traffic volumes at the area intersections, which see more uniform flows of traffic during most periods. Only the Water Country driveway utilized a peaking trend consistent with the 2012 driveway count. A value of 1.0 is representative of uniform flows. A value of 0.25 indicates that most of the traffic in the peak hour occurs in one 15-minute interval within that peak hour. The results of the analysis contained within Table 2 could be worse if a summertime PHF was employed throughout the roadway network.

**Traffic Impact Analysis Results**

TEC conducted level-of-service and queue analyses for 2026 Future Year Build with existing trip distribution, 2026 Future Year Build Alternative A, 2026 Future Year Build Alternative B, and 2026 Future Year Build Alternative C conditions for the signalized and unsignalized intersections within the study area. The results of the intersection capacity and queue analysis are summarized in Table 3. TEC analyzed the US Route 1 / West Road / St. James Church Driveway intersection as a signalized intersection as possible mitigation for the dramatic increase in trips. The results of the intersection capacity and queue analysis are summarized in Table 4. The detailed capacity analysis worksheets are provided in Attachment G.



**Table 3 –Intersection Capacity and Queue Analysis Summary**

Intersection / Lane Group	2026 Build Existing Conditions				2026 Build – Alternative A				2026 Build – Alternative B				2026 Build – Alternative C			
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
<b>Banfield Road / Ocean Road</b>																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.89	36.7	E	283	0.71	32.0	D	137	0.71	32.0	D	137	0.57	17.4	C	92
Ocean Road SB Approach	0.12	3.9	A	<25	0.16	4.6	A	<25	0.16	4.6	A	<25	0.12	3.9	A	<25
<b>Banfield Road / Heritage Avenue</b>																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.05	1.3	A	<25	0.05	2.1	A	<25	0.05	2.1	A	<25	0.05	1.7	A	<25
Heritage Avenue NB Approach	0.30	16.3	C	31	0.22	12.5	B	<25	0.22	12.5	B	<25	0.24	13.3	B	25
<b>Banfield Road / Constitution Avenue</b>																
<i>Saturday Evening Peak Period</i>																
Banfield Road WB Approach	0.06	2.9	A	<25	0.05	2.6	A	<25	0.05	2.6	A	<25	0.05	2.6	A	<25
Constitution Avenue NB Approach	1.31	174.9	F	802	0.37	14.5	B	42	0.37	14.5	B	42	1.08	81.8	F	523
<b>Peverly Hill Road / Banfield Road / Mirona Road</b>																
<i>Saturday Evening Peak Period</i>																
Banfield Road EB LT	0.57	17.6	B	53/124	0.48	20.0	C	<25/64					0.69	20.3	C	98/199
Banfield Road EB TH/RT	0.38	15.0	B	44/105	0.21	17.8	B	<25/45					0.50	15.1	B	95/182
Mirona Road WB Approach	0.13	13.5	B	<25/39	0.21	17.7	B	<25/40					0.11	12.4	B	<25/38
Peverly Hill Road NB LT	0.41	23.9	C	<25/51	0.40	22.5	C	<25/43					0.47	28.6	C	<25/54
Peverly Hill Road NB TH/RT	0.39	14.1	B	34/126	0.43	10.4	B	41/146	Same as Alternative A				0.43	17.6	B	50/138
Peverly Hill Road SB LT	0.44	26.7	C	<25/39	0.42	24.9	C	<25/33					0.49	31.7	C	<25/41
Peverly Hill Road SB TH	0.46	15.7	B	60/149	0.34	10.8	B	52/120					0.49	19.4	B	77/163
Peverly Hill Road SB RT	0.09	13.5	B	<25/37	0.08	9.5	A	<25/31					0.08	16.6	B	<25/38
<b>Overall Intersection</b>	<b>0.50</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>13.8</b>	<b>B</b>	<b>-</b>					<b>0.60</b>	<b>18.1</b>	<b>B</b>	<b>-</b>
<b>Constitution Avenue / Water Country Driveway</b>																
<i>Saturday Evening Peak Period</i>																
Constitution Avenue EB Approach	0.00	0.2	A	<25	0.00	0.0	A	<25					0.00	0.3	A	<25
Water Country Driveway SB Approach	1.07	70.9	F	569	0.00	0.0	A	<25	Same as Alternative A				1.05	64.6	F	540
<b>West Road / Campus Drive / Proposed Driveway</b>																
<i>Saturday Evening Peak Period</i>																
Campus Drive EB Approach	0.00	0.0	A	<25	-	-	-	-	-	-	-	-	-	-	-	-
Proposed Driveway NB Approach	-	-	-	-	0.87	26.0	D	302	0.93	35.3	E	377	-	-	-	-
West Road SB Approach	0.02	8.7	A	<25	0.67	261.3	F	55	0.23	59.8	F	<25	0.02	8.7	A	<25
<b>US Route 1 / West Road / St. James Church Driveway</b>																
<i>Saturday Evening Peak Period</i>																
West Road EB Approach	0.14	24.0	C	<25	>2.0	>999.9	F	>1000	>2.0	>999.9	F	>1000	0.14	23.8	C	<25
St. James Driveway WB Approach	0.04	24.3	C	<25	0.04	21.7	C	<25	0.04	21.7	C	<25	0.04	23.8	C	<25
US Route 1 NB LT	0.01	12.2	B	<25	0.01	12.1	B	<25	0.01	12.1	B	<25	0.01	12.1	B	<25

<sup>a</sup> Volume-to-capacity ratio

<sup>b</sup> Delay expressed in seconds per vehicle (average)

<sup>c</sup> Level of service

<sup>d</sup> 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (95<sup>th</sup> Percentile Queue only in unsignalized intersections)

**Table 3 –Intersection Capacity and Queue Analysis Summary (continued)**

Intersection / Lane Group	2026 Build Existing Conditions				2026 Build – Alternative A				2026 Build – Alternative B				2026 Build – Alternative C			
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
<b>US Route 1 / Wilson Avenue / Industrial Park Drive</b>																
<i>Saturday Evening Peak Period</i>																
Industrial Park Drive EB LT/TH	0.42	31.5	C	32/63	0.42	31.5	C	32/63	0.62	34.6	C	69/112	0.42	31.5	C	32/63
Industrial Park Drive EB RT	0.13	28.6	C	<25/32	0.13	28.6	C	<25/32	0.13	26.6	C	<25/29	0.13	28.6	C	<25/32
Wilson Avenue WB Approach	0.07	28.2	C	<25/25	0.07	28.2	C	<25/25	0.06	26.1	C	<25/25	0.07	28.2	C	<25/25
US Route 1 NB LT	0.55	34.8	C	47/99	0.55	34.8	C	47/99	0.56	37.4	D	51/109	0.55	34.8	C	47/99
US Route 1 NB TH/RT	0.55	9.5	A	103/300	0.63	10.6	B	128/371	0.54	11.5	B	117/317	0.54	9.4	A	101/294
US Route 1 SB LT	0.41	47.6	D	<25/<25	0.41	47.6	D	<25/<25	0.43	51.7	D	<25/<25	0.41	47.6	D	<25/<25
US Route 1 SB TH/RT	0.79	18.6	B	268/470	0.79	18.4	B	265/465	0.85	23.9	C	306/546	0.79	18.4	B	265/465
<b>Overall Intersection</b>	<b>0.69</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>20.9</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>16.9</b>	<b>B</b>	<b>-</b>
<b>US Route 1 / Peverly Hill Road / Elwyn Road</b>																
<i>Saturday Evening Peak Period</i>																
Peverly Hill Road EB LT	1.45	292.3	F	289/450	1.19	188.9	F	214/363	2.02	536.7	F	465/646	1.25	211.3	F	232/384
Peverly Hill Road EB TH	0.34	35.1	D	127/191	0.33	34.8	C	127/191	0.33	34.7	C	127/191	0.33	34.9	C	127/191
Peverly Hill Road EB RT	0.08	31.9	C	<25/42	0.08	31.6	C	<25/42	0.08	31.5	C	<25/42	0.08	31.7	C	<25/42
Elwyn Road WB LT	0.79	71.5	E	126/173	0.79	70.8	E	126/173	0.79	70.7	E	126/173	0.79	70.8	E	126/173
Elwyn Road WB TH	0.47	50.2	D	110/150	0.46	49.9	D	110/150	0.46	49.8	D	110/150	0.47	49.9	D	110/150
Elwyn Road WB RT	0.15	46.4	D	<25/32	0.15	46.1	D	<25/32	0.15	46.0	D	<25/32	0.15	46.2	D	<25/32
US Route 1 NB LT	0.54	62.8	E	61/112	0.65	59.3	E	133/202	0.54	62.5	E	61/112	0.53	62.4	E	61/112
US Route 1 NB TH/RT	0.87	43.1	D	520/678	0.94	51.3	D	582/768	0.85	41.8	D	496/622	0.86	42.6	D	510/663
US Route 1 SB LT	0.77	64.2	E	184/276	0.76	63.7	E	184/276	0.76	63.4	E	184/276	0.76	63.8	E	184/276
US Route 1 SB TH	0.57	25.0	C	329/422	0.65	31.5	C	355/466	0.57	25.0	C	325/417	0.57	25.0	C	325/417
US Route 1 SB RT	0.05	18.1	B	<25/<25	0.05	22.5	C	<25/<25	0.05	18.1	B	<25/<25	0.05	18.2	B	<25/<25
<b>Overall Intersection</b>	<b>0.90</b>	<b>56.7</b>	<b>E</b>	<b>-</b>	<b>0.91</b>	<b>52.8</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>84.9</b>	<b>F</b>	<b>-</b>	<b>0.87</b>	<b>49.8</b>	<b>D</b>	<b>-</b>
<b>US Route 1 / Mirona Road / Church Driveway</b>																
<i>Saturday Evening Peak Period</i>																
Mirona Road EB LT/TH	0.77	42.6	D	117/156	0.60	36.1	D	68/100					1.12	114.0	F	280/344
Mirona Road EB RT	0.02	25.5	C	<25/<25	0.02	27.9	C	<25/<25					0.02	23.2	C	<25/<25
Church Driveway WB Approach	0.01	25.4	C	<25/<25	0.01	27.8	C	<25/<25					0.01	23.1	C	<25/<25
US Route 1 NB U-Turn/LT	0.49	43.0	D	27/64	0.46	40.9	D	25/63			Same as Alternative A		0.49	44.6	D	28/64
US Route 1 NB TH/RT	0.67	11.0	B	256/361	0.65	8.6	A	209/358					0.70	14.1	B	269/343
US Route 1 SB Approach	0.77	19.6	B	330/479	0.71	15.9	B	277/439					0.83	25.2	C	350/470
<b>Overall Intersection</b>	<b>0.80</b>	<b>17.7</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>13.8</b>	<b>B</b>	<b>-</b>					<b>0.95</b>	<b>31.6</b>	<b>C</b>	<b>-</b>
<b>Peverly Hill Road / West Road / Yokens Plaza Driveway</b>																
<i>Saturday Evening Peak Period</i>																
Peverly Hill Road EB approach	0.01	0.4	A	<25	0.01	0.4	A	<25	0.01	0.4	A	<25	0.01	0.4	A	<25
Peverly Hill Road WB approach	0.06	2.7	A	<25	0.06	2.1	A	<25	0.06	2.6	A	<25	0.06	2.6	A	<25
West Road NB LT	0.27	19.4	C	27	0.30	21.6	C	31	0.53	25.4	D	74	0.26	18.5	C	25
West Road NB TH/RT	0.05	10.7	B	<25	0.05	10.6	B	<25	0.24	11.2	B	<25	0.05	10.5	B	<25
Yokens Driveway SB Approach	0.08	14.8	B	<25	0.09	16.1	C	<25	0.11	19.5	C	<25	0.08	14.4	B	<25

<sup>a</sup> Volume-to-capacity ratio  
<sup>b</sup> Delay expressed in seconds per vehicle (average)  
<sup>c</sup> Level of service  
<sup>d</sup> 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (95<sup>th</sup> Percentile Queue only in unsignalized intersections)

**Table 4 – Intersection Capacity and Queue Analysis Summary – Assumed Mitigation**

Intersection / Lane Group	2026 Build Existing Conditions			2026 Build – Alternative A			2026 Build w/ Mitigation					
	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue <sup>d</sup>	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
<b>US Route 1 / West Road / St. James Church Driveway</b>												
<i>Saturday Evening Peak Period</i>												
West Road EB Approach	0.14	24.0	C	<25	>2.0	>999.9	F	>1000	0.80	36.3	D	182/209
West Road EB LT	-	-	-	-	-	-	-	-	1.36	201.6	F	443/443
West Road EB RT	-	-	-	-	-	-	-	-	0.00	41.7	D	<25/<25
St. James Driveway WB Approach	0.04	24.3	C	<25	0.04	21.7	C	<25	0.07	37.4	D	<25/<25
US Route 1 NB LT	0.01	12.2	B	<25	0.01	12.1	B	<25	0.72	19.1	B	210/374
US Route 1 NB TH/RT	-	-	-	-	-	-	-	-	1.00	55.0	E	285/525
US Route 1 SB TH/RT	-	-	-	-	-	-	-	-	<b>1.17</b>	<b>79.6</b>	<b>E</b>	-
<b>Overall Intersection</b>												

<sup>a</sup> Volume-to-capacity ratio

<sup>b</sup> Delay expressed in seconds per vehicle (average)

<sup>c</sup> Level of service

<sup>d</sup> 50<sup>th</sup> / 95<sup>th</sup> Percentile Queue (95<sup>th</sup> Percentile Queue only in unsignalized intersections)



## CONCLUSIONS AND RECOMMENDATIONS

TEC examined the merits and potential traffic impacts associated with egress alternatives and their trip redistribution for the Water Country Park in Portsmouth, New Hampshire for the study area intersections. The following is a summary of TEC's findings and conclusions of this effort:

- The existing egress condition allows vehicle traffic to access both US Route 1 and Banfield Road in the northbound and southbound directions to maximize the distribution of exiting traffic. The decisions regarding site access and regional distribution of traffic from the original permitting that occurred over 30 years ago retains significant merit.
- Water Country's exiting travel route via Constitution Avenue to Banfield Road southbound to Ocean Road westbound to Route 33 remains the fastest and shortest route to Interstate 95 southbound where the majority of Water Country traffic is destined.
- Despite the removal of trips along the southerly end of Banfield Road in each of the three alternatives, there is minimal improvement in traffic operations at the intersection of Ocean Road / Banfield Road because there is a greater number of 'through' vehicles on Ocean Road northbound, which limits the number acceptable gaps for those waiting to enter the intersection from Banfield Road westbound.
- Based on the traffic data, associated capacity analyses, and available video documentation on-line regarding the traffic conditions, there is a consistent flow of traffic exiting the Water Country facility, but the delays are limited to an acute time period as closing time approaches. The delays and queues at the nearby intersections do not appear excessive based on the seasonally-factored data and do not present noticeable congestion-related challenges for exiting vehicles. TEC recommends that the City collect additional seasonal-peak traffic volumes at the key intersections along Banfield Road and observe the actual delays for traffic. This will also be a way of confirming the appropriateness of the 12.7% seasonal adjustment factor of the March data assumed within this report.
- Egress Alternative A
  - The redistribution of trips to the proposed US Route 1 / West Road / St. James Church driveway intersection under Alternative A and B yields very high delays and a poor level-of-service (LOS F) for the West Road eastbound approach.
  - The installation of a traffic signal may not be permitted by NHDOT due to the inconsistent volume of traffic on the side street.
  - In order to mitigate signal-related delays on US Route 1, this alternative may require the construction of a five-lane cross section across US Route 1 and widening of West Road to provide an exclusive left-turn and an exclusive right-turn lane. The cost associated with these improvements is anticipated to be approximately \$1,000,000 in construction costs, exclusive of the proposed Water Country driveway modifications. Even with these improvements in place, the intersection would still operate over capacity.

- Although this alternative may decrease exiting traffic onto Banfield Road, it is expected to measurably increase traffic on Ocean Road and Peverly Hill Road. As traffic turns right from West Road onto Route 1 southbound under this alternative, some motorists may still use Constitution Avenue in lieu of Ocean Road depending on the actual traffic conditions and real-time data from GPS-based mobile phone applications.
- This egress scheme will require significant personnel or police details to enforce the desired routing pattern.
- This access scenario would need to be employed during all time periods, not just weekend peak times. This may have other greater capacity impacts associated with mid-week Water Country closing times and peak-hour commuter/employee and shopping-related flows along US Route 1, West Road, and Peverly Hill Road.

*TEC does not recommend this alternative due to the challenges listed above and the disproportionate increase in traffic within other neighborhoods, such as the Ocean Road area, by influencing traffic to avoid Banfield Road.*

#### Egress Alternative B

- The redistribution of trips under Alternative B yields a poor level-of-service 'F' for the US Route 1 / Peverly Hill Road / Elwyn Road intersection.
- The additional trips to the Peverly Hill Road eastbound left-turn movement is anticipated to increase delay by 340 seconds and a queue which extends back to the Peverly Hill Road / West Road / Yokens Plaza Driveway intersection.
- TEC, Inc. has assumed that a small percentage of vehicles destined to the north on US Route 1 will attempt to use the US Route 1 / Wilson Road intersection in an attempt to avoid this delay. However, it is unreasonable to impose additional traffic along Wilson Road as it is designated as a private driveway for the Market Basket.
- Without significant resources, such as police details, to manage traffic patterns, it will be very difficult to keep exiting patrons from utilizing Peverly Hill Road for access to I-95 via Exit 3.
- The increased delays at US Route 1 / Peverly Hill Road may impact access and egress from other private businesses and increase congestion for other roadway users. NHDOT may require extensive mitigation to attempt to manage peak hour delays.
- This access scenario would need to be employed during all time periods, not just weekend peak times. This may have other greater capacity impacts associated with mid-week Water Country closing times and peak-hour commuter/employee and shopping-related flows along US Route 1, West Road, and Peverly Hill Road.

*TEC does not recommend this alternative due to the challenges listed above and the disproportionate increase in traffic within other neighborhoods, such as the Ocean Road and Peverly Hill Road areas, by influencing traffic to avoid Banfield Road.*

Egress Alternative C

- The redistribution of trips is anticipated to yield a poor level-of-service 'F' for the Banfield Road / Constitution Avenue intersection. Despite the anticipated reduction of over 200 vehicle trips from the Constitution Avenue westbound left-turn movement, the delay is anticipated to be in excess of 80 seconds and the queue in excess of 520 feet.
- The redistribution of trips is anticipated to yield a poor level-of-service 'F' for the Mirona Road eastbound left-turn movement at the US Route 1 / Mirona Road / Church Driveway intersection. The projected increase of over 130 vehicle trips is anticipated to yield a delay in excess of 110 seconds and the queue in excess of 280 feet.
- The use of new guide signs for traffic bound for I-95 from Constitution Avenue onto Banfield Road northbound may disproportionately increase traffic in the Peverly Hill Road neighborhood by guiding traffic principally in one direction. The use of guide signs will not prohibit a patron from turning left onto Banfield Road southbound, especially if they are guided in that direction using a mobile phone navigation application.
- If guide signs are proven to be ineffective, a time-of-day or day-of-week turn prohibition may result in increased driver confusion, impacts to existing businesses that rely upon full access to/from Banfield Road, and could result in U-turn movements elsewhere on Banfield Road for those seeking to access Ocean Road.
- Although traditionally acceptable levels-of-service are tabulated for the intersection of Peverly Hill Road / Banfield Road / Mirona Road, this redistribution trend is likely to impact a greater number of residences and businesses.

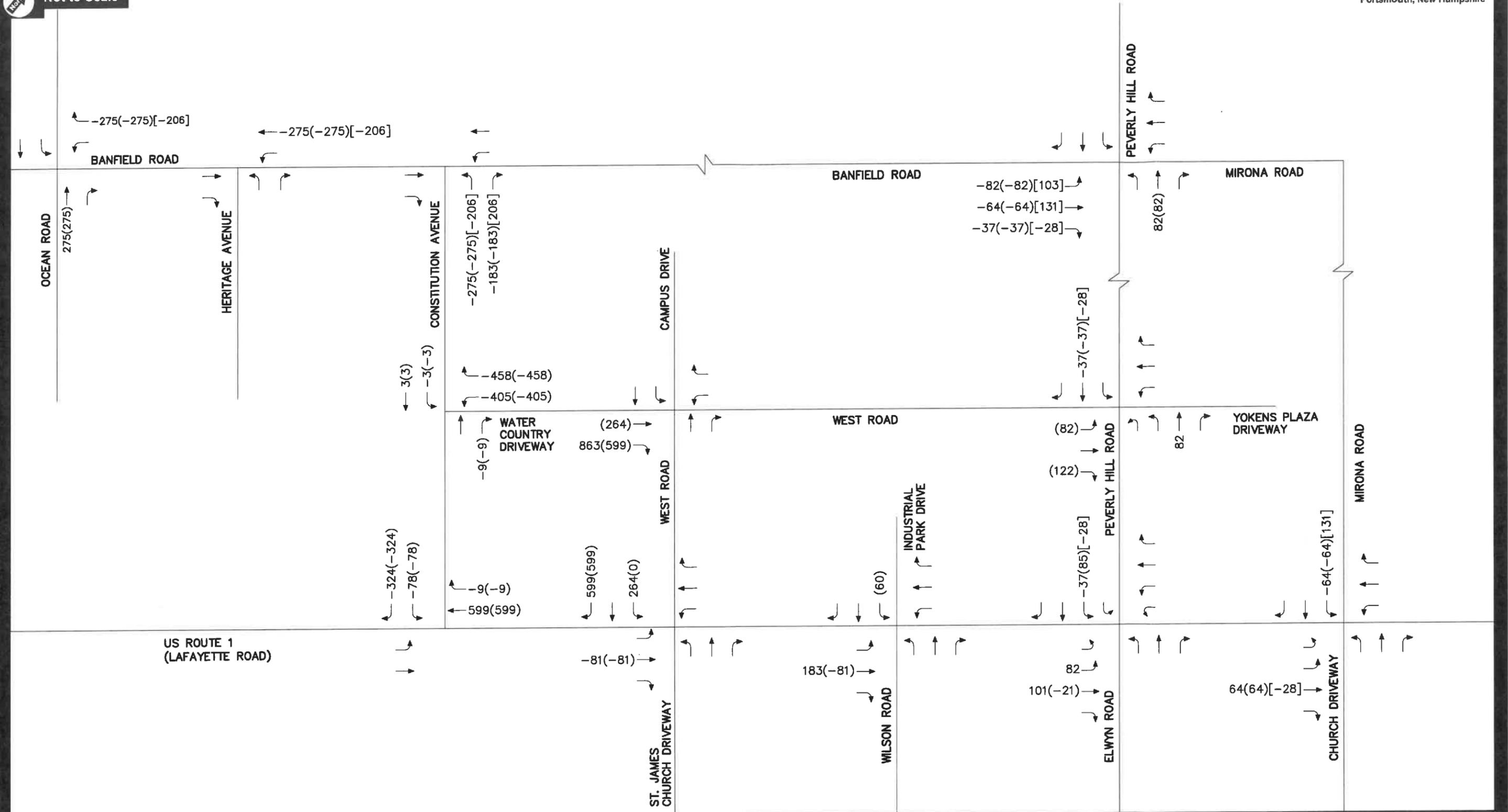
*TEC does not recommend Alternative C due to the challenges listed above, the increased need for enforcement, and the potentially disproportionate increase in traffic within other neighborhoods, such as the Peverly Hill Road area, by guiding traffic to use only one direction of travel along Banfield Road. However, this alternative is easiest to implement under a trial arrangement. TEC recommends public outreach with the Peverly Hill Road neighborhood and additional data collection during summer weekend periods before considering a trial of Alternative C.*

This memorandum documents the considerations for potential changes in egress distribution characteristics for Water Country. Given the high level of trip distribution based on the existing egress condition, it does not focus traffic to one area and effectively distributes the impacts of exiting traffic. The City should carefully consider the potentially acute impacts of limiting access, and the practical limitations associated with enforcement and wayfinding signs, prior to implementing any of the alternatives listed above.

**Attachment A**

Traffic Volume Networks

Not to Scale



XX(XX)[XX] = Alternative A(Alternative B)[Alternative C]

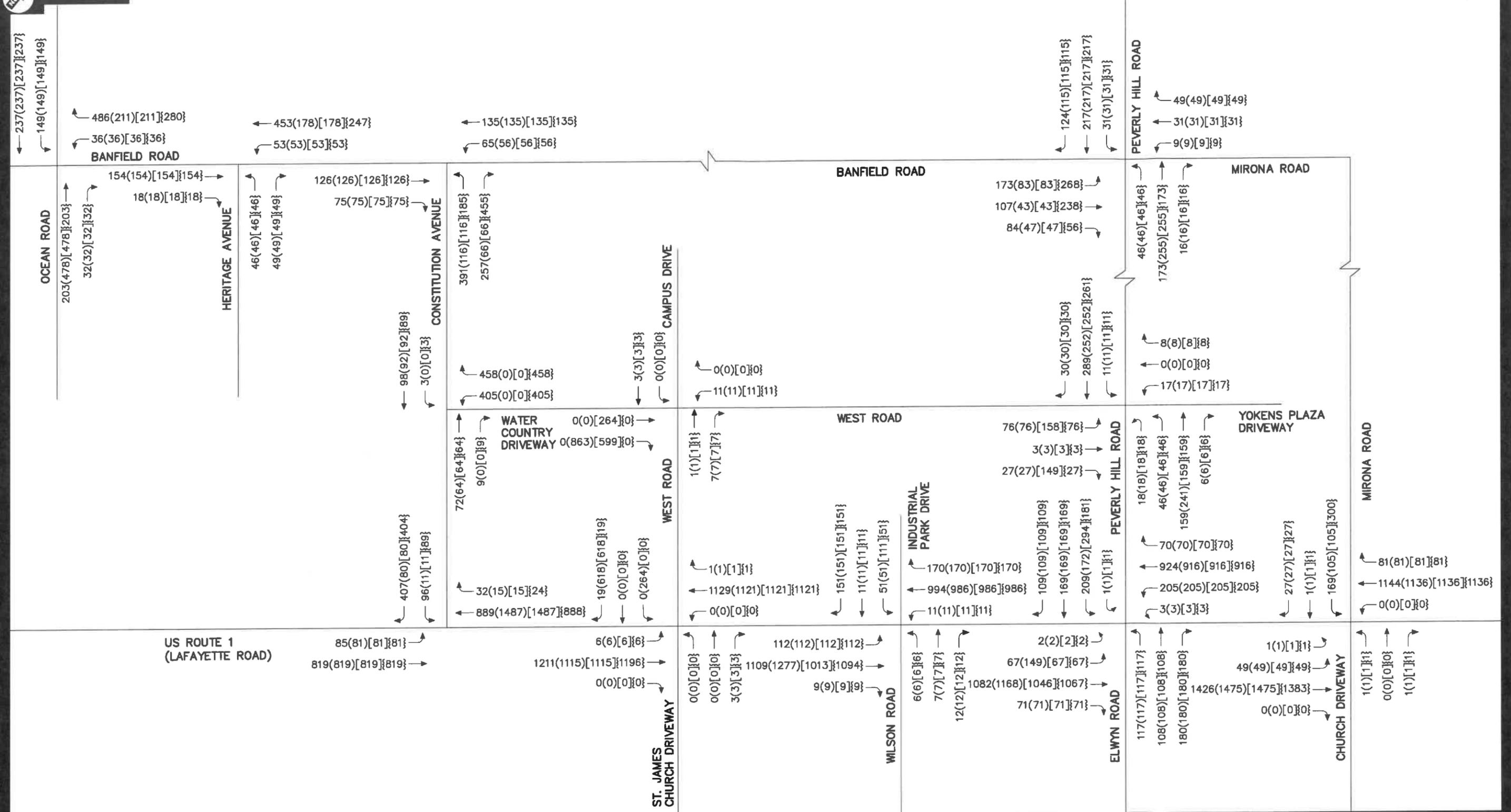
Figure A-1

2026 Alternative A, Alternative B, and  
 Alternative C  
 Trip Redistribution  
 Saturday Evening  
 Peak Hour Traffic Volumes



N:\Projects\CAD\Drawings\Graphics\Title\Networks\DWG 2-112016 9.11.30.dwg

Not to Scale



XX(XX)[XX]{XX} = Existing Distribution(Alternative A)[Alternative B]{Alternative C}

Figure A-2

2026 Build Conditions  
Existing Distribution, Alternative A,  
Alternative B, and Alternative C  
Saturday Evening  
Peak Hour Traffic Volumes



M:\Projects\CAD Highway\2026\2026 Traffic Network.dwg 11/20/25 9:11:49 AM

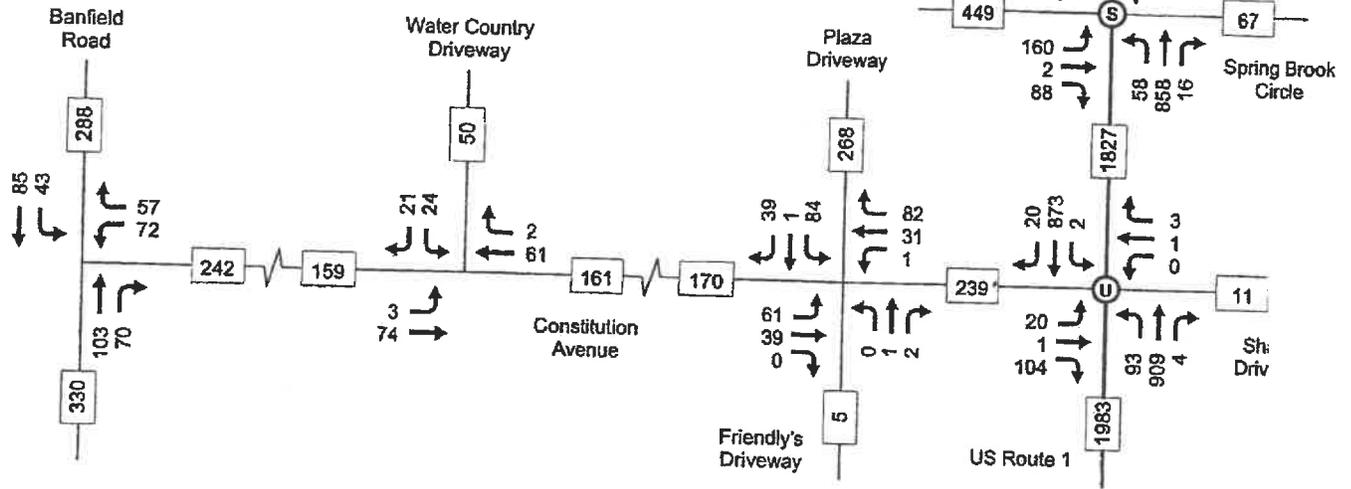
**Attachment B**

Turning Movement Counts (TMCs)

**Pernaw & Company, Inc.**

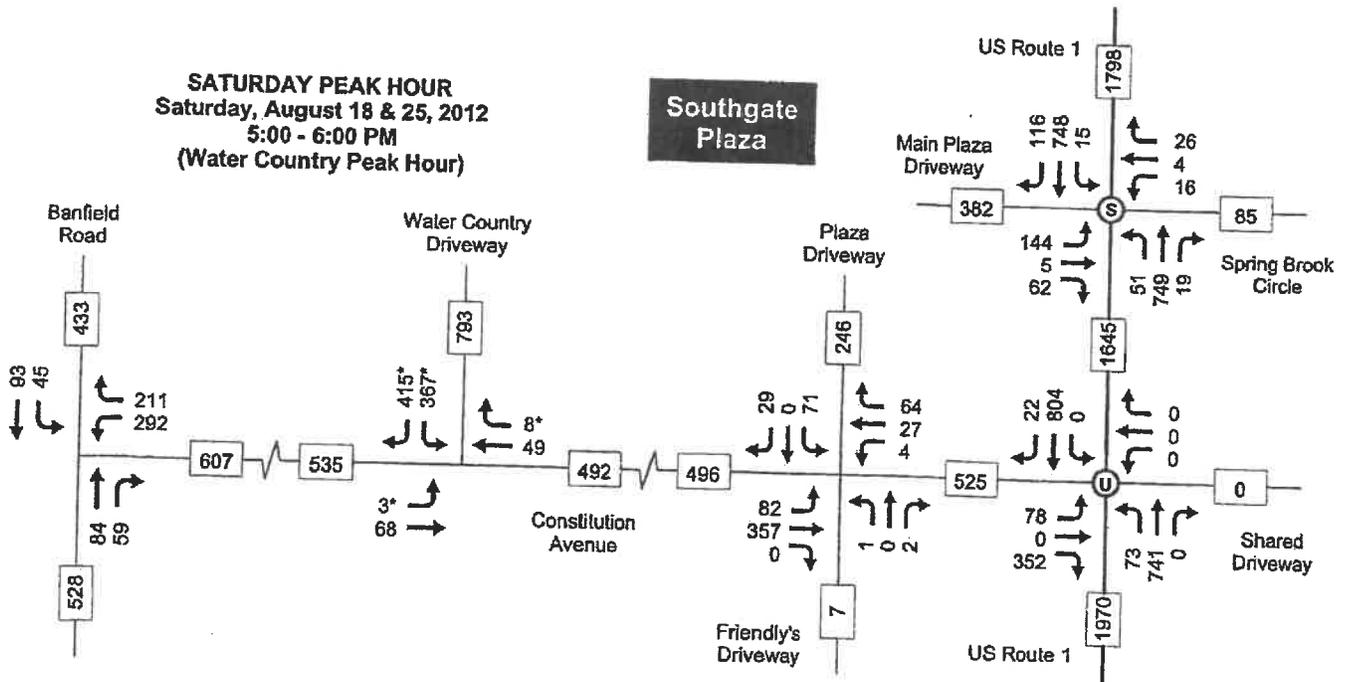
**SATURDAY PEAK HOUR**  
 Saturday, August 18, 2012  
 2:15 to 3:15 PM  
 (US Route 1 Peak Hour)

**Southgate Plaza**



**SATURDAY PEAK HOUR**  
 Saturday, August 18 & 25, 2012  
 5:00 - 6:00 PM  
 (Water Country Peak Hour)

**Southgate Plaza**



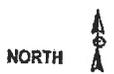
\* 8/25/12 count data from 5:00-6:00 PM

1425A

**Figure 2**

**Supplemental 2012 Traffic Volumes**

*Addendum Two - Traffic Evaluation, Proposed Southgate Plaza Expansion, Portsmouth, New Hampshire*





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdilic.com

N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 A  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
07:00 AM	0	52	61	0	16	0	1	0	10	46	0	0	0	0	0	0	0	186
07:15 AM	0	57	75	0	22	0	1	0	4	55	0	0	0	0	0	0	0	214
07:30 AM	0	55	53	0	19	0	2	1	5	73	0	0	0	0	0	0	0	208
07:45 AM	0	82	77	0	32	0	4	0	12	62	0	0	0	0	0	0	0	269
<b>Total</b>	0	246	266	0	89	0	8	1	31	236	0	0	0	0	0	0	0	877
08:00 AM	0	94	59	0	25	0	4	0	5	65	0	0	0	0	0	0	0	252
08:15 AM	0	64	86	0	18	0	2	0	5	76	0	0	0	0	0	0	0	251
08:30 AM	0	59	65	0	27	0	4	0	6	70	0	0	0	0	0	0	0	231
08:45 AM	0	53	72	0	30	0	3	0	11	64	0	0	0	0	0	0	0	233
<b>Total</b>	0	270	282	0	100	0	13	0	27	275	0	0	0	0	0	0	0	967
<b>Grand Total</b>	0	516	548	0	189	0	21	1	58	511	0	0	0	0	0	0	0	1844
Apprch %	0	48.5	51.5	0	89.6	0	10	0.5	10.2	89.8	0	0	0	0	0	0	0	
Total %	0	28	29.7	0	10.2	0	1.1	0.1	3.1	27.7	0	0	0	0	0	0	0	
Cars	0	477	538	0	188	0	21	0	58	488	0	0	0	0	0	0	0	1770
% Cars	0	92.4	98.2	0	99.5	0	100	0	100	95.5	0	0	0	0	0	0	0	96
Heavy Vehicles	0	39	10	0	1	0	0	1	0	23	0	0	0	0	0	0	0	74
% Heavy Vehicles	0	7.6	1.8	0	0.5	0	0	100	0	4.5	0	0	0	0	0	0	0	4

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	82	77	0	159	32	0	4	0	36	12	62	0	0	74	0	0	0	0	0	269
08:00 AM	0	94	59	0	153	25	0	4	0	29	5	65	0	0	70	0	0	0	0	0	252
08:15 AM	0	64	86	0	150	18	0	2	0	20	5	76	0	0	81	0	0	0	0	0	251
08:30 AM	0	59	65	0	124	27	0	4	0	31	6	70	0	0	76	0	0	0	0	0	231
Total Volume	0	299	287	0	586	102	0	14	0	116	28	273	0	0	301	0	0	0	0	0	1003
% App. Total	0	51	49	0		87.9	0	12.1	0		9.3	90.7	0	0		0	0	0	0		
PHF	.000	.795	.834	.000	.921	.797	.000	.875	.000	.806	.583	.898	.000	.000	.929	.000	.000	.000	.000	.000	.932
Cars	0	279	283	0	562	101	0	14	0	115	28	258	0	0	286	0	0	0	0	0	963
% Cars	0	93.3	98.6	0	95.9	99.0	0	100	0	99.1	100	94.5	0	0	95.0	0	0	0	0	0	96.0
Heavy Vehicles	0	20	4	0	24	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	40
% Heavy Vehicles	0	6.7	1.4	0	4.1	1.0	0	0	0	0.9	0	5.5	0	0	5.0	0	0	0	0	0	4.0







PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 A  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 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	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	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	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
07:00 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
07:15 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
07:30 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	1	1	1	1
07:45 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	1	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
% App. 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	250	250	250	250
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	

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

Peak Hour for Entire Intersection Begins at 07:00 AM



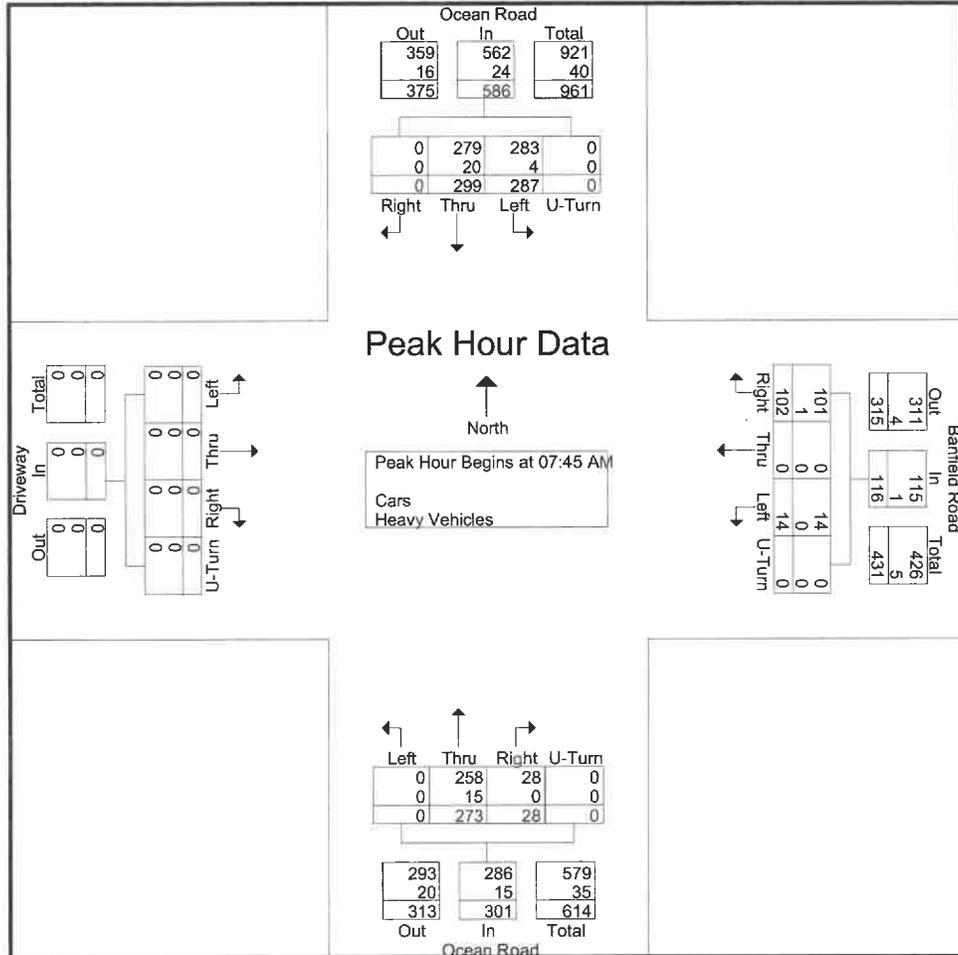
PRECISION  
DATA  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 A  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	82	77	0	159	32	0	4	0	36	12	62	0	0	74	0	0	0	0	0	269
08:00 AM	0	94	59	0	153	25	0	4	0	29	5	65	0	0	70	0	0	0	0	0	252
08:15 AM	0	64	86	0	150	18	0	2	0	20	5	76	0	0	81	0	0	0	0	0	251
08:30 AM	0	59	65	0	124	27	0	4	0	31	6	70	0	0	76	0	0	0	0	0	231
Total Volume	0	299	287	0	586	102	0	14	0	116	28	273	0	0	301	0	0	0	0	0	1003
% App. Total	0	51	49	0		87.9	0	12.1	0		9.3	90.7	0	0		0	0	0	0		
PHF	.000	.795	.834	.000	.921	.797	.000	.875	.000	.806	.583	.898	.000	.000	.929	.000	.000	.000	.000	.000	.932
Cars	0	279	283	0	562	101	0	14	0	115	28	258	0	0	286	0	0	0	0	0	963
% Cars	0	93.3	98.6	0	95.9	99.0	0	100	0	99.1	100	94.5	0	0	95.0	0	0	0	0	0	96.0
Heavy Vehicles	0	20	4	0	24	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	40
% Heavy Vehicles	0	6.7	1.4	0	4.1	1.0	0	0	0	0.9	0	5.5	0	0	5.0	0	0	0	0	0	4.0





PRECISION  
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INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 AA  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
03:00 PM	0	77	34	0	36	0	14	0	4	28	0	0	0	0	0	1	0	194
03:15 PM	0	57	39	0	46	0	6	0	4	76	0	0	0	0	0	0	0	228
03:30 PM	0	84	39	0	65	0	11	0	2	80	0	0	0	0	0	0	0	281
03:45 PM	0	63	50	0	46	0	8	0	7	49	0	0	0	0	0	0	0	223
<b>Total</b>	<b>0</b>	<b>281</b>	<b>162</b>	<b>0</b>	<b>193</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>17</b>	<b>233</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>926</b>
04:00 PM	0	87	42	0	63	0	9	0	7	67	0	0	0	0	0	0	0	275
04:15 PM	0	55	37	0	43	0	9	0	3	58	0	0	0	0	0	0	0	205
04:30 PM	1	62	34	0	99	0	9	0	5	63	0	0	0	0	0	0	0	273
04:45 PM	0	83	45	0	90	0	12	0	8	64	0	0	0	0	0	0	0	302
<b>Total</b>	<b>1</b>	<b>287</b>	<b>158</b>	<b>0</b>	<b>295</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>23</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1055</b>
05:00 PM	0	79	44	0	104	0	12	0	5	83	0	0	0	0	0	0	0	327
05:15 PM	0	104	34	0	82	0	18	0	9	67	0	0	0	0	0	0	0	314
05:30 PM	0	109	37	0	59	0	13	0	6	54	0	0	0	0	0	0	0	278
05:45 PM	1	68	30	0	41	0	13	0	6	38	0	0	0	0	0	0	0	197
<b>Total</b>	<b>1</b>	<b>360</b>	<b>145</b>	<b>0</b>	<b>286</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>26</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1116</b>
06:00 PM	0	70	24	0	41	0	10	0	8	36	0	0	0	0	0	0	0	189
06:15 PM	0	62	16	0	37	0	9	0	3	34	0	0	0	0	0	0	0	161
06:30 PM	0	42	15	0	28	0	3	0	2	23	0	0	0	0	0	0	0	113
06:45 PM	0	25	17	0	26	0	2	0	4	38	0	0	0	0	0	0	0	112
<b>Total</b>	<b>0</b>	<b>199</b>	<b>72</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>17</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>575</b>
<b>Grand Total</b>	<b>2</b>	<b>1127</b>	<b>537</b>	<b>0</b>	<b>906</b>	<b>0</b>	<b>158</b>	<b>0</b>	<b>83</b>	<b>858</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3672</b>
Apprch %	0.1	67.6	32.2	0	85.2	0	14.8	0	8.8	91.2	0	0	0	0	0	100	0	
Total %	0.1	30.7	14.6	0	24.7	0	4.3	0	2.3	23.4	0	0	0	0	0	0	0	
Cars	2	1104	529	0	898	0	155	0	77	827	0	0	0	0	0	1	0	3593
% Cars	100	98	98.5	0	99.1	0	98.1	0	92.8	96.4	0	0	0	0	0	100	0	97.8
Heavy Vehicles	0	23	8	0	8	0	3	0	6	31	0	0	0	0	0	0	0	79
% Heavy Vehicles	0	2	1.5	0	0.9	0	1.9	0	7.2	3.6	0	0	0	0	0	0	0	2.2

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	83	45	0	128	90	0	12	0	102	8	64	0	0	72	0	0	0	0	0	302
05:00 PM	0	79	44	0	123	104	0	12	0	116	5	83	0	0	88	0	0	0	0	0	327
05:15 PM	0	104	34	0	138	82	0	18	0	100	9	67	0	0	76	0	0	0	0	0	314
05:30 PM	0	109	37	0	146	59	0	13	0	72	6	54	0	0	60	0	0	0	0	0	278
Total Volume	0	375	160	0	535	335	0	55	0	390	28	268	0	0	296	0	0	0	0	0	1221
% App. Total	0	70.1	29.9	0		85.9	0	14.1	0		9.5	90.5	0	0		0	0	0	0	0	
PHF	.000	.860	.889	.000	.916	.805	.000	.764	.000	.841	.778	.807	.000	.000	.841	.000	.000	.000	.000	.000	.933
Cars	0	370	157	0	527	335	0	55	0	390	26	260	0	0	286	0	0	0	0	0	1203
% Cars	0	98.7	98.1	0	98.5	100	0	100	0	100	92.9	97.0	0	0	96.6	0	0	0	0	0	98.5
Heavy Vehicles	0	5	3	0	8	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	18
% Heavy Vehicles	0	1.3	1.9	0	1.5	0	0	0	0	0	7.1	3.0	0	0	3.4	0	0	0	0	0	1.5







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N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 AA  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NR	Peds SB		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	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	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	0	0
Total %	0	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	0

Start Time	Ocean Road From North						Banfield Road From East					Ocean Road From South						Driveway From West						Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NR	Peds SB		App. Total
03:30 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
03:45 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
04:00 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
04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
% App. Total	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0		0	0	0	50	50		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM



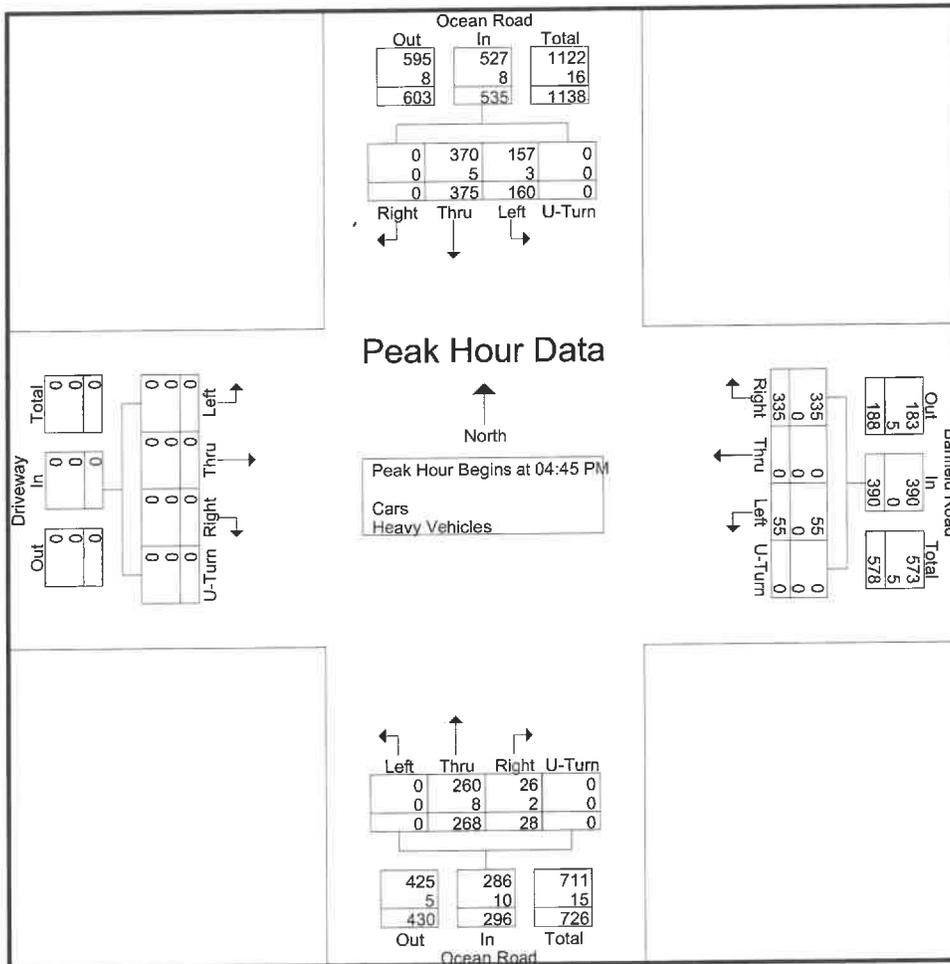
PRECISION  
D A T A  
INDUSTRIES, LLC

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File Name : 164943 AA  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	83	45	0	128	90	0	12	0	102	8	64	0	0	72	0	0	0	0	0	302
05:00 PM	0	79	44	0	123	104	0	12	0	116	5	83	0	0	88	0	0	0	0	0	327
05:15 PM	0	104	34	0	138	82	0	18	0	100	9	67	0	0	76	0	0	0	0	0	314
05:30 PM	0	109	37	0	146	59	0	13	0	72	6	54	0	0	60	0	0	0	0	0	278
Total Volume	0	375	160	0	535	335	0	55	0	390	28	268	0	0	296	0	0	0	0	0	1221
% App. Total	0	70.1	29.9	0		85.9	0	14.1	0		9.5	90.5	0	0		0	0	0	0	0	
PHF	.000	.860	.889	.000	.916	.805	.000	.764	.000	.841	.778	.807	.000	.000	.841	.000	.000	.000	.000	.000	.933
Cars	0	370	157	0	527	335	0	55	0	390	26	260	0	0	286	0	0	0	0	0	1203
% Cars	0	98.7	98.1	0	98.5	100	0	100	0	100	92.9	97.0	0	0	96.6	0	0	0	0	0	98.5
Heavy Vehicles	0	5	3	0	8	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	18
% Heavy Vehicles	0	1.3	1.9	0	1.5	0	0	0	0	0	7.1	3.0	0	0	3.4	0	0	0	0	0	1.5





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File Name : 164943 AAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
11:00 AM	0	51	28	0	32	0	9	0	6	37	0	0	0	0	0	0	0	163
11:15 AM	0	50	31	0	30	0	4	0	6	46	0	0	0	0	0	0	0	167
11:30 AM	0	43	33	0	26	0	5	0	6	45	0	0	0	0	0	0	0	158
11:45 AM	0	60	39	0	31	0	3	0	12	61	0	0	0	0	0	0	0	206
<b>Total</b>	<b>0</b>	<b>204</b>	<b>131</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>30</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>694</b>
12:00 PM	0	71	35	0	37	0	6	0	7	53	1	0	0	0	0	0	0	210
12:15 PM	0	49	30	0	45	0	7	0	4	50	0	0	0	0	0	0	0	185
12:30 PM	0	55	36	0	44	0	7	0	5	45	0	0	0	0	0	0	0	192
12:45 PM	1	61	42	0	36	0	6	0	4	41	0	0	0	0	0	0	0	191
<b>Total</b>	<b>1</b>	<b>236</b>	<b>143</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>20</b>	<b>189</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>
<b>Grand Total</b>	<b>1</b>	<b>440</b>	<b>274</b>	<b>0</b>	<b>281</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>50</b>	<b>378</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1472</b>
Apprch %	0.1	61.5	38.3	0	85.7	0	14.3	0	11.7	88.1	0.2	0	0	0	0	0	0	
Total %	0.1	29.9	18.6	0	19.1	0	3.2	0	3.4	25.7	0.1	0	0	0	0	0	0	
Cars	1	432	272	0	278	0	47	0	50	373	1	0	0	0	0	0	0	1454
% Cars	100	98.2	99.3	0	98.9	0	100	0	100	98.7	100	0	0	0	0	0	0	98.8
Heavy Vehicles	0	8	2	0	3	0	0	0	0	5	0	0	0	0	0	0	0	18
% Heavy Vehicles	0	1.8	0.7	0	1.1	0	0	0	0	1.3	0	0	0	0	0	0	0	1.2

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	60	39	0	99	31	0	3	0	34	12	61	0	0	73	0	0	0	0	0	206
12:00 PM	0	71	35	0	106	37	0	6	0	43	7	53	1	0	61	0	0	0	0	0	210
12:15 PM	0	49	30	0	79	45	0	7	0	52	4	50	0	0	54	0	0	0	0	0	185
12:30 PM	0	55	36	0	91	44	0	7	0	51	5	45	0	0	50	0	0	0	0	0	192
Total Volume	0	235	140	0	375	157	0	23	0	180	28	209	1	0	238	0	0	0	0	0	793
% App. Total	0	62.7	37.3	0		87.2	0	12.8	0		11.8	87.8	0.4	0		0	0	0	0	0	
PHF	.000	.827	.897	.000	.884	.872	.000	.821	.000	.865	.583	.857	.250	.000	.815	.000	.000	.000	.000	.000	.944
Cars	0	228	138	0	366	156	0	23	0	179	28	207	1	0	236	0	0	0	0	0	781
% Cars	0	97.0	98.6	0	97.6	99.4	0	100	0	99.4	100	99.0	100	0	99.2	0	0	0	0	0	98.5
Heavy Vehicles	0	7	2	0	9	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	12
% Heavy Vehicles	0	3.0	1.4	0	2.4	0.6	0	0	0	0.6	0	1.0	0	0	0.8	0	0	0	0	0	1.5







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N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 AAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
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
Grand Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Apprch %	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	
Total %	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 11:00 AM																												
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	2	3			
Total Volume	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3			
% App. Total	0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	50	50					
PHF	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250			





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N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 AAAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:00 PM	0	52	32	0	41	0	7	0	5	36	0	0	0	0	0	0	0	173
04:15 PM	0	47	36	0	35	0	6	0	9	36	0	0	0	0	0	0	0	169
04:30 PM	0	39	27	0	47	0	6	0	5	48	0	0	0	0	0	0	0	172
04:45 PM	0	53	25	0	23	0	10	0	7	43	0	0	0	0	0	0	0	161
<b>Total</b>	0	191	120	0	146	0	29	0	26	163	0	0	0	0	0	0	0	675
05:00 PM	0	49	18	0	41	0	2	0	6	40	0	0	0	0	0	0	0	156
05:15 PM	0	38	24	0	29	0	6	0	5	46	0	0	0	0	0	0	0	148
05:30 PM	0	46	24	0	27	0	7	0	2	39	0	0	0	0	0	0	0	145
05:45 PM	0	47	34	0	15	0	4	0	4	34	0	0	0	0	0	0	0	138
<b>Total</b>	0	180	100	0	112	0	19	0	17	159	0	0	0	0	0	0	0	587
<b>Grand Total</b>	0	371	220	0	258	0	48	0	43	322	0	0	0	0	0	0	0	1262
Apprch %	0	62.8	37.2	0	84.3	0	15.7	0	11.8	88.2	0	0	0	0	0	0	0	
Total %	0	29.4	17.4	0	20.4	0	3.8	0	3.4	25.5	0	0	0	0	0	0	0	
Cars	0	368	220	0	258	0	47	0	43	318	0	0	0	0	0	0	0	1254
% Cars	0	99.2	100	0	100	0	97.9	0	100	98.8	0	0	0	0	0	0	0	99.4
Heavy Vehicles	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	8
% Heavy Vehicles	0	0.8	0	0	0	0	2.1	0	0	1.2	0	0	0	0	0	0	0	0.6

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	52	32	0	84	41	0	7	0	48	5	36	0	0	41	0	0	0	0	0	173
04:15 PM	0	47	36	0	83	35	0	6	0	41	9	36	0	0	45	0	0	0	0	0	169
04:30 PM	0	39	27	0	66	47	0	6	0	53	5	48	0	0	53	0	0	0	0	0	172
04:45 PM	0	53	25	0	78	23	0	10	0	33	7	43	0	0	50	0	0	0	0	0	161
Total Volume	0	191	120	0	311	146	0	29	0	175	26	163	0	0	189	0	0	0	0	0	675
% App. Total	0	61.4	38.6	0		83.4	0	16.6	0		13.8	86.2	0	0		0	0	0	0	0	
PHF	.000	.901	.833	.000	.926	.777	.000	.725	.000	.825	.722	.849	.000	.000	.892	.000	.000	.000	.000	.000	.975
Cars	0	189	120	0	309	146	0	29	0	175	26	162	0	0	188	0	0	0	0	0	672
% Cars	0	99.0	100	0	99.4	100	0	100	0	100	100	99.4	0	0	99.5	0	0	0	0	0	99.6
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	1.0	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4





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File Name : 164943 AAAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

N/S: Ocean Road  
E/W: Banfield Road/ Driveway  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Heavy Vehicles

Start Time	Ocean Road From North				Banfield Road From East				Ocean Road From South				Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	5
Grand Total	0	3	0	0	0	0	1	0	0	4	0	0	0	0	0	0	8
Apprch %	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
Total %	0	37.5	0	0	0	0	12.5	0	0	50	0	0	0	0	0	0	0

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.375	.000	.000	.375	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.750



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N/S: Ocean Road  
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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 AAAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Ocean Road From North						Banfield Road From East						Ocean Road From South						Driveway From West						Int. Total
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	
04:00 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
04:15 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
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 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
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



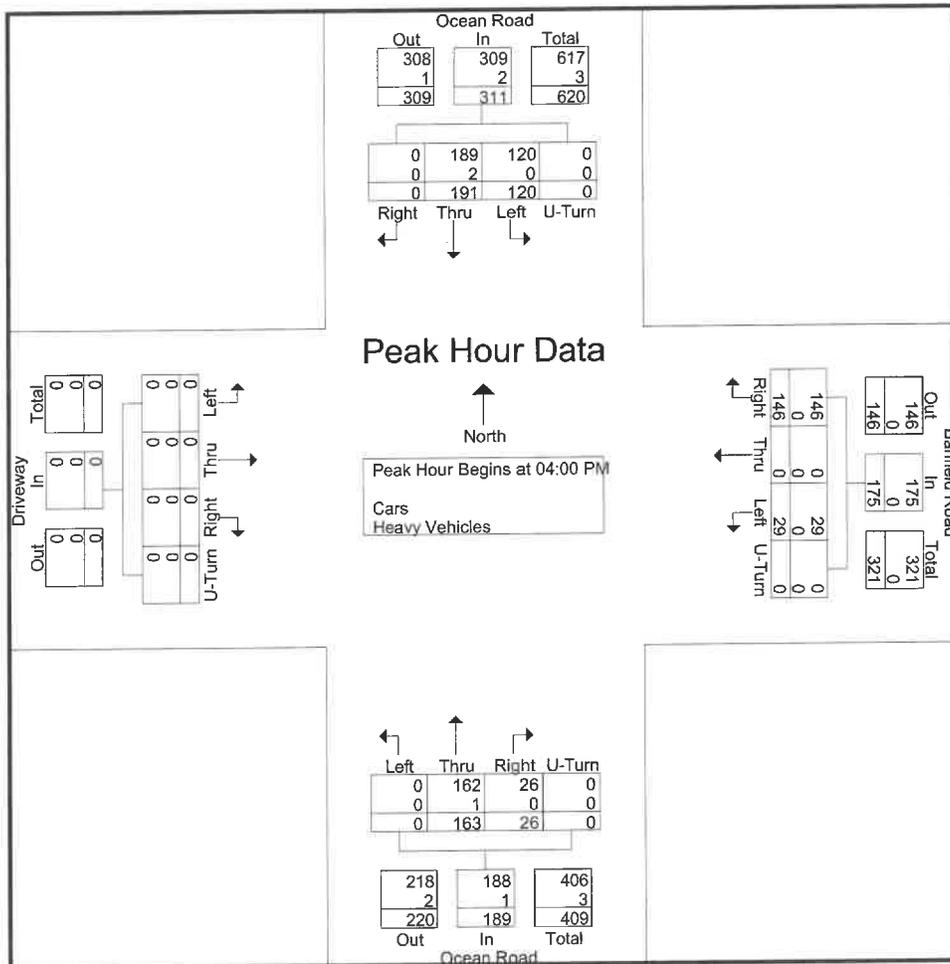
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City, State: Portsmouth, NH  
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File Name : 164943 AAAA  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Start Time	Ocean Road From North					Banfield Road From East					Ocean Road From South					Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	52	32	0	84	41	0	7	0	48	5	36	0	0	41	0	0	0	0	0	173
04:15 PM	0	47	36	0	83	35	0	6	0	41	9	36	0	0	45	0	0	0	0	0	169
04:30 PM	0	39	27	0	66	47	0	6	0	53	5	48	0	0	53	0	0	0	0	0	172
04:45 PM	0	53	25	0	78	23	0	10	0	33	7	43	0	0	50	0	0	0	0	0	161
Total Volume	0	191	120	0	311	146	0	29	0	175	26	163	0	0	189	0	0	0	0	0	675
% App. Total	0	61.4	38.6	0		83.4	0	16.6	0		13.8	86.2	0	0		0	0	0	0	0	
PHF	.000	.901	.833	.000	.926	.777	.000	.725	.000	.825	.722	.849	.000	.000	.892	.000	.000	.000	.000	.000	.975
Cars	0	189	120	0	309	146	0	29	0	175	26	162	0	0	188	0	0	0	0	0	672
% Cars	0	99.0	100	0	99.4	100	0	100	0	100	100	99.4	0	0	99.5	0	0	0	0	0	99.6
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	1.0	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0.4





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S: Constitution Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 B  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	14	3	0	6	4	0	6	43	0	76
07:15 AM	28	9	0	10	3	0	14	44	0	108
07:30 AM	17	7	0	10	3	0	18	36	0	91
07:45 AM	39	15	0	12	5	0	14	46	0	131
<b>Total</b>	<b>98</b>	<b>34</b>	<b>0</b>	<b>38</b>	<b>15</b>	<b>0</b>	<b>52</b>	<b>169</b>	<b>0</b>	<b>406</b>
08:00 AM	28	19	0	8	8	0	19	38	0	120
08:15 AM	19	11	0	7	7	0	23	50	0	117
08:30 AM	30	11	0	11	3	0	14	50	0	119
08:45 AM	27	10	0	7	4	1	26	48	0	123
<b>Total</b>	<b>104</b>	<b>51</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>1</b>	<b>82</b>	<b>186</b>	<b>0</b>	<b>479</b>
<b>Grand Total</b>	<b>202</b>	<b>85</b>	<b>0</b>	<b>71</b>	<b>37</b>	<b>1</b>	<b>134</b>	<b>355</b>	<b>0</b>	<b>885</b>
Apprch %	70.4	29.6	0	65.1	33.9	0.9	27.4	72.6	0	
Total %	22.8	9.6	0	8	4.2	0.1	15.1	40.1	0	
Cars	199	85	0	64	37	1	132	348	0	866
% Cars	98.5	100	0	90.1	100	100	98.5	98	0	97.9
Heavy Vehicles	3	0	0	7	0	0	2	7	0	19
% Heavy Vehicles	1.5	0	0	9.9	0	0	1.5	2	0	2.1

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	39	15	0	54	12	5	0	17	14	46	0	60	131
08:00 AM	28	19	0	47	8	8	0	16	19	38	0	57	120
08:15 AM	19	11	0	30	7	7	0	14	23	50	0	73	117
08:30 AM	30	11	0	41	11	3	0	14	14	50	0	64	119
Total Volume	116	56	0	172	38	23	0	61	70	184	0	254	487
% App. Total	67.4	32.6	0		62.3	37.7	0		27.6	72.4	0		
PHF	.744	.737	.000	.796	.792	.719	.000	.897	.761	.920	.000	.870	.929
Cars	114	56	0	170	36	23	0	59	68	181	0	249	478
% Cars	98.3	100	0	98.8	94.7	100	0	96.7	97.1	98.4	0	98.0	98.2
Heavy Vehicles	2	0	0	2	2	0	0	2	2	3	0	5	9
% Heavy Vehicles	1.7	0	0	1.2	5.3	0	0	3.3	2.9	1.6	0	2.0	1.8



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Email: datarequests@pdilc.com

S: Constitution Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 B  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	14	3	0	5	4	0	6	42	0	74
07:15 AM	27	9	0	7	3	0	14	43	0	103
07:30 AM	17	7	0	9	3	0	18	34	0	88
07:45 AM	38	15	0	12	5	0	14	45	0	129
Total	96	34	0	33	15	0	52	164	0	394
08:00 AM	28	19	0	7	8	0	19	37	0	118
08:15 AM	19	11	0	6	7	0	21	50	0	114
08:30 AM	29	11	0	11	3	0	14	49	0	117
08:45 AM	27	10	0	7	4	1	26	48	0	123
Total	103	51	0	31	22	1	80	184	0	472
Grand Total	199	85	0	64	37	1	132	348	0	866
Apprch %	70.1	29.9	0	62.7	36.3	1	27.5	72.5	0	
Total %	23	9.8	0	7.4	4.3	0.1	15.2	40.2	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	38	15	0	53	12	5	0	17	14	45	0	59	129
08:00 AM	28	19	0	47	7	8	0	15	19	37	0	56	118
08:15 AM	19	11	0	30	6	7	0	13	21	50	0	71	114
08:30 AM	29	11	0	40	11	3	0	14	14	49	0	63	117
Total Volume	114	56	0	170	36	23	0	59	68	181	0	249	478
% App. Total	67.1	32.9	0		61	39	0		27.3	72.7	0		
PHF	.750	.737	.000	.802	.750	.719	.000	.868	.810	.905	.000	.877	.926



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File Name : 164943 B  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	0	0	0	1	0	0	0	1	0	2
07:15 AM	1	0	0	3	0	0	0	1	0	5
07:30 AM	0	0	0	1	0	0	0	2	0	3
07:45 AM	1	0	0	0	0	0	0	1	0	2
Total	2	0	0	5	0	0	0	5	0	12
08:00 AM	0	0	0	1	0	0	0	1	0	2
08:15 AM	0	0	0	1	0	0	2	0	0	3
08:30 AM	1	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	2	0	0	2	2	0	7
Grand Total	3	0	0	7	0	0	2	7	0	19
Apprch %	100	0	0	100	0	0	22.2	77.8	0	
Total %	15.8	0	0	36.8	0	0	10.5	36.8	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
07:15 AM	1	0	0	1	3	0	0	3	0	1	0	1	5
07:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	2	0	0	2	5	0	0	5	0	5	0	5	12
% App. Total	100	0	0		100	0	0		0	100	0		
PHF	.500	.000	.000	.500	.417	.000	.000	.417	.000	.625	.000	.625	.600





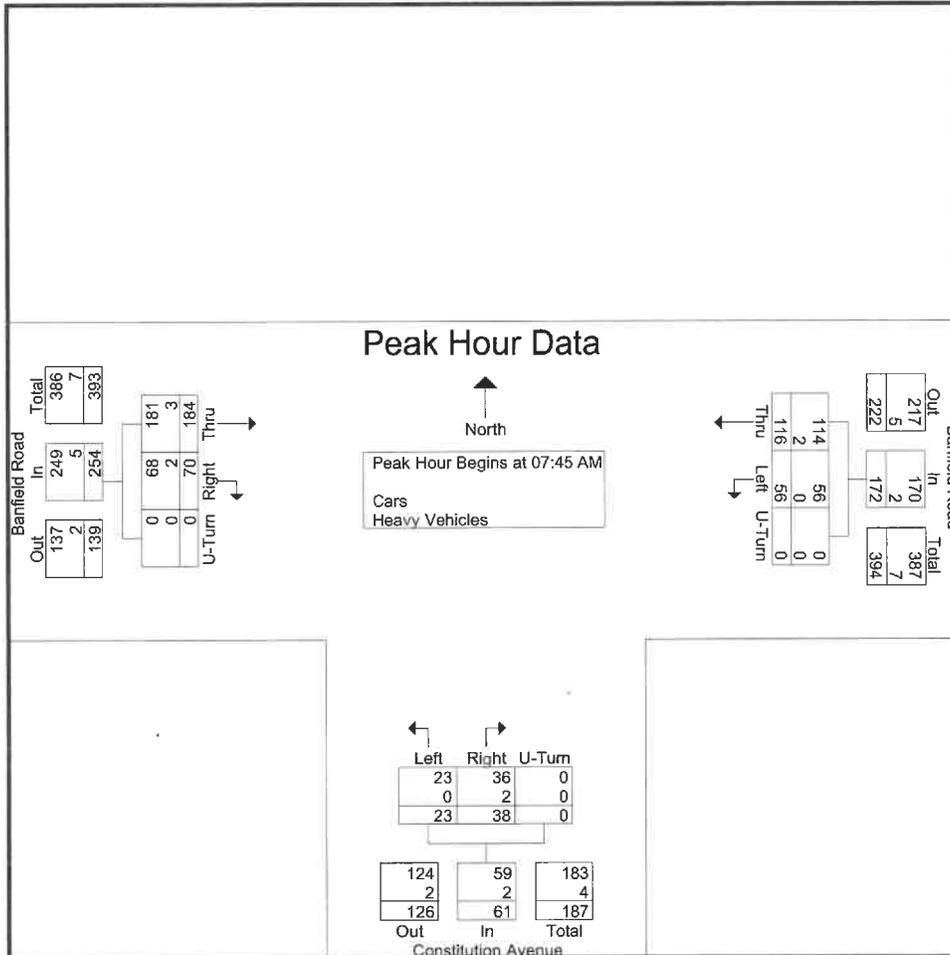
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Client: TEC/ S. Gregorio

File Name : 164943 B  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Start Time	Banfield Road From East			Constitution Avenue From South				Banfield Road From West			Int. Total		
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru		U-Turn	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	39	15	0	54	12	5	0	17	14	46	0	60	131
08:00 AM	28	19	0	47	8	8	0	16	19	38	0	57	120
08:15 AM	19	11	0	30	7	7	0	14	23	50	0	73	117
08:30 AM	30	11	0	41	11	3	0	14	14	50	0	64	119
Total Volume	116	56	0	172	38	23	0	61	70	184	0	254	487
% App. Total	67.4	32.6	0		62.3	37.7	0		27.6	72.4	0		
PHF	.744	.737	.000	.796	.792	.719	.000	.897	.761	.920	.000	.870	.929
Cars	114	56	0	170	36	23	0	59	68	181	0	249	478
% Cars	98.3	100	0	98.8	94.7	100	0	96.7	97.1	98.4	0	98.0	98.2
Heavy Vehicles	2	0	0	2	2	0	0	2	2	3	0	5	9
% Heavy Vehicles	1.7	0	0	1.2	5.3	0	0	3.3	2.9	1.6	0	2.0	1.8





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Client: TEC/ S. Gregorio

File Name : 164943 BB  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	32	14	0	16	16	0	19	31	0	128
03:15 PM	29	16	0	8	27	0	17	27	0	124
03:30 PM	49	22	0	13	18	0	13	35	0	150
03:45 PM	35	23	0	19	16	0	16	38	0	147
<b>Total</b>	<b>145</b>	<b>75</b>	<b>0</b>	<b>56</b>	<b>77</b>	<b>0</b>	<b>65</b>	<b>131</b>	<b>0</b>	<b>549</b>
04:00 PM	51	19	0	24	23	0	12	44	0	173
04:15 PM	48	19	0	16	17	0	17	23	0	140
04:30 PM	50	14	0	27	21	0	16	40	0	168
04:45 PM	54	14	0	22	22	0	15	43	0	170
<b>Total</b>	<b>203</b>	<b>66</b>	<b>0</b>	<b>89</b>	<b>83</b>	<b>0</b>	<b>60</b>	<b>150</b>	<b>0</b>	<b>651</b>
05:00 PM	55	17	0	31	44	0	20	56	0	223
05:15 PM	53	9	0	20	30	0	18	31	0	161
05:30 PM	58	12	0	15	27	0	12	39	0	163
05:45 PM	33	10	0	14	15	0	10	20	0	102
<b>Total</b>	<b>199</b>	<b>48</b>	<b>0</b>	<b>80</b>	<b>116</b>	<b>0</b>	<b>60</b>	<b>146</b>	<b>0</b>	<b>649</b>
06:00 PM	32	20	0	5	17	0	10	28	0	112
06:15 PM	29	3	0	9	9	0	9	16	0	75
06:30 PM	21	9	0	9	8	0	4	22	0	73
06:45 PM	18	8	0	7	14	0	10	14	0	71
<b>Total</b>	<b>100</b>	<b>40</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>0</b>	<b>33</b>	<b>80</b>	<b>0</b>	<b>331</b>
<b>Grand Total</b>	<b>647</b>	<b>229</b>	<b>0</b>	<b>255</b>	<b>324</b>	<b>0</b>	<b>218</b>	<b>507</b>	<b>0</b>	<b>2180</b>
Apprch %	73.9	26.1	0	44	56	0	30.1	69.9	0	
Total %	29.7	10.5	0	11.7	14.9	0	10	23.3	0	
Cars	636	221	0	253	323	0	215	496	0	2144
% Cars	98.3	96.5	0	99.2	99.7	0	98.6	97.8	0	98.3
Heavy Vehicles	11	8	0	2	1	0	3	11	0	36
% Heavy Vehicles	1.7	3.5	0	0.8	0.3	0	1.4	2.2	0	1.7

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	14	0	64	27	21	0	48	16	40	0	56	168
04:45 PM	54	14	0	68	22	22	0	44	15	43	0	58	170
05:00 PM	<b>55</b>	<b>17</b>	<b>0</b>	<b>72</b>	<b>31</b>	<b>44</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>56</b>	<b>0</b>	<b>76</b>	<b>223</b>
05:15 PM	53	9	0	62	20	30	0	50	18	31	0	49	161
Total Volume	212	54	0	266	100	117	0	217	69	170	0	239	722
% App. Total	79.7	20.3	0		46.1	53.9	0		28.9	71.1	0		
PHF	.964	.794	.000	.924	.806	.665	.000	.723	.863	.759	.000	.786	.809
Cars	211	52	0	263	100	117	0	217	66	166	0	232	712
% Cars	99.5	96.3	0	98.9	100	100	0	100	95.7	97.6	0	97.1	98.6
Heavy Vehicles	1	2	0	3	0	0	0	0	3	4	0	7	10
% Heavy Vehicles	0.5	3.7	0	1.1	0	0	0	0	4.3	2.4	0	2.9	1.4



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S: Constitution Avenue  
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Client: TEC/ S. Gregorio

File Name : 164943 BB  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	29	14	0	15	16	0	19	30	0	123
03:15 PM	28	13	0	8	27	0	17	25	0	118
03:30 PM	47	21	0	12	17	0	13	33	0	143
03:45 PM	34	23	0	19	16	0	16	37	0	145
<b>Total</b>	<b>138</b>	<b>71</b>	<b>0</b>	<b>54</b>	<b>76</b>	<b>0</b>	<b>65</b>	<b>125</b>	<b>0</b>	<b>529</b>
04:00 PM	50	18	0	24	23	0	12	43	0	170
04:15 PM	48	18	0	16	17	0	17	23	0	139
04:30 PM	50	13	0	27	21	0	15	38	0	164
04:45 PM	53	13	0	22	22	0	14	41	0	165
<b>Total</b>	<b>201</b>	<b>62</b>	<b>0</b>	<b>89</b>	<b>83</b>	<b>0</b>	<b>58</b>	<b>145</b>	<b>0</b>	<b>638</b>
05:00 PM	55	17	0	31	44	0	20	56	0	223
05:15 PM	53	9	0	20	30	0	17	31	0	160
05:30 PM	57	12	0	15	27	0	12	39	0	162
05:45 PM	32	10	0	14	15	0	10	20	0	101
<b>Total</b>	<b>197</b>	<b>48</b>	<b>0</b>	<b>80</b>	<b>116</b>	<b>0</b>	<b>59</b>	<b>146</b>	<b>0</b>	<b>646</b>
06:00 PM	32	20	0	5	17	0	10	28	0	112
06:15 PM	29	3	0	9	9	0	9	16	0	75
06:30 PM	21	9	0	9	8	0	4	22	0	73
06:45 PM	18	8	0	7	14	0	10	14	0	71
<b>Total</b>	<b>100</b>	<b>40</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>0</b>	<b>33</b>	<b>80</b>	<b>0</b>	<b>331</b>
<b>Grand Total</b>	<b>636</b>	<b>221</b>	<b>0</b>	<b>253</b>	<b>323</b>	<b>0</b>	<b>215</b>	<b>496</b>	<b>0</b>	<b>2144</b>
<b>Apprch %</b>	<b>74.2</b>	<b>25.8</b>	<b>0</b>	<b>43.9</b>	<b>56.1</b>	<b>0</b>	<b>30.2</b>	<b>69.8</b>	<b>0</b>	
<b>Total %</b>	<b>29.7</b>	<b>10.3</b>	<b>0</b>	<b>11.8</b>	<b>15.1</b>	<b>0</b>	<b>10</b>	<b>23.1</b>	<b>0</b>	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	13	0	63	27	21	0	48	15	38	0	53	164
04:45 PM	53	13	0	66	22	22	0	44	14	41	0	55	165
05:00 PM	55	17	0	72	31	44	0	75	20	56	0	76	223
05:15 PM	53	9	0	62	20	30	0	50	17	31	0	48	160
<b>Total Volume</b>	<b>211</b>	<b>52</b>	<b>0</b>	<b>263</b>	<b>100</b>	<b>117</b>	<b>0</b>	<b>217</b>	<b>66</b>	<b>166</b>	<b>0</b>	<b>232</b>	<b>712</b>
<b>% App. Total</b>	<b>80.2</b>	<b>19.8</b>	<b>0</b>		<b>46.1</b>	<b>53.9</b>	<b>0</b>		<b>28.4</b>	<b>71.6</b>	<b>0</b>		
<b>PHF</b>	<b>.959</b>	<b>.765</b>	<b>.000</b>	<b>.913</b>	<b>.806</b>	<b>.665</b>	<b>.000</b>	<b>.723</b>	<b>.825</b>	<b>.741</b>	<b>.000</b>	<b>.763</b>	<b>.798</b>



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Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	3	0	0	1	0	0	0	1	0	5
03:15 PM	1	3	0	0	0	0	0	2	0	6
03:30 PM	2	1	0	1	1	0	0	2	0	7
03:45 PM	1	0	0	0	0	0	0	1	0	2
<b>Total</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>20</b>
04:00 PM	1	1	0	0	0	0	0	1	0	3
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	1	2	0	4
04:45 PM	1	1	0	0	0	0	1	2	0	5
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>13</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>36</b>
Apprch %	57.9	42.1	0	66.7	33.3	0	21.4	78.6	0	
Total %	30.6	22.2	0	5.6	2.8	0	8.3	30.6	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
03:15 PM	1	3	0	4	0	0	0	0	0	2	0	2	6
03:30 PM	2	1	0	3	1	1	0	2	0	2	0	2	7
03:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	7	4	0	11	2	1	0	3	0	6	0	6	20
% App. Total	63.6	36.4	0		66.7	33.3	0		0	100	0		
PHF	.583	.333	.000	.688	.500	.250	.000	.375	.000	.750	.000	.750	.714



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File Name : 164943 BB  
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Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	0	0	0	0	100	0	0	0	0	0

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM



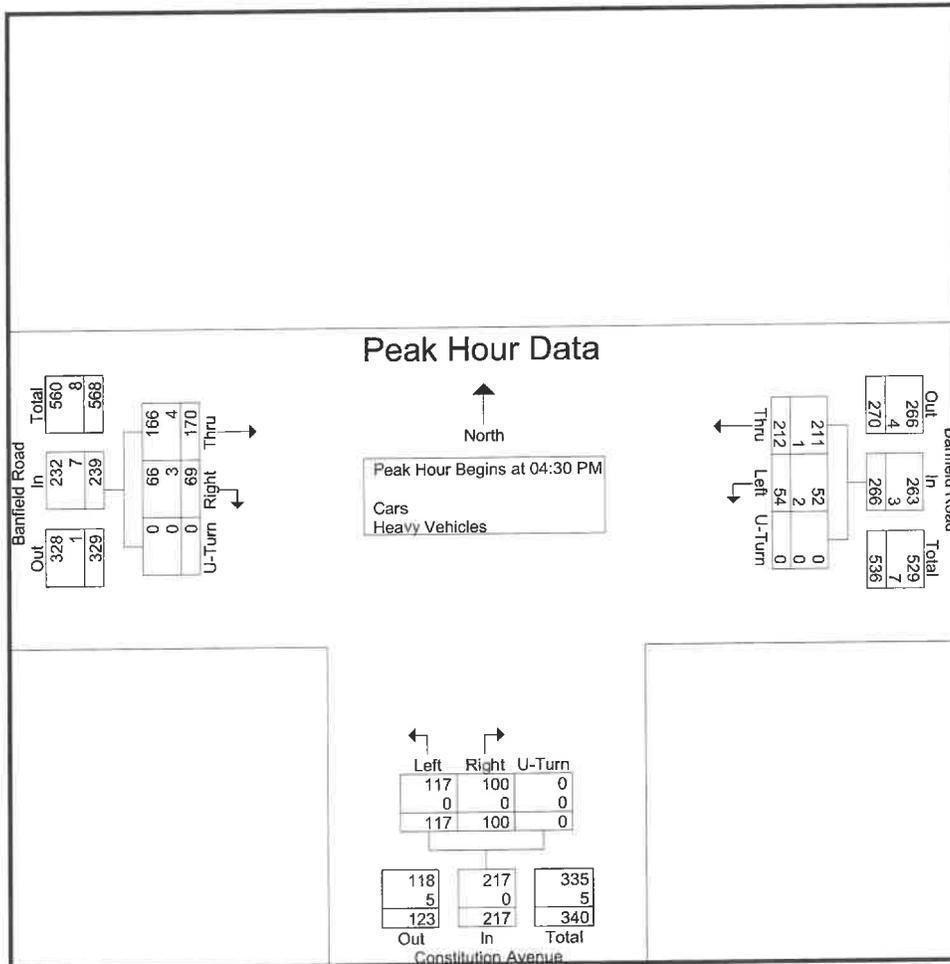
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S: Constitution Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 BB  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Start Time	Banfield Road From East			Constitution Avenue From South				Banfield Road From West			Int. Total		
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru		U-Turn	App. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	50	14	0	64	27	21	0	48	16	40	0	56	168
04:45 PM	54	14	0	68	22	22	0	44	15	43	0	58	170
05:00 PM	55	17	0	72	31	44	0	75	20	56	0	76	223
05:15 PM	53	9	0	62	20	30	0	50	18	31	0	49	161
Total Volume	212	54	0	266	100	117	0	217	69	170	0	239	722
% App. Total	79.7	20.3	0		46.1	53.9	0		28.9	71.1	0		
PHF	.964	.794	.000	.924	.806	.665	.000	.723	.863	.759	.000	.786	.809
Cars	211	52	0	263	100	117	0	217	66	166	0	232	712
% Cars	99.5	96.3	0	98.9	100	100	0	100	95.7	97.6	0	97.1	98.6
Heavy Vehicles	1	2	0	3	0	0	0	0	3	4	0	7	10
% Heavy Vehicles	0.5	3.7	0	1.1	0	0	0	0	4.3	2.4	0	2.9	1.4





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Client: TEC/ S. Gregorio

File Name : 164943 BBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	15	0	11	13	0	15	32	0	113
11:15 AM	25	14	0	8	13	0	18	29	0	107
11:30 AM	23	20	0	10	10	0	14	24	0	101
11:45 AM	22	18	0	11	10	0	12	44	0	117
<b>Total</b>	<b>97</b>	<b>67</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>0</b>	<b>59</b>	<b>129</b>	<b>0</b>	<b>438</b>
12:00 PM	25	21	0	23	13	0	16	23	0	121
12:15 PM	39	15	0	13	15	0	16	23	0	121
12:30 PM	22	8	0	13	19	0	15	24	0	101
12:45 PM	32	18	0	13	11	0	16	33	0	123
<b>Total</b>	<b>118</b>	<b>62</b>	<b>0</b>	<b>62</b>	<b>58</b>	<b>0</b>	<b>63</b>	<b>103</b>	<b>0</b>	<b>466</b>
<b>Grand Total</b>	<b>215</b>	<b>129</b>	<b>0</b>	<b>102</b>	<b>104</b>	<b>0</b>	<b>122</b>	<b>232</b>	<b>0</b>	<b>904</b>
Apprch %	62.5	37.5	0	49.5	50.5	0	34.5	65.5	0	
Total %	23.8	14.3	0	11.3	11.5	0	13.5	25.7	0	
Cars	214	122	0	101	103	0	121	230	0	891
% Cars	99.5	94.6	0	99	99	0	99.2	99.1	0	98.6
Heavy Vehicles	1	7	0	1	1	0	1	2	0	13
% Heavy Vehicles	0.5	5.4	0	1	1	0	0.8	0.9	0	1.4

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	21	0	46	23	13	0	36	16	23	0	39	121
12:15 PM	39	15	0	54	13	15	0	28	16	23	0	39	121
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	11	0	24	16	33	0	49	123
Total Volume	118	62	0	180	62	58	0	120	63	103	0	166	466
% App. Total	65.6	34.4	0		51.7	48.3	0		38	62	0		
PHF	.756	.738	.000	.833	.674	.763	.000	.833	.984	.780	.000	.847	.947
Cars	118	59	0	177	61	57	0	118	62	102	0	164	459
% Cars	100	95.2	0	98.3	98.4	98.3	0	98.3	98.4	99.0	0	98.8	98.5
Heavy Vehicles	0	3	0	3	1	1	0	2	1	1	0	2	7
% Heavy Vehicles	0	4.8	0	1.7	1.6	1.7	0	1.7	1.6	1.0	0	1.2	1.5

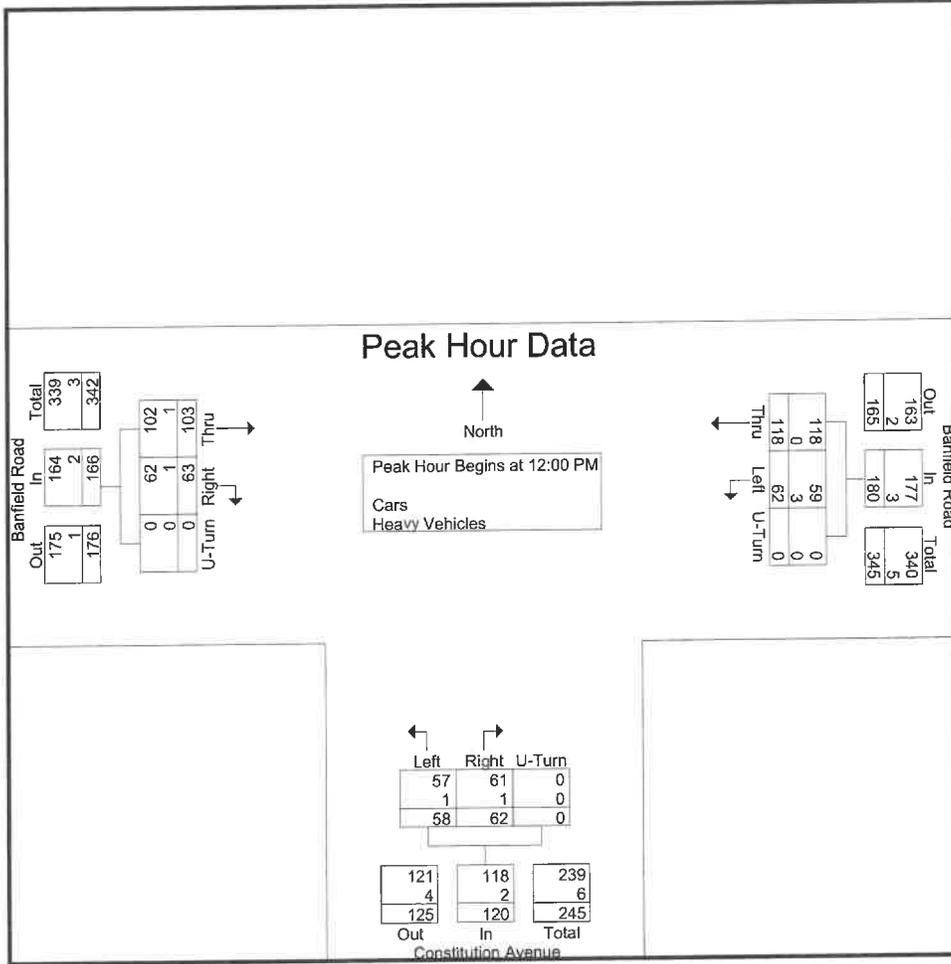


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File Name : 164943 BBB  
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Start Date : 3/5/2016  
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S: Constitution Avenue  
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Client: TEC/ S. Gregorio





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File Name : 164943 BBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	14	0	11	13	0	15	32	0	112
11:15 AM	25	14	0	8	13	0	18	29	0	107
11:30 AM	22	19	0	10	10	0	14	24	0	99
11:45 AM	22	16	0	11	10	0	12	43	0	114
<b>Total</b>	<b>96</b>	<b>63</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>0</b>	<b>59</b>	<b>128</b>	<b>0</b>	<b>432</b>
12:00 PM	25	20	0	22	13	0	16	23	0	119
12:15 PM	39	13	0	13	15	0	15	22	0	117
12:30 PM	22	8	0	13	19	0	15	24	0	101
12:45 PM	32	18	0	13	10	0	16	33	0	122
<b>Total</b>	<b>118</b>	<b>59</b>	<b>0</b>	<b>61</b>	<b>57</b>	<b>0</b>	<b>62</b>	<b>102</b>	<b>0</b>	<b>459</b>
<b>Grand Total</b>	<b>214</b>	<b>122</b>	<b>0</b>	<b>101</b>	<b>103</b>	<b>0</b>	<b>121</b>	<b>230</b>	<b>0</b>	<b>891</b>
Apprch %	63.7	36.3	0	49.5	50.5	0	34.5	65.5	0	
Total %	24	13.7	0	11.3	11.6	0	13.6	25.8	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	20	0	45	22	13	0	35	16	23	0	39	119
12:15 PM	39	13	0	52	13	15	0	28	15	22	0	37	117
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	10	0	23	16	33	0	49	122
Total Volume	118	59	0	177	61	57	0	118	62	102	0	164	459
% App. Total	66.7	33.3	0		51.7	48.3	0		37.8	62.2	0		
PHF	.756	.738	.000	.851	.693	.750	.000	.843	.969	.773	.000	.837	.941

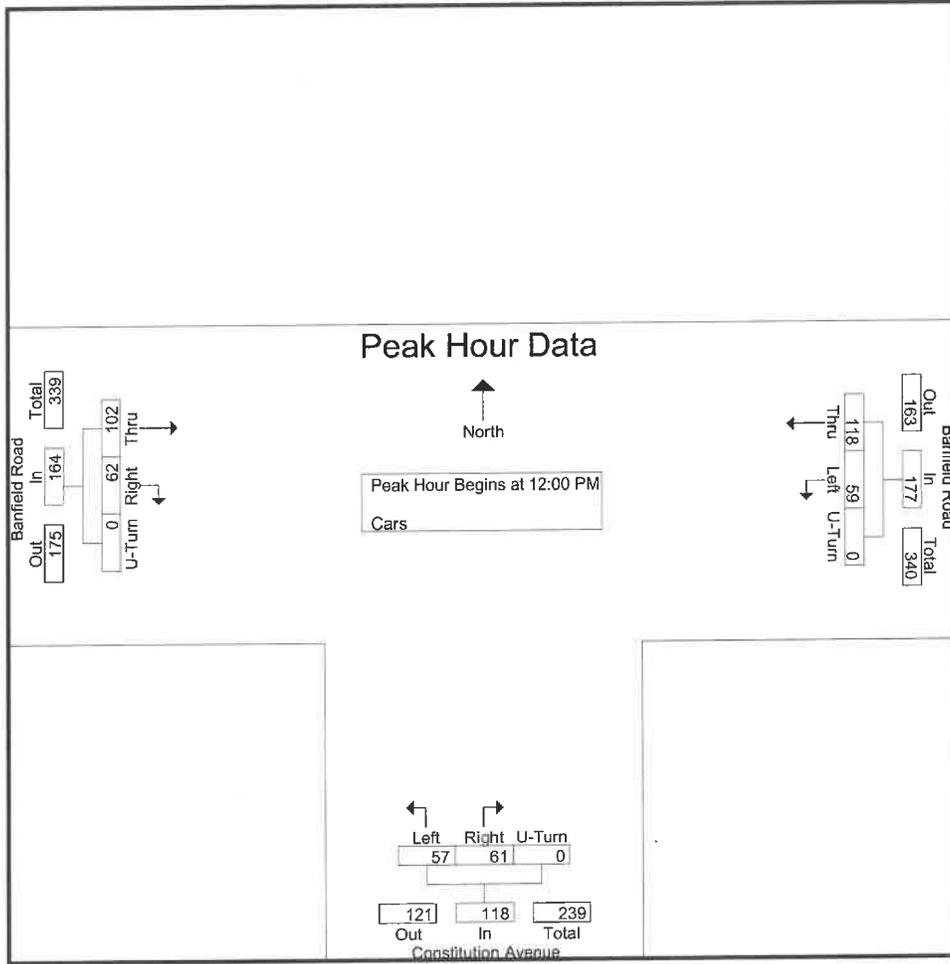


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Groups Printed- Heavy Vehicles

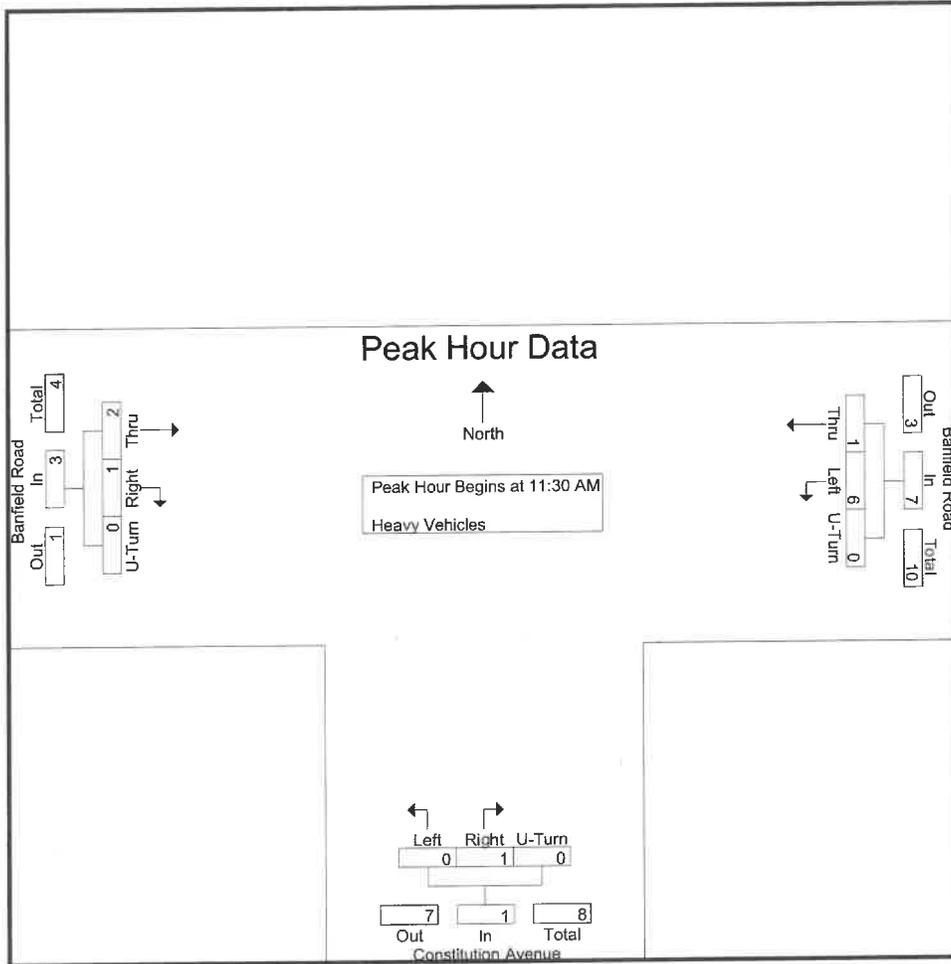
Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	1	0	0	0	0	0	0	0	2
11:45 AM	0	2	0	0	0	0	0	1	0	3
Total	1	4	0	0	0	0	0	1	0	6
12:00 PM	0	1	0	1	0	0	0	0	0	2
12:15 PM	0	2	0	0	0	0	1	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0	1
Total	0	3	0	1	1	0	1	1	0	7
Grand Total	1	7	0	1	1	0	1	2	0	13
Apprch %	12.5	87.5	0	50	50	0	33.3	66.7	0	
Total %	7.7	53.8	0	7.7	7.7	0	7.7	15.4	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	3
12:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
12:15 PM	0	2	0	2	0	0	0	0	1	1	0	2	4
Total Volume	1	6	0	7	1	0	0	1	1	2	0	3	11
% App. Total	14.3	85.7	0		100	0	0		33.3	66.7	0		
PHF	.250	.750	.000	.875	.250	.000	.000	.250	.250	.500	.000	.375	.688

S: Constitution Avenue  
 E/W: Banfield Road  
 City, State: Portsmouth, NH  
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File Name : 164943 BBB  
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File Name : 164943 BBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 11:00 AM																
11:00 AM	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	0	1	1
11:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

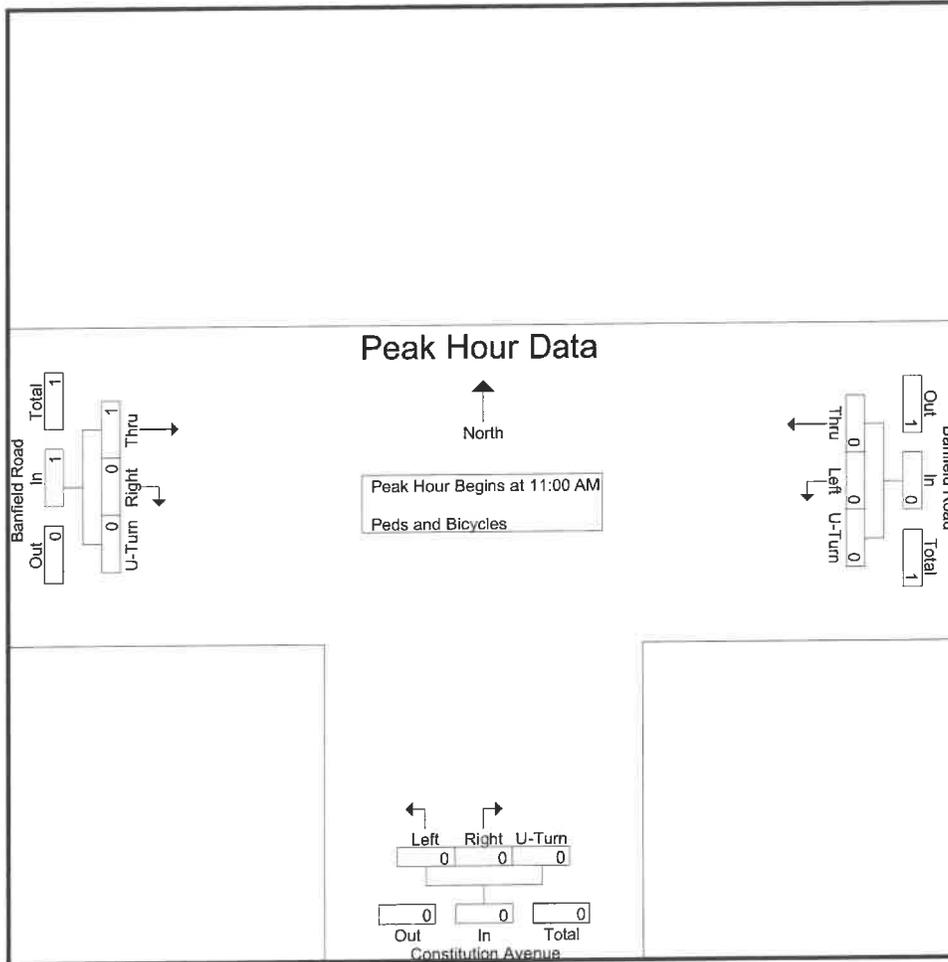


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Page No : 2





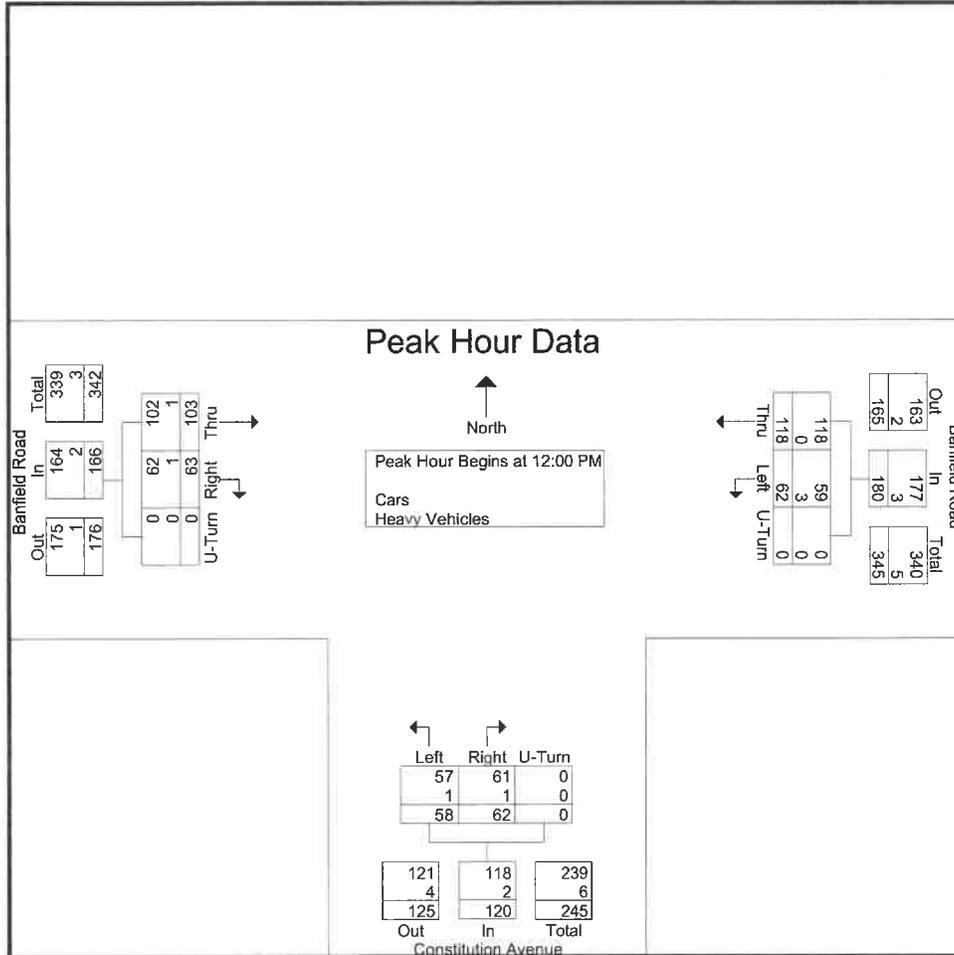
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Start Time	Banfield Road From East			App. Total	Constitution Avenue From South			App. Total	Banfield Road From West			Int. Total	
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn		App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	25	21	0	46	23	13	0	36	16	23	0	39	121
12:15 PM	39	15	0	54	13	15	0	28	16	23	0	39	121
12:30 PM	22	8	0	30	13	19	0	32	15	24	0	39	101
12:45 PM	32	18	0	50	13	11	0	24	16	33	0	49	123
Total Volume	118	62	0	180	62	58	0	120	63	103	0	166	466
% App. Total	65.6	34.4	0		51.7	48.3	0		38	62	0		
PHF	.756	.738	.000	.833	.674	.763	.000	.833	.984	.780	.000	.847	.947
Cars	118	59	0	177	61	57	0	118	62	102	0	164	459
% Cars	100	95.2	0	98.3	98.4	98.3	0	98.3	98.4	99.0	0	98.8	98.5
Heavy Vehicles	0	3	0	3	1	1	0	2	1	1	0	2	7
% Heavy Vehicles	0	4.8	0	1.7	1.6	1.7	0	1.7	1.6	1.0	0	1.2	1.5







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Client: TEC/ S. Gregorio

File Name : 164943 BBBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Constitution Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	29	18	0	14	18	0	17	28	0	124
04:15 PM	28	16	0	7	19	0	17	38	0	125
04:30 PM	34	8	0	8	18	0	17	18	0	103
04:45 PM	22	6	0	8	15	0	13	23	0	87
<b>Total</b>	<b>113</b>	<b>48</b>	<b>0</b>	<b>37</b>	<b>70</b>	<b>0</b>	<b>64</b>	<b>107</b>	<b>0</b>	<b>439</b>
05:00 PM	24	12	0	6	17	0	7	26	0	92
05:15 PM	18	5	0	9	13	0	10	17	0	72
05:30 PM	22	2	0	2	12	0	11	21	0	70
05:45 PM	13	4	0	8	10	0	17	18	0	70
<b>Total</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>0</b>	<b>45</b>	<b>82</b>	<b>0</b>	<b>304</b>
<b>Grand Total</b>	<b>190</b>	<b>71</b>	<b>0</b>	<b>62</b>	<b>122</b>	<b>0</b>	<b>109</b>	<b>189</b>	<b>0</b>	<b>743</b>
Apprch %	72.8	27.2	0	33.7	66.3	0	36.6	63.4	0	
Total %	25.6	9.6	0	8.3	16.4	0	14.7	25.4	0	

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	29	<b>18</b>	0	<b>47</b>	<b>14</b>	18	0	<b>32</b>	<b>17</b>	28	0	<b>45</b>	124
04:15 PM	28	16	0	44	7	<b>19</b>	0	26	17	<b>38</b>	0	<b>55</b>	<b>125</b>
04:30 PM	<b>34</b>	8	0	42	8	18	0	26	17	18	0	35	103
04:45 PM	22	6	0	28	8	15	0	23	13	23	0	36	87
<b>Total Volume</b>	<b>113</b>	<b>48</b>	<b>0</b>	<b>161</b>	<b>37</b>	<b>70</b>	<b>0</b>	<b>107</b>	<b>64</b>	<b>107</b>	<b>0</b>	<b>171</b>	<b>439</b>
% App. Total	70.2	29.8	0		34.6	65.4	0		37.4	62.6	0		
PHF	.831	.667	.000	.856	.661	.921	.000	.836	.941	.704	.000	.777	.878





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S: Constitution Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 BBBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Constitution Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	0	0	1	2
Apprch %	0	0	0	0	0	100	0	0	0	0	0	100	
Total %	0	0	0	0	0	50	0	0	0	0	0	50	

Start Time	Banfield Road From East					Constitution Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:00 PM																
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
% App. Total	0	0	0	0	0	0	100	0	0	250	0	0	0	100	250	500
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.250	.250	.500



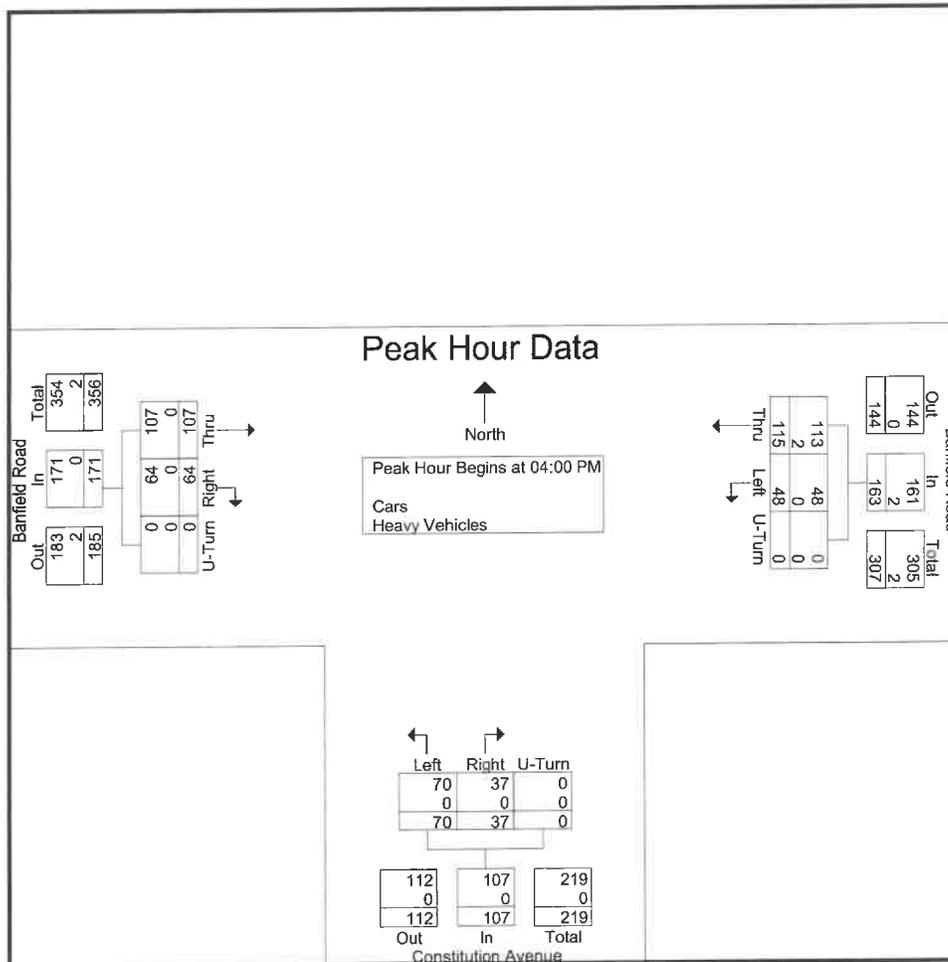
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S: Constitution Avenue  
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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 BBBB  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Start Time	Banfield Road From East			App. Total	Constitution Avenue From South			App. Total	Banfield Road From West			Int. Total	
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	29	18	0	47	14	18	0	32	17	28	0	45	124
04:15 PM	29	16	0	45	7	19	0	26	17	38	0	55	126
04:30 PM	34	8	0	42	8	18	0	26	17	18	0	35	103
04:45 PM	23	6	0	29	8	15	0	23	13	23	0	36	88
Total Volume	115	48	0	163	37	70	0	107	64	107	0	171	441
% App. Total	70.6	29.4	0		34.6	65.4	0		37.4	62.6	0		
PHF	.846	.667	.000	.867	.661	.921	.000	.836	.941	.704	.000	.777	.875
Cars	113	48	0	161	37	70	0	107	64	107	0	171	439
% Cars	98.3	100	0	98.8	100	100	0	100	100	100	0	100	99.5
Heavy Vehicles	2	0	0	2	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	1.7	0	0	1.2	0	0	0	0	0	0	0	0	0.5





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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 C  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	10	6	0	9	6	0	23	36	0	90
07:15 AM	14	16	0	5	10	0	31	53	0	129
07:30 AM	9	12	0	10	13	0	22	44	0	110
07:45 AM	23	21	0	7	12	0	38	50	0	151
Total	56	55	0	31	41	0	114	183	0	480
08:00 AM	19	16	0	19	10	0	27	38	0	129
08:15 AM	13	11	0	6	12	0	29	65	0	136
08:30 AM	19	17	0	16	7	0	22	50	0	131
08:45 AM	19	13	0	12	15	0	15	63	0	137
Total	70	57	0	53	44	0	93	216	0	533
Grand Total	126	112	0	84	85	0	207	399	0	1013
Apprch %	52.9	47.1	0	49.7	50.3	0	34.2	65.8	0	
Total %	12.4	11.1	0	8.3	8.4	0	20.4	39.4	0	
Cars	125	110	0	83	82	0	206	396	0	1002
% Cars	99.2	98.2	0	98.8	96.5	0	99.5	99.2	0	98.9
Heavy Vehicles	1	2	0	1	3	0	1	3	0	11
% Heavy Vehicles	0.8	1.8	0	1.2	3.5	0	0.5	0.8	0	1.1

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	23	21	0	44	7	12	0	19	38	50	0	88	151
08:00 AM	19	16	0	35	19	10	0	29	27	38	0	65	129
08:15 AM	13	11	0	24	6	12	0	18	29	65	0	94	136
08:30 AM	19	17	0	36	16	7	0	23	22	50	0	72	131
Total Volume	74	65	0	139	48	41	0	89	116	203	0	319	547
% App. Total	53.2	46.8	0		53.9	46.1	0		36.4	63.6	0		
PHF	.804	.774	.000	.790	.632	.854	.000	.767	.763	.781	.000	.848	.906
Cars	73	63	0	136	47	39	0	86	115	200	0	315	537
% Cars	98.6	96.9	0	97.8	97.9	95.1	0	96.6	99.1	98.5	0	98.7	98.2
Heavy Vehicles	1	2	0	3	1	2	0	3	1	3	0	4	10
% Heavy Vehicles	1.4	3.1	0	2.2	2.1	4.9	0	3.4	0.9	1.5	0	1.3	1.8



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E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 C  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	10	6	0	9	6	0	23	36	0	90
07:15 AM	14	16	0	5	10	0	31	53	0	129
07:30 AM	9	12	0	10	12	0	22	44	0	109
07:45 AM	22	21	0	7	11	0	38	50	0	149
Total	55	55	0	31	39	0	114	183	0	477
08:00 AM	19	16	0	19	9	0	26	37	0	126
08:15 AM	13	11	0	6	12	0	29	63	0	134
08:30 AM	19	15	0	15	7	0	22	50	0	128
08:45 AM	19	13	0	12	15	0	15	63	0	137
Total	70	55	0	52	43	0	92	213	0	525
Grand Total	125	110	0	83	82	0	206	396	0	1002
Apprch %	53.2	46.8	0	50.3	49.7	0	34.2	65.8	0	
Total %	12.5	11	0	8.3	8.2	0	20.6	39.5	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	22	21	0	43	7	11	0	18	38	50	0	88	149
08:00 AM	19	16	0	35	19	9	0	28	26	37	0	63	126
08:15 AM	13	11	0	24	6	12	0	18	29	63	0	92	134
08:30 AM	19	15	0	34	15	7	0	22	22	50	0	72	128
Total Volume	73	63	0	136	47	39	0	86	115	200	0	315	537
% App. Total	53.7	46.3	0		54.7	45.3	0		36.5	63.5	0		
PHF	.830	.750	.000	.791	.618	.813	.000	.768	.757	.794	.000	.856	.901



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E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 C  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	1
07:45 AM	1	0	0	0	1	0	0	0	0	2
Total	1	0	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	1	0	1	1	0	3
08:15 AM	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	2	0	1	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	1	1	0	1	3	0	8
Grand Total	1	2	0	1	3	0	1	3	0	11
Apprch %	33.3	66.7	0	25	75	0	25	75	0	
Total %	9.1	18.2	0	9.1	27.3	0	9.1	27.3	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	1	1	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Volume	1	2	0	3	1	2	0	3	1	3	0	4	10
% App. Total	33.3	66.7	0		33.3	66.7	0		25	75	0		
PHF	.250	.250	.000	.375	.250	.500	.000	.750	.250	.375	.000	.500	.833



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S: Heritage Avenue  
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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 C  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



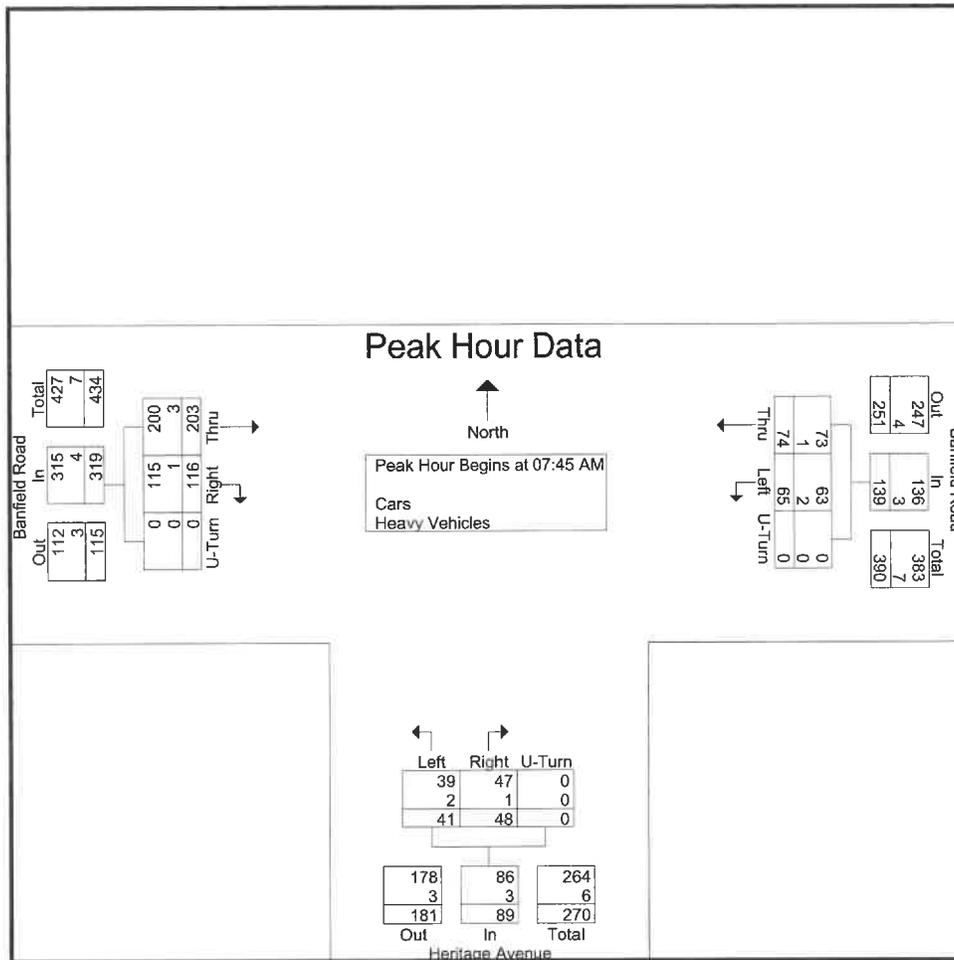
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Site Code : T0620  
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Page No : 1

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	23	21	0	44	7	12	0	19	38	50	0	88	151
08:00 AM	19	16	0	35	19	10	0	29	27	38	0	65	129
08:15 AM	13	11	0	24	6	12	0	18	29	65	0	94	136
08:30 AM	19	17	0	36	16	7	0	23	22	50	0	72	131
Total Volume	74	65	0	139	48	41	0	89	116	203	0	319	547
% App. Total	53.2	46.8	0		53.9	46.1	0		36.4	63.6	0		
PHF	.804	.774	.000	.790	.632	.854	.000	.767	.763	.781	.000	.848	.906
Cars	73	63	0	136	47	39	0	86	115	200	0	315	537
% Cars	98.6	96.9	0	97.8	97.9	95.1	0	96.6	99.1	98.5	0	98.7	98.2
Heavy Vehicles	1	2	0	3	1	2	0	3	1	3	0	4	10
% Heavy Vehicles	1.4	3.1	0	2.2	2.1	4.9	0	3.4	0.9	1.5	0	1.3	1.8





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File Name : 164943 CC  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	37	15	0	19	14	0	6	31	0	122
03:15 PM	39	16	0	12	18	0	10	32	0	127
03:30 PM	52	13	0	21	25	0	12	26	0	149
03:45 PM	39	15	0	15	18	0	20	39	0	146
<b>Total</b>	<b>167</b>	<b>59</b>	<b>0</b>	<b>67</b>	<b>75</b>	<b>0</b>	<b>48</b>	<b>128</b>	<b>0</b>	<b>544</b>
04:00 PM	46	23	0	26	22	0	20	29	0	166
04:15 PM	42	22	0	14	14	0	13	27	0	132
04:30 PM	55	15	0	21	55	0	4	32	0	182
04:45 PM	49	22	0	20	54	0	11	40	0	196
<b>Total</b>	<b>192</b>	<b>82</b>	<b>0</b>	<b>81</b>	<b>145</b>	<b>0</b>	<b>48</b>	<b>128</b>	<b>0</b>	<b>676</b>
05:00 PM	78	23	0	31	41	0	9	44	0	226
05:15 PM	76	11	0	17	25	0	12	33	0	174
05:30 PM	53	26	0	19	13	0	9	32	0	152
05:45 PM	45	12	0	5	12	0	12	25	0	111
<b>Total</b>	<b>252</b>	<b>72</b>	<b>0</b>	<b>72</b>	<b>91</b>	<b>0</b>	<b>42</b>	<b>134</b>	<b>0</b>	<b>663</b>
06:00 PM	37	11	0	13	16	0	8	23	0	108
06:15 PM	25	8	0	12	16	0	2	15	0	78
06:30 PM	24	12	0	8	9	0	3	17	0	73
06:45 PM	22	9	0	5	4	0	2	18	0	60
<b>Total</b>	<b>108</b>	<b>40</b>	<b>0</b>	<b>38</b>	<b>45</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>0</b>	<b>319</b>
<b>Grand Total</b>	<b>719</b>	<b>253</b>	<b>0</b>	<b>258</b>	<b>356</b>	<b>0</b>	<b>153</b>	<b>463</b>	<b>0</b>	<b>2202</b>
Apprch %	74	26	0	42	58	0	24.8	75.2	0	
Total %	32.7	11.5	0	11.7	16.2	0	6.9	21	0	
Cars	712	250	0	252	352	0	145	456	0	2167
% Cars	99	98.8	0	97.7	98.9	0	94.8	98.5	0	98.4
Heavy Vehicles	7	3	0	6	4	0	8	7	0	35
% Heavy Vehicles	1	1.2	0	2.3	1.1	0	5.2	1.5	0	1.6

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	21	55	0	76	4	32	0	36	182
04:45 PM	49	22	0	71	20	54	0	74	11	40	0	51	196
05:00 PM	78	23	0	101	31	41	0	72	9	44	0	53	226
05:15 PM	76	11	0	87	17	25	0	42	12	33	0	45	174
<b>Total Volume</b>	<b>258</b>	<b>71</b>	<b>0</b>	<b>329</b>	<b>89</b>	<b>175</b>	<b>0</b>	<b>264</b>	<b>36</b>	<b>149</b>	<b>0</b>	<b>185</b>	<b>778</b>
% App. Total	78.4	21.6	0		33.7	66.3	0		19.5	80.5	0		
PHF	.827	.772	.000	.814	.718	.795	.000	.868	.750	.847	.000	.873	.861
Cars	258	69	0	327	87	175	0	262	34	144	0	178	767
% Cars	100	97.2	0	99.4	97.8	100	0	99.2	94.4	96.6	0	96.2	98.6
Heavy Vehicles	0	2	0	2	2	0	0	2	2	5	0	7	11
% Heavy Vehicles	0	2.8	0	0.6	2.2	0	0	0.8	5.6	3.4	0	3.8	1.4



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S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 CC  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	36	14	0	19	14	0	6	31	0	120
03:15 PM	39	16	0	9	18	0	9	32	0	123
03:30 PM	51	13	0	20	25	0	12	26	0	147
03:45 PM	38	15	0	15	18	0	19	38	0	143
Total	164	58	0	63	75	0	46	127	0	533
04:00 PM	44	23	0	26	19	0	19	28	0	159
04:15 PM	42	22	0	14	13	0	12	27	0	130
04:30 PM	55	15	0	20	55	0	4	31	0	180
04:45 PM	49	21	0	20	54	0	9	36	0	189
Total	190	81	0	80	141	0	44	122	0	658
05:00 PM	78	22	0	31	41	0	9	44	0	225
05:15 PM	76	11	0	16	25	0	12	33	0	173
05:30 PM	53	26	0	19	13	0	8	32	0	151
05:45 PM	43	12	0	5	12	0	11	25	0	108
Total	250	71	0	71	91	0	40	134	0	657
06:00 PM	37	11	0	13	16	0	8	23	0	108
06:15 PM	25	8	0	12	16	0	2	15	0	78
06:30 PM	24	12	0	8	9	0	3	17	0	73
06:45 PM	22	9	0	5	4	0	2	18	0	60
Total	108	40	0	38	45	0	15	73	0	319
Grand Total	712	250	0	252	352	0	145	456	0	2167
Apprch %	74	26	0	41.7	58.3	0	24.1	75.9	0	
Total %	32.9	11.5	0	11.6	16.2	0	6.7	21	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	20	<b>55</b>	0	<b>75</b>	4	31	0	35	180
04:45 PM	49	21	0	70	20	54	0	74	9	36	0	45	189
05:00 PM	<b>78</b>	<b>22</b>	0	<b>100</b>	<b>31</b>	41	0	72	9	<b>44</b>	0	<b>53</b>	<b>225</b>
05:15 PM	76	11	0	87	16	25	0	41	<b>12</b>	33	0	45	173
Total Volume	258	69	0	327	87	175	0	262	34	144	0	178	767
% App. Total	78.9	21.1	0		33.2	66.8	0		19.1	80.9	0		
PHF	.827	.784	.000	.818	.702	.795	.000	.873	.708	.818	.000	.840	.852



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File Name : 164943 CC  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
03:00 PM	1	1	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	3	0	0	1	0	0	4
03:30 PM	1	0	0	1	0	0	0	0	0	2
03:45 PM	1	0	0	0	0	0	1	1	0	3
Total	3	1	0	4	0	0	2	1	0	11
04:00 PM	2	0	0	0	3	0	1	1	0	7
04:15 PM	0	0	0	0	1	0	1	0	0	2
04:30 PM	0	0	0	1	0	0	0	1	0	2
04:45 PM	0	1	0	0	0	0	2	4	0	7
Total	2	1	0	1	4	0	4	6	0	18
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1
05:45 PM	2	0	0	0	0	0	1	0	0	3
Total	2	1	0	1	0	0	2	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	7	3	0	6	4	0	8	7	0	35
Apprch %	70	30	0	60	40	0	53.3	46.7	0	
Total %	20	8.6	0	17.1	11.4	0	22.9	20	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	2	0	0	2	0	3	0	3	1	1	0	2	7
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	2	4	0	6	7
Total Volume	2	1	0	3	1	4	0	5	4	6	0	10	18
% App. Total	66.7	33.3	0		20	80	0		40	60	0		
PHF	.250	.250	.000	.375	.250	.333	.000	.417	.500	.375	.000	.417	.643



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E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 CC  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	0	0	0	0	0	1	0	0	2
Apprch %	100	0	0	0	0	0	0	0	0	100	0	0	
Total %	50	0	0	0	0	0	0	0	0	50	0	0	

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:45 PM																
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App. Total	100	0	0	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

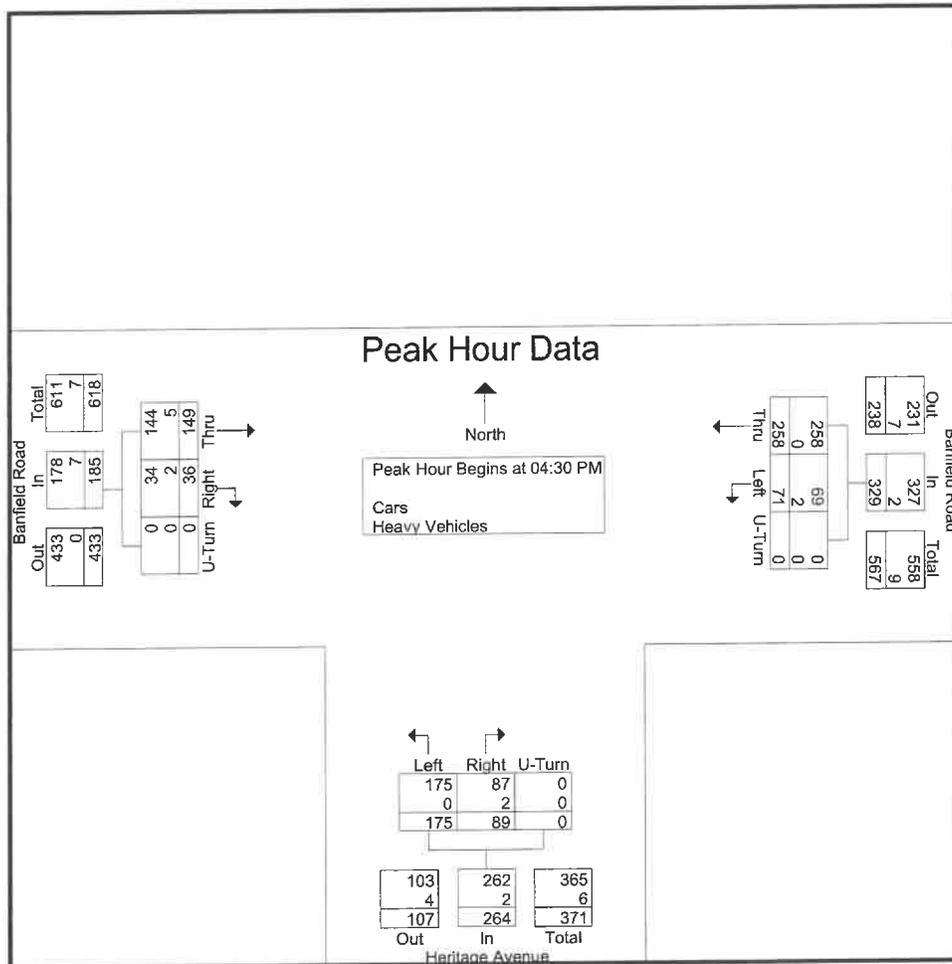


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File Name : 164943 CC  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	55	15	0	70	21	55	0	76	4	32	0	36	182
04:45 PM	49	22	0	71	20	54	0	74	11	40	0	51	196
05:00 PM	78	23	0	101	31	41	0	72	9	44	0	53	226
05:15 PM	76	11	0	87	17	25	0	42	12	33	0	45	174
Total Volume	258	71	0	329	89	175	0	264	36	149	0	185	778
% App. Total	78.4	21.6	0		33.7	66.3	0		19.5	80.5	0		
PHF	.827	.772	.000	.814	.718	.795	.000	.868	.750	.847	.000	.873	.861
Cars	258	69	0	327	87	175	0	262	34	144	0	178	767
% Cars	100	97.2	0	99.4	97.8	100	0	99.2	94.4	96.6	0	96.2	98.6
Heavy Vehicles	0	2	0	2	2	0	0	2	2	5	0	7	11
% Heavy Vehicles	0	2.8	0	0.6	2.2	0	0	0.8	5.6	3.4	0	3.8	1.4





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S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 CCC  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	12	0	21	12	0	5	26	0	103
11:15 AM	27	12	0	15	7	0	6	31	0	98
11:30 AM	20	11	0	9	12	0	7	31	0	90
11:45 AM	23	10	0	9	12	0	8	43	0	105
<b>Total</b>	<b>97</b>	<b>45</b>	<b>0</b>	<b>54</b>	<b>43</b>	<b>0</b>	<b>26</b>	<b>131</b>	<b>0</b>	<b>396</b>
12:00 PM	32	6	0	10	14	0	12	32	0	106
12:15 PM	42	8	0	10	16	0	6	31	0	113
12:30 PM	34	10	0	6	10	0	7	33	0	100
12:45 PM	30	13	0	14	13	0	9	36	0	115
<b>Total</b>	<b>138</b>	<b>37</b>	<b>0</b>	<b>40</b>	<b>53</b>	<b>0</b>	<b>34</b>	<b>132</b>	<b>0</b>	<b>434</b>
<b>Grand Total</b>	<b>235</b>	<b>82</b>	<b>0</b>	<b>94</b>	<b>96</b>	<b>0</b>	<b>60</b>	<b>263</b>	<b>0</b>	<b>830</b>
Apprch %	74.1	25.9	0	49.5	50.5	0	18.6	81.4	0	
Total %	28.3	9.9	0	11.3	11.6	0	7.2	31.7	0	
Cars	233	81	0	93	95	0	60	261	0	823
% Cars	99.1	98.8	0	98.9	99	0	100	99.2	0	99.2
Heavy Vehicles	2	1	0	1	1	0	0	2	0	7
% Heavy Vehicles	0.9	1.2	0	1.1	1	0	0	0.8	0	0.8

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	10	16	0	26	6	31	0	37	113
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	30	13	0	43	14	13	0	27	9	36	0	45	115
Total Volume	138	37	0	175	40	53	0	93	34	132	0	166	434
% App. Total	78.9	21.1	0		43	57	0		20.5	79.5	0		
PHF	.821	.712	.000	.875	.714	.828	.000	.861	.708	.917	.000	.922	.943
Cars	137	37	0	174	39	53	0	92	34	131	0	165	431
% Cars	99.3	100	0	99.4	97.5	100	0	98.9	100	99.2	0	99.4	99.3
Heavy Vehicles	1	0	0	1	1	0	0	1	0	1	0	1	3
% Heavy Vehicles	0.7	0	0	0.6	2.5	0	0	1.1	0	0.8	0	0.6	0.7



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Page No : 1

S: Heritage Avenue  
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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	27	12	0	21	12	0	5	26	0	103
11:15 AM	27	12	0	15	7	0	6	31	0	98
11:30 AM	20	10	0	9	11	0	7	31	0	88
11:45 AM	22	10	0	9	12	0	8	42	0	103
<b>Total</b>	<b>96</b>	<b>44</b>	<b>0</b>	<b>54</b>	<b>42</b>	<b>0</b>	<b>26</b>	<b>130</b>	<b>0</b>	<b>392</b>
12:00 PM	32	6	0	10	14	0	12	32	0	106
12:15 PM	42	8	0	9	16	0	6	30	0	111
12:30 PM	34	10	0	6	10	0	7	33	0	100
12:45 PM	29	13	0	14	13	0	9	36	0	114
<b>Total</b>	<b>137</b>	<b>37</b>	<b>0</b>	<b>39</b>	<b>53</b>	<b>0</b>	<b>34</b>	<b>131</b>	<b>0</b>	<b>431</b>
<b>Grand Total</b>	<b>233</b>	<b>81</b>	<b>0</b>	<b>93</b>	<b>95</b>	<b>0</b>	<b>60</b>	<b>261</b>	<b>0</b>	<b>823</b>
Apprch %	74.2	25.8	0	49.5	50.5	0	18.7	81.3	0	
Total %	28.3	9.8	0	11.3	11.5	0	7.3	31.7	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	9	16	0	25	6	30	0	36	111
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	29	13	0	42	14	13	0	27	9	36	0	45	114
Total Volume	137	37	0	174	39	53	0	92	34	131	0	165	431
% App. Total	78.7	21.3	0		42.4	57.6	0		20.6	79.4	0		
PHF	.815	.712	.000	.870	.696	.828	.000	.852	.708	.910	.000	.917	.945



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S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 CCC  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	2
11:45 AM	1	0	0	0	0	0	0	1	0	2
Total	1	1	0	0	1	0	0	1	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	1	0	3
Grand Total	2	1	0	1	1	0	0	2	0	7
Apprch %	66.7	33.3	0	50	50	0	0	100	0	
Total %	28.6	14.3	0	14.3	14.3	0	0	28.6	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
11:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	1	1	0	2	1	1	0	2	0	2	0	2	6
% App. Total	50	50	0		50	50	0		0	100	0		
PHF	.250	.250	.000	.500	.250	.250	.000	.500	.000	.500	.000	.500	.750



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INDUSTRIES, LLC

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S: Heritage Avenue  
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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 11:00 AM																
11:00 AM	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	0	1	1
11:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250



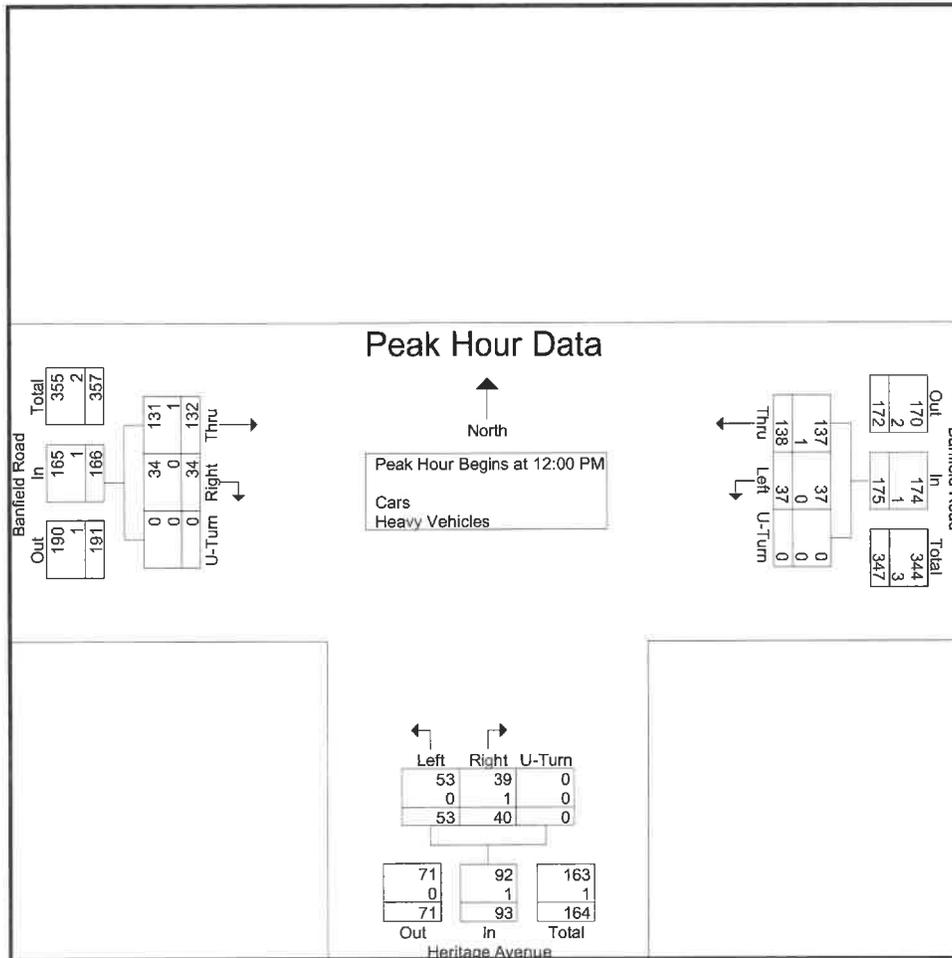
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Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total			
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right		Thru	U-Turn	App. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	32	6	0	38	10	14	0	24	12	32	0	44	106
12:15 PM	42	8	0	50	10	16	0	26	6	31	0	37	113
12:30 PM	34	10	0	44	6	10	0	16	7	33	0	40	100
12:45 PM	30	13	0	43	14	13	0	27	9	36	0	45	115
Total Volume	138	37	0	175	40	53	0	93	34	132	0	166	434
% App. Total	78.9	21.1	0		43	57	0		20.5	79.5	0		
PHF	.821	.712	.000	.875	.714	.828	.000	.861	.708	.917	.000	.922	.943
Cars	137	37	0	174	39	53	0	92	34	131	0	165	431
% Cars	99.3	100	0	99.4	97.5	100	0	98.9	100	99.2	0	99.4	99.3
Heavy Vehicles	1	0	0	1	1	0	0	1	0	1	0	1	3
% Heavy Vehicles	0.7	0	0	0.6	2.5	0	0	1.1	0	0.8	0	0.6	0.7





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Start Date : 3/5/2016

Page No : 1

S: Heritage Avenue  
E/W: Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars - Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	37	11	0	15	12	0	5	29	0	109
04:15 PM	36	10	0	13	6	0	3	42	0	110
04:30 PM	42	14	0	5	11	0	3	30	0	105
04:45 PM	27	10	0	6	8	0	4	30	0	85
<b>Total</b>	<b>142</b>	<b>45</b>	<b>0</b>	<b>39</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>131</b>	<b>0</b>	<b>409</b>
05:00 PM	32	11	0	13	15	0	3	19	0	93
05:15 PM	25	5	0	6	6	0	7	21	0	70
05:30 PM	29	7	0	4	7	0	3	26	0	76
05:45 PM	16	2	0	4	6	0	7	33	0	68
<b>Total</b>	<b>102</b>	<b>25</b>	<b>0</b>	<b>27</b>	<b>34</b>	<b>0</b>	<b>20</b>	<b>99</b>	<b>0</b>	<b>307</b>
<b>Grand Total</b>	<b>244</b>	<b>70</b>	<b>0</b>	<b>66</b>	<b>71</b>	<b>0</b>	<b>35</b>	<b>230</b>	<b>0</b>	<b>716</b>
Apprch %	77.7	22.3	0	48.2	51.8	0	13.2	86.8	0	
Total %	34.1	9.8	0	9.2	9.9	0	4.9	32.1	0	
Cars	243	67	0	66	70	0	34	230	0	710
% Cars	99.6	95.7	0	100	98.6	0	97.1	100	0	99.2
Heavy Vehicles	1	3	0	0	1	0	1	0	0	6
% Heavy Vehicles	0.4	4.3	0	0	1.4	0	2.9	0	0	0.8

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
04:00 PM	37	11	0	48	15	12	0	27	5	29	0	34	109
04:15 PM	36	10	0	46	13	6	0	19	3	42	0	45	110
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	10	0	37	6	8	0	14	4	30	0	34	85
<b>Total Volume</b>	<b>142</b>	<b>45</b>	<b>0</b>	<b>187</b>	<b>39</b>	<b>37</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>131</b>	<b>0</b>	<b>146</b>	<b>409</b>
% App. Total	75.9	24.1	0		51.3	48.7	0		10.3	89.7	0		
PHF	.845	.804	.000	.835	.650	.771	.000	.704	.750	.780	.000	.811	.930
Cars	142	43	0	185	39	36	0	75	14	131	0	145	405
% Cars	100	95.6	0	98.9	100	97.3	0	98.7	93.3	100	0	99.3	99.0
Heavy Vehicles	0	2	0	2	0	1	0	1	1	0	0	1	4
% Heavy Vehicles	0	4.4	0	1.1	0	2.7	0	1.3	6.7	0	0	0.7	1.0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 CCCC  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	37	11	0	15	11	0	5	29	0	108
04:15 PM	36	9	0	13	6	0	2	42	0	108
04:30 PM	42	14	0	5	11	0	3	30	0	105
04:45 PM	27	9	0	6	8	0	4	30	0	84
<b>Total</b>	<b>142</b>	<b>43</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>0</b>	<b>14</b>	<b>131</b>	<b>0</b>	<b>405</b>
05:00 PM	32	10	0	13	15	0	3	19	0	92
05:15 PM	25	5	0	6	6	0	7	21	0	70
05:30 PM	28	7	0	4	7	0	3	26	0	75
05:45 PM	16	2	0	4	6	0	7	33	0	68
<b>Total</b>	<b>101</b>	<b>24</b>	<b>0</b>	<b>27</b>	<b>34</b>	<b>0</b>	<b>20</b>	<b>99</b>	<b>0</b>	<b>305</b>
<b>Grand Total</b>	<b>243</b>	<b>67</b>	<b>0</b>	<b>66</b>	<b>70</b>	<b>0</b>	<b>34</b>	<b>230</b>	<b>0</b>	<b>710</b>
Apprch %	78.4	21.6	0	48.5	51.5	0	12.9	87.1	0	
Total %	34.2	9.4	0	9.3	9.9	0	4.8	32.4	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
04:00 PM	37	11	0	48	15	11	0	26	5	29	0	34	108
04:15 PM	36	9	0	45	13	6	0	19	2	42	0	44	108
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	9	0	36	6	8	0	14	4	30	0	34	84
<b>Total Volume</b>	<b>142</b>	<b>43</b>	<b>0</b>	<b>185</b>	<b>39</b>	<b>36</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>131</b>	<b>0</b>	<b>145</b>	<b>405</b>
<b>% App. Total</b>	<b>76.8</b>	<b>23.2</b>	<b>0</b>		<b>52</b>	<b>48</b>	<b>0</b>		<b>9.7</b>	<b>90.3</b>	<b>0</b>		
<b>PHF</b>	<b>.845</b>	<b>.768</b>	<b>.000</b>	<b>.826</b>	<b>.650</b>	<b>.818</b>	<b>.000</b>	<b>.721</b>	<b>.700</b>	<b>.780</b>	<b>.000</b>	<b>.824</b>	<b>.938</b>

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Heavy Vehicles

Start Time	Banfield Road From East			Heritage Avenue From South			Banfield Road From West			Int. Total
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	
04:00 PM	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
Apprch %	25	75	0	0	100	0	100	0	0	
Total %	16.7	50	0	0	16.7	0	16.7	0	0	

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>% App. Total</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.250	.000	.000	.250	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



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Groups Printed- Peds and Bicycles

Start Time	Banfield Road From East				Heritage Avenue From South				Banfield Road From West				Int. Total
	Thru	Left	Peds SB	Peds NB	Right	Left	Peds WB	Peds EB	Right	Thru	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %													

Start Time	Banfield Road From East					Heritage Avenue From South					Banfield Road From West					Int. Total
	Thru	Left	Peds SB	Peds NB	App. Total	Right	Left	Peds WB	Peds EB	App. Total	Right	Thru	Peds NB	Peds SB	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM

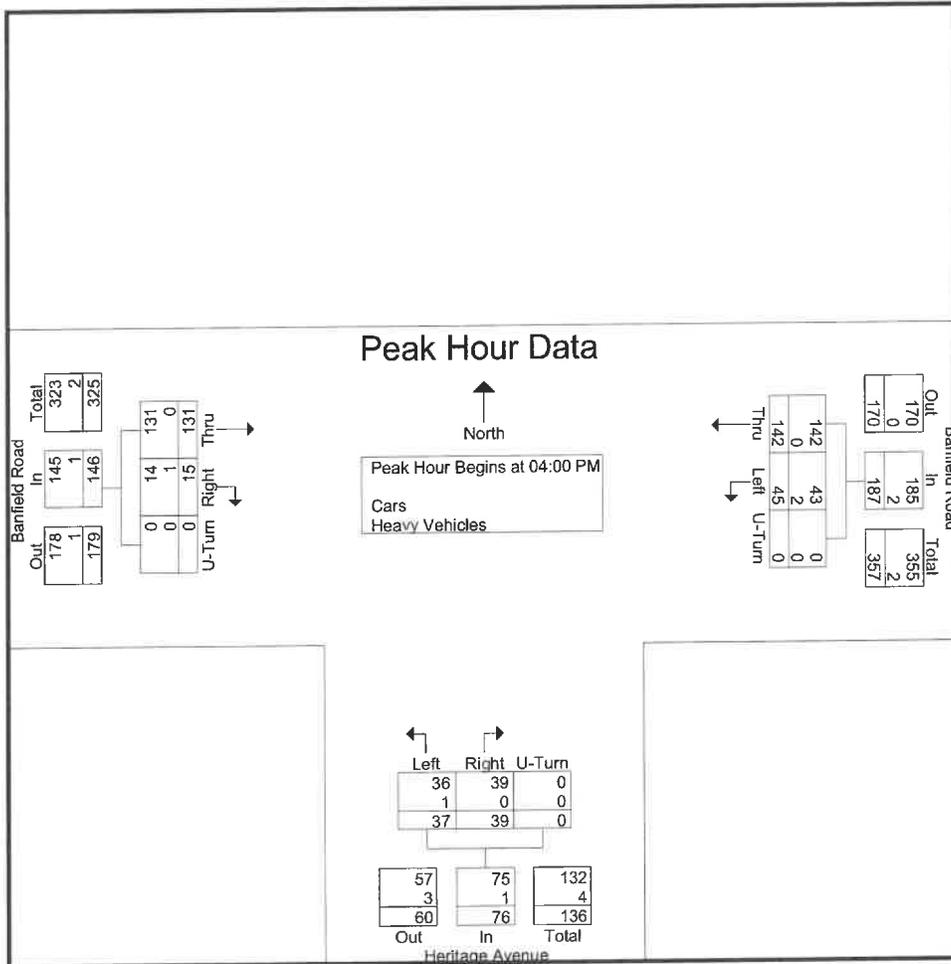


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Start Time	Banfield Road From East			App. Total	Heritage Avenue From South			App. Total	Banfield Road From West			Int. Total	
	Thru	Left	U-Turn		Right	Left	U-Turn		Right	Thru	U-Turn		App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	37	11	0	48	15	12	0	27	5	29	0	34	109
04:15 PM	36	10	0	46	13	6	0	19	3	42	0	45	110
04:30 PM	42	14	0	56	5	11	0	16	3	30	0	33	105
04:45 PM	27	10	0	37	6	8	0	14	4	30	0	34	85
Total Volume	142	45	0	187	39	37	0	76	15	131	0	146	409
% App. Total	75.9	24.1	0		51.3	48.7	0		10.3	89.7	0		
PHF	.845	.804	.000	.835	.650	.771	.000	.704	.750	.780	.000	.811	.930
Cars	142	43	0	185	39	36	0	75	14	131	0	145	405
% Cars	100	95.6	0	98.9	100	97.3	0	98.7	93.3	100	0	99.3	99.0
Heavy Vehicles	0	2	0	2	0	1	0	1	1	0	0	1	4
% Heavy Vehicles	0	4.4	0	1.1	0	2.7	0	1.3	6.7	0	0	0.7	1.0





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 D  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	13	38	14	0	9	6	0	0	0	29	4	0	7	22	17	0	159
07:15 AM	25	64	13	0	6	8	6	0	5	38	7	0	15	22	18	0	227
07:30 AM	23	53	20	0	11	4	3	0	2	38	3	0	12	15	24	0	208
07:45 AM	42	77	27	0	8	11	5	0	12	50	4	0	10	16	27	0	289
<b>Total</b>	<b>103</b>	<b>232</b>	<b>74</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>19</b>	<b>155</b>	<b>18</b>	<b>0</b>	<b>44</b>	<b>75</b>	<b>86</b>	<b>0</b>	<b>883</b>
08:00 AM	44	74	24	0	23	8	7	0	4	49	6	0	14	12	18	0	283
08:15 AM	24	79	19	0	10	9	6	0	7	53	5	0	15	22	17	0	266
08:30 AM	28	76	21	0	14	12	3	0	8	56	4	0	16	20	26	0	284
08:45 AM	24	93	14	0	18	8	4	0	8	53	9	0	22	14	27	0	294
<b>Total</b>	<b>120</b>	<b>322</b>	<b>78</b>	<b>0</b>	<b>65</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>27</b>	<b>211</b>	<b>24</b>	<b>0</b>	<b>67</b>	<b>68</b>	<b>88</b>	<b>0</b>	<b>1127</b>
<b>Grand Total</b>	<b>223</b>	<b>554</b>	<b>152</b>	<b>0</b>	<b>99</b>	<b>66</b>	<b>34</b>	<b>0</b>	<b>46</b>	<b>366</b>	<b>42</b>	<b>0</b>	<b>111</b>	<b>143</b>	<b>174</b>	<b>0</b>	<b>2010</b>
Apprch %	24	59.6	16.4	0	49.7	33.2	17.1	0	10.1	80.6	9.3	0	25.9	33.4	40.7	0	
Total %	11.1	27.6	7.6	0	4.9	3.3	1.7	0	2.3	18.2	2.1	0	5.5	7.1	8.7	0	
Cars	217	527	146	0	96	63	33	0	46	339	41	0	104	134	172	0	1918
% Cars	97.3	95.1	96.1	0	97	95.5	97.1	0	100	92.6	97.6	0	93.7	93.7	98.9	0	95.4
Heavy Vehicles	6	27	6	0	3	3	1	0	0	27	1	0	7	9	2	0	92
% Heavy Vehicles	2.7	4.9	3.9	0	3	4.5	2.9	0	0	7.4	2.4	0	6.3	6.3	1.1	0	4.6

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	44	74	24	0	142	23	8	7	0	38	4	49	6	0	59	14	12	18	0	44	283
08:15 AM	24	79	19	0	122	10	9	6	0	25	7	53	5	0	65	15	22	17	0	54	266
08:30 AM	28	76	21	0	125	14	12	3	0	29	8	56	4	0	68	16	20	26	0	62	284
08:45 AM	24	93	14	0	131	18	8	4	0	30	8	53	9	0	70	22	14	27	0	63	294
Total Volume	120	322	78	0	520	65	37	20	0	122	27	211	24	0	262	67	68	88	0	223	1127
% App. Total	23.1	61.9	15	0		53.3	30.3	16.4	0		10.3	80.5	9.2	0		30	30.5	39.5	0		
PHF	.682	.866	.813	.000	.915	.707	.771	.714	.000	.803	.844	.942	.667	.000	.936	.761	.773	.815	.000	.885	.958
Cars	118	303	74	0	495	63	35	20	0	118	27	199	23	0	249	64	66	87	0	217	1079
% Cars	98.3	94.1	94.9	0	95.2	96.9	94.6	100	0	96.7	100	94.3	95.8	0	95.0	95.5	97.1	98.9	0	97.3	95.7
Heavy Vehicles	2	19	4	0	25	2	2	0	0	4	0	12	1	0	13	3	2	1	0	6	48
% Heavy Vehicles	1.7	5.9	5.1	0	4.8	3.1	5.4	0	0	3.3	0	5.7	4.2	0	5.0	4.5	2.9	1.1	0	2.7	4.3



PRECISION  
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N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 D  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	13	38	14	0	9	6	0	0	0	25	4	0	5	20	16	0	150
07:15 AM	25	60	13	0	6	7	5	0	5	34	7	0	14	19	18	0	213
07:30 AM	23	50	19	0	10	4	3	0	2	35	3	0	11	14	24	0	198
07:45 AM	38	76	26	0	8	11	5	0	12	46	4	0	10	15	27	0	278
<b>Total</b>	<b>99</b>	<b>224</b>	<b>72</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>140</b>	<b>18</b>	<b>0</b>	<b>40</b>	<b>68</b>	<b>85</b>	<b>0</b>	<b>839</b>
08:00 AM	44	68	22	0	22	7	7	0	4	47	6	0	12	12	18	0	269
08:15 AM	24	75	17	0	9	9	6	0	7	52	5	0	14	20	17	0	255
08:30 AM	28	74	21	0	14	11	3	0	8	54	3	0	16	20	25	0	277
08:45 AM	22	86	14	0	18	8	4	0	8	46	9	0	22	14	27	0	278
<b>Total</b>	<b>118</b>	<b>303</b>	<b>74</b>	<b>0</b>	<b>63</b>	<b>35</b>	<b>20</b>	<b>0</b>	<b>27</b>	<b>199</b>	<b>23</b>	<b>0</b>	<b>64</b>	<b>66</b>	<b>87</b>	<b>0</b>	<b>1079</b>
<b>Grand Total</b>	<b>217</b>	<b>527</b>	<b>146</b>	<b>0</b>	<b>96</b>	<b>63</b>	<b>33</b>	<b>0</b>	<b>46</b>	<b>339</b>	<b>41</b>	<b>0</b>	<b>104</b>	<b>134</b>	<b>172</b>	<b>0</b>	<b>1918</b>
Apprch %	24.4	59.2	16.4	0	50	32.8	17.2	0	10.8	79.6	9.6	0	25.4	32.7	42	0	
Total %	11.3	27.5	7.6	0	5	3.3	1.7	0	2.4	17.7	2.1	0	5.4	7	9	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	38	76	26	0	140	8	11	5	0	24	12	46	4	0	62	10	15	27	0	52	278
08:00 AM	44	68	22	0	134	22	7	7	0	36	4	47	6	0	57	12	12	18	0	42	269
08:15 AM	24	75	17	0	116	9	9	6	0	24	7	52	5	0	64	14	20	17	0	51	255
08:30 AM	28	74	21	0	123	14	11	3	0	28	8	54	3	0	65	16	20	25	0	61	277
Total Volume	134	293	86	0	513	53	38	21	0	112	31	199	18	0	248	52	67	87	0	206	1079
% App. Total	26.1	57.1	16.8	0		47.3	33.9	18.8	0		12.5	80.2	7.3	0		25.2	32.5	42.2	0		
PHF	.761	.964	.827	.000	.916	.602	.864	.750	.000	.778	.646	.921	.750	.000	.954	.813	.838	.806	.000	.844	.970



PRECISION  
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INDUSTRIES, LLC

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N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 D  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	2	2	1	0	9
07:15 AM	0	4	0	0	0	1	1	0	0	4	0	0	1	3	0	0	14
07:30 AM	0	3	1	0	1	0	0	0	0	3	0	0	1	1	0	0	10
07:45 AM	4	1	1	0	0	0	0	0	0	4	0	0	0	1	0	0	11
<b>Total</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>44</b>
08:00 AM	0	6	2	0	1	1	0	0	0	2	0	0	2	0	0	0	14
08:15 AM	0	4	2	0	1	0	0	0	0	1	0	0	1	2	0	0	11
08:30 AM	0	2	0	0	0	1	0	0	0	2	1	0	0	0	1	0	7
08:45 AM	2	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	16
<b>Total</b>	<b>2</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>48</b>
<b>Grand Total</b>	<b>6</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>92</b>
Apprch %	15.4	69.2	15.4	0	42.9	42.9	14.3	0	0	96.4	3.6	0	38.9	50	11.1	0	
Total %	6.5	29.3	6.5	0	3.3	3.3	1.1	0	0	29.3	1.1	0	7.6	9.8	2.2	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
07:15 AM	0	4	0	0	4	0	1	1	0	2	0	4	0	0	4	1	3	0	0	4	14
07:30 AM	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	1	1	0	0	2	10
07:45 AM	4	1	1	0	6	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	11
08:00 AM	0	6	2	0	8	1	1	0	0	2	0	2	0	0	2	2	0	0	0	2	14
Total Volume	4	14	4	0	22	2	2	1	0	5	0	13	0	0	13	4	5	0	0	9	49
% App. Total	18.2	63.6	18.2	0		40	40	20	0		0	100	0	0		44.4	55.6	0	0		
PHF	.250	.583	.500	.000	.688	.500	.500	.250	.000	.625	.000	.813	.000	.000	.813	.500	.417	.000	.000	.563	.875

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:15 AM



PRECISION  
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INDUSTRIES, LLC  
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File Name : 164943 D  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total					
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB						
07:00 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
07:15 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
07:30 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
07:45 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
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
08:00 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
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 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
08:45 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
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	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	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total							
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total								
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 07:30 AM																																
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 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	0	0	
08:15 AM	0	1	0	0	0	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	1	
Total Volume	0	1	0	0	0	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	1	
% App. Total	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		
PHF	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250		



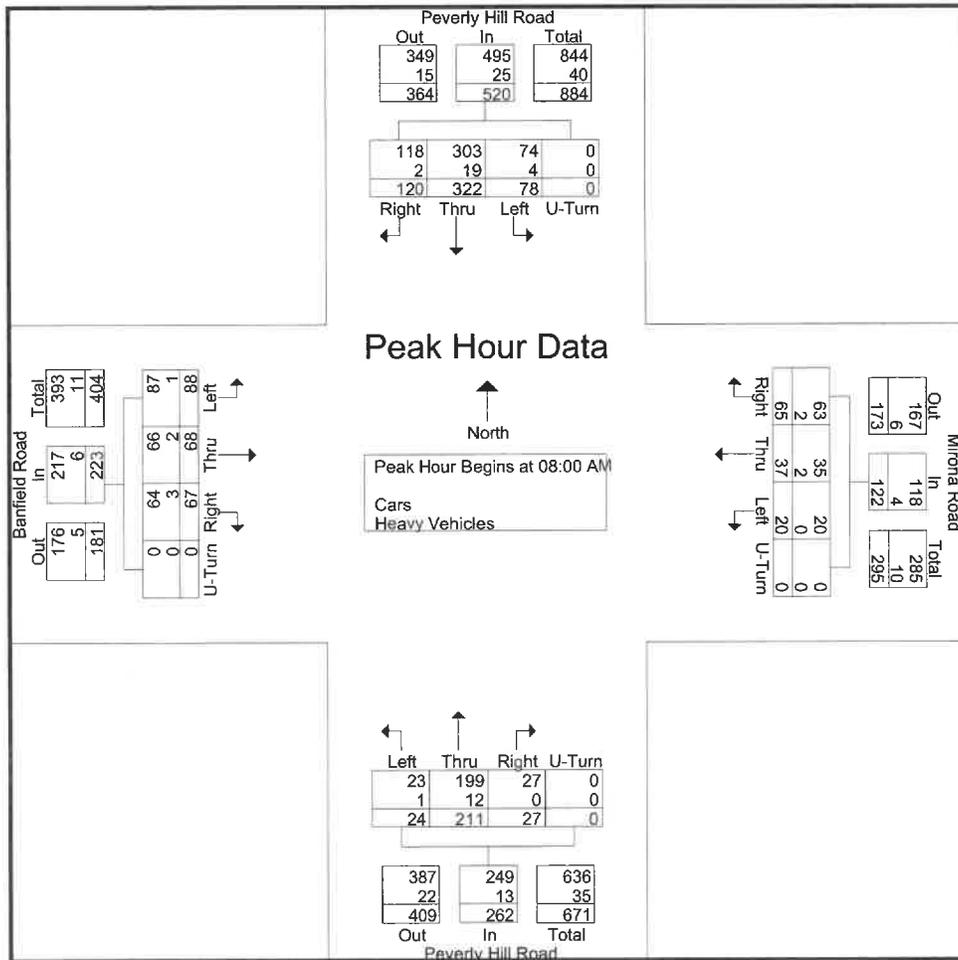
PRECISION  
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Page No : 1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	44	74	24	0	142	23	8	7	0	38	4	49	6	0	59	14	12	18	0	44	283
08:15 AM	24	79	19	0	122	10	9	6	0	25	7	53	5	0	65	15	22	17	0	54	266
08:30 AM	28	76	21	0	125	14	12	3	0	29	8	56	4	0	68	16	20	26	0	62	284
08:45 AM	24	93	14	0	131	18	8	4	0	30	8	53	9	0	70	22	14	27	0	63	294
Total Volume	120	322	78	0	520	65	37	20	0	122	27	211	24	0	262	67	68	88	0	223	1127
% App. Total	23.1	61.9	15	0		53.3	30.3	16.4	0		10.3	80.5	9.2	0		30	30.5	39.5	0		
PHF	.682	.866	.813	.000	.915	.707	.771	.714	.000	.803	.844	.942	.667	.000	.936	.761	.773	.815	.000	.885	.958
Cars	118	303	74	0	495	63	35	20	0	118	27	199	23	0	249	64	66	87	0	217	1079
% Cars	98.3	94.1	94.9	0	95.2	96.9	94.6	100	0	96.7	100	94.3	95.8	0	95.0	95.5	97.1	98.9	0	97.3	95.7
Heavy Vehicles	2	19	4	0	25	2	2	0	0	4	0	12	1	0	13	3	2	1	0	6	48
% Heavy Vehicles	1.7	5.9	5.1	0	4.8	3.1	5.4	0	0	3.3	0	5.7	4.2	0	5.0	4.5	2.9	1.1	0	2.7	4.3





PRECISION  
D A T A  
INDUSTRIES, LLC  
P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

File Name : 164943 DD  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	28	75	16	0	17	10	3	0	5	42	16	0	12	16	22	0	262
03:15 PM	32	67	10	0	16	1	1	0	8	60	14	0	6	12	15	0	242
03:30 PM	41	72	13	0	28	15	7	0	7	89	15	0	11	7	32	0	337
03:45 PM	43	79	13	0	21	12	3	0	9	59	11	0	13	13	33	0	309
Total	144	293	52	0	82	38	14	0	29	250	56	0	42	48	102	0	1150
04:00 PM	40	79	15	0	26	19	6	0	5	50	8	0	12	18	39	0	317
04:15 PM	44	76	18	0	25	13	1	0	3	58	13	0	8	5	33	0	297
04:30 PM	31	88	19	0	32	21	2	0	4	66	12	0	11	18	43	0	347
04:45 PM	42	76	16	0	28	9	6	0	8	52	11	0	10	14	40	0	312
Total	157	319	68	0	111	62	15	0	20	226	44	0	41	55	155	0	1273
05:00 PM	42	76	16	0	46	16	7	0	7	70	11	0	14	24	53	0	382
05:15 PM	30	85	18	0	24	20	3	0	9	81	15	0	13	13	36	0	347
05:30 PM	37	69	21	0	29	15	3	0	5	50	10	0	18	18	21	0	296
05:45 PM	22	64	14	0	16	14	2	0	3	50	6	0	9	10	22	0	232
Total	131	294	69	0	115	65	15	0	24	251	42	0	54	65	132	0	1257
06:00 PM	34	61	10	0	5	16	3	0	3	43	3	0	6	10	23	0	217
06:15 PM	16	50	11	0	19	14	2	0	2	33	7	0	9	4	12	0	179
06:30 PM	25	34	15	0	9	4	2	0	2	16	2	0	7	11	17	0	144
06:45 PM	12	44	7	0	10	5	1	0	1	21	8	0	4	5	16	0	134
Total	87	189	43	0	43	39	8	0	8	113	20	0	26	30	68	0	674
Grand Total	519	1095	232	0	351	204	52	0	81	840	162	0	163	198	457	0	4354
Apprch %	28.1	59.3	12.6	0	57.8	33.6	8.6	0	7.5	77.6	15	0	19.9	24.2	55.9	0	
Total %	11.9	25.1	5.3	0	8.1	4.7	1.2	0	1.9	19.3	3.7	0	3.7	4.5	10.5	0	
Cars	510	1066	225	0	347	203	50	0	78	826	154	0	158	195	450	0	4262
% Cars	98.3	97.4	97	0	98.9	99.5	96.2	0	96.3	98.3	95.1	0	96.9	98.5	98.5	0	97.9
Heavy Vehicles	9	29	7	0	4	1	2	0	3	14	8	0	5	3	7	0	92
% Heavy Vehicles	1.7	2.6	3	0	1.1	0.5	3.8	0	3.7	1.7	4.9	0	3.1	1.5	1.5	0	2.1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:30 PM	31	88	19	0	138	32	21	2	0	55	4	66	12	0	82	11	18	43	0	72	347
04:45 PM	42	76	16	0	134	28	9	6	0	43	8	52	11	0	71	10	14	40	0	64	312
05:00 PM	42	76	16	0	134	46	16	7	0	69	7	70	11	0	88	14	24	53	0	91	382
05:15 PM	30	85	18	0	133	24	20	3	0	47	9	81	15	0	105	13	13	36	0	62	347
Total Volume	145	325	69	0	539	130	66	18	0	214	28	269	49	0	346	48	69	172	0	289	1388
% App. Total	26.9	60.3	12.8	0		60.7	30.8	8.4	0		8.1	77.7	14.2	0		16.6	23.9	59.5	0		
PHF	.863	.923	.908	.000	.976	.707	.786	.643	.000	.775	.778	.830	.817	.000	.824	.857	.719	.811	.000	.794	.908
Cars	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% Cars	98.6	98.5	97.1	0	98.3	99.2	100	88.9	0	98.6	96.4	99.3	100	0	99.1	97.9	100	98.8	0	99.0	98.7
Heavy Vehicles	2	5	2	0	9	1	0	2	0	3	1	2	0	0	3	1	0	2	0	3	18
% Heavy Vehicles	1.4	1.5	2.9	0	1.7	0.8	0	11.1	0	1.4	3.6	0.7	0	0	0.9	2.1	0	1.2	0	1.0	1.3

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:30 PM



PRECISION  
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File Name : 164943 DD  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	27	72	16	0	16	10	3	0	4	40	13	0	11	15	21	0	248
03:15 PM	29	61	10	0	16	1	1	0	7	60	12	0	5	11	14	0	227
03:30 PM	40	66	13	0	28	15	7	0	7	84	13	0	10	6	32	0	321
03:45 PM	43	77	12	0	21	12	3	0	9	57	11	0	13	13	32	0	303
Total	139	276	51	0	81	38	14	0	27	241	49	0	39	45	99	0	1099
04:00 PM	39	78	15	0	26	19	6	0	5	50	8	0	12	18	37	0	313
04:15 PM	43	75	18	0	25	13	1	0	3	57	13	0	7	5	33	0	293
04:30 PM	30	87	17	0	32	21	2	0	4	65	12	0	11	18	43	0	342
04:45 PM	41	75	16	0	28	9	4	0	7	52	11	0	10	14	38	0	305
Total	153	315	66	0	111	62	13	0	19	224	44	0	40	55	151	0	1253
05:00 PM	42	75	16	0	45	16	7	0	7	70	11	0	13	24	53	0	379
05:15 PM	30	83	18	0	24	20	3	0	9	80	15	0	13	13	36	0	344
05:30 PM	37	69	20	0	29	15	3	0	5	50	10	0	18	18	21	0	295
05:45 PM	22	64	14	0	16	13	2	0	3	49	5	0	9	10	22	0	229
Total	131	291	68	0	114	64	15	0	24	249	41	0	53	65	132	0	1247
06:00 PM	34	59	8	0	5	16	3	0	3	43	3	0	6	10	23	0	213
06:15 PM	16	49	11	0	17	14	2	0	2	32	7	0	9	4	12	0	175
06:30 PM	25	33	14	0	9	4	2	0	2	16	2	0	7	11	17	0	142
06:45 PM	12	43	7	0	10	5	1	0	1	21	8	0	4	5	16	0	133
Total	87	184	40	0	41	39	8	0	8	112	20	0	26	30	68	0	663
Grand Total	510	1066	225	0	347	203	50	0	78	826	154	0	158	195	450	0	4262
Approch %	28.3	59.2	12.5	0	57.8	33.8	8.3	0	7.4	78.1	14.6	0	19.7	24.3	56	0	
Total %	12	25	5.3	0	8.1	4.8	1.2	0	1.8	19.4	3.6	0	3.7	4.6	10.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	30	87	17	0	134	32	21	2	0	55	4	65	12	0	81	11	18	43	0	72	342
04:45 PM	41	75	16	0	132	28	9	4	0	41	7	52	11	0	70	10	14	38	0	62	305
05:00 PM	42	75	16	0	133	45	16	7	0	68	7	70	11	0	88	13	24	53	0	90	379
05:15 PM	30	83	18	0	131	24	20	3	0	47	9	80	15	0	104	13	13	36	0	62	344
Total Volume	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% App. Total	27	60.4	12.6	0		61.1	31.3	7.6	0		7.9	77.8	14.3	0		16.4	24.1	59.4	0		
PHF	.851	.920	.931	.000	.989	.717	.786	.571	.000	.776	.750	.834	.817	.000	.825	.904	.719	.802	.000	.794	.904



PRECISION  
D A T A  
INDUSTRIES, LLC

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N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DD  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
03:00 PM	1	3	0	0	1	0	0	0	1	2	3	0	1	1	1	0	14
03:15 PM	3	6	0	0	0	0	0	0	1	0	2	0	1	1	1	0	15
03:30 PM	1	6	0	0	0	0	0	0	0	5	2	0	1	1	0	0	16
03:45 PM	0	2	1	0	0	0	0	0	0	2	0	0	0	0	1	0	6
Total	5	17	1	0	1	0	0	0	2	9	7	0	3	3	3	0	51
04:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4
04:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
04:30 PM	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:45 PM	1	1	0	0	0	0	2	0	1	0	0	0	0	0	2	0	7
Total	4	4	2	0	0	0	2	0	1	2	0	0	1	0	4	0	20
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3
Total	0	3	1	0	1	1	0	0	0	2	1	0	1	0	0	0	10
06:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	4
06:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	3	0	2	0	0	0	0	1	0	0	0	0	0	0	11
Grand Total	9	29	7	0	4	1	2	0	3	14	8	0	5	3	7	0	92
Apprch %	20	64.4	15.6	0	57.1	14.3	28.6	0	12	56	32	0	33.3	20	46.7	0	
Total %	9.8	31.5	7.6	0	4.3	1.1	2.2	0	3.3	15.2	8.7	0	5.4	3.3	7.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	3	0	0	4	1	0	0	0	1	1	2	3	0	6	1	1	1	0	3	14
03:15 PM	3	6	0	0	9	0	0	0	0	0	1	0	2	0	3	1	1	1	0	3	15
03:30 PM	1	6	0	0	7	0	0	0	0	0	0	5	2	0	7	1	1	0	0	2	16
03:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total Volume	5	17	1	0	23	1	0	0	0	1	2	9	7	0	18	3	3	3	0	9	51
% App. Total	21.7	73.9	4.3	0	100	0	0	0	0	0	11.1	50	38.9	0	33.3	33.3	33.3	0	0	0	
PHF	.417	.708	.250	.000	.639	.250	.000	.000	.000	.250	.500	.450	.583	.000	.643	.750	.750	.750	.000	.750	.797



PRECISION  
D A T A  
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Office: 508.481.3999 Fax: 508.545.1234  
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N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DD  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	4	11
Apprch %	50	0	50	0	0	0	0	0	100	0	0	0	0	0	0	14.3	0	0	28.6	57.1	
Total %	9.1	0	9.1	0	0	0	0	0	18.2	0	0	0	0	0	0	9.1	0	0	18.2	36.4	

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total		
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total			
05:00 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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	6	
05:30 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	
05:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	7	
% App. Total	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7				
PHF	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.292		

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



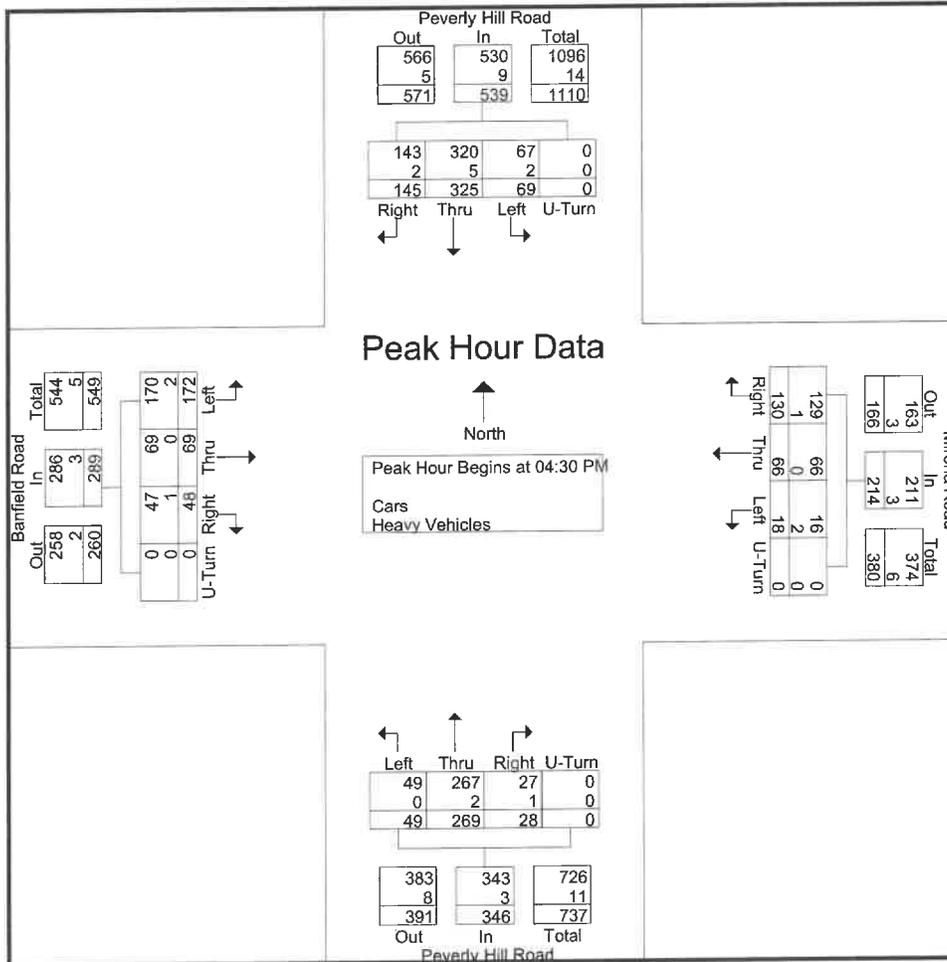
PRECISION  
DATA  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
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File Name : 164943 DD  
Site Code : T0620  
Start Date : 3/3/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	31	88	19	0	138	32	21	2	0	55	4	66	12	0	82	11	18	43	0	72	347
04:45 PM	42	76	16	0	134	28	9	6	0	43	8	52	11	0	71	10	14	40	0	64	312
05:00 PM	42	76	16	0	134	46	16	7	0	69	7	70	11	0	88	14	24	53	0	91	382
05:15 PM	30	85	18	0	133	24	20	3	0	47	9	81	15	0	105	13	13	36	0	62	347
Total Volume	145	325	69	0	539	130	66	18	0	214	28	269	49	0	346	48	69	172	0	289	1388
% App. Total	26.9	60.3	12.8	0		60.7	30.8	8.4	0		8.1	77.7	14.2	0		16.6	23.9	59.5	0		
PHF	.863	.923	.908	.000	.976	.707	.786	.643	.000	.775	.778	.830	.817	.000	.824	.857	.719	.811	.000	.794	.908
Cars	143	320	67	0	530	129	66	16	0	211	27	267	49	0	343	47	69	170	0	286	1370
% Cars	98.6	98.5	97.1	0	98.3	99.2	100	88.9	0	98.6	96.4	99.3	100	0	99.1	97.9	100	98.8	0	99.0	98.7
Heavy Vehicles	2	5	2	0	9	1	0	2	0	3	1	2	0	0	3	1	0	2	0	3	18
% Heavy Vehicles	1.4	1.5	2.9	0	1.7	0.8	0	11.1	0	1.4	3.6	0.7	0	0	0.9	2.1	0	1.2	0	1.0	1.3





PRECISION  
D A T A  
INDUSTRIES, LLC

PO Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	33	62	11	0	8	4	5	0	5	50	7	0	6	12	27	0	230
11:15 AM	23	82	10	0	10	5	1	0	2	42	10	0	9	9	24	0	227
11:30 AM	30	61	11	0	8	7	2	0	7	40	10	0	11	6	18	0	211
11:45 AM	32	96	15	0	15	6	5	0	4	56	5	0	19	11	24	0	288
<b>Total</b>	<b>118</b>	<b>301</b>	<b>47</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>188</b>	<b>32</b>	<b>0</b>	<b>45</b>	<b>38</b>	<b>93</b>	<b>0</b>	<b>956</b>
12:00 PM	26	77	9	0	16	5	5	0	4	46	9	0	10	9	27	0	243
12:15 PM	31	56	13	0	12	16	2	0	3	51	11	0	7	9	24	0	235
12:30 PM	22	60	13	0	15	5	1	0	4	40	5	0	17	4	13	0	199
12:45 PM	29	66	19	0	14	4	2	0	10	39	12	0	13	9	21	0	238
<b>Total</b>	<b>108</b>	<b>259</b>	<b>54</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>176</b>	<b>37</b>	<b>0</b>	<b>47</b>	<b>31</b>	<b>85</b>	<b>0</b>	<b>915</b>
<b>Grand Total</b>	<b>226</b>	<b>560</b>	<b>101</b>	<b>0</b>	<b>98</b>	<b>52</b>	<b>23</b>	<b>0</b>	<b>39</b>	<b>364</b>	<b>69</b>	<b>0</b>	<b>92</b>	<b>69</b>	<b>178</b>	<b>0</b>	<b>1871</b>
Apprch %	25.5	63.1	11.4	0	56.6	30.1	13.3	0	8.3	77.1	14.6	0	27.1	20.4	52.5	0	
Total %	12.1	29.9	5.4	0	5.2	2.8	1.2	0	2.1	19.5	3.7	0	4.9	3.7	9.5	0	
Cars	219	553	101	0	97	50	22	0	39	361	69	0	91	68	177	0	1847
% Cars	96.9	98.8	100	0	99	96.2	95.7	0	100	99.2	100	0	98.9	98.6	99.4	0	98.7
Heavy Vehicles	7	7	0	0	1	2	1	0	0	3	0	0	1	1	1	0	24
% Heavy Vehicles	3.1	1.2	0	0	1	3.8	4.3	0	0	0.8	0	0	1.1	1.4	0.6	0	1.3

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	30	61	11	0	102	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	211
11:45 AM	32	96	15	0	143	15	6	5	0	26	4	56	5	0	65	19	11	24	0	54	288
12:00 PM	26	77	9	0	112	16	5	5	0	26	4	46	9	0	59	10	9	27	0	46	243
12:15 PM	31	56	13	0	100	12	16	2	0	30	3	51	11	0	65	7	9	24	0	40	235
Total Volume	119	290	48	0	457	51	34	14	0	99	18	193	35	0	246	47	35	93	0	175	977
% App. Total	26	63.5	10.5	0		51.5	34.3	14.1	0		7.3	78.5	14.2	0		26.9	20	53.1	0		
PHF	.930	.755	.800	.000	.799	.797	.531	.700	.000	.825	.643	.862	.795	.000	.946	.618	.795	.861	.000	.810	.848
Cars	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% Cars	95.0	99.0	100	0	98.0	98.0	97.1	92.9	0	97.0	100	100	100	0	100	97.9	97.1	98.9	0	98.3	98.5
Heavy Vehicles	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% Heavy Vehicles	5.0	1.0	0	0	2.0	2.0	2.9	7.1	0	3.0	0	0	0	0	0	2.1	2.9	1.1	0	1.7	1.5



PRECISION  
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File Name : 164943 DDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	33	60	11	0	8	3	5	0	5	49	7	0	6	12	27	0	226
11:15 AM	23	81	10	0	10	5	1	0	2	42	10	0	9	9	24	0	226
11:30 AM	28	61	11	0	8	7	2	0	7	40	10	0	11	6	18	0	209
11:45 AM	30	95	15	0	14	6	5	0	4	56	5	0	18	11	24	0	283
<b>Total</b>	<b>114</b>	<b>297</b>	<b>47</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>187</b>	<b>32</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>93</b>	<b>0</b>	<b>944</b>
12:00 PM	25	77	9	0	16	5	4	0	4	46	9	0	10	9	26	0	240
12:15 PM	30	54	13	0	12	15	2	0	3	51	11	0	7	8	24	0	230
12:30 PM	22	60	13	0	15	5	1	0	4	38	5	0	17	4	13	0	197
12:45 PM	28	65	19	0	14	4	2	0	10	39	12	0	13	9	21	0	236
<b>Total</b>	<b>105</b>	<b>256</b>	<b>54</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>21</b>	<b>174</b>	<b>37</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>84</b>	<b>0</b>	<b>903</b>
<b>Grand Total</b>	<b>219</b>	<b>553</b>	<b>101</b>	<b>0</b>	<b>97</b>	<b>50</b>	<b>22</b>	<b>0</b>	<b>39</b>	<b>361</b>	<b>69</b>	<b>0</b>	<b>91</b>	<b>68</b>	<b>177</b>	<b>0</b>	<b>1847</b>
Apprch %	25.1	63.3	11.6	0	57.4	29.6	13	0	8.3	77	14.7	0	27.1	20.2	52.7	0	
Total %	11.9	29.9	5.5	0	5.3	2.7	1.2	0	2.1	19.5	3.7	0	4.9	3.7	9.6	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	28	61	11	0	100	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	209
11:45 AM	30	95	15	0	140	14	6	5	0	25	4	56	5	0	65	18	11	24	0	53	283
12:00 PM	25	77	9	0	111	16	5	4	0	25	4	46	9	0	59	10	9	26	0	45	240
12:15 PM	30	54	13	0	97	12	15	2	0	29	3	51	11	0	65	7	8	24	0	39	230
Total Volume	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% App. Total	25.2	64.1	10.7	0		52.1	34.4	13.5	0		7.3	78.5	14.2	0		26.7	19.8	53.5	0		
PHF	.942	.755	.800	.000	.800	.781	.550	.650	.000	.828	.643	.862	.795	.000	.946	.639	.773	.885	.000	.811	.850



PRECISION  
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INDUSTRIES, LLC

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N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
11:00 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5
Total	4	4	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	12
12:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
12:15 PM	1	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	3	0	0	0	1	1	0	0	2	0	0	0	1	1	0	0	12
Grand Total	7	7	0	0	1	2	1	0	0	3	0	0	1	1	1	0	0	24
Apprch %	50	50	0	0	25	50	25	0	0	100	0	0	33.3	33.3	33.3	0	0	
Total %	29.2	29.2	0	0	4.2	8.3	4.2	0	0	12.5	0	0	4.2	4.2	4.2	0	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
12:00 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
12:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
Total Volume	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% App. Total	66.7	33.3	0	0		33.3	33.3	33.3	0		0	0	0	0		33.3	33.3	33.3	0		
PHF	.750	.375	.000	.000	.750	.250	.250	.250	.000	.750	.000	.000	.000	.000	.000	.250	.250	.250	.000	.750	.750



PRECISION  
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INDUSTRIES, LLC

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File Name : 164943 DDD

Site Code : T0620

Start Date : 3/5/2016

Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
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	1	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total					
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 11:00 AM																													
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	1	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	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	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.250	



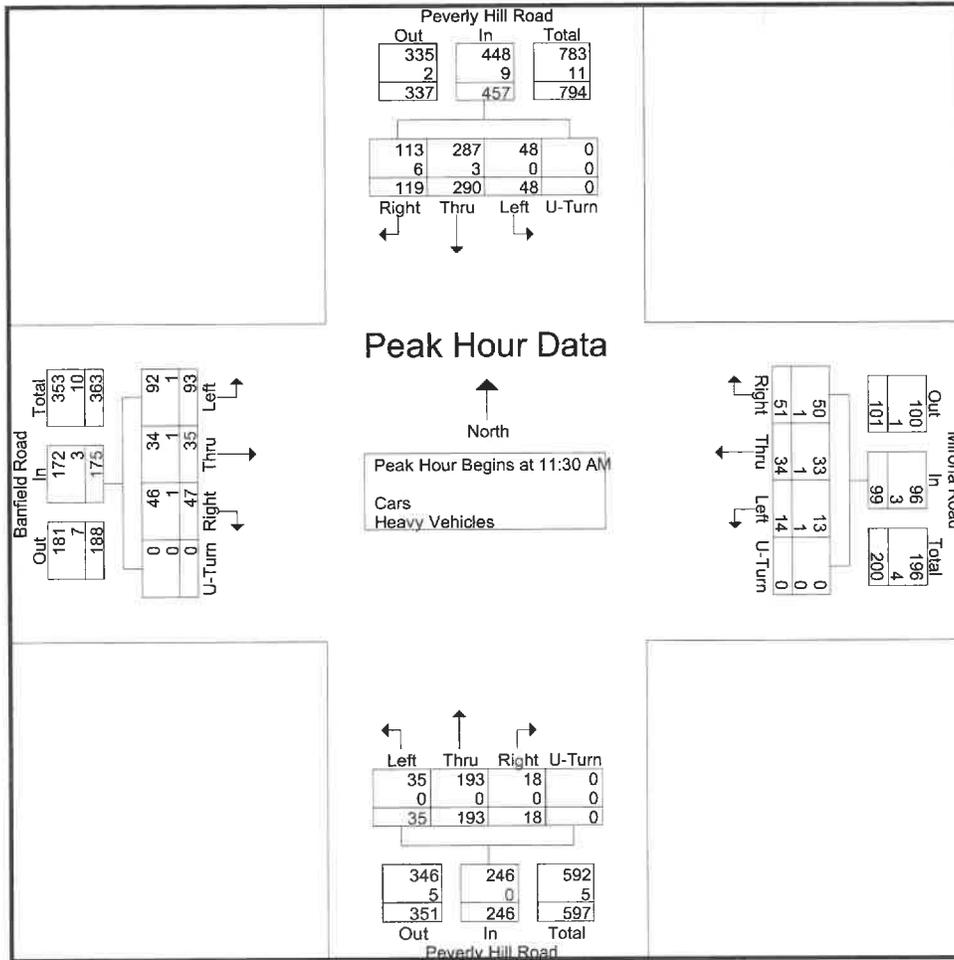
PRECISION  
DATA  
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N/S: Peverly Hill Road  
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City, State: Portsmouth, NH  
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File Name : 164943 DDD  
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Start Date : 3/5/2016  
Page No : 1

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	30	61	11	0	102	8	7	2	0	17	7	40	10	0	57	11	6	18	0	35	211
11:45 AM	32	96	15	0	143	15	6	5	0	26	4	56	5	0	65	19	11	24	0	54	288
12:00 PM	26	77	9	0	112	16	5	5	0	26	4	46	9	0	59	10	9	27	0	46	243
12:15 PM	31	56	13	0	100	12	16	2	0	30	3	51	11	0	65	7	9	24	0	40	235
Total Volume	119	290	48	0	457	51	34	14	0	99	18	193	35	0	246	47	35	93	0	175	977
% App. Total	26	63.5	10.5	0		51.5	34.3	14.1	0		7.3	78.5	14.2	0		26.9	20	53.1	0		
PHF	.930	.755	.800	.000	.799	.797	.531	.700	.000	.825	.643	.862	.795	.000	.946	.618	.795	.861	.000	.810	.848
Cars	113	287	48	0	448	50	33	13	0	96	18	193	35	0	246	46	34	92	0	172	962
% Cars	95.0	99.0	100	0	98.0	98.0	97.1	92.9	0	97.0	100	100	100	0	100	97.9	97.1	98.9	0	98.3	98.5
Heavy Vehicles	6	3	0	0	9	1	1	1	0	3	0	0	0	0	0	1	1	1	0	3	15
% Heavy Vehicles	5.0	1.0	0	0	2.0	2.0	2.9	7.1	0	3.0	0	0	0	0	0	2.1	2.9	1.1	0	1.7	1.5





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

File Name : 164943 DDDD

Site Code : T0620

Start Date : 3/5/2016

Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Groups Printed- Cars - Heavy Vehicles

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	28	45	6	0	9	3	2	0	3	40	11	0	10	7	25	0	189
04:15 PM	20	43	8	0	14	9	2	0	3	34	11	0	10	15	15	0	184
04:30 PM	21	38	5	0	13	10	2	0	3	44	12	0	12	6	9	0	175
04:45 PM	23	48	8	0	6	5	2	0	4	29	5	0	7	7	19	0	163
<b>Total</b>	<b>92</b>	<b>174</b>	<b>27</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>147</b>	<b>39</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>68</b>	<b>0</b>	<b>711</b>
05:00 PM	18	41	5	0	11	10	4	0	6	39	3	0	11	6	12	0	166
05:15 PM	14	56	9	0	9	3	2	0	4	32	6	0	8	6	10	0	159
05:30 PM	16	33	11	0	11	2	1	0	3	28	8	0	7	5	14	0	139
05:45 PM	13	48	12	0	7	1	1	0	2	34	5	0	8	6	16	0	153
<b>Total</b>	<b>61</b>	<b>178</b>	<b>37</b>	<b>0</b>	<b>38</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>133</b>	<b>22</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>52</b>	<b>0</b>	<b>617</b>
<b>Grand Total</b>	<b>153</b>	<b>352</b>	<b>64</b>	<b>0</b>	<b>80</b>	<b>43</b>	<b>16</b>	<b>0</b>	<b>28</b>	<b>280</b>	<b>61</b>	<b>0</b>	<b>73</b>	<b>58</b>	<b>120</b>	<b>0</b>	<b>1328</b>
Apprch %	26.9	61.9	11.2	0	57.6	30.9	11.5	0	7.6	75.9	16.5	0	29.1	23.1	47.8	0	
Total %	11.5	26.5	4.8	0	6	3.2	1.2	0	2.1	21.1	4.6	0	5.5	4.4	9	0	
Cars	149	351	64	0	80	43	16	0	28	277	61	0	73	58	120	0	1320
% Cars	97.4	99.7	100	0	100	100	100	0	100	98.9	100	0	100	100	100	0	99.4
Heavy Vehicles	4	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	8
% Heavy Vehicles	2.6	0.3	0	0	0	0	0	0	0	1.1	0	0	0	0	0	0	0.6

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	28	45	6	0	79	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	189
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	21	38	5	0	64	13	10	2	0	25	3	44	12	0	59	12	6	9	0	27	175
04:45 PM	23	48	8	0	79	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	163
Total Volume	92	174	27	0	293	42	27	8	0	77	13	147	39	0	199	39	35	68	0	142	711
% App. Total	31.4	59.4	9.2	0		54.5	35.1	10.4	0		6.5	73.9	19.6	0		27.5	24.6	47.9	0		
PHF	.821	.906	.844	.000	.927	.750	.675	1.00	.000	.770	.813	.835	.813	.000	.843	.813	.583	.680	.000	.845	.940
Cars	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% Cars	97.8	99.4	100	0	99.0	100	100	100	0	100	100	98.0	100	0	98.5	100	100	100	0	100	99.2
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Heavy Vehicles	2.2	0.6	0	0	1.0	0	0	0	0	0	0	2.0	0	0	1.5	0	0	0	0	0	0.8



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DDDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Cars

Start Time	Peverly Hill Road From North				Mirona Road From East				Peverly Hill Road From South				Banfield Road From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	27	45	6	0	9	3	2	0	3	40	11	0	10	7	25	0	188
04:15 PM	20	43	8	0	14	9	2	0	3	34	11	0	10	15	15	0	184
04:30 PM	20	38	5	0	13	10	2	0	3	41	12	0	12	6	9	0	171
04:45 PM	23	47	8	0	6	5	2	0	4	29	5	0	7	7	19	0	162
<b>Total</b>	<b>90</b>	<b>173</b>	<b>27</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>144</b>	<b>39</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>68</b>	<b>0</b>	<b>705</b>
05:00 PM	17	41	5	0	11	10	4	0	6	39	3	0	11	6	12	0	165
05:15 PM	13	56	9	0	9	3	2	0	4	32	6	0	8	6	10	0	158
05:30 PM	16	33	11	0	11	2	1	0	3	28	8	0	7	5	14	0	139
05:45 PM	13	48	12	0	7	1	1	0	2	34	5	0	8	6	16	0	153
<b>Total</b>	<b>59</b>	<b>178</b>	<b>37</b>	<b>0</b>	<b>38</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>133</b>	<b>22</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>52</b>	<b>0</b>	<b>615</b>
<b>Grand Total</b>	<b>149</b>	<b>351</b>	<b>64</b>	<b>0</b>	<b>80</b>	<b>43</b>	<b>16</b>	<b>0</b>	<b>28</b>	<b>277</b>	<b>61</b>	<b>0</b>	<b>73</b>	<b>58</b>	<b>120</b>	<b>0</b>	<b>1320</b>
Apprch %	26.4	62.2	11.3	0	57.6	30.9	11.5	0	7.7	75.7	16.7	0	29.1	23.1	47.8	0	
Total %	11.3	26.6	4.8	0	6.1	3.3	1.2	0	2.1	21	4.6	0	5.5	4.4	9.1	0	

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	27	45	6	0	78	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	188
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	20	38	5	0	63	13	10	2	0	25	3	41	12	0	56	12	6	9	0	27	171
04:45 PM	23	47	8	0	78	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	162
Total Volume	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% App. Total	31	59.7	9.3	0		54.5	35.1	10.4	0		6.6	73.5	19.9	0		27.5	24.6	47.9	0		
PHF	.833	.920	.844	.000	.929	.750	.675	1.00	.000	.770	.813	.878	.813	.000	.875	.813	.583	.680	.000	.845	.938





PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

File Name : 164943 DDDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

Groups Printed- Peds and Bicycles

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %																					

Start Time	Peverly Hill Road From North						Mirona Road From East						Peverly Hill Road From South						Banfield Road From West						Int. Total						
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total							
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
% App. 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		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

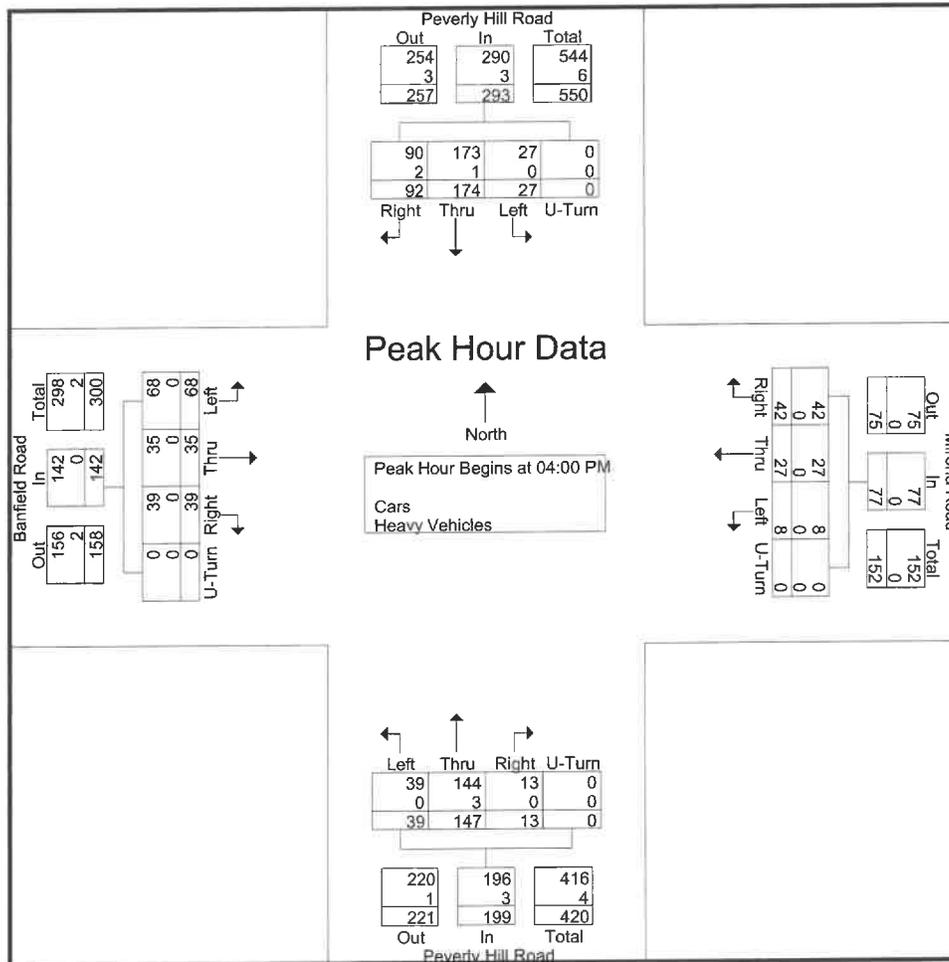


PRECISION  
D A T A  
INDUSTRIES, LLC  
P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

File Name : 164943 DDDD  
Site Code : T0620  
Start Date : 3/5/2016  
Page No : 1

N/S: Peverly Hill Road  
E/W: Mirona Road/ Banfield Road  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

Start Time	Peverly Hill Road From North					Mirona Road From East					Peverly Hill Road From South					Banfield Road From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	28	45	6	0	79	9	3	2	0	14	3	40	11	0	54	10	7	25	0	42	189
04:15 PM	20	43	8	0	71	14	9	2	0	25	3	34	11	0	48	10	15	15	0	40	184
04:30 PM	21	38	5	0	64	13	10	2	0	25	3	44	12	0	59	12	6	9	0	27	175
04:45 PM	23	48	8	0	79	6	5	2	0	13	4	29	5	0	38	7	7	19	0	33	163
Total Volume	92	174	27	0	293	42	27	8	0	77	13	147	39	0	199	39	35	68	0	142	711
% App. Total	31.4	59.4	9.2	0		54.5	35.1	10.4	0		6.5	73.9	19.6	0		27.5	24.6	47.9	0		
PHF	.821	.906	.844	.000	.927	.750	.675	1.000	.000	.770	.813	.835	.813	.000	.843	.813	.583	.680	.000	.845	.940
Cars	90	173	27	0	290	42	27	8	0	77	13	144	39	0	196	39	35	68	0	142	705
% Cars	97.8	99.4	100	0	99.0	100	100	100	0	100	100	98.0	100	0	98.5	100	100	100	0	100	99.2
Heavy Vehicles	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Heavy Vehicles	2.2	0.6	0	0	1.0	0	0	0	0	0	0	2.0	0	0	1.5	0	0	0	0	0	0.8



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 A.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West				
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	3	202	0	1	0	0	0	0	0	0	0	17	0	3
04:15 PM	3	216	0	1	0	0	0	0	0	0	0	7	0	0
04:30 PM	2	203	0	1	0	0	0	0	0	0	0	30	0	1
04:45 PM	2	175	0	2	0	0	0	0	0	0	0	19	0	0
05:00 PM	5	221	0	2	0	0	0	0	0	0	0	39	0	0
05:15 PM	7	217	0	1	0	0	0	0	0	0	0	29	0	1
05:30 PM	2	213	0	0	0	0	0	0	0	0	0	26	0	2
05:45 PM	4	237	0	0	0	0	0	0	0	0	0	16	0	1





File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 AA.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West		
	Right	U-Turn	Left	Right	U-Turn	Left	Right	U-Turn	Left	Right	U-Turn	Left
04:00 PM	0	0	235	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	237	2	0	0	0	0	220	5	0	0
04:30 PM	0	0	202	1	0	0	0	0	227	5	0	0
04:45 PM	0	0	224	0	0	0	0	0	240	3	0	0
05:00 PM	0	0	219	0	0	0	0	0	199	1	0	0
05:15 PM	0	2	201	0	0	1	0	0	204	6	0	2
05:30 PM	0	0	184	0	0	0	0	0	217	5	0	0
05:45 PM	0	0	179	0	0	0	0	0	180	5	0	1
									168	2	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 AA.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ West Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			West Road From West		
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	2	0	0	0	0	0	3	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	2	0	0	0	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 B.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1)			Wilson Road			Lafayette Road (Route 1)			Wilson Road						
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
04:00 PM	34	177	1	0	2	1	0	0	1	189	16	0	31	2	11	0
04:15 PM	31	198	1	0	2	0	2	0	0	171	24	0	32	6	8	0
04:30 PM	32	175	1	0	5	3	6	0	3	168	20	0	22	4	11	0
04:45 PM	32	154	3	0	3	2	3	0	0	186	11	0	28	4	12	0
05:00 PM	33	199	0	0	1	2	3	0	2	212	23	0	37	0	14	0
05:15 PM	21	197	2	0	5	1	1	0	3	194	14	0	34	3	12	0
05:30 PM	37	203	2	0	4	3	4	0	2	179	22	0	35	3	17	0
05:45 PM	20	213	2	0	1	2	2	0	0	200	23	0	31	1	11	0





File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 BB.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Wilson Road From East			Lafayette Road (Route 1) From South			Wilson Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	37	195	1	0	0	1	0	0	0	0	0	0	0
04:15 PM	48	218	3	0	0	0	0	0	0	0	0	0	0
04:30 PM	27	189	3	0	0	3	1	1	207	21	23	0	0
04:45 PM	24	188	2	0	0	0	0	2	197	18	29	1	0
05:00 PM	34	206	1	0	0	1	0	3	186	28	37	2	0
05:15 PM	28	187	0	0	0	1	0	0	194	29	29	2	0
05:30 PM	19	166	3	0	0	1	0	0	172	16	24	1	0
05:45 PM	24	187	1	0	0	2	0	1	142	20	27	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 BB.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Wilson Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Wilson Road From East			Lafayette Road (Route 1) From South			Wilson Road From West		
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0
05:15 PM	1	3	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	2	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 C.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Elby

Start Time	Lafayette Road (Route 1)			Elwyn Road			Lafayette Road (Route 1)			Peverly Hill Road						
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn			
04:00 PM	14	164	24	0	28	25	27	0	7	156	9	1	20	40	44	0
04:15 PM	17	160	46	0	45	25	26	0	12	183	27	0	24	32	27	0
04:30 PM	14	163	31	0	31	29	29	0	15	169	19	0	26	38	47	0
04:45 PM	10	167	39	0	33	20	20	0	14	163	16	0	25	28	30	0
05:00 PM	8	164	45	0	29	13	22	0	13	165	20	0	25	44	44	1
05:15 PM	17	180	35	0	27	25	23	0	12	148	15	0	22	50	42	0
05:30 PM	15	149	32	1	26	15	37	0	17	149	18	0	32	44	53	0
05:45 PM	16	167	51	1	24	22	13	0	15	166	16	1	22	50	48	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 C.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	1	4	0	0	0	0	2	0	0	2	1	0	0
04:15 PM	0	6	0	0	1	1	1	0	4	3	1	2	0
04:30 PM	1	5	1	0	1	1	1	0	4	2	1	0	0
04:45 PM	0	2	0	0	0	0	0	0	5	0	0	0	0
05:00 PM	1	2	1	0	0	1	0	0	2	0	0	0	0
05:15 PM	1	2	0	0	1	2	0	0	3	0	1	0	0
05:30 PM	1	1	0	0	0	0	1	0	1	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	3	1	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 C.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Beverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Lafayette Road (Route 1) From South			Elwyn Road From East			Lafayette Road (Route 1) From South			Beverly Hill Road From West		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 CC.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West				
	Right	U-Turn	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn	
04:00 PM	12	158	43	1	33	15	16	179	15	0	18	29	30	1
04:15 PM	16	190	48	2	50	27	10	210	11	0	18	30	36	0
04:30 PM	14	187	40	0	29	24	17	186	18	0	22	44	29	0
04:45 PM	14	201	34	0	33	21	14	210	10	1	30	33	40	0
05:00 PM	11	177	37	1	47	21	12	177	18	0	20	31	43	0
05:15 PM	8	219	37	2	47	19	14	195	17	0	24	27	31	0
05:30 PM	12	166	41	0	46	20	8	174	19	0	18	36	27	0
05:45 PM	10	175	39	0	50	8	12	197	14	0	17	21	34	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 CC.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Elwyn Road/ Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Elwyn Road From East			Lafayette Road (Route 1) From South			Peverly Hill Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	1	0	0	0	0	2	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	3	0	0	0	1	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 D.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ Mirona Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1)			Church Driveway			Lafayette Road (Route 1)			Mirona Road						
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn				
04:00 PM	24	206	0	4	2	1	0	0	0	0	7	1	9	1	35	0
04:15 PM	22	233	5	0	3	1	0	0	0	0	6	0	3	1	29	0
04:30 PM	27	201	5	0	1	2	0	0	0	0	6	0	11	1	44	0
04:45 PM	22	220	2	3	1	2	0	0	0	0	7	0	9	0	37	0
05:00 PM	26	237	3	0	1	1	0	0	0	0	7	1	14	2	55	0
05:15 PM	30	238	0	0	1	0	0	0	0	0	5	0	9	0	37	0
05:30 PM	30	232	5	0	4	2	0	0	0	0	9	0	8	0	50	0
05:45 PM	22	241	1	0	4	0	0	0	0	0	11	0	10	0	36	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 D.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ Mirona Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			Mirona Road From West			
	Right	U-Turn	Left	Right	U-Turn	Left	Right	U-Turn	Left	Right	U-Turn	Left	U-Turn
04:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	3	0	0	0	0	0	5	0	0	0	0
04:30 PM	1	0	2	0	0	0	0	0	3	0	0	0	0
04:45 PM	1	0	2	0	0	0	0	0	4	0	0	0	0
05:00 PM	0	0	4	0	0	0	0	0	2	1	0	0	0
05:15 PM	0	0	3	0	0	0	0	0	2	0	0	0	0
05:30 PM	1	0	1	0	0	0	0	0	1	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	2	0	0	0	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 DD.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Lafayette Road (Route 1)

Comment 2: E/W: Church Driveway/ Mirona Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Lafayette Road (Route 1) From North			Church Driveway From East			Lafayette Road (Route 1) From South			Mirona Road From West			
	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	Right	Left	U-Turn	
04:00 PM	15	238	0	0	0	0	0	268	9	0	0	17	0
04:15 PM	18	246	0	0	0	0	0	258	12	1	0	31	0
04:30 PM	15	215	0	0	0	0	0	246	8	0	0	19	0
04:45 PM	17	213	0	1	0	0	0	256	10	0	4	12	0
05:00 PM	13	224	0	0	0	0	0	225	13	0	0	16	0
05:15 PM	11	234	1	0	0	0	0	242	10	0	1	17	0
05:30 PM	18	176	0	0	0	0	0	217	12	1	0	19	0
05:45 PM	12	189	0	0	0	0	0	173	6	0	4	22	0





File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 E.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Driveway/ West Road

Comment 2: E/W: Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Driveway			Peverly Hill Road			West Road			Peverly Hill Road					
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn		
04:00 PM	0	0	2	0	0	7	1	24	2	22	0	19	80	4	0
04:15 PM	3	0	1	0	0	11	1	13	2	26	0	19	64	2	0
04:30 PM	4	1	3	0	1	14	0	33	0	45	0	18	78	4	0
04:45 PM	3	0	6	0	0	12	0	31	1	33	0	12	73	5	0
05:00 PM	3	0	6	0	2	18	0	46	8	52	0	22	73	1	0
05:15 PM	1	0	7	0	0	13	0	23	0	56	0	20	78	5	0
05:30 PM	0	0	6	0	2	6	3	39	2	24	0	16	72	2	0
05:45 PM	1	0	3	0	1	8	1	12	0	18	0	12	65	2	0

File Name: C:\Users\Owner\Desktop\PDI 2016\Jobs\164945-Portsmouth NH (Portsmouth)\164945 E.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Driveway/ West Road

Comment 2: E/W: Pevery Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Driveway From North			Pevery Hill Road From East			West Road From South			Pevery Hill Road From West			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0
05:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	0	0	2	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 EE.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N/S: Driveway/ West Road

Comment 2: E/W: Peverly Hill Road

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	Driveway From North			Peverly Hill Road From East			West Road From South			Peverly Hill Road From West				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	U-Turn	
04:00 PM	1	0	3	0	0	4	4	4	0	13	0	5	4	0
04:15 PM	0	0	4	0	0	9	3	5	1	19	0	6	1	0
04:30 PM	2	0	2	0	3	13	3	7	0	14	0	7	2	0
04:45 PM	2	0	4	0	0	11	4	5	2	14	0	6	2	0
05:00 PM	0	0	2	0	0	6	6	7	2	21	0	5	2	0
05:15 PM	0	0	3	0	0	12	0	7	0	11	0	6	3	0
05:30 PM	1	2	6	0	3	3	4	9	0	10	0	5	0	0
05:45 PM	0	0	1	0	0	7	2	4	1	16	0	5	2	0





File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 F.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
04:00 PM	9	7	0	10	5	0	4	11	0
04:15 PM	6	2	0	9	6	0	3	14	0
04:30 PM	6	9	0	10	5	0	7	13	0
04:45 PM	10	8	0	5	8	0	5	24	0
05:00 PM	16	8	0	20	10	0	8	14	0
05:15 PM	13	8	0	16	15	0	4	21	0
05:30 PM	8	3	0	4	4	0	18	31	0
05:45 PM	1	4	0	7	3	0	10	9	0

File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 F.ppd

Start Date: 3/3/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
04:00 PM	1	0	0	0	0	0	1	0	0
04:15 PM	0	1	0	1	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0
04:45 PM	1	0	0	2	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	1	0	0
05:15 PM	0	1	0	1	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	1	0	0
05:45 PM	0	1	0	2	0	0	0	0	0



File Name: C:\Users\Owner\Desktop\PDI 2016 Jobs\164945-Portsmouth NH (Portsmouth)\164945 FF.ppd

Start Date: 3/5/2016

Start Time: 4:00:00 PM

Site Code: 16000381

Comment 1: N: West Road

Comment 2: E/W: West Road/ Campus Drive

Comment 3: City, State: Portsmouth, NH

Comment 4: Client: City of Portsmouth/ E. Eby

Start Time	West Road From North			West Road From East			Campus Drive From West		
	Right	Left	U-Turn	Right	Thru	U-Turn	Thru	Left	U-Turn
04:00 PM	0	2	0	1	1	0	2	0	0
04:15 PM	0	4	0	1	0	0	0	0	0
04:30 PM	0	3	0	2	0	0	1	0	0
04:45 PM	0	0	0	1	0	0	0	0	0
05:00 PM	0	4	0	1	0	0	0	0	0
05:15 PM	0	1	1	3	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0







**Attachment C**

Automatic Traffic Recorders (ATRs)





PRECISION  
DATA  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequest@pdilic.com

Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Volume  
Site Code: T0620

Start Time	03-Mar-16		04-Mar-16		05-Mar-16		06-Mar-16		07-Mar-16		08-Mar-16		09-Mar-16		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	2	2	5	1	7	2	10	2	*	*	*	*	*	*	6	2
01:00	5	4	2	2	5	1	8	0	*	*	*	*	*	*	5	2
02:00	0	3	2	4	2	5	2	2	*	*	*	*	*	*	2	3
03:00	2	2	2	5	2	3	2	0	*	*	*	*	*	*	2	2
04:00	13	6	10	5	7	4	4	0	*	*	*	*	*	*	8	4
05:00	33	22	32	22	7	6	4	7	*	*	*	*	*	*	19	14
06:00	64	68	76	68	24	20	9	16	*	*	*	*	*	*	43	43
07:00	134	204	120	177	53	50	24	31	*	*	*	*	*	*	83	116
08:00	151	222	155	164	56	137	43	63	*	*	*	*	*	*	101	146
09:00	123	155	124	160	127	134	77	72	*	*	*	*	*	*	113	130
10:00	149	151	135	134	126	130	109	119	*	*	*	*	*	*	130	134
11:00	159	175	141	147	160	170	128	125	*	*	*	*	*	*	147	154
12:00 PM	193	192	208	210	180	166	146	108	*	*	*	*	*	*	182	169
01:00	216	177	167	163	178	172	143	132	*	*	*	*	*	*	176	161
02:00	208	174	180	168	174	156	137	130	*	*	*	*	*	*	175	157
03:00	220	182	227	178	168	158	113	82	*	*	*	*	*	*	182	150
04:00	264	239	238	218	166	144	102	81	*	*	*	*	*	*	192	170
05:00	250	219	220	208	104	109	85	66	*	*	*	*	*	*	165	150
06:00	138	112	121	95	86	74	66	51	*	*	*	*	*	*	103	83
07:00	66	52	66	59	55	47	47	29	*	*	*	*	*	*	58	47
08:00	72	33	64	42	42	25	27	17	*	*	*	*	*	*	51	29
09:00	46	22	47	29	44	30	15	14	*	*	*	*	*	*	38	24
10:00	12	22	22	24	27	16	5	4	*	*	*	*	*	*	16	16
11:00	10	3	14	8	21	10	3	2	*	*	*	*	*	*	12	6
Total	2530	2441	2378	2291	1821	1769	1309	1152	0	0	0	0	0	0	2009	1912
Day	4971		4669		3590		2461		0	0	0	0	0	0	3921	
AM Peak	11:00	08:00	08:00	07:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	159	222	155	177	160	170	128	125	-	-	-	-	-	-	147	154
PM Peak	16:00	16:00	16:00	16:00	12:00	13:00	12:00	13:00	-	-	-	-	-	-	16:00	16:00
Vol.	264	239	238	218	180	172	146	132	-	-	-	-	-	-	192	170
Comb. Total	4971		4669		3590		2461		0	0	0	0	0	0	3921	



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Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Volume  
Site Code: T0620

Start Time	WB		EB		Combin ed		03-Mar-16 Thu						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	1	50	2	49	3	99							
12:15	0	50	0	53	0	103							
12:30	1	58	0	50	1	108							
12:45	0	2 35	0	2 40	0	4 75	385						
01:00	0	53	1	41	1	94							
01:15	2	55	0	52	2	107							
01:30	3	56	2	41	5	97							
01:45	0	5 52	1	4 43	1	9 95	393						
02:00	0	59	0	57	0	116							
02:15	0	52	1	38	1	90							
02:30	0	42	0	37	0	79							
02:45	0	0 55	2	3 42	2	3 97	382						
03:00	1	45	0	48	1	93							
03:15	0	47	0	33	0	80							
03:30	0	71	1	48	1	119							
03:45	1	2 57	1	2 53	2	4 110	402						
04:00	1	65	1	64	2	129							
04:15	1	66	1	43	2	109							
04:30	3	68	0	65	3	133							
04:45	8	13 65	4	6 67	12	19 132	503						
05:00	5	73	1	84	6	157							
05:15	8	61	5	52	13	113							
05:30	7	67	7	52	14	119							
05:45	13	33 49	9	22 31	22	55 80	469						
06:00	9	49	6	34	15	83							
06:15	18	30	14	28	32	58							
06:30	15	32	13	28	28	60							
06:45	22	64 27	35	68 22	57	132 49	250						
07:00	21	17	47	24	68	41							
07:15	34	22	53	7	87	29							
07:30	25	13	48	10	73	23							
07:45	54	134 14	66	56 204	11	52 110	338 25	118					
08:00	45	18	44	17	89	35							
08:15	28	20	58	9	86	29							
08:30	40	20	61	6	101	26							
08:45	38	151 14	72	59 222	1	33 97	373 15	105					
09:00	27	18	36	4	63	22							
09:15	30	10	24	9	54	19							
09:30	31	11	49	6	80	17							
09:45	35	123 7	46	46 155	3	22 81	278 10	68					
10:00	37	2	38	12	75	14							
10:15	37	5	43	5	80	10							
10:30	35	2	37	2	72	4							
10:45	40	149 3	12	33 151	3	22 73	300 6	34					
11:00	30	2	36	1	66	3							
11:15	48	3	34	1	82	4							
11:30	33	4	56	0	89	4							
11:45	48	159 1	10	49 175	1	3 97	334 2	13					
Total	835	1695	1014	1427	1849	3122							
Percent	45.2%	54.3%	54.8%	45.7%									
Day Total		2530		2441		4971							
Peak	07:45	-	04:15	-	08:00	-	04:30	-	-	-			
Vol.	167	-	272	-	222	-	268	-	386	-	535	-	-
P.H.F.	0.773		0.932		0.910		0.798		0.877		0.852		

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164943 A Volume  
 Site Code: T0620

Start Time	WB		EB		Combin ed		04-Mar-16 Fri							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	2	51	0	56	2	107								
12:15	3	58	0	50	3	108								
12:30	0	49	0	49	0	98								
12:45	0	50	1	55	1	105	418							
01:00	0	44	1	43	1	87								
01:15	0	40	1	38	1	78								
01:30	1	48	0	43	1	91								
01:45	1	35	0	39	1	74	330							
02:00	0	37	1	40	1	77								
02:15	1	33	0	37	1	70								
02:30	1	51	1	51	2	102								
02:45	0	59	2	40	2	99	348							
03:00	0	50	0	45	0	95								
03:15	0	45	3	46	3	91								
03:30	1	76	1	48	2	124								
03:45	1	56	1	39	2	95	405							
04:00	3	74	0	57	3	131								
04:15	0	53	1	50	1	103								
04:30	1	54	1	45	2	99								
04:45	6	57	3	66	9	123	456							
05:00	4	69	1	70	5	139								
05:15	6	52	7	50	13	102								
05:30	9	46	6	52	15	98								
05:45	13	53	8	36	21	89	428							
06:00	11	39	10	28	21	67								
06:15	10	36	12	19	22	55								
06:30	22	26	13	23	35	49								
06:45	33	20	33	25	66	45	216							
07:00	21	13	47	15	68	28								
07:15	23	16	41	18	64	34								
07:30	42	20	44	7	86	27								
07:45	34	17	45	19	79	36	125							
08:00	41	13	39	17	80	30								
08:15	34	13	43	12	77	25								
08:30	34	22	31	7	65	29								
08:45	46	16	51	6	97	22	106							
09:00	30	12	43	7	73	19								
09:15	29	12	32	8	61	20								
09:30	32	14	37	10	69	24								
09:45	33	9	48	4	81	13	76							
10:00	42	5	39	10	81	15								
10:15	24	9	29	7	53	16								
10:30	38	3	35	5	73	8								
10:45	31	5	31	2	62	7	46							
11:00	34	4	32	0	66	4								
11:15	30	6	33	5	63	11								
11:30	34	2	39	2	73	4								
11:45	43	2	43	1	86	3	22							
Total	804	1574	889	1402	1693	2976								
Percent	47.5%	52.9%	52.5%	47.1%										
Day Total		2378		2291		4669								
Peak	08:00	-	03:30	-	07:00	-	04:15	-	-	-				
Vol.	155	-	259	-	177	-	238	-	322	-	464	-	-	-
P.H.F.	0.842	-	0.852	-	0.941	-	0.850	-	0.936	-	0.835	-	-	-



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164943 A Volume  
Site Code: T0620

Start Time	WB		EB		Combin ed		05-Mar-16 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	45	2	47	6	92	
12:15	1	55	0	38	1	93	
12:30	1	32	0	35	1	67	
12:45	1	48	180	0	2	46	166
01:00	1	38	0	38	1	9	94
01:15	1	44	0	49	1	76	346
01:30	2	55	1	40	3	95	
01:45	1	41	178	0	1	45	172
02:00	0	50	0	38	0	6	86
02:15	1	40	2	40	3	88	350
02:30	1	38	0	44	1	80	
02:45	0	46	174	3	5	34	156
03:00	0	43	0	41	0	7	80
03:15	0	37	0	31	0	84	330
03:30	1	50	2	40	3	90	
03:45	1	38	168	1	3	46	158
04:00	2	50	1	41	3	5	84
04:15	0	43	1	46	1	91	326
04:30	1	43	1	26	2	89	
04:45	4	30	166	1	4	31	144
05:00	0	37	0	33	0	11	61
05:15	1	24	1	22	2	70	310
05:30	2	26	4	24	6	46	
05:45	4	17	104	1	6	30	109
06:00	4	25	2	20	6	45	
06:15	4	23	5	24	9	47	
06:30	8	18	6	20	14	38	
06:45	8	20	86	7	20	10	74
07:00	9	14	6	14	15	28	
07:15	19	11	8	16	27	27	
07:30	7	13	15	6	22	19	
07:45	18	17	55	21	50	11	47
08:00	10	11	31	4	41	15	103
08:15	13	11	26	5	39	16	102
08:30	14	10	43	4	57	14	
08:45	19	10	42	37	137	12	25
09:00	21	17	26	11	47	22	67
09:15	32	7	37	10	69	17	
09:30	38	9	28	6	66	15	
09:45	36	11	44	43	134	3	30
10:00	29	8	27	5	56	13	74
10:15	39	9	31	6	70	15	
10:30	28	7	28	2	56	9	
10:45	30	3	27	44	130	3	16
11:00	41	6	47	3	88	9	256
11:15	37	9	36	4	73	13	6
11:30	44	1	31	2	75	3	43
11:45	38	5	21	56	170	1	10
Total	576	1245	662	1107	1238	2352	
Percent	46.5%	52.9%	53.5%	47.1%			
Day Total		1821		1769		3590	
Peak	11:00	- 01:15	- 11:00	- 00:45	- 11:00	- 01:15	- - -
Vol.	160	- 190	- 170	- 173	- 330	- 362	- - -
P.H.F.	0.909	0.864	0.759	0.883	0.878	0.953	



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164943 A Volume  
Site Code: T0620

Start Time	WB		EB		Combin ed		06-Mar-16 Sun			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	1	38	1	34	2	72				
12:15	4	36	0	28	4	64				
12:30	3	42	0	28	3	70				
12:45	2	30	1	18	3	48	254			
01:00	3	36	0	34	3	70				
01:15	3	32	0	28	3	60				
01:30	1	36	0	30	1	66				
01:45	1	39	0	40	1	79	275			
02:00	1	32	0	40	1	72				
02:15	1	36	0	26	1	62				
02:30	0	29	1	28	1	57				
02:45	0	40	0	36	0	76	267			
03:00	0	31	0	18	0	49				
03:15	1	21	0	23	1	44				
03:30	1	30	0	17	1	47				
03:45	0	31	0	24	0	55	195			
04:00	0	24	0	19	0	43				
04:15	2	30	0	23	2	53				
04:30	2	31	0	17	2	48				
04:45	0	17	0	22	0	39	183			
05:00	0	22	0	23	0	45				
05:15	2	21	1	20	3	41				
05:30	1	24	4	5	5	29				
05:45	1	18	2	18	3	36	151			
06:00	1	21	1	14	2	35				
06:15	1	16	2	14	3	30				
06:30	2	10	6	13	8	23				
06:45	5	19	7	10	12	29	117			
07:00	6	13	8	7	14	20				
07:15	3	14	6	7	9	21				
07:30	9	11	3	6	12	17				
07:45	6	9	14	9	20	18	76			
08:00	9	11	12	6	21	17				
08:15	10	8	17	3	27	11				
08:30	12	0	11	3	23	3				
08:45	12	8	23	5	35	13	44			
09:00	7	5	14	7	21	12				
09:15	17	3	17	2	34	5				
09:30	26	7	18	4	44	11				
09:45	27	0	23	1	50	1	29			
10:00	43	2	26	0	69	2				
10:15	23	1	28	3	51	4				
10:30	19	1	25	0	44	1				
10:45	24	1	40	1	64	2	9			
11:00	29	2	32	0	61	2				
11:15	32	0	35	0	67	0				
11:30	39	1	31	1	70	2				
11:45	28	0	27	1	55	1	5			
Total	420	889	436	716	856	1605				
Percent	49.1%	55.4%	50.9%	44.6%						
Day Total		1309		1152		2461				
Peak	11:00	-	12:00	-	10:45	-	01:30	-	-	-
Vol.	128	-	146	-	138	-	262	-	279	-
P.H.F.	0.821	-	0.869	-	0.863	-	0.936	-	0.883	-



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164943 A Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/03/1														
	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	05:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
	06:00	1	45	16	1	1	0	0	0	0	0	0	0	0	64
	07:00	1	96	34	1	1	1	0	0	0	0	0	0	0	134
	08:00	1	121	28	0	1	0	0	0	0	0	0	0	0	151
	09:00	1	78	34	0	9	1	0	0	0	0	0	0	0	123
	10:00	0	105	36	0	8	0	0	0	0	0	0	0	0	149
	11:00	1	110	38	1	8	0	0	1	0	0	0	0	0	159
	12 PM	2	144	38	0	9	0	0	0	0	0	0	0	0	193
	13:00	2	149	51	0	12	2	0	0	0	0	0	0	0	216
	14:00	2	139	57	2	6	1	0	0	1	0	0	0	0	208
	15:00	4	155	51	3	7	0	0	0	0	0	0	0	0	220
	16:00	7	198	47	0	10	1	0	1	0	0	0	0	0	264
	17:00	2	205	42	0	1	0	0	0	0	0	0	0	0	250
	18:00	0	113	25	0	0	0	0	0	0	0	0	0	0	138
	19:00	0	59	6	0	1	0	0	0	0	0	0	0	0	66
	20:00	0	61	10	0	1	0	0	0	0	0	0	0	0	72
	21:00	0	39	6	0	1	0	0	0	0	0	0	0	0	46
	22:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
	23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	Total	24	1878	531	8	80	6	0	2	1	0	0	0	0	2530
	Percent	0.9%	74.2%	21.0%	0.3%	3.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	06:00	08:00	11:00	06:00	09:00	07:00		11:00						11:00
	Vol.	1	121	38	1	9	1		1						159
	PM Peak	16:00	17:00	14:00	15:00	13:00	13:00		16:00	14:00					16:00
	Vol.	7	205	57	3	12	2		1	1					264



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164943 A Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/04/1														
	6	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	25	6	0	1	0	0	0	0	0	0	0	0	32
	06:00	0	56	19	0	1	0	0	0	0	0	0	0	0	76
	07:00	2	84	29	1	3	1	0	0	0	0	0	0	0	120
	08:00	1	110	34	2	8	0	0	0	0	0	0	0	0	155
	09:00	2	82	26	0	13	0	0	1	0	0	0	0	0	124
	10:00	0	93	36	1	5	0	0	0	0	0	0	0	0	135
	11:00	1	86	46	0	7	1	0	0	0	0	0	0	0	141
	12 PM	4	137	55	1	11	0	0	0	0	0	0	0	0	208
	13:00	1	118	45	0	3	0	0	0	0	0	0	0	0	167
	14:00	1	130	40	2	5	1	0	1	0	0	0	0	0	180
	15:00	2	165	52	2	6	0	0	0	0	0	0	0	0	227
	16:00	5	178	46	3	4	1	0	1	0	0	0	0	0	238
	17:00	3	172	38	1	5	1	0	0	0	0	0	0	0	220
	18:00	0	97	22	0	2	0	0	0	0	0	0	0	0	121
	19:00	0	52	13	0	0	1	0	0	0	0	0	0	0	66
	20:00	0	52	11	0	1	0	0	0	0	0	0	0	0	64
	21:00	0	39	7	0	1	0	0	0	0	0	0	0	0	47
	22:00	0	16	5	1	0	0	0	0	0	0	0	0	0	22
	23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	Total	22	1720	536	14	77	6	0	3	0	0	0	0	0	2378
	Percent	0.9%	72.3%	22.5%	0.6%	3.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	07:00	08:00	11:00	08:00	09:00	07:00		09:00						08:00
	Vol.	2	110	46	2	13	1		1						155
	PM Peak	16:00	16:00	12:00	16:00	12:00	14:00		14:00						16:00
	Vol.	5	178	55	3	11	1		1						238



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INDUSTRIES, LLC

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Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/05/1														
	6	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	06:00	0	17	6	1	0	0	0	0	0	0	0	0	0	24
	07:00	0	44	9	0	0	0	0	0	0	0	0	0	0	53
	08:00	0	47	9	0	0	0	0	0	0	0	0	0	0	56
	09:00	0	99	26	0	1	0	0	1	0	0	0	0	0	127
	10:00	3	93	27	0	3	0	0	0	0	0	0	0	0	126
	11:00	3	115	36	0	6	0	0	0	0	0	0	0	0	160
	12 PM	3	139	31	1	6	0	0	0	0	0	0	0	0	180
	13:00	1	139	32	0	6	0	0	0	0	0	0	0	0	178
	14:00	4	134	34	0	2	0	0	0	0	0	0	0	0	174
	15:00	0	131	33	0	4	0	0	0	0	0	0	0	0	168
	16:00	0	132	30	2	2	0	0	0	0	0	0	0	0	166
	17:00	1	83	18	0	2	0	0	0	0	0	0	0	0	104
	18:00	1	66	18	0	1	0	0	0	0	0	0	0	0	86
	19:00	0	44	10	0	1	0	0	0	0	0	0	0	0	55
	20:00	0	33	9	0	0	0	0	0	0	0	0	0	0	42
	21:00	0	36	8	0	0	0	0	0	0	0	0	0	0	44
	22:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
	23:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	Total	16	1415	349	4	36	0	0	1	0	0	0	0	0	1821
	Percent	0.9%	77.7%	19.2%	0.2%	2.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	10:00	11:00	11:00	06:00	11:00			09:00						11:00
	Vol.	3	115	36	1	6			1						160
	PM Peak	14:00	12:00	14:00	16:00	12:00									12:00
	Vol.	4	139	34	2	6									180

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164943 A Class  
 Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/06/1														
	6	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
	06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	15	8	0	1	0	0	0	0	0	0	0	0	24
	08:00	0	37	6	0	0	0	0	0	0	0	0	0	0	43
	09:00	2	61	12	0	2	0	0	0	0	0	0	0	0	77
	10:00	0	83	26	0	0	0	0	0	0	0	0	0	0	109
	11:00	1	101	23	0	3	0	0	0	0	0	0	0	0	128
	12 PM	2	113	30	0	1	0	0	0	0	0	0	0	0	146
	13:00	0	119	21	1	2	0	0	0	0	0	0	0	0	143
	14:00	1	104	29	0	3	0	0	0	0	0	0	0	0	137
	15:00	0	91	18	0	4	0	0	0	0	0	0	0	0	113
	16:00	1	78	21	0	2	0	0	0	0	0	0	0	0	102
	17:00	1	74	9	0	1	0	0	0	0	0	0	0	0	85
	18:00	0	51	14	0	1	0	0	0	0	0	0	0	0	66
	19:00	0	39	7	0	1	0	0	0	0	0	0	0	0	47
	20:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
	21:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	Total	8	1045	232	1	23	0	0	0	0	0	0	0	0	1309
	Percent	0.6%	79.8%	17.7%	0.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	09:00	11:00	10:00		11:00									11:00
	Vol.	2	101	26		3									128
	PM Peak	12:00	13:00	12:00	13:00	15:00									12:00
	Vol.	2	119	30	1	4									146



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164943 A Class  
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
06:00	0	47	14	1	6	0	0	0	0	0	0	0	0	68
07:00	1	152	34	5	12	0	0	0	0	0	0	0	0	204
08:00	4	172	37	1	8	0	0	0	0	0	0	0	0	222
09:00	1	123	23	1	7	0	0	0	0	0	0	0	0	155
10:00	0	91	52	1	6	0	0	1	0	0	0	0	0	151
11:00	0	134	36	0	4	0	0	1	0	0	0	0	0	175
12 PM	0	141	42	0	9	0	0	0	0	0	0	0	0	192
13:00	2	131	34	0	9	0	0	1	0	0	0	0	0	177
14:00	2	127	35	0	7	2	0	1	0	0	0	0	0	174
15:00	2	123	51	0	6	0	0	0	0	0	0	0	0	182
16:00	4	184	42	1	8	0	0	0	0	0	0	0	0	239
17:00	1	185	28	0	5	0	0	0	0	0	0	0	0	219
18:00	0	93	18	0	1	0	0	0	0	0	0	0	0	112
19:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52
20:00	0	29	4	0	0	0	0	0	0	0	0	0	0	33
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
22:00	0	20	1	0	1	0	0	0	0	0	0	0	0	22
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>17</b>	<b>1848</b>	<b>467</b>	<b>10</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2441</b>
<b>Percent</b>	<b>0.7%</b>	<b>75.7%</b>	<b>19.1%</b>	<b>0.4%</b>	<b>3.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>07:00</b>	<b>07:00</b>			<b>10:00</b>						<b>08:00</b>
<b>Vol.</b>	<b>4</b>	<b>172</b>	<b>52</b>	<b>5</b>	<b>12</b>			<b>1</b>						<b>222</b>
<b>PM Peak</b>	<b>16:00</b>	<b>17:00</b>	<b>15:00</b>	<b>16:00</b>	<b>12:00</b>	<b>14:00</b>		<b>13:00</b>						<b>16:00</b>
<b>Vol.</b>	<b>4</b>	<b>185</b>	<b>51</b>	<b>1</b>	<b>9</b>	<b>2</b>		<b>1</b>						<b>239</b>



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164943 A Class  
Site Code: T0620

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	18	2	0	2	0	0	0	0	0	0	0	0	22
06:00	0	44	17	1	6	0	0	0	0	0	0	0	0	68
07:00	1	125	35	3	12	1	0	0	0	0	0	0	0	177
08:00	3	124	27	1	9	0	0	0	0	0	0	0	0	164
09:00	0	119	32	0	9	0	0	0	0	0	0	0	0	160
10:00	1	78	41	3	11	0	0	0	0	0	0	0	0	134
11:00	0	92	40	1	13	0	0	1	0	0	0	0	0	147
12 PM	2	145	49	0	12	0	0	2	0	0	0	0	0	210
13:00	2	116	35	0	10	0	0	0	0	0	0	0	0	163
14:00	2	115	38	0	13	0	0	0	0	0	0	0	0	168
15:00	1	122	45	1	8	0	0	1	0	0	0	0	0	178
16:00	8	155	47	0	7	1	0	0	0	0	0	0	0	218
17:00	2	159	38	0	8	0	0	1	0	0	0	0	0	208
18:00	1	74	20	0	0	0	0	0	0	0	0	0	0	95
19:00	0	44	14	0	1	0	0	0	0	0	0	0	0	59
20:00	0	34	7	0	0	1	0	0	0	0	0	0	0	42
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
22:00	0	19	2	1	2	0	0	0	0	0	0	0	0	24
23:00	0	6	0	1	1	0	0	0	0	0	0	0	0	8
Total	23	1626	498	12	124	3	0	5	0	0	0	0	0	2291
Percent	1.0%	71.0%	21.7%	0.5%	5.4%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	10:00	07:00	11:00	07:00		11:00						07:00
Vol.	3	125	41	3	13	1		1						177
PM Peak	16:00	17:00	12:00	15:00	14:00	16:00		12:00						16:00
Vol.	8	159	49	1	13	1		2						218



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
06:00	0	10	4	1	5	0	0	0	0	0	0	0	0	20
07:00	0	38	7	1	4	0	0	0	0	0	0	0	0	50
08:00	1	112	24	0	0	0	0	0	0	0	0	0	0	137
09:00	1	103	29	0	1	0	0	0	0	0	0	0	0	134
10:00	1	98	28	0	3	0	0	0	0	0	0	0	0	130
11:00	4	121	40	0	5	0	0	0	0	0	0	0	0	170
12 PM	2	130	30	0	4	0	0	0	0	0	0	0	0	166
13:00	2	138	25	0	7	0	0	0	0	0	0	0	0	172
14:00	1	126	23	0	6	0	0	0	0	0	0	0	0	156
15:00	1	128	21	0	8	0	0	0	0	0	0	0	0	158
16:00	2	118	22	0	2	0	0	0	0	0	0	0	0	144
17:00	0	88	16	0	5	0	0	0	0	0	0	0	0	109
18:00	0	58	16	0	0	0	0	0	0	0	0	0	0	74
19:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47
20:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
<b>Total</b>	<b>15</b>	<b>1387</b>	<b>311</b>	<b>3</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1769</b>
<b>Percent</b>	<b>0.8%</b>	<b>78.4%</b>	<b>17.6%</b>	<b>0.2%</b>	<b>3.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>01:00</b>	<b>06:00</b>									<b>11:00</b>
<b>Vol.</b>	<b>4</b>	<b>121</b>	<b>40</b>	<b>1</b>	<b>5</b>									<b>170</b>
<b>PM Peak</b>	<b>12:00</b>	<b>13:00</b>	<b>12:00</b>		<b>15:00</b>									<b>13:00</b>
<b>Vol.</b>	<b>2</b>	<b>138</b>	<b>30</b>		<b>8</b>									<b>172</b>



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03/06/1														
6	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
07:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
08:00	0	49	12	0	2	0	0	0	0	0	0	0	0	63
09:00	1	61	9	0	1	0	0	0	0	0	0	0	0	72
10:00	0	95	21	0	3	0	0	0	0	0	0	0	0	119
11:00	0	93	28	1	3	0	0	0	0	0	0	0	0	125
12 PM	0	85	21	0	1	0	0	0	1	0	0	0	0	108
13:00	0	102	29	0	1	0	0	0	0	0	0	0	0	132
14:00	0	107	19	0	4	0	0	0	0	0	0	0	0	130
15:00	0	65	15	0	2	0	0	0	0	0	0	0	0	82
16:00	0	63	15	1	2	0	0	0	0	0	0	0	0	81
17:00	0	51	12	1	2	0	0	0	0	0	0	0	0	66
18:00	0	45	4	1	1	0	0	0	0	0	0	0	0	51
19:00	0	25	3	0	1	0	0	0	0	0	0	0	0	29
20:00	0	14	2	0	0	1	0	0	0	0	0	0	0	17
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	917	205	4	23	1	0	0	1	0	0	0	0	1152
Percent	0.1%	79.6%	17.8%	0.3%	2.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	11:00	11:00	10:00									11:00
Vol.	1	95	28	1	3									125
PM Peak		14:00	13:00	16:00	14:00	20:00			12:00					13:00
Vol.		107	29	1	4	1			1					132



PRECISION  
D A T A  
INDUSTRIES, LLC

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Email: datarequests@pdilic.com

Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Speed  
Site Code: T0620

WB	Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed
03/03/	16	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	2	37	35
	01:00	0	0	0	0	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	40
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	37	
	04:00	0	0	0	1	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	44	37	
	05:00	0	0	0	4	10	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	40	35	
	06:00	1	0	0	4	15	22	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	42	37	
	07:00	0	0	2	8	31	61	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	41	36	
	08:00	0	0	2	14	41	59	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	41	36	
	09:00	0	0	2	8	38	49	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	36	
	10:00	2	0	2	6	48	63	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	40	35	
	11:00	0	1	1	10	48	68	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	40	36	
	12 PM	1	1	0	13	42	100	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	40	36	
	13:00	0	2	0	11	90	74	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	40	35	
	14:00	1	1	0	16	80	89	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	38	35	
	15:00	2	1	4	28	98	61	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	38	33	
	16:00	2	4	8	34	93	86	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	264	38	34	
	17:00	0	1	2	20	99	105	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	38	35	
	18:00	0	0	0	16	60	48	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	38	34	
	19:00	0	0	0	2	21	23	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	42	37	
	20:00	0	0	0	1	16	39	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	40	37	
	21:00	0	0	0	3	18	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	40	36	
	22:00	0	0	0	0	4	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	43	38	
	23:00	0	0	0	1	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	38	37	
	Total	9	11	23	201	859	992	377	54	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2530			
	%	0.4%	0.4%	0.9%	7.9%	34.0%	39.2%	14.9%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	10:00	11:00	07:00	08:00	10:00	11:00	08:00	07:00	01:00																		11:00		
Vol.	2	1	2	14	48	68	30	5	1																		159		
PM Peak	15:00	16:00	16:00	16:00	17:00	17:00	16:00	13:00	12:00	18:00																	16:00		
Vol.	2	4	8	34	99	105	37	7	1	1																	264		

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 39 MPH
- 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH

- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1851
- Percent in Pace : 73.2%
- Number of Vehicles > 35 MPH : 1229
- Percent of Vehicles > 35 MPH : 48.6%



PRECISION  
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Client: TEC/ S. Gregorio

164943 A Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/16		0	0	0	0	3	1	1	0	0	0	0	0	0	5	40	35
01:00		0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
02:00		0	0	0	0	1	0	0	1	0	0	0	0	0	2	47	40
03:00		0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
04:00		0	0	0	1	6	1	1	1	0	0	0	0	0	10	41	35
05:00		0	0	1	3	10	12	5	1	0	0	0	0	0	32	40	35
06:00		0	0	0	4	23	30	17	2	0	0	0	0	0	76	41	36
07:00		1	2	2	16	45	29	24	1	0	0	0	0	0	120	40	34
08:00		1	0	10	45	63	24	10	2	0	0	0	0	0	155	36	31
09:00		0	0	3	27	61	27	6	0	0	0	0	0	0	124	36	32
10:00		1	2	5	24	51	42	9	1	0	0	0	0	0	135	37	33
11:00		0	0	3	22	51	52	12	1	0	0	0	0	0	141	38	34
12 PM		0	4	4	37	88	64	10	1	0	0	0	0	0	208	37	33
13:00		0	3	1	25	61	62	13	1	1	0	0	0	0	167	38	34
14:00		0	1	0	25	74	61	17	2	0	0	0	0	0	180	38	34
15:00		1	3	5	30	107	71	8	2	0	0	0	0	0	227	37	33
16:00		1	6	11	33	111	66	9	1	0	0	0	0	0	238	37	32
17:00		1	3	2	26	90	85	13	0	0	0	0	0	0	220	37	34
18:00		1	0	2	25	51	32	8	1	1	0	0	0	0	121	37	33
19:00		1	0	4	10	27	22	2	0	0	0	0	0	0	66	37	32
20:00		0	0	0	12	18	21	12	1	0	0	0	0	0	64	40	35
21:00		0	0	0	5	17	22	3	0	0	0	0	0	0	47	38	34
22:00		0	1	0	2	4	10	3	1	1	0	0	0	0	22	41	36
23:00		0	0	0	1	4	7	2	0	0	0	0	0	0	14	38	36
Total		8	25	53	373	967	743	185	21	3	0	0	0	0	2378		
%		0.3%	1.1%	2.2%	15.7%	40.7%	31.2%	7.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	11:00	07:00	06:00							08:00		
Vol.	1	2	10	45	63	52	24	2							155		
PM Peak	15:00	16:00	16:00	12:00	16:00	17:00	14:00	14:00	13:00						16:00		
Vol.	1	6	11	37	111	85	17	2	1						238		

Stats

15th Percentile : 27 MPH  
 50th Percentile : 32 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 41 MPH

Mean Speed(Average) : 33 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1710  
 Percent in Pace : 71.9%  
 Number of Vehicles > 35 MPH : 803  
 Percent of Vehicles > 35 MPH : 33.8%



PRECISION  
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164943 A Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/05/																	
16	0	0	1	1	1	2	2	0	0	0	0	0	0	0	7	41	34
01:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5	37	35
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	37	32
04:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7	38	33
05:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	38	36
06:00	0	0	0	0	9	7	4	3	1	0	0	0	0	0	24	44	38
07:00	0	0	0	1	18	22	11	0	1	0	0	0	0	0	53	40	36
08:00	0	0	2	7	17	19	7	3	1	0	0	0	0	0	56	40	35
09:00	0	0	0	11	45	52	16	3	0	0	0	0	0	0	127	38	35
10:00	0	3	0	10	34	50	25	4	0	0	0	0	0	0	126	41	36
11:00	0	1	0	24	57	53	23	0	2	0	0	0	0	0	160	39	34
12 PM	0	2	0	17	67	75	16	3	0	0	0	0	0	0	180	38	35
13:00	0	0	7	11	59	75	23	3	0	0	0	0	0	0	178	38	35
14:00	0	5	3	27	56	65	15	3	0	0	0	0	0	0	174	38	34
15:00	0	1	0	17	62	64	22	2	0	0	0	0	0	0	168	38	35
16:00	0	0	3	25	60	57	16	4	0	0	0	0	0	1	166	38	34
17:00	1	1	2	5	37	45	11	1	1	0	0	0	0	0	104	38	35
18:00	1	1	1	12	34	30	5	2	0	0	0	0	0	0	86	38	33
19:00	0	0	0	7	18	24	5	1	0	0	0	0	0	0	55	38	35
20:00	0	0	1	1	13	12	13	1	1	0	0	0	0	0	42	42	37
21:00	0	1	1	9	15	12	4	1	1	0	0	0	0	0	44	38	33
22:00	0	1	0	2	4	14	3	2	1	0	0	0	0	0	27	42	37
23:00	0	1	0	0	7	9	3	1	0	0	0	0	0	0	21	40	36
Total	2	17	21	189	623	696	226	37	9	0	0	0	0	1	1821		
%	0.1%	0.9%	1.2%	10.4%	34.2%	38.2%	12.4%	2.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%			
AM Peak		10:00	08:00	11:00	11:00	11:00	10:00	10:00	11:00						11:00		
Vol.		3	2	24	57	53	25	4	2						160		
PM Peak	17:00	14:00	13:00	14:00	12:00	12:00	13:00	16:00	17:00				16:00	12:00			
Vol.	1	5	7	27	67	75	23	4	1				1	180			

Stats

15th Percentile : 29 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1319  
 Percent in Pace : 72.4%  
 Number of Vehicles > 35 MPH : 830  
 Percent of Vehicles > 35 MPH : 45.6%



PRECISION  
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164943 A Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/06/																	
16		0	0	0	0	4	4	1	1	0	0	0	0	0	10	41	37
01:00		0	0	0	0	4	3	0	1	0	0	0	0	0	8	38	36
02:00		0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
03:00		0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
04:00		0	0	0	0	1	1	1	1	0	0	0	0	0	4	46	39
05:00		0	0	0	1	1	1	1	0	0	0	0	0	0	4	41	34
06:00		0	0	0	1	3	5	0	0	0	0	0	0	0	9	37	34
07:00		0	0	0	1	7	6	7	3	0	0	0	0	0	24	43	38
08:00		0	0	0	5	11	15	9	2	1	0	0	0	0	43	42	36
09:00		0	1	1	5	21	27	18	4	0	0	0	0	0	77	41	36
10:00		0	0	2	10	29	47	19	2	0	0	0	0	0	109	40	36
11:00		1	3	1	9	55	34	21	4	0	0	0	0	0	128	40	34
12 PM		0	1	1	14	47	59	20	4	0	0	0	0	0	146	39	35
13:00		0	0	0	9	45	61	20	8	0	0	0	0	0	143	40	36
14:00		0	0	2	4	42	52	32	5	0	0	0	0	0	137	41	36
15:00		0	0	2	14	29	39	25	3	0	0	0	0	1	113	41	36
16:00		0	1	0	10	36	39	12	3	1	0	0	0	0	102	39	35
17:00		0	0	1	6	28	32	14	4	0	0	0	0	0	85	40	36
18:00		0	0	0	4	31	20	7	4	0	0	0	0	0	66	39	35
19:00		2	0	0	7	19	12	7	0	0	0	0	0	0	47	38	33
20:00		0	0	0	2	7	12	3	3	0	0	0	0	0	27	42	37
21:00		0	2	0	3	4	3	1	1	1	0	0	0	0	15	42	33
22:00		0	0	0	0	2	1	2	0	0	0	0	0	0	5	42	37
23:00		0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
Total		3	8	10	105	427	476	223	53	3	0	0	0	1	1309		
%		0.2%	0.6%	0.8%	8.0%	32.6%	36.4%	17.0%	4.0%	0.2%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	11:00	10:00	10:00	11:00	10:00	11:00	09:00	08:00						11:00		
Vol.	1	3	2	10	55	47	21	4	1						128		
PM Peak	19:00	21:00	14:00	12:00	12:00	13:00	14:00	13:00	16:00					15:00	12:00		
Vol.	2	2	2	14	47	61	32	8	1					1	146		

Stats

15th Percentile : 29 MPH  
 50th Percentile : 35 MPH  
 85th Percentile : 40 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 903  
 Percent in Pace : 69.0%  
 Number of Vehicles > 35 MPH : 661  
 Percent of Vehicles > 35 MPH : 50.5%



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164943 A Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/03/																	
16	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	37	27
01:00	0	0	0	1	0	1	0	0	2	0	0	0	0	0	4	52	42
02:00	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3	46	39
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	42	37
04:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6	39	36
05:00	0	0	0	4	8	7	2	1	0	0	0	0	0	0	22	38	34
06:00	0	0	1	6	26	26	9	0	0	0	0	0	0	0	68	38	35
07:00	0	0	2	18	57	91	30	4	2	0	0	0	0	0	204	39	36
08:00	0	1	3	17	50	115	32	4	0	0	0	0	0	0	222	39	36
09:00	0	0	1	13	38	81	19	3	0	0	0	0	0	0	155	38	36
10:00	0	0	2	27	58	51	13	0	0	0	0	0	0	0	151	38	34
11:00	1	2	4	32	58	65	13	0	0	0	0	0	0	0	175	37	33
12 PM	1	0	1	31	71	62	23	3	0	0	0	0	0	0	192	38	34
13:00	0	0	1	32	70	59	14	1	0	0	0	0	0	0	177	38	34
14:00	1	2	6	25	61	60	16	3	0	0	0	0	0	0	174	38	34
15:00	0	1	2	23	66	66	23	1	0	0	0	0	0	0	182	38	34
16:00	2	2	5	44	87	72	26	1	0	0	0	0	0	0	239	38	33
17:00	0	0	2	33	90	75	16	2	1	0	0	0	0	0	219	38	34
18:00	0	0	1	11	49	40	10	1	0	0	0	0	0	0	112	38	34
19:00	0	0	1	9	21	18	3	0	0	0	0	0	0	0	52	37	33
20:00	0	0	1	4	17	8	3	0	0	0	0	0	0	0	33	37	33
21:00	0	1	1	1	11	7	1	0	0	0	0	0	0	0	22	37	33
22:00	0	0	0	7	6	7	2	0	0	0	0	0	0	0	22	38	33
23:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	41	35
Total	5	10	34	339	849	915	259	25	5	0	0	0	0	0	2441		
%	0.2%	0.4%	1.4%	13.9%	34.8%	37.5%	10.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	08:00	08:00	07:00	01:00						08:00		
Vol.	1	2	4	32	58	115	32	4	2						222		
PM Peak	16:00	14:00	14:00	16:00	17:00	17:00	16:00	12:00	17:00						16:00		
Vol.	2	2	6	44	90	75	26	3	1						239		

Stats

15th Percentile : 28 MPH  
 50th Percentile : 33 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1764  
 Percent in Pace : 72.3%  
 Number of Vehicles > 35 MPH : 1021  
 Percent of Vehicles > 35 MPH : 41.8%



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/16		0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00		0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
02:00		0	0	0	0	1	1	1	1	1	0	0	0	0	4	51	42
03:00		0	0	0	1	1	1	2	0	0	0	0	0	0	5	42	36
04:00		0	0	0	0	1	2	0	2	0	0	0	0	0	5	47	40
05:00		0	0	0	3	7	11	1	0	0	0	0	0	0	22	37	34
06:00		0	0	0	5	21	29	8	5	0	0	0	0	0	68	40	36
07:00		0	2	5	22	48	71	24	5	0	0	0	0	0	177	39	35
08:00		2	0	5	32	75	45	5	0	0	0	0	0	0	164	36	32
09:00		0	0	5	33	73	48	1	0	0	0	0	0	0	160	36	32
10:00		2	1	4	22	42	54	9	0	0	0	0	0	0	134	37	33
11:00		0	1	7	35	49	44	10	1	0	0	0	0	0	147	37	33
12 PM		0	1	7	53	77	59	13	0	0	0	0	0	0	210	37	32
13:00		1	2	6	33	71	40	10	0	0	0	0	0	0	163	37	32
14:00		1	0	1	40	61	58	6	1	0	0	0	0	0	168	37	33
15:00		0	0	7	36	67	55	11	2	0	0	0	0	0	178	37	33
16:00		1	4	5	47	80	67	13	1	0	0	0	0	0	218	37	33
17:00		0	2	6	31	77	83	9	0	0	0	0	0	0	208	37	33
18:00		0	1	3	21	38	28	4	0	0	0	0	0	0	95	37	32
19:00		0	1	5	16	21	13	3	0	0	0	0	0	0	59	36	31
20:00		0	0	4	15	17	6	0	0	0	0	0	0	0	42	33	30
21:00		0	0	2	5	14	7	0	1	0	0	0	0	0	29	36	32
22:00		1	1	1	5	11	4	1	0	0	0	0	0	0	24	35	30
23:00		0	1	0	0	1	4	0	2	0	0	0	0	0	8	46	36
Total		8	17	73	455	856	730	130	21	1	0	0	0	0	2291		
%		0.3%	0.7%	3.2%	19.9%	37.4%	31.9%	5.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	11:00	11:00	08:00	07:00	07:00	06:00	02:00						07:00		
Vol.	2	2	7	35	75	71	24	5	1						177		
PM Peak	13:00	16:00	12:00	12:00	16:00	17:00	12:00	15:00							16:00		
Vol.	1	4	7	53	80	83	13	2							218		

Stats

15th Percentile : 26 MPH  
 50th Percentile : 32 MPH  
 85th Percentile : 37 MPH  
 95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1586  
 Percent in Pace : 69.2%  
 Number of Vehicles > 35 MPH : 736  
 Percent of Vehicles > 35 MPH : 32.1%



PRECISION  
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INDUSTRIES, LLC

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Banfield Street  
east of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 A Speed  
Site Code: T0620

EB	Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
03/05/																														
16	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	37	35	
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
02:00	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	55	44	
03:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	33	32	
04:00	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	38	34	
05:00	0	0	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	37	34	
06:00	0	0	0	1	3	4	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	42	36	
07:00	1	0	1	7	13	18	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	40	35	
08:00	0	0	3	12	48	46	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	40	35	
09:00	0	1	3	20	51	42	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	38	34	
10:00	0	0	3	17	39	48	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	39	35	
11:00	0	2	2	23	50	67	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	39	35	
12 PM	0	2	2	21	68	53	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	166	38	34	
13:00	0	0	2	27	56	68	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	38	34	
14:00	0	0	3	36	49	49	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	38	34	
15:00	2	0	5	24	48	58	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	38	34	
16:00	1	0	2	23	36	61	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	38	35	
17:00	0	1	3	11	36	37	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	40	35	
18:00	0	0	2	6	23	35	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	38	35	
19:00	0	0	0	11	13	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	39	34	
20:00	0	0	2	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	35	31	
21:00	0	0	1	6	11	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	40	34	
22:00	0	0	0	4	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	37	33	
23:00	1	1	0	2	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	45	31	
Total	5	7	35	260	571	632	223	33	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1769			
%	0.3%	0.4%	2.0%	14.7%	32.3%	35.7%	12.6%	1.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%					
AM Peak	07:00	11:00	08:00	11:00	09:00	11:00	11:00	08:00											02:00									11:00		
Vol.	1	2	3	23	51	67	23	7											1									170		
PM Peak	15:00	12:00	15:00	14:00	12:00	13:00	17:00	13:00	17:00																		12:00	13:00		
Vol.	2	2	5	36	68	68	20	4	1																		1	172		

Stats

15th Percentile : 28 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1203  
 Percent in Pace : 68.0%  
 Number of Vehicles > 35 MPH : 765  
 Percent of Vehicles > 35 MPH : 43.2%



PRECISION  
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Client: TEC/ S. Gregorio

164943 A Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/06/																	
16		0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00		0	0	0	0	4	2	0	0	1	0	0	0	0	7	38	36
06:00		0	0	0	2	2	6	6	0	0	0	0	0	0	16	42	37
07:00		1	0	0	2	7	12	8	1	0	0	0	0	0	31	41	36
08:00		0	0	0	4	15	32	12	0	0	0	0	0	0	63	40	36
09:00		0	1	3	6	24	27	10	1	0	0	0	0	0	72	39	34
10:00		0	0	0	13	45	45	13	3	0	0	0	0	0	119	38	35
11:00		0	2	2	14	40	45	18	3	1	0	0	0	0	125	39	35
12 PM		0	0	1	13	27	47	18	2	0	0	0	0	0	108	40	35
13:00		1	0	2	17	39	57	15	1	0	0	0	0	0	132	38	34
14:00		0	1	3	15	40	53	15	3	0	0	0	0	0	130	38	35
15:00		1	1	1	6	24	31	14	4	0	0	0	0	0	82	41	35
16:00		0	0	2	14	24	28	12	1	0	0	0	0	0	81	39	34
17:00		0	0	0	12	24	18	7	5	0	0	0	0	0	66	40	35
18:00		0	0	0	10	13	24	2	2	0	0	0	0	0	51	38	34
19:00		0	1	2	9	8	6	3	0	0	0	0	0	0	29	37	31
20:00		0	1	0	4	9	3	0	0	0	0	0	0	0	17	34	31
21:00		0	1	1	3	4	2	3	0	0	0	0	0	0	14	40	32
22:00		0	0	0	0	2	2	0	0	0	0	0	0	0	4	37	35
23:00		0	0	0	0	1	0	0	1	0	0	0	0	0	2	47	40
Total		3	8	17	144	352	441	157	28	2	0	0	0	0	1152		
%		0.3%	0.7%	1.5%	12.5%	30.6%	38.3%	13.6%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	09:00	11:00	10:00	10:00	11:00	10:00	05:00						11:00		
Vol.	1	2	3	14	45	45	18	3	1						125		
PM Peak	13:00	14:00	14:00	13:00	14:00	13:00	12:00	17:00							13:00		
Vol.	1	1	3	17	40	57	18	5							132		

Stats

15th Percentile : 29 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 39 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 35 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 793  
 Percent in Pace : 68.8%  
 Number of Vehicles > 35 MPH : 540  
 Percent of Vehicles > 35 MPH : 46.9%



PRECISION  
DATA  
INDUSTRIES, LLC

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Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Volume  
Site Code: T0620

Start Time	03-Mar-16		04-Mar-16		05-Mar-16		06-Mar-16		07-Mar-16		08-Mar-16		09-Mar-16		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	1	5	1	6	2	12	2	*	*	*	*	*	*	7	2
01:00	4	3	3	1	6	1	8	0	*	*	*	*	*	*	5	1
02:00	1	2	2	1	2	5	1	1	*	*	*	*	*	*	2	3
03:00	3	2	3	5	2	4	3	0	*	*	*	*	*	*	3	3
04:00	10	11	9	7	6	9	4	2	*	*	*	*	*	*	7	7
05:00	25	23	21	20	4	8	3	8	*	*	*	*	*	*	13	15
06:00	49	77	55	80	18	27	7	17	*	*	*	*	*	*	32	50
07:00	116	215	102	205	39	60	20	37	*	*	*	*	*	*	69	129
08:00	124	265	123	209	49	152	41	80	*	*	*	*	*	*	84	176
09:00	107	167	113	215	109	149	78	97	*	*	*	*	*	*	102	157
10:00	125	163	124	138	121	140	101	123	*	*	*	*	*	*	118	141
11:00	167	191	131	157	142	183	121	135	*	*	*	*	*	*	140	166
12:00 PM	205	197	204	205	175	171	142	130	*	*	*	*	*	*	182	176
01:00	230	187	179	170	147	166	147	164	*	*	*	*	*	*	176	172
02:00	207	176	192	167	179	161	133	145	*	*	*	*	*	*	178	162
03:00	222	194	239	207	167	158	127	94	*	*	*	*	*	*	189	163
04:00	276	205	267	210	188	169	123	79	*	*	*	*	*	*	214	166
05:00	317	200	272	190	128	129	97	67	*	*	*	*	*	*	204	146
06:00	148	107	129	89	109	98	73	56	*	*	*	*	*	*	115	88
07:00	82	43	77	50	63	51	50	28	*	*	*	*	*	*	68	43
08:00	83	37	69	42	48	24	38	17	*	*	*	*	*	*	60	30
09:00	54	29	67	28	50	27	16	16	*	*	*	*	*	*	47	25
10:00	14	18	25	17	30	15	5	3	*	*	*	*	*	*	18	13
11:00	15	5	14	9	24	9	7	3	*	*	*	*	*	*	15	6
Total	2588	2518	2425	2426	1812	1918	1357	1304	0	0	0	0	0	0	2048	2040
Day	5106		4851		3730		2661		0		0		0		4088	
AM Peak	11:00	08:00	11:00	09:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	08:00
Vol.	167	265	131	215	142	183	121	135	-	-	-	-	-	-	140	176
PM Peak	17:00	16:00	17:00	16:00	16:00	12:00	13:00	13:00	-	-	-	-	-	-	16:00	12:00
Vol.	317	205	272	210	188	171	147	164	-	-	-	-	-	-	214	176

Comb. Total 5106 4851 3730 2661 0 0 0 4088

Banfield Street  
 west of Constitution Avenue  
 City, State: Portsmouth, NH  
 Client: TEC/ S. Gregorio



PRECISION  
 DATA  
 INDUSTRIES, LLC

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164943 B Volume  
 Site Code: T0620

Start Time	WB		EB		Combin ed		03-Mar-16 Thu							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	1	46	1	50	2	96								
12:15	1	47	0	61	1	108								
12:30	1	68	0	46	1	114								
12:45	1	44	205	0	1	40	197	5	84	402				
01:00	0	59	0	54	0	113								
01:15	1	59	0	52	1	111								
01:30	3	52	2	39	5	91								
01:45	0	4	60	230	1	3	42	187	1	7	102	417		
02:00	0	61	0	54	0	115								
02:15	1	45	0	35	1	80								
02:30	0	47	0	45	0	92								
02:45	0	1	54	207	2	2	42	176	2	3	96	383		
03:00	1	49	0	48	1	97								
03:15	0	54	0	45	0	99								
03:30	1	68	1	48	2	116								
03:45	1	3	51	222	1	2	53	194	2	5	104	416		
04:00	1	73	1	54	2	127								
04:15	0	62	2	39	2	101								
04:30	2	72	2	54	4	126								
04:45	7	10	69	276	6	11	58	205	13	21	127	481		
05:00	3	102	2	72	5	174								
05:15	7	86	2	49	9	135								
05:30	6	77	6	51	12	128								
05:45	9	25	52	317	13	23	28	200	22	48	80	517		
06:00	7	51	12	35	19	86								
06:15	12	33	17	26	29	59								
06:30	11	33	16	25	27	58								
06:45	19	49	31	148	32	77	21	107	51	126	52	255		
07:00	19	25	46	17	65	42								
07:15	30	26	57	9	87	35								
07:30	20	16	55	8	75	24								
07:45	47	116	15	82	57	215	9	43	104	331	24	125		
08:00	31	20	59	14	90	34								
08:15	25	22	66	12	91	34								
08:30	37	24	65	8	102	32								
08:45	31	124	17	83	75	265	3	37	106	389	20	120		
09:00	24	17	54	5	78	22								
09:15	23	11	27	9	50	20								
09:30	27	14	46	10	73	24								
09:45	33	107	12	54	40	167	5	29	73	274	17	83		
10:00	30	1	43	10	73	11								
10:15	30	6	48	3	78	9								
10:30	32	4	35	1	67	5								
10:45	33	125	3	14	37	163	4	18	70	288	7	32		
11:00	32	6	45	3	77	9								
11:15	39	4	34	1	73	5								
11:30	42	4	55	0	97	4								
11:45	54	167	1	15	57	191	1	5	111	358	2	20		
Total	735	1853	1120	1398	1855	3251								
Percent	39.6%	57.0%	60.4%	43.0%										
Day Total		2588		2518		5106								
Peak	11:00	-	04:45	-	08:00	-	04:30	-	08:00	-	04:45	-	-	-
Vol.	167	-	334	-	265	-	233	-	389	-	564	-	-	-
P.H.F.	0.773	-	0.819	-	0.883	-	0.809	-	0.917	-	0.810	-	-	-

Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio



PRECISION  
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164943 B Volume  
Site Code: T0620

Start Time	WB		EB		Combined		04-Mar-16 Fri							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	2	43	0	59	2	102								
12:15	3	67	0	53	3	120								
12:30	0	43	0	44	0	87								
12:45	0	5	51	204	1	1	49	205	1	6	100	409		
01:00	0	49	0	43	0	92								
01:15	1	45	1	39	2	84								
01:30	1	51	0	46	1	97								
01:45	1	3	34	179	0	1	42	170	1	4	76	349		
02:00	0	40	1	45	1	85								
02:15	1	43	0	38	1	81								
02:30	1	48	1	43	2	91								
02:45	0	2	61	192	2	4	41	167	2	6	102	359		
03:00	0	52	0	46	0	98								
03:15	1	44	3	51	4	95								
03:30	1	81	1	50	2	131								
03:45	1	3	62	239	1	5	60	207	2	8	122	446		
04:00	2	84	0	53	2	137								
04:15	0	61	1	57	1	118								
04:30	2	61	2	45	4	106								
04:45	5	9	61	267	4	7	55	210	9	16	116	477		
05:00	2	88	2	66	4	154								
05:15	6	63	5	43	11	106								
05:30	6	64	5	52	11	116								
05:45	7	21	57	272	8	20	29	190	15	41	86	462		
06:00	8	43	18	26	26	69								
06:15	5	37	12	20	17	57								
06:30	16	29	15	21	31	50								
06:45	26	55	20	129	35	80	22	89	61	135	42	218		
07:00	19	17	43	13	62	30								
07:15	23	24	55	13	78	37								
07:30	37	22	55	8	92	30								
07:45	23	102	14	77	52	205	16	50	75	307	30	127		
08:00	32	19	49	12	81	31								
08:15	30	13	55	17	85	30								
08:30	28	20	46	8	74	28								
08:45	33	123	17	69	59	209	5	42	92	332	22	111		
09:00	26	18	66	8	92	26								
09:15	29	20	48	6	77	26								
09:30	25	18	43	9	68	27								
09:45	33	113	11	67	58	215	5	28	91	328	16	95		
10:00	33	7	37	4	70	11								
10:15	27	7	37	4	64	11								
10:30	33	4	30	7	63	11								
10:45	31	124	7	25	34	138	2	17	65	262	9	42		
11:00	26	4	30	2	56	6								
11:15	33	5	35	4	68	9								
11:30	35	2	43	2	78	4								
11:45	37	131	3	14	49	157	1	9	86	288	4	23		
Total	691	1734	1042	1384	1733	3118								
Percent	39.9%	55.6%	60.1%	44.4%										
Day Total		2425		2426		4851								
Peak	11:00	-	03:30	-	08:15	-	04:15	-	08:15	-	03:30	-	-	-
Vol.	131	-	288	-	226	-	223	-	343	-	508	-	-	-
P.H.F.	0.885	-	0.857	-	0.856	-	0.845	-	0.932	-	0.927	-	-	-



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Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Volume  
Site Code: T0620

Start Time	WB		EB		Combin ed		05-Mar- 16 Sat							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	2	38	2	42	4	80								
12:15	1	49	0	41	1	90								
12:30	1	44	0	38	1	82								
12:45	2	44	175	0	2	50	171	8	94	346				
01:00	0	33	0	31	0	64								
01:15	3	36	1	37	4	73								
01:30	2	47	0	46	2	93								
01:45	1	31	147	0	1	52	166	7	83	313				
02:00	0	50	0	33	0	83								
02:15	1	44	2	39	3	83								
02:30	1	40	0	48	1	88								
02:45	0	45	179	3	5	41	161	3	7	86	340			
03:00	1	30	1	32	2	62								
03:15	0	42	0	27	0	69								
03:30	1	49	2	45	3	94								
03:45	0	46	167	1	4	54	158	6	100	325				
04:00	2	51	3	44	5	95								
04:15	0	45	1	56	1	101								
04:30	1	54	2	35	3	89								
04:45	3	38	188	3	9	34	169	6	15	72	357			
05:00	0	41	0	34	0	75								
05:15	1	31	1	27	2	58								
05:30	1	35	4	31	5	66								
05:45	2	21	128	3	8	37	129	5	12	58	257			
06:00	2	34	2	22	4	56								
06:15	6	23	9	32	15	55								
06:30	4	26	5	26	9	52								
06:45	6	26	109	11	27	18	98	17	45	44	207			
07:00	4	19	8	20	12	39								
07:15	11	13	13	14	24	27								
07:30	8	17	19	7	27	24								
07:45	16	14	63	20	60	10	51	36	99	24	114			
08:00	7	13	34	6	41	19								
08:15	11	13	30	5	41	18								
08:30	18	12	49	2	67	14								
08:45	13	10	48	39	152	11	24	52	201	21	72			
09:00	19	16	34	8	53	24								
09:15	25	14	30	9	55	23								
09:30	27	8	34	7	61	15								
09:45	38	12	50	51	149	3	27	89	258	15	77			
10:00	29	11	26	3	55	14								
10:15	33	8	39	7	72	15								
10:30	28	7	32	3	60	10								
10:45	31	4	30	43	140	2	15	74	261	6	45			
11:00	37	8	47	4	84	12								
11:15	39	8	44	2	83	10								
11:30	31	2	40	3	71	5								
11:45	35	6	24	52	183	0	9	87	325	6	33			
Total	504	1308	740	1178	1244	2486								
Percent	40.5%	52.6%	59.5%	47.4%										
Day Total		1812		1918		3730								
Peak	11:00	-	03:45	-	11:00	-	03:30	-	11:00	-	03:30	-	-	-
Vol.	142	-	196	-	183	-	199	-	325	-	390	-	-	-
P.H.F.	0.910		0.907		0.880		0.888		0.934		0.965			



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164943 B Volume  
Site Code: T0620

Start Time	WB		EB		Combin ed		06-Mar- 16 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	37	1	46	3	83	
12:15	4	36	0	27	4	63	
12:30	3	42	1	28	4	70	
12:45	3	27	0	29	3	56	272
01:00	3	39	0	47	3	86	
01:15	3	29	0	27	3	56	
01:30	1	37	0	45	1	82	
01:45	1	42	0	45	1	87	311
02:00	0	29	0	46	0	75	
02:15	1	35	0	34	1	69	
02:30	0	30	1	30	1	60	
02:45	0	39	0	35	0	74	278
03:00	0	34	0	23	0	57	
03:15	1	22	0	19	1	41	
03:30	2	35	0	26	2	61	
03:45	0	36	0	26	0	62	221
04:00	0	26	0	21	0	47	
04:15	2	43	0	19	2	62	
04:30	2	35	1	17	3	52	
04:45	0	19	1	22	1	41	202
05:00	0	27	0	21	0	48	
05:15	1	19	1	18	2	37	
05:30	1	28	4	8	5	36	
05:45	1	23	3	20	4	43	164
06:00	1	19	1	12	2	31	
06:15	1	17	4	15	5	32	
06:30	4	12	3	16	7	28	
06:45	1	25	9	13	10	38	129
07:00	3	11	6	7	9	18	
07:15	4	21	7	6	11	27	
07:30	8	8	8	9	16	17	
07:45	5	10	16	6	21	16	78
08:00	9	14	14	3	23	17	
08:15	7	8	19	4	26	12	
08:30	11	6	17	3	28	9	
08:45	14	10	30	7	44	17	55
09:00	10	5	19	6	29	11	
09:15	20	3	16	3	36	6	
09:30	22	7	22	5	44	12	
09:45	26	1	40	2	66	3	32
10:00	38	2	19	0	57	2	
10:15	25	1	28	2	53	3	
10:30	19	1	32	0	51	1	
10:45	19	1	44	1	63	2	8
11:00	23	3	33	1	56	4	
11:15	32	2	31	0	63	2	
11:30	34	1	37	1	71	2	
11:45	32	1	34	1	66	2	10
Total	399	958	502	802	901	1760	
Percent	44.3%	54.4%	55.7%	45.6%			
Day Total		1357		1304		2661	
Peak	11:00	- 01:00	- 10:45	- 01:30	- 11:00	- 01:30	- - -
Vol.	121	- 147	- 145	- 170	- 256	- 313	- - -
P.H.F.	0.796	0.875	0.824	0.924	0.901	0.899	



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Client: TEC/ S. Gregorio

164943 B Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/03/1														
	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
	06:00	0	39	9	1	0	0	0	0	0	0	0	0	0	49
	07:00	1	88	25	1	1	0	0	0	0	0	0	0	0	116
	08:00	2	103	17	0	2	0	0	0	0	0	0	0	0	124
	09:00	0	76	26	0	5	0	0	0	0	0	0	0	0	107
	10:00	0	92	28	0	5	0	0	0	0	0	0	0	0	125
	11:00	2	125	32	0	7	0	0	1	0	0	0	0	0	167
	12 PM	1	158	39	0	7	0	0	0	0	0	0	0	0	205
	13:00	3	169	51	0	7	0	0	0	0	0	0	0	0	230
	14:00	1	151	49	1	4	0	0	0	1	0	0	0	0	207
	15:00	1	163	53	2	2	1	0	0	0	0	0	0	0	222
	16:00	4	223	44	0	4	1	0	0	0	0	0	0	0	276
	17:00	3	270	42	0	2	0	0	0	0	0	0	0	0	317
	18:00	1	126	21	0	0	0	0	0	0	0	0	0	0	148
	19:00	0	75	6	0	1	0	0	0	0	0	0	0	0	82
	20:00	0	75	7	0	1	0	0	0	0	0	0	0	0	83
	21:00	0	50	3	0	1	0	0	0	0	0	0	0	0	54
	22:00	1	11	2	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	Total	20	2045	462	5	52	2	0	1	1	0	0	0	0	2588
	Percent	0.8%	79.0%	17.9%	0.2%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	08:00	11:00	11:00	06:00	11:00				11:00					11:00
	Vol.	2	125	32	1	7			1						167
	PM Peak	16:00	17:00	15:00	15:00	12:00	15:00			14:00					17:00
	Vol.	4	270	53	2	7	1		1						317



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Banfield Street  
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Client: TEC/ S. Gregorio

164943 B Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/04/1														
	6	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	06:00	0	39	13	0	2	1	0	0	0	0	0	0	0	55
	07:00	1	76	21	2	1	1	0	0	0	0	0	0	0	102
	08:00	0	87	23	1	12	0	0	0	0	0	0	0	0	123
	09:00	1	73	30	0	8	0	0	1	0	0	0	0	0	113
	10:00	1	84	34	0	4	1	0	0	0	0	0	0	0	124
	11:00	0	94	31	0	5	1	0	0	0	0	0	0	0	131
	12 PM	4	138	49	1	12	0	0	0	0	0	0	0	0	204
	13:00	2	130	42	1	4	0	0	0	0	0	0	0	0	179
	14:00	0	153	32	1	5	0	0	1	0	0	0	0	0	192
	15:00	1	188	43	2	4	0	0	1	0	0	0	0	0	239
	16:00	0	214	46	1	5	0	0	1	0	0	0	0	0	267
	17:00	0	224	43	0	5	0	0	0	0	0	0	0	0	272
	18:00	0	107	20	0	2	0	0	0	0	0	0	0	0	129
	19:00	0	61	15	0	0	1	0	0	0	0	0	0	0	77
	20:00	0	59	9	0	1	0	0	0	0	0	0	0	0	69
	21:00	0	59	7	0	1	0	0	0	0	0	0	0	0	67
	22:00	0	21	3	1	0	0	0	0	0	0	0	0	0	25
	23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	Total	10	1853	472	10	71	5	0	4	0	0	0	0	0	2425
	Percent	0.4%	76.4%	19.5%	0.4%	2.9%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	07:00	11:00	10:00	07:00	08:00	06:00		09:00						11:00
	Vol.	1	94	34	2	12	1		1						131
	PM Peak	12:00	17:00	12:00	15:00	12:00	19:00		14:00						17:00
	Vol.	4	224	49	2	12	1		1						272



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164943 B Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/05/1														
	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18
	07:00	0	33	6	0	0	0	0	0	0	0	0	0	0	39
	08:00	1	38	9	0	0	1	0	0	0	0	0	0	0	49
	09:00	1	86	20	0	1	0	0	1	0	0	0	0	0	109
	10:00	0	90	29	1	1	0	0	0	0	0	0	0	0	121
	11:00	2	109	28	0	3	0	0	0	0	0	0	0	0	142
	12 PM	1	137	35	0	2	0	0	0	0	0	0	0	0	175
	13:00	1	119	24	0	3	0	0	0	0	0	0	0	0	147
	14:00	2	136	39	0	2	0	0	0	0	0	0	0	0	179
	15:00	0	139	25	0	3	0	0	0	0	0	0	0	0	167
	16:00	3	152	31	1	1	0	0	0	0	0	0	0	0	188
	17:00	0	111	16	0	1	0	0	0	0	0	0	0	0	128
	18:00	0	94	15	0	0	0	0	0	0	0	0	0	0	109
	19:00	0	55	8	0	0	0	0	0	0	0	0	0	0	63
	20:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
	21:00	0	45	5	0	0	0	0	0	0	0	0	0	0	50
	22:00	1	25	4	0	0	0	0	0	0	0	0	0	0	30
	23:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	Total	12	1463	313	3	19	1	0	1	0	0	0	0	0	1812
	Percent	0.7%	80.7%	17.3%	0.2%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	11:00	11:00	10:00	06:00	11:00	08:00		09:00						11:00
	Vol.	2	109	29	1	3	1		1						142
	PM Peak	16:00	16:00	14:00	16:00	13:00									16:00
	Vol.	3	152	39	1	3									188



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164943 B Class  
Site Code: T0620

WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	03/06/1														
	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20
	08:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
	09:00	0	68	10	0	0	0	0	0	0	0	0	0	0	78
	10:00	2	77	22	0	0	0	0	0	0	0	0	0	0	101
	11:00	2	102	15	0	2	0	0	0	0	0	0	0	0	121
	12 PM	1	118	23	0	0	0	0	0	0	0	0	0	0	142
	13:00	3	119	23	1	1	0	0	0	0	0	0	0	0	147
	14:00	2	107	21	0	3	0	0	0	0	0	0	0	0	133
	15:00	1	106	19	0	1	0	0	0	0	0	0	0	0	127
	16:00	3	103	16	0	1	0	0	0	0	0	0	0	0	123
	17:00	1	85	9	0	2	0	0	0	0	0	0	0	0	97
	18:00	1	63	8	0	1	0	0	0	0	0	0	0	0	73
	19:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
	20:00	0	37	1	0	0	0	0	0	0	0	0	0	0	38
	21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	Total	16	1133	193	1	14	0	0	0	0	0	0	0	0	1357
	Percent	1.2%	83.5%	14.2%	0.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	10:00	11:00	10:00		11:00									11:00
	Vol.	2	102	22		2									121
	PM Peak	13:00	13:00	12:00	13:00	14:00									13:00
	Vol.	3	119	23	1	3									147



PRECISION  
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INDUSTRIES, LLC

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Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Class  
Site Code: T0620

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/03/1														
6	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:00	0	15	7	0	1	0	0	0	0	0	0	0	0	23
06:00	0	54	15	2	6	0	0	0	0	0	0	0	0	77
07:00	0	158	36	4	17	0	0	0	0	0	0	0	0	215
08:00	1	204	44	1	15	0	0	0	0	0	0	0	0	265
09:00	0	122	36	1	8	0	0	0	0	0	0	0	0	167
10:00	0	95	55	1	11	0	0	1	0	0	0	0	0	163
11:00	2	140	34	0	14	0	0	1	0	0	0	0	0	191
12 PM	4	131	43	0	19	0	0	0	0	0	0	0	0	197
13:00	0	133	38	0	16	0	0	0	0	0	0	0	0	187
14:00	1	120	36	0	17	1	0	1	0	0	0	0	0	176
15:00	0	136	48	0	10	0	0	0	0	0	0	0	0	194
16:00	4	145	39	1	16	0	0	0	0	0	0	0	0	205
17:00	6	151	32	0	11	0	0	0	0	0	0	0	0	200
18:00	1	80	22	0	4	0	0	0	0	0	0	0	0	107
19:00	0	37	5	0	1	0	0	0	0	0	0	0	0	43
20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
22:00	1	15	1	0	1	0	0	0	0	0	0	0	0	18
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	20	1810	507	10	167	1	0	3	0	0	0	0	0	2518
Percent	0.8%	71.9%	20.1%	0.4%	6.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	07:00	07:00			10:00						08:00
Vol.	2	204	55	4	17			1						265
PM Peak	17:00	17:00	15:00	16:00	12:00	14:00		14:00						16:00
Vol.	6	151	48	1	19	1		1						205



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164943 B Class  
Site Code: T0620

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/04/1														
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
06:00	0	55	17	1	7	0	0	0	0	0	0	0	0	80
07:00	0	142	39	2	22	0	0	0	0	0	0	0	0	205
08:00	0	150	38	2	19	0	0	0	0	0	0	0	0	209
09:00	1	147	42	0	24	1	0	0	0	0	0	0	0	215
10:00	1	81	42	3	10	1	0	0	0	0	0	0	0	138
11:00	0	99	37	0	19	0	1	1	0	0	0	0	0	157
12 PM	2	133	47	0	20	0	0	3	0	0	0	0	0	205
13:00	2	113	37	0	17	1	0	0	0	0	0	0	0	170
14:00	1	118	33	0	15	0	0	0	0	0	0	0	0	167
15:00	4	143	44	1	13	0	0	2	0	0	0	0	0	207
16:00	0	154	44	1	9	1	0	1	0	0	0	0	0	210
17:00	1	136	35	0	17	0	0	1	0	0	0	0	0	190
18:00	0	68	18	0	3	0	0	0	0	0	0	0	0	89
19:00	0	36	14	0	0	0	0	0	0	0	0	0	0	50
20:00	1	31	7	0	2	1	0	0	0	0	0	0	0	42
21:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
22:00	0	14	2	1	0	0	0	0	0	0	0	0	0	17
23:00	0	7	0	1	1	0	0	0	0	0	0	0	0	9
Total	13	1675	511	12	201	5	1	8	0	0	0	0	0	2426
Percent	0.5%	69.0%	21.1%	0.5%	8.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	09:00	10:00	09:00	09:00	11:00	11:00						09:00
Vol.	1	150	42	3	24	1	1	1						215
PM Peak	15:00	16:00	12:00	15:00	12:00	13:00		12:00						16:00
Vol.	4	154	47	1	20	1		3						210



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164943 B Class  
Site Code: T0620

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/05/1														
6	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:00	0	14	8	1	4	0	0	0	0	0	0	0	0	27
07:00	0	49	8	1	2	0	0	0	0	0	0	0	0	60
08:00	2	121	25	0	4	0	0	0	0	0	0	0	0	152
09:00	0	108	34	0	6	1	0	0	0	0	0	0	0	149
10:00	0	100	28	1	11	0	0	0	0	0	0	0	0	140
11:00	0	121	46	0	15	0	0	1	0	0	0	0	0	183
12 PM	2	131	25	0	13	0	0	0	0	0	0	0	0	171
13:00	3	137	17	0	9	0	0	0	0	0	0	0	0	166
14:00	2	123	26	0	10	0	0	0	0	0	0	0	0	161
15:00	0	125	23	0	10	0	0	0	0	0	0	0	0	158
16:00	2	139	20	0	8	0	0	0	0	0	0	0	0	169
17:00	1	98	22	0	8	0	0	0	0	0	0	0	0	129
18:00	0	72	21	0	5	0	0	0	0	0	0	0	0	98
19:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
20:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
21:00	0	18	7	0	2	0	0	0	0	0	0	0	0	27
22:00	1	10	4	0	0	0	0	0	0	0	0	0	0	15
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total	13	1461	329	4	109	1	0	1	0	0	0	0	0	1918
Percent	0.7%	76.2%	17.2%	0.2%	5.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	01:00	11:00	09:00		11:00						11:00
Vol.	2	121	46	1	15	1		1						183
PM Peak	13:00	16:00	14:00		12:00									12:00
Vol.	3	139	26		13									171



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164943 B Class  
Site Code: T0620

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/06/1														
6	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
07:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
08:00	0	58	16	0	6	0	0	0	0	0	0	0	0	80
09:00	0	78	16	0	3	0	0	0	0	0	0	0	0	97
10:00	2	94	21	0	6	0	0	0	0	0	0	0	0	123
11:00	2	96	23	1	12	1	0	0	0	0	0	0	0	135
12 PM	0	104	21	0	4	0	0	0	1	0	0	0	0	130
13:00	3	124	28	0	9	0	0	0	0	0	0	0	0	164
14:00	3	113	20	0	9	0	0	0	0	0	0	0	0	145
15:00	3	71	16	0	4	0	0	0	0	0	0	0	0	94
16:00	0	60	14	0	5	0	0	0	0	0	0	0	0	79
17:00	0	50	11	1	5	0	0	0	0	0	0	0	0	67
18:00	0	48	2	1	4	1	0	0	0	0	0	0	0	56
19:00	0	24	3	0	1	0	0	0	0	0	0	0	0	28
20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
21:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	13	1007	210	3	68	2	0	0	1	0	0	0	0	1304
Percent	1.0%	77.2%	16.1%	0.2%	5.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00								11:00
Vol.	2	96	23	1	12	1								135
PM Peak	13:00	13:00	13:00	17:00	13:00	18:00			12:00					13:00
Vol.	3	124	28	1	9	1			1					164



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164943 B Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/03/16		0	0	0	0	2	1	1	0	0	0	0	0	0	4	41	36
01:00		0	0	0	1	1	0	1	1	0	0	0	0	0	4	46	37
02:00		0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
03:00		0	0	0	0	0	2	1	0	0	0	0	0	0	3	41	39
04:00		0	0	0	1	3	4	2	0	0	0	0	0	0	10	40	36
05:00		0	0	0	0	7	14	4	0	0	0	0	0	0	25	39	36
06:00		0	0	0	0	11	23	13	2	0	0	0	0	0	49	41	38
07:00		1	0	0	4	20	60	30	1	0	0	0	0	0	116	41	37
08:00		0	2	0	2	24	52	38	6	0	0	0	0	0	124	42	38
09:00		0	0	0	4	26	46	29	2	0	0	0	0	0	107	41	37
10:00		0	0	0	4	29	49	39	3	1	0	0	0	0	125	42	37
11:00		1	0	1	5	34	86	37	3	0	0	0	0	0	167	41	37
12 PM		0	0	2	7	47	99	44	3	3	0	0	0	0	205	41	37
13:00		0	3	1	7	64	111	36	8	0	0	0	0	0	230	40	36
14:00		0	1	0	5	67	103	25	6	0	0	0	0	0	207	38	36
15:00		0	0	1	13	82	92	31	3	0	0	0	0	0	222	39	35
16:00		1	0	5	5	88	125	49	3	0	0	0	0	0	276	40	36
17:00		0	2	0	18	112	145	39	0	1	0	0	0	0	317	38	35
18:00		0	0	0	1	63	71	12	0	1	0	0	0	0	148	38	35
19:00		0	0	0	1	31	34	15	1	0	0	0	0	0	82	40	36
20:00		0	0	0	4	16	48	14	0	0	0	1	0	0	83	39	37
21:00		0	0	1	2	20	23	2	4	2	0	0	0	0	54	38	36
22:00		0	0	0	0	6	5	3	0	0	0	0	0	0	14	40	36
23:00		0	0	0	1	9	4	0	1	0	0	0	0	0	15	37	34
Total		3	8	11	85	763	1197	465	47	8	0	1	0	0	2588		
%		0.1%	0.3%	0.4%	3.3%	29.5%	46.3%	18.0%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	10:00					11:00		
Vol.	1	2	1	5	34	86	39	6	1						167		
PM Peak	16:00	13:00	16:00	17:00	17:00	17:00	16:00	13:00	12:00		20:00				17:00		
Vol.	1	3	5	18	112	145	49	8	3		1				317		

Stats

15th Percentile : 30 MPH  
 50th Percentile : 35 MPH  
 85th Percentile : 40 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1960  
 Percent in Pace : 75.7%  
 Number of Vehicles > 35 MPH : 1479  
 Percent of Vehicles > 35 MPH : 57.1%



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164943 B Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/																	
	16	0	0	0	0	1	3	1	0	0	0	0	0	0	5	40	37
	01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
	02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
	03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3	46	40
	04:00	0	0	0	0	3	5	1	0	0	0	0	0	0	9	38	36
	05:00	0	0	0	1	5	11	4	0	0	0	0	0	0	21	40	36
	06:00	0	0	1	0	13	24	16	1	0	0	0	0	0	55	41	37
	07:00	0	2	0	1	26	51	21	1	0	0	0	0	0	102	40	36
	08:00	0	2	0	18	61	29	11	2	0	0	0	0	0	123	38	33
	09:00	0	0	1	17	50	37	7	1	0	0	0	0	0	113	37	34
	10:00	0	0	5	15	46	43	13	2	0	0	0	0	0	124	38	34
	11:00	0	2	0	14	50	54	10	1	0	0	0	0	0	131	38	34
	12 PM	4	1	3	22	77	81	16	0	0	0	0	0	0	204	38	34
	13:00	1	1	0	9	67	79	19	3	0	0	0	0	0	179	38	35
	14:00	0	0	0	18	71	78	22	3	0	0	0	0	0	192	38	35
	15:00	0	1	2	8	111	97	19	1	0	0	0	0	0	239	38	35
	16:00	0	0	0	9	124	109	25	0	0	0	0	0	0	267	38	35
	17:00	0	0	0	17	121	113	21	0	0	0	0	0	0	272	38	35
	18:00	0	0	2	8	58	48	12	1	0	0	0	0	0	129	38	34
	19:00	0	1	4	5	33	32	2	0	0	0	0	0	0	77	37	33
	20:00	0	0	0	5	25	22	16	1	0	0	0	0	0	69	41	36
	21:00	0	0	1	8	26	26	6	0	0	0	0	0	0	67	38	34
	22:00	0	0	0	3	5	12	2	3	0	0	0	0	0	25	42	36
	23:00	0	0	0	0	5	7	2	0	0	0	0	0	0	14	38	36
	Total	5	10	19	178	979	966	246	22	0	0	0	0	0	2425		
	%	0.2%	0.4%	0.8%	7.3%	40.4%	39.8%	10.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00	10:00	08:00	08:00	11:00	07:00	08:00						11:00		
Vol.			2	5	18	61	54	21	2						131		
PM Peak		12:00	12:00	19:00	12:00	16:00	17:00	16:00	13:00						17:00		
Vol.		4	1	4	22	124	113	25	3						272		

Stats

15th Percentile : 29 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 41 MPH

Mean Speed(Average) : 35 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1945  
 Percent in Pace : 80.2%  
 Number of Vehicles > 35 MPH : 1041  
 Percent of Vehicles > 35 MPH : 42.9%



PRECISION  
D A T A  
INDUSTRIES, LLC

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Office: 508.481.3999 Fax: 508.545.1234  
Email: datarequests@pdillc.com

Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/05/																	
16	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6	39	37
01:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6	37	35
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	38	37
04:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6	34	33
05:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	41	37
06:00	0	0	0	0	4	6	3	5	0	0	0	0	0	0	18	46	40
07:00	0	0	0	1	7	18	12	1	0	0	0	0	0	0	39	41	38
08:00	0	0	1	3	10	24	8	2	1	0	0	0	0	0	49	41	37
09:00	0	0	0	4	29	46	26	4	0	0	0	0	0	0	109	41	37
10:00	0	0	1	6	28	50	32	3	1	0	0	0	0	0	121	41	37
11:00	0	1	2	3	26	65	36	6	3	0	0	0	0	0	142	42	38
12 PM	0	1	0	4	49	84	33	4	0	0	0	0	0	0	175	40	36
13:00	0	0	1	4	39	73	25	4	1	0	0	0	0	0	147	40	37
14:00	0	3	0	11	49	86	26	4	0	0	0	0	0	0	179	39	36
15:00	0	0	1	9	43	77	33	4	0	0	0	0	0	0	167	40	36
16:00	0	1	4	9	65	84	20	5	0	0	0	0	0	0	188	38	35
17:00	0	0	0	12	44	57	14	1	0	0	0	0	0	0	128	38	35
18:00	0	0	0	9	39	53	7	1	0	0	0	0	0	0	109	38	35
19:00	0	0	1	3	30	23	5	1	0	0	0	0	0	0	63	38	34
20:00	0	0	0	1	18	13	14	1	1	0	0	0	0	0	48	42	37
21:00	0	0	0	5	18	19	6	1	1	0	0	0	0	0	50	39	35
22:00	0	1	0	1	5	18	3	1	1	0	0	0	0	0	30	39	36
23:00	0	0	1	0	9	10	4	0	0	0	0	0	0	0	24	39	35
Total	0	7	12	85	522	820	309	48	9	0	0	0	0	0	1812		
%	0.0%	0.4%	0.7%	4.7%	28.8%	45.3%	17.1%	2.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	10:00	09:00	11:00	11:00	11:00	11:00						11:00		
Vol.		1	2	6	29	65	36	6	3						142		
PM Peak		14:00	16:00	17:00	16:00	14:00	12:00	16:00	13:00						16:00		
Vol.		3	4	12	65	86	33	5	1						188		

Stats

15th Percentile : 30 MPH  
 50th Percentile : 35 MPH  
 85th Percentile : 40 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1342  
 Percent in Pace : 74.1%  
 Number of Vehicles > 35 MPH : 1022  
 Percent of Vehicles > 35 MPH : 56.4%



PRECISION  
D A T A  
INDUSTRIES, LLC

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Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

WB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/06/																	
	16	0	0	0	0	4	6	1	1	0	0	0	0	0	12	39	37
	01:00	0	0	0	0	2	4	1	1	0	0	0	0	0	8	42	38
	02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
	03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41	39
	04:00	0	0	0	0	1	1	0	2	0	0	0	0	0	4	47	41
	05:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
	06:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	36
	07:00	0	0	0	0	2	11	4	3	0	0	0	0	0	20	44	39
	08:00	0	0	0	3	12	11	13	1	0	1	0	0	0	41	42	37
	09:00	0	0	1	2	15	38	18	4	0	0	0	0	0	78	41	37
	10:00	0	1	1	1	26	52	20	0	0	0	0	0	0	101	40	36
	11:00	1	0	1	2	31	57	27	2	0	0	0	0	0	121	41	36
12 PM		0	0	1	4	24	85	25	3	0	0	0	0	0	142	40	37
	13:00	0	1	1	5	33	67	32	8	0	0	0	0	0	147	41	37
	14:00	0	0	2	7	16	53	46	9	0	0	0	0	0	133	42	38
	15:00	0	0	1	3	36	55	27	5	0	0	0	0	0	127	41	37
	16:00	2	2	0	4	31	55	24	4	1	0	0	0	0	123	41	36
	17:00	0	0	1	7	22	45	16	6	0	0	0	0	0	97	41	36
	18:00	0	1	1	4	31	21	11	2	1	1	0	0	0	73	40	35
	19:00	0	0	0	3	23	17	6	1	0	0	0	0	0	50	38	35
	20:00	0	0	0	0	17	13	6	2	0	0	0	0	0	38	40	36
	21:00	0	0	1	0	6	5	1	1	2	0	0	0	0	16	46	37
	22:00	0	0	0	1	0	3	0	1	0	0	0	0	0	5	45	37
	23:00	0	0	0	0	5	1	1	0	0	0	0	0	0	7	38	34
	Total	3	5	11	46	341	606	283	56	4	2	0	0	0	1357		
	%	0.2%	0.4%	0.8%	3.4%	25.1%	44.7%	20.9%	4.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	09:00	08:00	11:00	11:00	11:00	09:00		08:00				11:00		
Vol.		1	1	1	3	31	57	27	4		1				121		
PM Peak		16:00	16:00	14:00	14:00	15:00	12:00	14:00	14:00	21:00	18:00				13:00		
Vol.		2	2	2	7	36	85	46	9	2	1				147		

Stats

15th Percentile : 31 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 947  
 Percent in Pace : 69.8%  
 Number of Vehicles > 35 MPH : 830  
 Percent of Vehicles > 35 MPH : 61.1%



PRECISION  
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INDUSTRIES, LLC

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Banfield Street  
west of Constitution Avenue  
City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/03/																	
16		0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
01:00		0	0	0	0	1	0	0	0	1	1	0	0	0	3	56	47
02:00		0	0	0	0	0	0	0	2	0	0	0	0	0	2	48	47
03:00		0	0	0	0	1	0	1	0	0	0	0	0	0	2	42	37
04:00		0	0	0	0	3	6	2	0	0	0	0	0	0	11	39	37
05:00		0	0	0	0	7	11	4	1	0	0	0	0	0	23	40	37
06:00		0	0	0	2	15	42	16	1	1	0	0	0	0	77	41	37
07:00		0	0	0	3	37	97	65	10	1	2	0	0	0	215	42	38
08:00		0	1	0	0	51	135	67	10	1	0	0	0	0	265	41	38
09:00		0	0	0	6	31	87	37	6	0	0	0	0	0	167	41	37
10:00		0	0	1	12	44	74	27	5	0	0	0	0	0	163	40	36
11:00		0	1	0	5	47	104	32	2	0	0	0	0	0	191	39	36
12 PM		0	3	0	6	43	90	45	10	0	0	0	0	0	197	41	37
13:00		0	0	0	8	55	86	32	6	0	0	0	0	0	187	40	36
14:00		0	1	0	6	49	70	41	8	1	0	0	0	0	176	41	37
15:00		0	1	0	3	52	95	39	4	0	0	0	0	0	194	40	37
16:00		0	1	5	6	46	92	49	4	2	0	0	0	0	205	41	37
17:00		0	1	4	5	58	102	23	5	1	0	0	0	1	200	38	36
18:00		0	0	0	6	37	46	18	0	0	0	0	0	0	107	39	36
19:00		0	0	0	4	15	16	8	0	0	0	0	0	0	43	39	35
20:00		0	0	0	1	15	18	3	0	0	0	0	0	0	37	38	35
21:00		0	0	1	4	10	9	3	2	0	0	0	0	0	29	40	35
22:00		0	0	0	0	7	8	2	1	0	0	0	0	0	18	39	36
23:00		0	0	0	0	4	0	1	0	0	0	0	0	0	5	40	34
Total		0	9	11	77	628	1189	515	77	8	3	0	0	1	2518		
%		0.0%	0.4%	0.4%	3.1%	24.9%	47.2%	20.5%	3.1%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak			08:00	10:00	10:00	08:00	08:00	08:00	07:00	01:00	07:00				08:00		
Vol.			1	1	12	51	135	67	10	1	2				265		
PM Peak			12:00	16:00	13:00	17:00	17:00	16:00	12:00	16:00				17:00	16:00		
Vol.			3	5	8	58	102	49	10	2				1	205		

Stats

15th Percentile : 31 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1817  
 Percent in Pace : 72.2%  
 Number of Vehicles > 35 MPH : 1555  
 Percent of Vehicles > 35 MPH : 61.8%



PRECISION  
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INDUSTRIES, LLC

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City, State: Portsmouth, NH  
Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/04/																	
16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	33	32
02:00	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	52	43
03:00	0	0	0	1	1	1	1	2	0	0	0	0	0	0	5	42	36
04:00	0	0	0	1	1	3	1	0	1	0	0	0	0	0	7	43	38
05:00	0	0	0	1	4	11	4	0	0	0	0	0	0	0	20	40	37
06:00	0	0	0	4	24	34	12	5	1	0	0	0	0	0	80	41	37
07:00	0	0	0	1	51	84	56	12	0	1	0	0	0	0	205	42	38
08:00	0	0	1	34	97	69	8	0	0	0	0	0	0	0	209	37	33
09:00	0	0	0	28	101	66	17	2	0	0	0	1	0	0	215	38	34
10:00	0	0	1	17	50	50	17	3	0	0	0	0	0	0	138	38	35
11:00	0	0	0	9	64	62	20	1	1	0	0	0	0	0	157	38	35
12 PM	1	0	1	17	75	89	20	2	0	0	0	0	0	0	205	38	35
13:00	1	0	1	10	65	69	21	3	0	0	0	0	0	0	170	38	35
14:00	0	1	0	10	64	68	23	1	0	0	0	0	0	0	167	38	35
15:00	1	2	5	24	89	64	21	1	0	0	0	0	0	0	207	38	34
16:00	0	0	3	23	69	92	20	3	0	0	0	0	0	0	210	38	35
17:00	0	1	0	2	84	91	9	3	0	0	0	0	0	0	190	38	35
18:00	0	0	0	10	35	37	6	1	0	0	0	0	0	0	89	38	34
19:00	0	0	0	6	18	19	6	1	0	0	0	0	0	0	50	38	35
20:00	0	1	0	10	21	8	2	0	0	0	0	0	0	0	42	36	32
21:00	0	0	1	2	11	11	2	1	0	0	0	0	0	0	28	38	35
22:00	0	0	0	0	8	7	2	0	0	0	0	0	0	0	17	38	35
23:00	0	2	0	0	2	3	1	1	0	0	0	0	0	0	9	42	33
Total	3	7	13	210	937	939	270	40	5	1	0	1	0	0	2426		
%	0.1%	0.3%	0.5%	8.7%	38.6%	38.7%	11.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	08:00	09:00	07:00	07:00	07:00	02:00	07:00			09:00		09:00		
Vol.			1	34	101	84	56	12	2	1			1		215		
PM Peak	12:00	15:00	15:00	15:00	15:00	16:00	14:00	13:00							16:00		
Vol.	1	2	5	24	89	92	23	3							210		

Stats

15th Percentile : 29 MPH  
 50th Percentile : 34 MPH  
 85th Percentile : 38 MPH  
 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1876  
 Percent in Pace : 77.3%  
 Number of Vehicles > 35 MPH : 1068  
 Percent of Vehicles > 35 MPH : 44.0%



PRECISION  
D A T A  
INDUSTRIES, LLC

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Banfield Street  
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Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/05/																	
16		0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
01:00		0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
02:00		0	0	0	0	1	0	2	1	0	1	0	0	0	5	55	44
03:00		0	0	0	1	1	0	2	0	0	0	0	0	0	4	42	36
04:00		0	1	0	0	5	3	0	0	0	0	0	0	0	9	36	32
05:00		0	0	0	1	0	6	1	0	0	0	0	0	0	8	38	36
06:00		0	0	0	0	10	8	6	3	0	0	0	0	0	27	43	37
07:00		0	0	0	0	14	22	20	3	1	0	0	0	0	60	42	38
08:00		0	1	0	9	37	63	31	10	1	0	0	0	0	152	42	37
09:00		0	0	0	5	50	70	17	7	0	0	0	0	0	149	39	36
10:00		0	0	1	4	36	65	27	7	0	0	0	0	0	140	41	37
11:00		0	0	0	2	41	95	41	4	0	0	0	0	0	183	41	37
12 PM		1	3	1	3	37	82	38	3	2	0	1	0	0	171	41	37
13:00		0	1	0	1	28	97	32	7	0	0	0	0	0	166	41	37
14:00		0	1	1	4	40	77	30	5	2	0	1	0	0	161	41	37
15:00		0	4	2	6	30	78	28	10	0	0	0	0	0	158	41	36
16:00		0	2	0	5	43	87	25	6	0	1	0	0	0	169	40	36
17:00		0	1	0	4	50	47	24	2	0	1	0	0	0	129	40	36
18:00		0	0	0	5	36	51	6	0	0	0	0	0	0	98	38	35
19:00		0	0	0	5	17	18	8	3	0	0	0	0	0	51	41	36
20:00		0	0	0	7	5	12	0	0	0	0	0	0	0	24	37	33
21:00		0	0	0	2	10	10	5	0	0	0	0	0	0	27	39	35
22:00		0	0	1	3	2	7	2	0	0	0	0	0	0	15	38	34
23:00		0	0	0	1	3	2	1	2	0	0	0	0	0	9	45	37
Total		1	14	6	68	497	902	346	73	6	3	2	0	0	1918		
%		0.1%	0.7%	0.3%	3.5%	25.9%	47.0%	18.0%	3.8%	0.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak			04:00	10:00	08:00	09:00	11:00	11:00	08:00	07:00	02:00				11:00		
Vol.			1	1	9	50	95	41	10	1	1				183		
PM Peak		12:00	15:00	15:00	20:00	17:00	13:00	12:00	15:00	12:00	16:00	12:00			12:00		
Vol.		1	4	2	7	50	97	38	10	2	1	1			171		

Stats

15th Percentile : 30 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 1399  
 Percent in Pace : 72.9%  
 Number of Vehicles > 35 MPH : 1152  
 Percent of Vehicles > 35 MPH : 60.0%



PRECISION  
D A T A  
INDUSTRIES, LLC

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Client: TEC/ S. Gregorio

164943 B Speed  
Site Code: T0620

EB	Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
		14	19	24	29	34	39	44	49	54	59	64	69	9999			
03/06/																	
16		0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00		0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00		0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
05:00		0	0	0	1	2	2	2	1	0	0	0	0	0	8	43	37
06:00		0	0	0	1	4	9	2	1	0	0	0	0	0	17	40	36
07:00		0	0	1	0	7	15	12	2	0	0	0	0	0	37	42	38
08:00		0	0	0	3	18	29	27	3	0	0	0	0	0	80	42	38
09:00		0	1	0	3	33	44	14	2	0	0	0	0	0	97	39	36
10:00		0	0	0	8	32	59	20	3	1	0	0	0	0	123	40	36
11:00		1	0	1	3	31	72	23	4	0	0	0	0	0	135	40	36
12 PM		0	0	0	3	24	70	30	3	0	0	0	0	0	130	41	37
13:00		0	1	0	0	28	98	34	3	0	0	0	0	0	164	40	37
14:00		1	1	1	7	30	63	33	8	1	0	0	0	0	145	42	37
15:00		0	2	0	0	13	50	22	7	0	0	0	0	0	94	42	38
16:00		0	0	0	2	15	36	20	6	0	0	0	0	0	79	42	38
17:00		0	0	0	2	20	26	14	4	1	0	0	0	0	67	42	37
18:00		0	0	1	4	14	28	6	2	1	0	0	0	0	56	39	36
19:00		0	0	1	4	9	10	4	0	0	0	0	0	0	28	38	34
20:00		0	0	0	3	8	6	0	0	0	0	0	0	0	17	36	33
21:00		0	0	1	0	7	6	2	0	0	0	0	0	0	16	38	34
22:00		0	0	0	0	2	1	0	0	0	0	0	0	0	3	36	34
23:00		0	0	0	0	1	1	0	1	0	0	0	0	0	3	46	39
Total		2	5	6	44	300	626	267	50	4	0	0	0	0	1304		
%		0.2%	0.4%	0.5%	3.4%	23.0%	48.0%	20.5%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	07:00	10:00	09:00	11:00	08:00	11:00	10:00						11:00		
Vol.	1	1	1	8	33	72	27	4	1						135		
PM Peak	14:00	15:00	14:00	14:00	14:00	13:00	13:00	14:00	14:00						13:00		
Vol.	1	2	1	7	30	98	34	8	1						164		

Stats

15th Percentile : 31 MPH  
 50th Percentile : 36 MPH  
 85th Percentile : 41 MPH  
 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 926  
 Percent in Pace : 71.0%  
 Number of Vehicles > 35 MPH : 822  
 Percent of Vehicles > 35 MPH : 63.0%

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC

18-Feb-16

**Bureau of Planning, Traffic Section, Traffic Reports**

STAT. TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
<b>Town: HAMPTON</b>										
197033	81 US 1 NB SOUTH OF NH 101 OVER STATE OF NHR	14	*	*	13000	*	*	14000	*	*
197052	82 US 1 (LAFAYETTE RD) NORTH OF NH 101E (WINNACUNNET RD) (SB-NB) (81197117-81197118)	14	*	22000	*	16000	*	*	15000	*
197064	82 US 1 (LAFAYETTE RD) SOUTH OF FAIRFIELD DR (SB-NB) (81197123-81197124)	14	16000	*	18000	*	19000	*	16000	*
197076	82 US 1 (LAFAYETTE RD) SOUTH OF ROAD SPLIT TO NH 101 (SB-NB) (81197077-81197078)	16	20468	21000	21313	20000	20667	20349	20373	21837
<b>Town: HAMPTON FALLS</b>										
199014	82 US 1 (LAFAYETTE RD) AT SEABROOK TL	16	*	21000	*	*	20000	*	*	22000
<b>Town: NORTH HAMPTON</b>										
345001	02 US 1 (LAFAYETTE RD) NORTH OF NORTH RD (SB-NB) (01345005-01345006)	14	16764	16953	16970	17000	16434	16267	16172	16290
<b>Town: PORTSMOUTH</b>										
379010	22 US 1 (LAFAYETTE RD) SOUTH OF SOUTH ST (SB-NB) (21379215-21379216)	14	*	12000	*	*	13000	*	*	12000
379021	82 US 1 (LAFAYETTE RD) AT RYE TL	14	*	15000	*	17000	*	*	21000	*
379031	82 US 1 (MIDDLE RD) SOUTH OF MENDUM AVE	14	*	*	10000	*	*	7900	*	*
379034	82 US 1 (MIDDLE RD) SOUTH OF ISLINGTON ST	14	*	*	12000	*	10000	*	*	9200
379072	82 US 1 (LAFAYETTE RD) SOUTH OF GREENLEAF AVENUE	14	*	*	11000	*	*	*	*	*
379076	82 US 1 (MIDDLE RD) NORTH OF RICHARDS AVE	14	11000	*	*	11000	*	*	10000	*
379079	82 US 1 (MEMORIAL BRIDGE) AT MAINE SL (SB-NB) (81379148-81379149)	14	*	11000	*	*	*	*	*	7900
379084	82 CONGRESS ST EAST OF MAPLEWOOD AVE	14	6400	*	*	6600	*	*	6300	*

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC

18-Feb-16

**Bureau of Planning, Traffic Section, Traffic Reports**

STAT.	TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
<b>Town: PORTSMOUTH</b>											
379036	82	MAPLEWOOD AVENUE EAST OF WOODBURY AVENUE	17	4600	*	*	3500	*	*	1300	*
379037	82	WOODBURY AVE SOUTH OF MAPLEWOOD AVE (SB-NB) (81379206-81379207)	16	*	*	8200	*	*	7100	*	*
379040	82	OCEAN RD OVER B&M RR (EB-WB) (81379168-81379169)	17	5300	*	*	6600	*	*	7300	*
379041	82	NH 33 (MIDDLE RD) EAST OF DODGE AVENUE (EB-WB) (81379186-81379187)	16	*	*	16000	15000	*	*	17000	*
379042	82	US 1 BYPASS UNDER B&M RAILROAD (EB-WB) (81379043-81379042)	12	*	25000	*	*	37000	*	*	21000
379044	82	ISLINGTON ST EAST OF SUMMER ST	16	*	10000	*	*	9100	*	*	9300
379045	82	SOUTH ST EAST OF HAVEN RD	16	3300	*	*	5500	*	*	3400	*
379046	82	NH 1A (SAGAMORE AVE) SOUTH OF SOUTH ST	16	8600	*	*	9200	*	*	3000	*
379048	82	MARCY ST NORTH OF MECHANIC ST	19	*	3500	*	*	1200	*	*	2800
379049	82	WASHINGTON ST NORTH OF RICHMOND ST	19	260	*	*	350	*	*	450	*
379051	82	ISLINGTON ST NORTH OF ELM COURT	16	*	9800	*	*	14000	*	*	11000
379052	82	BARTLETT ST WEST OF ISLINGTON ST	16	*	12000	*	11000	*	*	17000	*
379057	82	NH 33 (GREENLAND RD) AT GREENLAND TL	16	*	*	31000	*	29000	*	*	29000
379059	82	NH 33 (MIDDLE RD) EAST OF ISLINGTON ST (EB-WB) (81379184-81379185)	16	*	*	12000	*	*	9700	*	*
379062	82	I-95 BETWEEN EXITS 3-4 (SB-NB) (81379062-81379061)	11	*	89900	*	*	97000	*	*	98000

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC

18-Feb-16

**Bureau of Planning, Traffic Section, Traffic Reports**

STAT.	TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
<b>Town: PORTSMOUTH</b>											
379084	82	CONGRESS ST EAST OF MAPLEWOOD AVE	14	6400	*	*	6600	*	*	6300	*
379085	82	STATE ST WEST OF MIDDLE RD	19	*	1500	*	*	1300	*	*	1400
379086	82	RICHARDS AVE SOUTH OF US 1 (MIDDLE RD)	19	*	1800	*	*	1300	*	*	1400
379088	82	NH 1B (PLEASANT ST) SOUTH OF COURT ST	16	6100	*	*	7000	*	*	6700	*
379092	81	US 1 NB (STATE ST) NORTH OF PLEASANT ST	14	*	6800	*	*	*	7200	6400	*
379093	81	US 1 SB (SCOTT AVE) JUST OFF MEMORIAL BRIDGE	14	6600	*	*	*	*	*	*	*
379094	82	BORTHWICK AVE EAST OF HIGHLINER AVE	17	*	5600	*	*	5400	*	*	5300
379095	81	US 1 NB (STATE ST) SOUTH OF PLEASANT ST	14	7900	*	*	*	*	*	9200	*
379096	81	MARKET ST SB SOUTH OF BOW ST	16	*	*	3100	*	*	3400	*	*
379111	82	CATE ST AT HODGSON BROOK	19	*	830	*	960	*	*	1500	*
379115	82	ISLINGTON ST OVER US 1 BYPASS	16	*	6500	*	6400	*	*	*	5000
379124	82	PEVERLY HILL RD SOUTH OF NH 33	17	*	*	8800	*	*	10000	*	*
379125	81	US 1 (LAFAYETTE RD) SB OVER US 1 BYPASS	16	5300	*	*	*	*	*	*	*
379126	82	SHERBURNE RD AT I-95 OVERPASS	19	*	*	*	1700	*	1600	*	*
379127	82	NEWCASTLE AVE EAST OF SOUTH ST (EB-WB) (81379182-81379183)	17	*	1400	*	*	1400	*	*	1400
379128	81	US 1 SB (DANIEL ST) SOUTH OF CHAPEL ST	14	5100	*	*	4900	*	*	8800	*
379130	82	GOSLING RD WEST OF WOODBURY AVENUE	17	*	*	*	12000	*	13000	*	*
379131	82	PORTSMOUTH AVE WEST OF NH 33	19	3800	*	*	2400	*	*	2200	*

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRAFFIC**

18-Feb-16

**Bureau of Planning, Traffic Section, Traffic Reports**

STAT.	TYPE	LOCATION	FC	2008	2009	2010	2011	2012	2013	2014	2015
<b>Town: PORTSMOUTH</b>											
379179	82	CONSTITUTION AVE WEST OF US 1	19	*	*	2300	*	*	2500	*	*
379180	82	CASS ST WEST OF US 1 (MIDDLE RD)	17	*	*	2700	*	*	2400	*	*
379181	82	JUNKINS AVE NORTH OF LINCOLN AVE	17	*	*	3900	*	*	3300	*	*
379194	82	NH 33 (SOUTH ST) WEST OF MONROE ST	16	*	4700	*	4700	*	*	4600	*
379202	82	GRAFTON DR SOUTH OF STRAFFORD DR (EB-WB) (81379201-81379200)	19	*	10000	*	*	11000	*	*	12000
379205	82	SOUTHERLY ACCESS RD TO CARPOOL PARKING LOT EAST OF GRAFTON RD (EB-WB) (379204-379203)	19	*	12000	*	*	1500	*	*	2000
379223	81	PLEASANT ST NB NORTH OF US 1 NB	16	*	*	*	*	*	*	3600	*
379224	82	US 1 BYPASS NORTH OF COTTAGE ST (SB-NB) (81379225-81379226)	12	*	*	*	*	*	*	22000	*
379227	82	CUTTS ST SOUTH OF MAPLEWOOD AVE (SB-NB) (81379228-81379229)	19	*	*	*	*	*	5700	*	*
379229	81	CUTTS ST NB SOUTH OF MAPLEWOOD AVE (82379227)	19	*	*	*	*	*	1500	*	*

**Attachment D**

Seasonal Adjustment Data

## Seasonal Adjustment Factor Summary Table

Project: N0620 - Water Country Traffic Study  
Date: April 19, 2016  
Analyst: TEC, Inc. / Douglas S. Halpert, E.I.T.  
Source: NHDOT Permanent Count Stations 345001

### Saturday Midday - Adjustment to Peak Month

Location	2013	2014	2015	Average
N. Hampton, US 1 N. of B&M Bridge	7.4%	7.6%	23.3%	<b>12.7%</b>

**Attachment E**

Ambient Growth Calculations

**Average Daily Traffic Summary Table**

Project: N0620 - Water Country Traffic Study  
 Date: April 19, 2016  
 Analyst: TEC, Inc. / Douglas S. Halpert, E.J.T.  
 Source: NHDOT Count Stations 345001, 379040, 379124, 379179

STA.	TOWN	ROUTE/STREET	LOCATION	2008	2009	2010	2011	2012	2013	2014	2015	Amb. Growth
345001	North Hampton	US 1 (Lafayette Road)	north of North Road	16764	16953	16970	17000	16434	16267	16172	16290	-0.29%

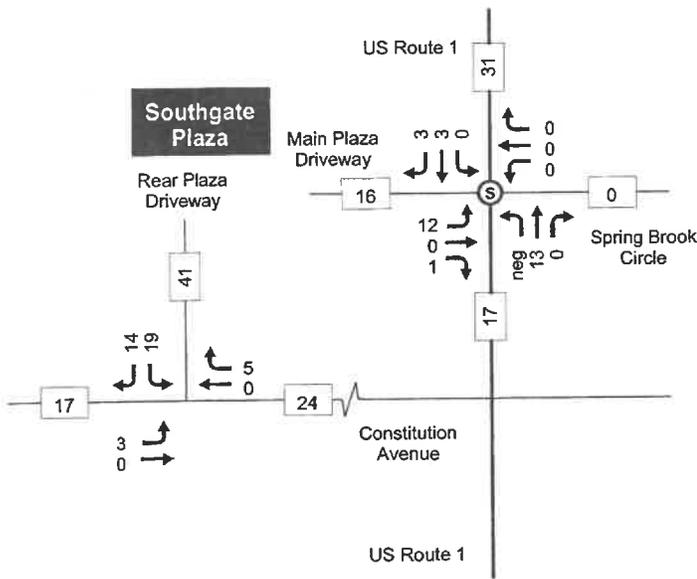
Side Streets

379040	Portsmouth	Ocean Road	over B&M RR	5300			6600			7300		5.86%
379124	Portsmouth	Peverly Hill Road	south of NH 33			8800			10000			4.55%
379179	Portsmouth	Constitution Avenue	west of US 1			2300			2500			2.90%
<b>Average Growth Rate =</b>												
<b>4.43%</b>												

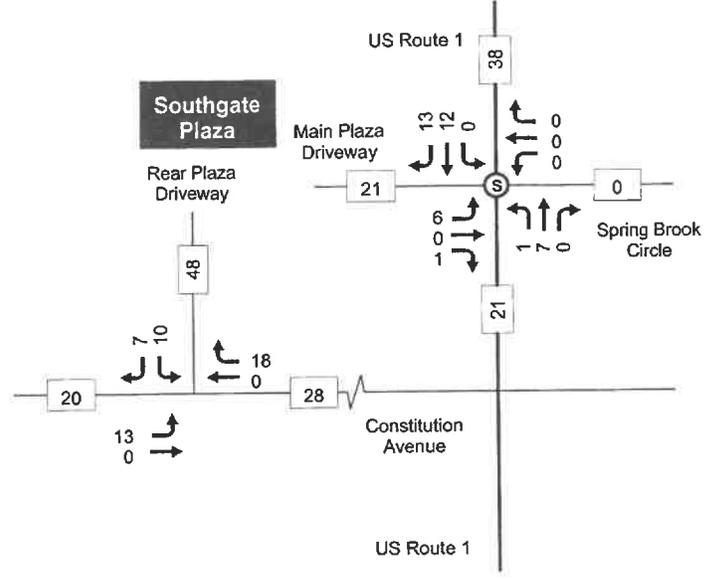


**Attachment F**

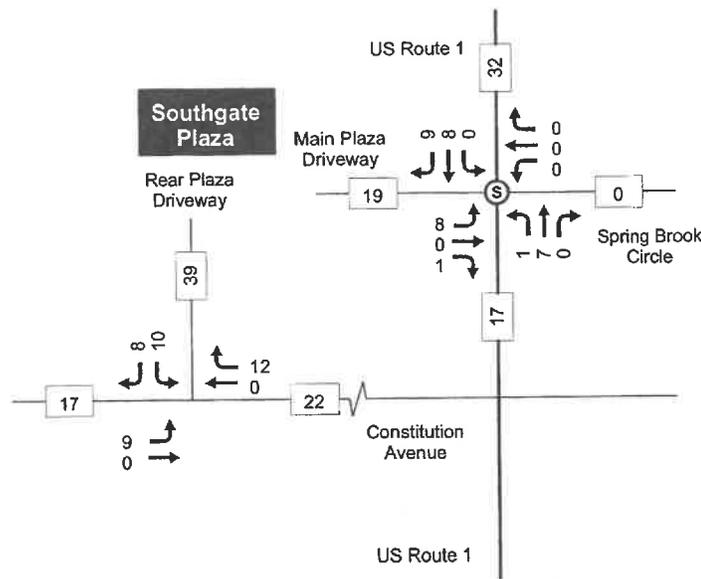
Specific Development by Others



AM PEAK HOUR



PM PEAK HOUR



SATURDAY PEAK HOUR



**Attachment G**

Intersection Capacity and Queue Analyses

2026 Future Year Build Conditions

Lanes, Volumes, Timings  
1: Ocean Road & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
1: Ocean Road & Banfield Road

2026 Build Conditions  
Saturday Evening

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	486	203	32	149	237
Ideal Flow (veh/pl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped/Bike Factor						
FRT	0.874		0.962			
Flt Protected	0.997					0.981
Satd. Flow (prot)	1600	0	1850	0	0	1863
Flt Permitted	0.997					0.981
Satd. Flow (perm)	1600	0	1850	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.82	0.82	0.89	0.89	0.83	0.83
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)	Stop		Free			Free
Sign Control						

Intersection Summary  
Area Type: Other  
Control Type: Unsignalized

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	486	203	32	149	237
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.83	0.83
Hourly flow rate (vph)	44	593	228	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	822	248			265	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	822	248			265	
vO, unblocked vol	6.4	6.2			4.1	
IC, single (s)	3.5	3.3			2.2	
IC, 2 stage (s)	86	25			88	
q0 queue free %	304	794			1310	
cM capacity (veh/h)						
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	637	284	415			
Volume Left	44	0	160			
Volume Right	593	36	0			
cSH	715	1700	1310			
Volume to Capacity	0.89	0.16	0.12			
Queue Length 95th (ft)	283	0	10			
Control Delay (s)	36.7	0.0	3.9			
Lane LOS	E	A	A			
Approach Delay (s)	36.7	0.0	3.9			
Approach LOS	E	A	A			

Intersection Summary  
Average Delay: 19.0  
Intersection Capacity Utilization: 75.5%  
Analysis Period (min): 15  
ICU Level of Service: D

Lanes, Volumes, Timings  
 2: Heritage Avenue & Banfield Road

2026 Build Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Volume (vph)	154	18	53	453	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
FI	0.995		0.995	0.976		
FI Protected						
Satd. Flow (prot)	1798	0	0	1820	1758	0
FI Permitted						
Satd. Flow (perm)	1798	0	0	1820	1758	0
Link Speed (mph)	30			30		
Link Distance (ft)	1001			1200		500
Travel Time (s)	22.8			28.6		11.4
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	0%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free		Stop

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 2: Heritage Avenue & Banfield Road

2026 Build Conditions  
 Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Volume (veh/h)	154	18	53	453	46	49
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	546	66	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn bare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (t)						
px, platoon unblocked						
vc, conflicting volume						
vc1, stage 1 conf vol						
vc2, stage 2 conf vol						
vcu, unblocked vol						
IC, single (s)		212			875	201
IC, 2 stage (s)		4.1			6.4	6.2
IF (s)			2.2		3.5	3.3
p0 queue free %			95		78	92
coll capacity (veh/h)			1346		303	845

Direction, Lane # EB 1 WB 1 NB 1

Volume Total 212 610 136

Volume Left 0 64 88

Volume Right 22 0 70

cSH 1700 1346 453

Volume to Capacity 0.12 0.05 0.30

Queue Length 95th (ft) 0 4 31

Control Delay (s) 0.0 1.3 16.3

Lane LOS A A C

Approach Delay (s) 0.0 1.3 16.3

Approach LOS C C C

Intersection Summary

Average Delay 3.1 ICU Level of Service A

Intersection Capacity Utilization 51.5%

Analysis Period (min) 15

Lanes, Volumes, Timings  
3: Constitution Avenue & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
3: Constitution Avenue & Banfield Road

2026 Build Conditions  
Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←	←	←	←	←	←
Volume (veh/h)	126	75	65	135	391	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped. Bike Factor	0.950				0.946	
Flt. Protected				0.984	0.971	
Satd. Flow (prot)	1745	0	0	1783	1745	0
Flt. Permitted				0.984	0.971	
Satd. Flow (perm)	1745	0	0	1783	1745	0
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	1280	501	501	2972		
Travel Time (s)	28.6	11.4	11.4	67.5		
Conf. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free	Free	Free	Free	Stop	Stop

Intersection Summary  
Area Type: Other  
Control Type: Unsignalized

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←	←	←	←	←	←
Volume (veh/h)	126	75	65	135	391	257
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	75	155	465	306
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
VC, conflicting volume			259		517	211
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCu, unblocked vol			259		517	211
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.3
pQ queue free %			94		5	63
cM capacity (veh/h)			1317		491	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	230	771			
Volume Left	0	75	465			
Volume Right	96	0	306			
cSH	1700	1317	587			
Volume to Capacity	0.15	0.06	1.31			
Queue Length 95th (ft)	0	5	802			
Control Delay (s)	0.0	2.9	174.9			
Lane LOS	A	A	F			
Approach Delay (s)	0.0	2.9	174.9			
Approach LOS	F	F	F			

Intersection Summary  
Average Delay: 107.7  
Intersection Capacity Utilization: 68.4%  
Analysis Period (min): 15  
ICU Level of Service: C

Lanes, Volumes, Timings  
4: Peaverly Hill Road & Banfield Road/Mirona Road

2026 Build Conditions  
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	173	107	84	9	31	49	46	173	16	31	217	124
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Idea Flow (vphpl)	11	12	15	15	15	15	11	11	11	11	11	11
Lane Width (ft)	150	0	0	0	0	0	320	0	165	1	1	1
Storage Length (ft)	1	0	0	0	0	0	1	0	0	1	1	1
Storage Lanes	25	0	0	25	0	0	25	0	25	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.934	0.934	0.926	0.926	0.926	0.926	0.987	0.987	0.980	0.980	0.850	0.850
Flt Protected	0.950	0.950	0.985	0.985	0.985	0.985	0.950	0.950	0.950	0.950	0.950	0.950
Satd Flow (prot)	1745	1775	0	0	1926	0	1745	1790	0	1745	1818	1531
Flt Permitted	0.682	0.682	0	0	0.953	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd Flow (perm)	1233	1775	0	0	1844	0	1745	1790	0	1745	1818	1531
Right Turn on Red Satd. Flow (RTOR)	44	30	64	64	30	64	6	6	6	6	6	6
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	501	501	489	489	489	489	1500	1500	1500	1500	1500	1500
Travel Time (s)	11.4	11.4	11.3	11.3	11.3	11.3	34.1	34.1	34.1	34.1	34.1	34.1
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
Shared Lane Traffic (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Perm	Perm
Protected Phases	8	8	4	4	4	4	1	6	5	2	2	2
Permitted Phases	8	8	4	4	4	4	1	6	5	2	2	2
Detector Phases	8	8	4	4	4	4	1	6	5	2	2	2
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	5.0
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	9.0	11.0	9.0	11.0	11.0	11.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	18.0	41.0	18.0	41.0	41.0	41.0
Total Split (%)	37.9%	37.9%	37.9%	37.9%	37.9%	37.9%	18.5%	43.2%	18.5%	43.2%	43.2%	43.2%
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	12.0	35.0	12.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	3.0	2.5	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	Min

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 48.4

Natural Cycle: 50

Control Type: Actuated-Uncoordinated



Queues  
4: Peaverly Hill Road & Banfield Road/Mirona Road

2026 Build Conditions  
Saturday Evening

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	206	227	116	55	225	33	233	133
v/c Ratio	0.34	0.40	0.19	0.21	0.38	0.14	0.47	0.26
Control Delay	22.9	15.2	9.5	26.2	16.9	27.0	21.3	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	15.2	9.5	26.2	16.9	27.0	21.3	5.8
Queue Length 95th (ft)	53	44	12	15	34	9	60	0
Queue Length 95th (ft)	124	105	39	51	126	39	149	37
Internal Link Dist (ft)	421	419	419	420	420	420	420	420
Turn Bay Length (ft)	150	1227	1281	496	1343	496	1370	1186
Base Capacity (vph)	856	1227	1281	496	1343	496	1370	1186
Shrinkage Cap Reducn	0	0	0	0	0	0	0	0
Spillback Cap Reducn	0	0	0	0	0	0	0	0
Storage Cap Reducn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.19	0.09	0.11	0.17	0.07	0.17	0.11

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 4: Peveryly Hill Road & Banfield Road/Mirona Road

Lanes, Volumes, Timings  
 5: Constitution Avenue & Water Country Driveway

2026 Build Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	173	107	84	9	31	49	46	173	16	31	217	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	0.93	0.93	0.93	1.00	0.99	1.00	0.99	1.00	1.00	1.00	0.85
Satd. Flow (prot)	1745	1774	1745	1924	1745	1761	1745	1761	1745	1818	1531	1531
Flt Permitted	0.68	1.00	0.95	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1253	1774	1843	1843	1745	1761	1745	1761	1745	1818	1531	1531
Peak-hour factor, PHF	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.83	0.93	0.93
Act. Flow (vph)	206	127	100	12	40	64	55	206	19	33	233	133
RTOR Reduction (vph)	0	31	0	0	46	0	0	4	0	0	0	96
Lane Group Flow (vph)	206	196	0	0	70	0	55	221	0	33	233	37
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	NA	Prot	NA	Perm
Permitted Phases	8	6	4	4	6	1	6	2	5	2	2	2
Actuated Green, G (s)	14.6	14.6	14.6	14.6	16.0	3.9	16.0	2.2	14.3	14.3	14.3	14.3
Effective Green, g (s)	14.6	14.6	14.6	14.6	16.0	3.9	16.0	2.2	14.3	14.3	14.3	14.3
Actualized g/C Ratio	0.29	0.29	0.29	0.29	0.31	0.08	0.31	0.04	0.28	0.28	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	2.5	3.0	2.5	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	360	508	529	133	560	75	511	430	0.02	c0.13	0.02	0.02
v/s Ratio Prot	c0.16	0.11	0.11	c0.03	0.12	c0.03	0.12	0.02	c0.13	0.02	c0.13	0.02
v/c Ratio	0.57	0.38	0.38	0.04	0.41	0.41	0.39	0.44	0.46	0.46	0.09	0.09
Uniform Delay, d1	15.4	14.5	14.5	13.4	22.4	13.6	22.4	13.6	23.7	15.0	13.4	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.5	0.1	0.1	1.5	0.5	1.5	0.5	3.0	0.6	0.1	0.1
Delay (s)	17.6	15.0	15.0	13.5	23.9	14.1	23.9	14.1	26.7	15.7	13.5	13.5
Level of Service	B	B	B	B	B	C	B	B	C	B	B	B
Approach Delay (s)	16.2	15.0	15.0	13.5	23.9	14.1	23.9	14.1	26.7	15.7	13.5	13.5
Approach LOS	B	B	B	B	B	C	B	B	C	B	B	B

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	50.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 5. Constitution Avenue & Water Country Driveway

2026 Build Conditions  
 Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	3	4	2	9	405	458
Volume (veh/h)	98	72	10	9	405	458
Sign Control	Free	Free	Stop	Stop	0%	0%
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	107	78	10	440	498
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None				
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf. vol						
vC2, stage 2 conf. vol						
vCJ, unblocked vol						
IC, single (s)	88				196	83
IC, 2 stages (s)	4.1				6.4	6.2
FC (s)	2.2				3.5	3.3
p0 queue free %	100				44	49
cdM capacity (veh/h)	1508				791	976
Direction, Lane #	EB 1	WB 1	SB 1			
Volumes Total	110	88	938			
Volume Left	3	0	440			
Volume Right	0	10	498			
cSH	1508	1700	879			
Volume to Capacity	0.00	0.05	1.07			
Queue Length (ft)	0	0	568			
Control Delay (s)	0.2	0.0	70.9			
Lane LOS	A	A	F			
Approach Delay (s)	0.2	0.0	70.9			
Approach LOS			F			
Intersection Summary						
Average Delay			58.5			
Intersection Capacity Utilization			64.8%			
Analysis Period (min)			15			
ICU Level of Service					C	

Lanes, Volumes, Timings  
 6: Campus Drive & West Road

2026 Build Conditions  
 Saturday Evening

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	3	1	7	11	0
Volume (vph)	0	1900	1900	1900	1900	0
Ideal Flow (Vp/hp)	0	12	12	12	16	16
Lane Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor			0.878			
Fit			0.960			
Fit Protected			1414		1843	
Satc. Flow (prot)	0	1900	1414	0	1843	0
Fit Permitted			501		1200	
Satc. Flow (perm)	0	1900	1414	0	1843	0
Link Speed (mph)			30		30	
Link Distance (ft)			501		500	
Travel Time (s)			11.4		27.3	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	20%	11%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM Unsignalized Intersection Capacity Analysis  
6: Campus Drive & West Road

Lanes, Volumes, Timings  
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Conditions  
Saturday Evening

2026 Build Conditions  
Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	←	←	←	←	←
Volume (veh/h)	0	3	1	7	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Hourly flow rate (vph)	0	8	1	9	20	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)			None	None		
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	11				14	6
vC1, stage 1 cont vol						
vC2, stage 2 cont vol						
vCu, unblocked vol	11				14	6
IC, single (s)	4.1				6.5	6.2
IC, 2 stage (s)						
IF (s)	2.2				3.6	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				982	1083
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	8	11	20			
Volume Left	0	0	0			
Volume Right	0	9	0			
cSH	1622	1700	982			
Volume to Capacity	0.00	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay	4.5			A		
Intersection Capacity Utilization	13.3%			ICU Level of Service		
Analysis Period (min)	15					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (vph)	0	0	19	0	0	3	6	1211	0	0	0	1129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FI			0.865			0.865						
FI Protected							0.950					
Satd. Flow (prot)			0	1536	0	1644	0	1386	0	0	0	1837
FI Permitted							0.950					
Satd. Flow (perm)			0	1536	0	1644	0	1386	0	0	0	1837
Link Speed (mph)			30	30	30	30	30	30	30	30	30	30
Link Distance (ft)			1200	377	377	1000	1000	2236				2236
Travel Time (s)			27.3	8.6	8.6	22.7	22.7	50.6				50.6
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
7: US Route 1 & West Road/St. James Church Driveway

2026 Build Conditions  
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	0	19	0	4	3	6	1211	0	0	1129	1
Volume (veh/h)	0	0	19	0	4	3	6	1211	0	0	1129	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.62	0.62	0.82	0.38	0.38	0.38	0.92	0.92	0.94	0.94	0.94	0.94
Hourly Flow Rate (VPH)	0	0	31	0	0	8	7	1316	0	0	1201	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right Turn Lane (veh)												
Median Type												
Median Storage (veh)												
Upstream Signal (ft)												
Pk. Platoon Unblocked												
V.C. conflicting volume												
V.C1, stage 1 cont vol												
V.C2, stage 2 cont vol												
V.CU, unblocked vol												
IC, single (s)	2539	2531	1202	2562	2531	1316	1202	1316				
IC, 2 stage (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3	4.1				
IF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4	2.2				
pd queue free %	100	100	86	100	100	96	99	100				
chd capacity (veh/h)	18	28	220	15	28	195	507	532				
Direction	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	31	8	7	1316	1202							
Volume Left	0	0	7	0	0							
Volume Right	31	8	0	0	1							
csh	220	195	507	1700	1700							
Volume to Capacity	0.14	0.04	0.01	0.77	0.71							
Queue Length 95th (ft)	12	3	1	0	0							
Control Delay (s)	24.0	24.3	12.2	0.0	0.0							
Lane LOS	C	C	B									
Approach Delay (s)	24.0	24.3	0.1									
Approach LOS	C	C	C									
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			76.1%									
Analysis Period (min)			15									
ICU Level of Service												
D												

Water County Traffic Study  
TEC, Inc.

N:\N06201\Tech\Capecity and Queue Analysis\2026 Build SA1.syn  
Synchro 8 Report

Lanes, Volumes, Timings  
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Conditions  
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	51	11	151	6	7	12	112	1109	9	11	994	170
Volume (VPH)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (Vp/h)	11	11	11	16	16	16	11	11	11	11	11	11
Lane Width (ft)	0	0	80	0	0	0	0	270	0	150	0	0
Storage Length (ft)	0	0	0	0	0	0	1	0	0	1	0	0
Storage Lanes	25	1.00	1.00	25	1.00	1.00	25	1.00	0.95	0.95	25	0.95
Tapor Length (ft)	1.00	0.850	0.850	1.00	0.937	0.937	0.950	0.999	0.95	0.95	1.00	0.95
Lane Util. Factor												
Fit Protected												
Satd. Flow (prot)	0	1735	1561	0	1993	0	1745	3486	0	1745	3408	0
Fit Permitted												
Satd. Flow (perm)	0	1339	1561	0	1838	0	1745	3486	0	1745	3408	0
Right Turn on Red												
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	8	8	8	5	2	5	1	6	6
Permitted Phases	4	4	4	8	8	8	5	2	5	1	6	6
Detector Phase												
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0	22.0	11.0	16.0	11.0	16.0	11.0	16.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0	22.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%	24.4%	42.2%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	16.0	32.0	16.0	32.0	16.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lead	Lag	Lead	Lag
Vehicle Extension(s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Pedestrian Calls (/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Summary												
Area Type:												
Cycle Length: 90												
Accuated Cycle Length: 70.6												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												

Water County Traffic Study  
TEC, Inc.

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Synchro 8 Report

**Lanes, Volumes, Timings**  
**8: US Route 1 & Industrial Park Drive/Wilson Avenue**  
 2026 Build Conditions  
 Saturday Evening



**Queues**  
**8: US Route 1 & Industrial Park Drive/Wilson Avenue**  
 2026 Build Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1152	13	1394
v/c Ratio	0.39	0.49	0.11	0.43	0.52	0.07	0.82
Control Delay	34.3	9.2	19.2	33.4	9.4	32.8	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	9.4	32.8	24.0
Queue Length 50th (ft)	32	0	7	47	103	5	268
Queue Length 95th (ft)	63	32	25	99	300	22	470
Inlet Link Dist (ft)	464	80	423	270	2146	150	695
Turn Bay Length (ft)	461	666	643	401	2233	401	1651
Base Capacity (vph)	0	0	0	0	0	0	0
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	0.29	0.05	0.29	0.52	0.03	0.52

**Intersection Summary**

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

HCM Signalized Intersection Capacity Analysis  
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Conditions  
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	4	4	7	7	7	12	12	12	11	11	11	
Volume (vph)	51	151	151	6	6	6	112	109	9	994	994	170	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	16	16	16	16	11	11	11	11	11	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	0.95	1.00	0.98	1.00	0.95	
Flt	1.00	0.85	1.00	0.94	0.99	1.00	1.00	1.00	0.95	1.00	0.98	1.00	
Flt Protected	0.96	1.00	0.99	0.99	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1735	1561	1561	1992	1992	1745	3486	1745	3408	1745	3408	1745	
Flt Permitted	0.74	1.00	0.95	1.00	0.91	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Flt Protected	1339	1561	1561	1837	1837	1745	3486	1745	3408	1745	3408	1745	
Satd. Flow (geom)	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.97	0.86	0.86	
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.97	0.86	0.86	
Adj. Flow (vph)	66	14	186	8	9	15	115	114	9	13	1156	198	
RTOR Reduction (vph)	0	0	168	0	13	0	0	0	0	0	12	0	
Lane Group Flow (vph)	0	80	28	0	19	0	115	1152	0	13	1342	1%	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	NA	Prot	NA	NA	
Protected Phases	4	4	4	8	8	8	5	2	1	1	6	6	
Permitted Phases	4	4	4	8	8	8	5	2	1	1	6	6	
Activated Green, G (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5	
Effective Green, G (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5	
Clearance g/c Ratio	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.60	0.02	0.50	0.50	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	
Lane Grp Cap (vph)	190	221	261	261	261	261	210	2092	32	1697	1697	1697	
v/s Ratio Prot	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.33	0.01	0.39	0.39	0.39	
v/s Ratio Perm	0.06	0.02	0.13	0.07	0.07	0.07	0.55	0.55	0.41	0.79	0.79	0.79	
Uplift Ratio	0.42	0.13	0.33	0.07	0.07	0.07	0.55	0.55	0.41	0.79	0.79	0.79	
Uplift Delay, d1	29.5	28.2	28.2	28.0	28.0	28.0	31.2	9.0	36.5	15.7	15.7	15.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	0.4	0.4	0.2	0.2	0.2	3.6	0.5	11.1	3.0	3.0	3.0	
Delay (s)	31.5	28.6	28.6	28.2	28.2	28.2	34.8	9.5	47.6	18.6	18.6	18.6	
Level of Service	C	C	C	C	C	C	C	A	D	B	B	B	
Approach Delay (s)	29.4			28.2			11.8		18.9				
Approach LOS	C			C			B		B				
Intersection Summary													
HCM 2000 Control Delay	16.9						HCM 2000 Level of Service						B
HCM 2000 Volume to Capacity ratio	0.89						Sum of lost time (s)						18.0
Actuated Cycle Length (s)	75.3						ICU Level of Service						B
Intersection Capacity Utilization	63.6%												
Analysis Period (min)	15												
c Critical Lane Group													

Water County Traffic Study  
TEC, Inc.

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Synchro 8 Report

Lanes, Volumes, Timings  
9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions  
Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations	1	209	169	109	117	108	180	2	67	1082	71	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Flt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	0.950	1.00	1.00	1.00	1.00	1.00	0	0.950	1.00	1.00	0
Satd. Flow (prot)	0	0.950	1881	1815	1745	1818	1561	0	1805	3544	3544	0
Flt Permitted	0	0.950	1787	1815	1745	1818	1561	0	1805	3544	3544	0
Satd. Flow (geom)	0	1787	1881	1815	1745	1818	1561	0	1805	3544	3544	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	30	30	30	30	30	237	6	6	6	6	6
Link Speed (mph)	600	600	600	600	500	500	500	30	30	30	30	30
Link Distance (ft)	13.6	13.6	13.6	13.6	11.4	11.4	11.4	17.6	17.6	17.6	17.6	17.6
Travel Time (s)	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Cont. Peds. (#/hr)	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Peak Hour Factor	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	Prot	NA	Prot
Protected Phases	7	7	4	4	8	8	8	5	5	5	2	1
Permitted Phases	7	7	4	4	8	8	8	5	5	5	2	1
Detector Phase	7	7	4	4	8	8	8	5	5	5	2	1
Switch Phase	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	5.0	8.0	5.0
Minimum Initial (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	11.0	31.0	11.0
Minimum Split (s)	18.0	18.0	48.0	48.0	31.0	31.0	31.0	18.0	18.0	18.0	56.0	18.0
Total Split (s)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	22.8%	22.8%	22.8%	41.2%	22.5%
Total Split (%)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	25.0	25.0	25.0	50.0	25.0
Maximum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead/Lag	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimiza?	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Don't Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Intersection Summary												
Area Type:	Other											
Cycle Length:	136											
Actuated Cycle Length:	128.1											

Water County Traffic Study  
TEC, Inc.

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Synchro 8 Report

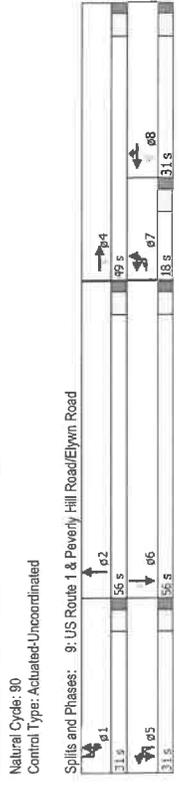
Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions  
 Saturday Evening

Lane Group	SBL	SBT	SBR
Lane Configurations	3	4	4
Volume (vph)	205	924	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330	350	350
Storage Lanes	1	1	1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			0.850
FL Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
FL Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red		Yes	
Satd. Flow (RTOR)		120	
Link Speed (mph)		30	
Link Distance (ft)		1498	
Travel Time (s)		34.1	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	6
Permitted Phases	1	6	6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Spill (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)	4.0	4.0	4.0
Flash Don't Walk (s)	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Conditions  
 Saturday Evening



Queues  
 9: US Route 1 & Peverly Hill Road/Elywn Road  
 2026 Build Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	241	194	125	154	142	237	73	1214	221	993	74
v/c Ratio	1.43	0.33	0.21	0.78	0.46	0.52	0.45	0.89	0.76	0.56	0.09
Control Delay	267.1	36.5	6.4	78.3	54.0	10.0	65.7	46.7	69.2	27.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	267.1	36.5	6.4	78.3	54.0	10.0	65.7	46.7	69.2	27.0	0.9
Queue Length 50th (%)	-289	127	0	128	110	0	61	520	184	329	0
Queue Length 95th (%)	#450	191	42	173	150	32	112	#678	276	422	6
Internal Link Dist (ft)			520		420			695		1419	
Turn Bay Length (ft)	160	160	180	180	180	180	250	330	330	330	330
Base Capacity (vph)	168	635	628	229	357	497	354	1395	350	1742	841
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.31	0.20	0.67	0.40	0.48	0.21	0.87	0.63	0.56	0.09

Intersection Summary  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/Elywn Road  
 2026 Build Conditions  
 Saturday Evening

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations	1	209	169	109	117	108	180	2	67	1082	71
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	11	11	11	12	12	12	12
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fpbu, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fpbu, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Satd. Flow (vph)	1787	1881	1815	1745	1745	1818	1561	1805	1561	1805	3543
Flt Permitted	0.95	1.00	1.00	1.00	0.64	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1815	1687	1687	1818	1561	1805	1561	1805	3543
Peak-hour factor, PHF	0.87	0.87	0.87	0.76	0.76	0.76	0.76	0.95	0.95	0.95	0.94
Adj. Flow (vph)	1	240	194	125	154	142	237	2	71	1139	75
RTOR Reduction (vph)	0	0	0	87	0	0	197	0	0	4	0
Lane Group Flow (vph)	0	241	194	38	154	142	40	0	73	1210	0
Cont. Peds. (#/hr)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	Prot	Prot
Protected Phases	7	7	4	8	8	8	5	5	5	2	1
Actuated Green, G (s)	12.1	39.8	39.8	21.7	21.7	21.7	21.7	9.8	50.8	9.8	50.8
Effective Green, g (s)	12.1	39.8	39.8	21.7	21.7	21.7	21.7	9.8	50.8	9.8	50.8
Actuated g/C Ratio	0.09	0.31	0.31	0.17	0.17	0.17	0.17	0.08	0.39	0.08	0.39
Clearance Time (s)	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	5.0
Lane Grp Cap (vph)	168	578	496	195	304	261	136	1389	136	1389	84
v/c Ratio Prot	0.13	0.10	0.02	0.13	0.08	0.08	0.03	0.04	0.04	0.04	0.34
W/S Ratio Perm	1.45	0.34	0.08	0.79	0.47	0.15	0.54	0.87	0.87	0.87	0.87
Uniform Delay, d1	58.7	34.6	31.8	51.7	48.7	46.0	57.7	36.3	36.3	36.3	36.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	233.6	0.5	0.1	19.8	1.5	0.4	5.1	6.8	6.8	6.8	6.8
Delay (s)	292.3	35.1	31.9	71.5	50.2	46.4	62.8	43.1	43.1	43.1	43.1
Level of Service	D	D	C	E	D	D	D	E	E	E	D
Approach LOS	F	F	F	D	D	D	D	D	D	D	D

Intersection Summary  
 HCM 2000 Control Delay  
 HCM 2000 Volume to Capacity ratio  
 Actuated Cycle Length (s)  
 Intersection Capacity Utilization  
 Analysis Period (min)  
 Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/Elywn Road

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions  
 Saturday Evening

2026 Build Conditions  
 Saturday Evening

Movement	SBL	SBT	SBR
Lane Configurations	↔	↔	↔
Volume (vph)	205	924	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Total Lost time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Flpb, ped/bikes	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	983	74
RTOR Reduction (vph)	0	0	39
Lane Group Flow (vph)	221	983	35
Cont. Peds. (#/hr)	1%	0%	0%
Heavy Vehicles (%)	Prot	NA	Perm
Turn Type	1	6	6
Permitted Phases	20.9	61.9	61.9
Actuated Green, G (s)	20.9	61.9	61.9
Effective Green, g (s)	0.16	0.48	0.48
Actuated g/C Ratio	6.0	6.0	6.0
Clearance Time (s)	4.0	5.0	5.0
Vehicle Extension (s)	288	1725	771
Lane Grp Cap (vph)	cd:12	0.27	0.02
v/s Ratio Prot	0.77	0.57	0.05
v/s Ratio Perm	52.0	24.2	18.0
v/s Ratio	1.00	1.00	1.00
Uniform Delay, d1	12.3	0.7	0.1
Progression Factor	64.2	25.0	18.1
Incremental Delay, d2	E	C	B
Delay (s)	31.4	C	C
Level of Service			
Approach Delay (s)			
Approach LOS			

Intersection Summary

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	169	1	27	1	0	1	1	49	1426	0	0	1144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11	11
Storage Length (ft)	0	0	0	0	0	0	0	475	0	0	240	0
Storage Lanes	0	0	1	0	0	0	0	1	0	0	1	0
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.850	0.850	0.850	0.932	0.932	0.932	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0.953	0.953	0.976	0.976	0.976	0.976	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Permitted	0.722	0.722	0.866	0.866	0.866	0.866	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	0	1326	1647	0	1520	0	0	1745	3490	0	1837	3450
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	107	107	107	107	107	30	30	30	30	30	30
Link Speed (mph)	500	500	500	500	500	500	1499	1499	1499	1499	501	501
Link Distance (ft)	11.4	11.4	11.4	11.4	11.4	11.4	34.1	34.1	34.1	34.1	11.4	11.4
Travel Time (s)	1	1	1	1	1	1	3	3	3	3	1	1
Cont. Peds. (#/hr)	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Peak Hour Factor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	Perm	NA	Perm	NA	Perm	NA	Prot	Prot	NA	Prot	Prot	NA
Turn Type	4	4	4	8	8	8	5	5	2	5	1	6
Permitted Phases	4	4	4	8	8	8	5	5	2	5	1	6
Detector Phase	4	4	4	8	8	8	5	5	2	5	1	6
Switch Phase	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	8.0	6.0	6.0	8.0
Minimum Initial (s)	14.0	14.0	14.0	22.0	22.0	22.0	12.0	12.0	18.0	12.0	12.0	25.0
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	16.0	16.0	46.0	16.0	16.0	46.0
Total Split (s)	32.6%	32.6%	32.6%	32.6%	32.6%	32.6%	17.4%	17.4%	50.0%	17.4%	17.4%	50.0%
Total Split (%)	24.0	24.0	24.0	24.0	24.0	24.0	10.0	10.0	40.0	10.0	10.0	40.0
Maximum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Don't Walk (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	8.0
Pedestrian Cate (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5

Other

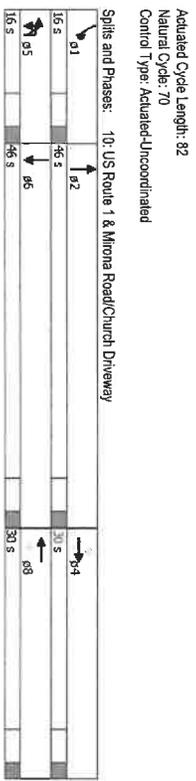
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 Synchro 8 Report

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 2026 Build Conditions  
 Saturday Evening

Lane Group	SBR
Left/Right	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Pad Bike Factor	
Ft	
Ft Protected	
Satd. Flow (prot)	0
Ft Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Cont. Peds. (#/hr)	1
Cont. Bikes (#/hr)	0.92
Peak Hour Factor	0%
Heavy Vehicles (%)	
Spared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Spklt (s)	
Total Spklt (s)	
Total Spilt (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Intersection Summary	

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 2026 Build Conditions  
 Saturday Evening



Queues  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Conditions  
Saturday Evening

	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group	229	36	8	52	1485	1331
v/c Ratio	0.75	0.08	0.02	0.29	0.89	0.75
Control Delay	46.0	0.3	0.0	41.1	12.9	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	0.3	0.0	41.1	12.9	22.0
Queue Length 50th (ft)	117	0	0	27	256	330
Queue Length 95th (ft)	156	0	0	64	361	#479
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	395	566	528	216	2162	1785
Station Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.06	0.02	0.24	0.89	0.75

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

HCM Signalized Intersection Capacity Analysis  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Conditions  
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		←	→	←	→	←	←	→	←	→	←
Volume (vph)	169	1	27	1	0	1	49	1426	0	0	1144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	13	12	12	12	11	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flpb. ped/bikes	1.00	0.99	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.95	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flt Protected	1.00	0.95	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Satd. Flow (prot)	1750	1647	1714	1714	1745	3490	3450				
Flt Permitted	0.72	1.00	0.87	1.00	0.95	1.00	1.00				
Satd. Flow (perm)	1326	1647	1521	1521	1745	3490	3450				
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92	0.92
Adj. Flow (vph)	228	1	36	4	0	4	1	51	1485	0	1243
RTOR Reduction (vph)	0	0	28	0	6	0	0	0	0	0	5
Lane Group Flow (vph)	0	229	8	0	2	0	52	1485	0	0	1326
Confl. Peds. (#/hr)			1			3					
Contl. Bikes (#/hr)											
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	NA	NA	NA	NA	NA	NA	Prot	NA	NA	Prot	NA
Protected Phases	4	4	8	8	5	2	1	6			
Permitted Phases	4	4	8	8	5	2	1	6			
Actuated Green, G (s)	19.0	19.0	19.0	19.0	19.0	5.2	53.5	42.3			
Effective Green, g (s)	19.0	19.0	19.0	19.0	19.0	5.2	53.5	42.3			
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.06	0.63	0.50			
Clearance Time (s)	6.0	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	4.0	5.0	5.0	5.0			
Lane Grp Cap (vph)	298	370	342	342	107	2204	1727				
v/s Ratio Prot	0.17	0.00	0.00	0.00	0.03	0.43	60.38				
v/s Ratio Perm	0.77	0.02	0.01	0.01	0.49	0.67	0.77				
Uniform Delay, d1	30.7	25.5	25.4	25.4	38.4	9.9	17.1				
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	11.9	0.0	0.0	0.0	4.7	1.1	2.5				
Delay (s)	42.6	25.5	25.4	25.4	43.0	11.0	19.6				
Level of Service	D	C	C	C	D	B	B				
Approach Delay (s)	40.3		25.4		12.1		19.6				
Approach LOS	D		C		B		B				

Intersection Summary  
HCM 2000 Control Delay 17.7 HCM 2000 Level of Service B  
HCM 2000 Volume to Capacity ratio 0.80  
Actuated Cycle Length (s) 84.5 Sum of lost time (s) 18.0  
Intersection Capacity Utilization 70.5% ICU Level of Service C  
Analysis Period (min) 15  
c Critical Lane Group

Water Country Traffic Study  
TEC, Inc.  
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Synchro 8 Report

HCM Signalized Intersection Capacity Analysis  
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Conditions  
 Saturday Evening

Movement	SBR
Lane Configurations	81
Volume (vph)	1900
Ideal Flow (vphpl)	11
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Flpo, ped/bikes	
Flt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Cont. Peaks (#/hr)	1
Cont. Bikes (#/hr)	
Heavy Vehicles (%)	0%

- Turn Type
- Protected Phases
- Permitted Phases
- Actuated Green, G (s)
- Effective Green, g (s)
- Actuated G/C Ratio
- Clearance Time (s)
- Vehicle Extension (s)
- Lane Grp Cap (vph)
- vis Ratio Prot
- vis Ratio Perm
- w/c Ratio
- Uniform Delay, d1
- Progression Factor
- Incremental Delay, d2
- Delay (s)
- Level of Service
- Approach Delay (s)
- Approach LOS

Intersection Summary

Lanes, Volumes, Timings  
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road

2026 Build Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EER	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	289	30	64	459	6	76	1	27	17	4	8
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	11	11	11	15	15	15
Lane Width (ft)	0	0	0	0	0	0	130	0	0	0	0	0
Storage Length (ft)	0	0	1	0	0	0	1	0	0	0	0	0
Storage Lanes												
Tapel Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.850			0.997					0.866		
Flt Protected		0.998			0.986		0.950			0.967		0.958
Satd. Flow (prot)	0	1815	1561	0	1793	0	1711	1591	0	1838	0	1838
Flt Permitted		0.998			0.986		0.950			0.967		0.958
Satd. Flow (perm)	0	1815	1561	0	1793	0	1711	1591	0	1838	0	1838
Link Speed (mph)		30			30					30		
Travel Time (s)		1500			600					500		
Link Distance (ft)		34.1			13.6					11.4		
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	2%	0%	0%	0%	17%
Shared Lane Traffic (%)		Free			Free				Stop			Stop
Sign Control		Free			Free				Stop			Stop

Intersection Summary

- Area Type: Other
- Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road  
 2026 Build Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (veh/h)	11	289	30	64	159	6	76	3	27	17	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	288	31	79	196	7	93	4	33	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.94						0.94	0.94	0.94	0.94	0.94	0.94
VC, conflicting volume	204			329			689	682	298	713	710	200
VC1, stage 1 cont vol												
VC2, stage 2 cont vol	122			329			637	631	298	664	659	118
VCU, unblocked vol	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
IC, single (s)												
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			73	99	98	95	100	99
all capacity (veh/h)	1390			1242			342	350	746	318	337	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	309	31	283	93	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
cSH	1390	1700	1242	342	670	397						
Volume to Capacity	0.01	0.02	0.06	0.27	0.05	0.08						
Queue Length 95th (ft)	1	0	5	27	4	6						
Control Delay (s)	0.4	0.0	2.7	19.4	10.7	14.8						
Lane LOS	A	A	A	C	B	B						
Approach Delay (s)			2.7	16.9	14.8							
Approach LOS			C	B	B							

Intersection Summary

Average Delay	4.5
Intersection Capacity Utilization	46.2%
Analysis Period (min)	15
ICU Level of Service	A



2026 Future Year Alternative A Conditions



Lanes, Volumes, Timings  
1: Ocean Road & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
1: Ocean Road & Banfield Road

2026 Build Alternative A Conditions  
Saturday Evening

2026 Build Alternative A Conditions  
Saturday Evening

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	211	478	32	149	237
Ideal Flow (veh/pl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	257	537	36	160	255
Pedestrians	1	1	1	1	1	1
Lane Width (ft)	11.0	11.0	12.0	12.0	12.0	12.0
Walking Speed (ft/s)	4.0	4.0	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)	None	None	None	None	None	None
Median type	None	None	None	None	None	None
Median storage (veh)	None	None	None	None	None	None
Upstream signal (ft)	None	None	None	None	None	None
pX, platoon unblocked	None	None	None	None	None	None
vC, conflicting volume	1131	557	574	574	574	574
vC1, stage 1 conf vol	1131	557	574	574	574	574
vC2, stage 2 conf vol	1131	557	574	574	574	574
vCU, unblocked vol	1131	557	574	574	574	574
IC, single (s)	6.4	6.2	4.1	4.1	4.1	4.1
IC, 2 stage (s)	3.5	3.3	2.2	2.2	2.2	2.2
IF (s)	77	52	84	84	84	84
p0 queue free %	191	533	1008	1008	1008	1008
cM capacity (veh/h)	191	533	1008	1008	1008	1008
Direction, Lane #	WB 1	NB 1	SB 1	SB 1	SB 1	SB 1
Volume Total	301	573	415	415	415	415
Volume Left	44	0	160	160	160	160
Volume Right	257	36	0	0	0	0
cSH	422	1700	1008	1008	1008	1008
Volume to Capacity	0.71	0.34	0.16	0.16	0.16	0.16
Queue Length 95th (ft)	137	0	14	14	14	14
Control Delay (s)	32.0	0.0	4.6	4.6	4.6	4.6
Lane LOS	D	D	A	A	A	A
Approach Delay (s)	32.0	0.0	4.6	4.6	4.6	4.6
Approach LOS	D	D	A	A	A	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	211	478	32	149	237
Ideal Flow (veh/pl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	257	537	36	160	255
Pedestrians	1	1	1	1	1	1
Lane Width (ft)	11.0	11.0	12.0	12.0	12.0	12.0
Walking Speed (ft/s)	4.0	4.0	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)	None	None	None	None	None	None
Median type	None	None	None	None	None	None
Median storage (veh)	None	None	None	None	None	None
Upstream signal (ft)	None	None	None	None	None	None
pX, platoon unblocked	None	None	None	None	None	None
vC, conflicting volume	1131	557	574	574	574	574
vC1, stage 1 conf vol	1131	557	574	574	574	574
vC2, stage 2 conf vol	1131	557	574	574	574	574
vCU, unblocked vol	1131	557	574	574	574	574
IC, single (s)	6.4	6.2	4.1	4.1	4.1	4.1
IC, 2 stage (s)	3.5	3.3	2.2	2.2	2.2	2.2
IF (s)	77	52	84	84	84	84
p0 queue free %	191	533	1008	1008	1008	1008
cM capacity (veh/h)	191	533	1008	1008	1008	1008
Direction, Lane #	WB 1	NB 1	SB 1	SB 1	SB 1	SB 1
Volume Total	301	573	415	415	415	415
Volume Left	44	0	160	160	160	160
Volume Right	257	36	0	0	0	0
cSH	422	1700	1008	1008	1008	1008
Volume to Capacity	0.71	0.34	0.16	0.16	0.16	0.16
Queue Length 95th (ft)	137	0	14	14	14	14
Control Delay (s)	32.0	0.0	4.6	4.6	4.6	4.6
Lane LOS	D	D	A	A	A	A
Approach Delay (s)	32.0	0.0	4.6	4.6	4.6	4.6
Approach LOS	D	D	A	A	A	A

Intersection Summary  
Average Delay 9.0  
Intersection Capacity Utilization 72.9%  
Analysis Period (min) 15

Intersection Summary  
Average Delay 9.0  
Intersection Capacity Utilization 72.9%  
Analysis Period (min) 15

Area Type: Other  
Control Type: Unsignalized

Area Type: Other  
Control Type: Unsignalized

Water Country Traffic Study  
TEC, Inc.

Water Country Traffic Study  
TEC, Inc.

Synchro 8 Report  
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Synchro 8 Report  
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ICU Level of Service C

ICU Level of Service C

Lanes, Volumes, Timings  
 2: Heritage Avenue & Banfield Road

2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1P	1P	1P	1P	1P	1P
Volume (vph)	154	18	53	178	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.986			0.989	0.976	
Fit Protected						
Satd. Flow (prot)	1798	0	0	1800	1758	0
Fit Permitted						
Satd. Flow (perm)	1798	0	0	1800	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1280	500	
Travel Time (s)	22.8			23.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 2: Heritage Avenue & Banfield Road

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1P	1P	1P	1P	1P	1P
Volume (veh/h)	154	18	53	178	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	214	66	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (s)						
P.X. platoon unblocked						
V.C. conflicting volume						
V.C1, stage 1 conf vol						
V.C2, stage 2 conf vol						
V.O.U. unblocked vol						
IC, single (s)			212		543	201
IC, 2 stage (s)			4.1		6.4	6.2
fF (s)			2.2		3.5	3.3
p0 queue free %			95		86	92
cM capacity (veh/h)			1346		475	845

Direction, Lane #

	EB 1	WB 1	NB 1
Volume Total	212	278	136
Volume Left	0	64	68
Volume Right	22	0	70
CSH	1700	1346	614
Volume to Capacity	0.12	0.05	0.22
Queue Length 95th (ft)	0	4	21
Control Delay (s)	0.0	2.1	12.5
Lane LOS	A	A	B
Approach Delay (s)	0.0	2.1	12.5
Approach LOS	B		B

Intersection Summary  
 Average Delay 3.7  
 Intersection Capacity Utilization 37.0%  
 Analysis Period (min) 15  
 ICU Level of Service A

Lanes, Volumes, Timings  
3: Constitution Avenue & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
3: Constitution Avenue & Banfield Road

2026 Build Alternative A Conditions  
Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1P	4	4	4	4	4
Volume (veh/h)	126	75	56	135	116	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor	0.950					
Hourly flow rate (vph)						
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)	None				None	
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
PX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
IC, single (s)						
IC, 2 stage (s)						
IF (s)						
p0 queue free %						
CM capacity (veh/h)						
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	217			
Volume Left	0	64	138			
Volume Right	96	0	79			
cSH	1700	1317	593			
Volume to Capacity	0.15	0.05	0.37			
Queue Length 95th (ft)	0	4	42			
Control Delay (s)	0.0	2.6	14.5			
Lane LOS	A	A	B			
Approach Delay (s)	0.0	2.6	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay	5.4			ICU Level of Service		
Intersection Capacity Utilization	42.0%			A		
Analysis Period (min)	15					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1P	4	4	4	4	4
Volume (veh/h)	126	75	56	135	116	66
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	138	79
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)	None				None	
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
PX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
IC, single (s)						
IC, 2 stage (s)						
IF (s)						
p0 queue free %						
CM capacity (veh/h)						
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	217			
Volume Left	0	64	138			
Volume Right	96	0	79			
cSH	1700	1317	593			
Volume to Capacity	0.15	0.05	0.37			
Queue Length 95th (ft)	0	4	42			
Control Delay (s)	0.0	2.6	14.5			
Lane LOS	A	A	B			
Approach Delay (s)	0.0	2.6	14.5			
Approach LOS			B			
Intersection Summary						
Average Delay	5.4			ICU Level of Service		
Intersection Capacity Utilization	42.0%			A		
Analysis Period (min)	15					

Area Type: Other  
Control Type: Unsignalized

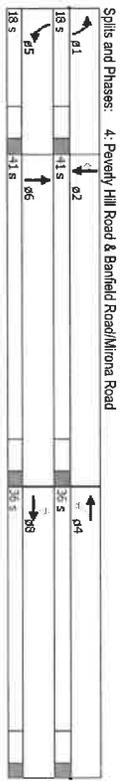
Area Type: Other  
Control Type: Unsignalized

Lanes, Volumes, Timings  
4: Peverly Hill Road & Barfield Road/Mirona Road

2026 Build Alternative A Conditions  
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	4	4	9	4	4	4	4	4	4	4	4
Volume (vph)	83	43	47	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Storage Length (ft)	150	0	0	0	0	0	320	0	165	0	0	0
Storage Lanes	1	0	0	0	0	0	1	0	1	0	1	
Taper Length (ft)	25	0	0	25	0	0	25	0	25	0	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ft	0.921	0.926	0.926	0.995	0.995	0.995	0.991	0.991	0.991	0.991	0.850	
Flt Protected	0.950	0.995	0.995	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.850	
Satd. Flow (prot)	1745	1745	0	1926	1745	1787	1745	1787	1745	1745	1531	
Flt Permitted	0.882	0.882	0	0.847	0.847	0.847	0.950	0.950	0.950	0.950	0.850	
Satd. Flow (perm)	1750	1750	0	1833	1750	1787	1745	1787	1745	1745	1531	
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Satd. Flow (RTOR)	56	30	64	30	30	30	4	4	4	4	124	
Link Speed (mph)	30	501	499	30	30	30	30	30	30	30	30	
Link Distance (ft)	114	114	113	499	113	113	34.1	34.1	34.1	34.1	114	
Travel Time (s)	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.84	
Peak Hour Factor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Perm	
Turn Type	8	8	4	4	4	4	1	6	5	2	2	
Protected Phases	8	8	4	4	4	4	1	6	5	2	2	
Permitted Phases	8	8	4	4	4	4	1	6	5	2	2	
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	3.0	5.0	5.0	
Switch Phase	11.0	11.0	11.0	11.0	11.0	11.0	9.0	11.0	9.0	11.0	11.0	
Minimum Initial (s)	36.0	36.0	36.0	36.0	36.0	36.0	18.0	41.0	18.0	41.0	41.0	
Total Spill (s)	37.9%	37.9%	37.9%	37.9%	37.9%	37.9%	18.9%	43.2%	18.9%	43.2%	43.2%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	12.0	35.0	12.0	35.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	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	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	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	3.0	2.5	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	

Intersection Summary  
Area Type: Other  
Cycle Length: 95  
Actuated Cycle Length: 43.4  
Natural Cycle: 40  
Control Type: Actuated-Uncoordinated



Queues  
4: Peverly Hill Road & Barfield Road/Mirona Road

2026 Build Alternative A Conditions  
Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	107	116	55	55	55	323	33	233	124	124	124
w/c Ratio	0.35	0.24	0.26	0.20	0.20	0.36	0.13	0.29	0.17	0.17	0.17	0.17
Control Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3	4.3	4.3	4.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totd Delay	21.4	11.7	11.3	22.1	13.2	22.7	15.2	4.3	4.3	4.3	4.3	4.3
Queue Length 50th (ft)	64	45	40	43	41	41	8	52	8	52	8	8
Internal Link Dist (ft)	421	419	420	1420	1420	1420	165	420	420	420	420	420
Turn Bay Length (ft)	150	1318	1382	530	1495	530	1459	1253	1253	1253	1253	1253
Base Capacity (vph)	933	933	933	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced w/c Ratio	0.11	0.08	0.08	0.10	0.23	0.06	0.16	0.10	0.10	0.10	0.10	0.10

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	0.89	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.99	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.85
Satd. Flow (prot)	1745	1751	1824	1924	1745	1787	1745	1787	1745	1818	1531	1531
Flt Permitted	0.68	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.92
Satd. Flow (perm)	1253	1751	1832	1745	1787	1745	1787	1745	1818	1531	1531	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	99	51	56	12	40	64	55	304	19	33	233	124
RTOR Reduction (vph)	0	47	0	0	53	0	0	2	0	0	0	77
Lane Group Flow (vph)	99	60	0	0	63	0	55	321	0	33	233	47
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	NA	Prot	NA	Perm
Protected Phases	8	6	6	4	4	4	1	6	6	5	2	2
Permitted Phases	8	7.9	7.9	4	7.9	7.9	3.8	20.0	2.2	18.4	18.4	18.4
Actuated Green, G (s)	7.9	7.9	7.9	7.9	7.9	7.9	3.8	20.0	2.2	18.4	18.4	18.4
Effective Green, g (s)	7.9	7.9	7.9	7.9	7.9	7.9	3.8	20.0	2.2	18.4	18.4	18.4
Actuated c/c Ratio	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.42	0.05	0.38	0.38	0.38
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	3.0	2.5	3.0	3.0	3.0
Lane Grp Cap (vph)	205	287	300	300	300	300	137	743	79	695	585	585
v/s Ratio Prot	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.18	0.02	0.13	0.13	0.13
v/c Ratio	0.48	0.21	0.21	0.21	0.21	0.21	0.40	0.43	0.42	0.34	0.08	0.08
Uniform Delay, d1	18.2	17.4	17.4	17.4	17.4	17.4	21.1	10.0	22.3	10.5	9.5	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.4	0.4	0.3	0.3	0.3	1.4	0.4	2.6	0.3	0.1	0.1
Delay (s)	20.0	17.8	17.8	17.7	17.7	17.7	22.5	10.4	24.9	10.8	9.5	9.5
Level of Service	C	B	B	B	B	B	C	B	C	B	B	A
Approach Delay (s)	18.9	17.7	17.7	17.7	17.7	17.7	12.2	12.2	11.6	11.6	11.6	11.6
Approach LOS	B	B	B	B	B	B	B	B	B	B	B	B

Lanes, Volumes, Timings  
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	0	92	64	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Total Lost Time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0	1863	1863	0	0	0	0	0	0	0	0	0
Satd. Flow (prot)	0	1863	1863	0	0	0	0	0	0	0	0	0
Flt Permitted	0	1863	1863	0	0	0	0	0	0	0	0	0
Satd. Flow (perm)	0	1863	1863	0	0	0	0	0	0	0	0	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	2972	1669	1669	499	499	499	499	499	499	499	499	499
Travel Time (s)	67.5	37.9	37.9	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3
Peak-hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Slop

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

Intersection Summary  
 HCM 2000 Control Delay: 13.8  
 HCM 2000 Level of Service: B  
 HCM 2000 Volume to Capacity ratio: 0.46  
 Actuated Cycle Length (s): 48.1  
 Sum of lost time (s): 18.0  
 Intersection Capacity Utilization: 44.5%  
 Analysis Period (min): 15  
 Critical Lane Group: A

HCM Unsignalized Intersection Capacity Analysis  
 5: Constitution Avenue & Water County Driveway  
 2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	←	←	←	←	←
Volume (veh/h)	0	92	64	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	100	70	0	0	0
Pedestrians						
Lane Width (ft)						
Waking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
vC, conflicting volume	70			170	70	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vO, unblocked vol	70			170	70	
IC, single (s)	4.1			6.4	6.2	
IC, 2 stage (s)						
F (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cdI capacity (veh/h)	1531			821	993	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	70	0	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	100	70	0	0	0	0
CSH	1531	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
<b>Intersection Summary</b>						
Average Delay	0.0			0.0		
Intersection Capacity Utilization	8.2%			ICU Level of Service		
Analysis Period (min)	15			A		

Lanes, Volumes, Timings  
 6: Campus Drive & West Road  
 2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (vph)	0	3	0	0	1	7	0	0	833	11	0	0
Ideal Flow (veh/h)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	12	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit					0.878			0.855				
Fit Protected									0.950			
Stat. Flow (prot)					1414			1611		0		1626
Fit Permitted									0.950			
Stat. Flow (perm)					1414			1611		0		1626
Link Speed (mph)					30			30				30
Link Distance (ft)					501			443				500
Travel Time (s)					11.4			10.1				11.4
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	2%	2%	0%	20%	2%	2%	2%	11%	11%	0%
Shared Lane Traffic (%)												
Sign Control			Free			Free			Stop			Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM Unsignalized Intersection Capacity Analysis  
 6: Campus Drive & West Road

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	3	0	0	1	7	0	0	863	11	0	0
Volume (veh/h)	0	3	0	0	1	7	0	0	863	11	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak-Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Hourly flow rate (vph)	0	8	0	0	1	9	0	0	938	20	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	11	8	14	19	8	952	14	6				
vC1, stage 1 cont vol												
vC2, stage 2 cont vol												
vCv, unblocked vol												
IC, single (s)	11	8	14	19	8	952	14	6				
IC, 2 stage (s)	4.1	4.1	7.1	6.5	6.2	7.2	6.5	6.2				
IF (s)	2.2	2.2	3.5	4.0	3.3	3.6	4.0	3.3				
p0 queue free %	100	100	100	100	13	33	100	100				
cM capacity (veh/h)	1822	1612	1002	875	1074	29	880	1083				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	11	938	20								
Volume Left	0	0	0	20								
Volume Right	0	9	938	0								
cSH	1622	1700	1074	29								
Volume to Capacity	0.00	0.01	0.87	0.87								
Queue Length 95th (ft)	0	0	302	55								
Control Delay (s)	0.0	0.0	26.0	261.3								
Lane LOS	D	D	F	F								
Approach Delay (s)	0.0	0.0	26.0	261.3								
Approach LOS	D	D	F	F								

Intersection Summary	
Average Delay	30.2
Intersection Capacity Utilization	63.4%
Analysis Period (min)	15
ICU Level of Service	B

Lanes, Volumes, Timings  
 7: US Route 1 & West Road/St. James Church Driveway

2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	0	0	0	0	0	0	0	0	0	0	0
Volume (vph)	264	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt.	0.905											
Flt Protected	0.985						0.950					
Satd. Flow (prot)	0	1615	0	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted	0.985						0.950					
Satd. Flow (perm)	0	1615	0	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)	30						30				30	
Link Distance (ft)	1200						377				1000	
Travel Time (s)	27.3						8.6				22.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 7: US Route 1 & West Road/St. James Church Driveway  
 2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	0	618	0	0	3	6	115	0	0	1121	1	
Volume (veh/h)	264	0	618	0	0	3	6	115	0	0	1121	1	
Sign Control	Stop	0%	0%	Stop	0%	0%	Stop	0%	0%	Free	0%	Free	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.38	0.32	0.32	0.94	0.94	0.94	
Hourly Flow rate (vph)	426	0	897	0	0	8	7	1212	0	0	1193	1	
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													
VC1, stage 1 cont vol	2426	2418	1193	3445	2419	1212	1194				1212		
VC2, stage 2 cont vol													
VCU, unblocked vol	2426	2418	1193	3445	2419	1212	1194				1212		
IC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3				4.1		
IC, 2 stage (s)													
IF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4				2.2		
pb queue free %	0	100	0	0	100	96	99				100		
crit capacity (veh/h)	21	33	222	0	33	224	511				583		
Direction Lane #	EB 1	WB 1	NB 1	NB 2	SB 1								
Volume Total	1423	8	7	1212	1194								
Volume Left	426	0	0	0	0								
Volume Right	997	8	0	0	1								
CSH	58	224	511	1700	1700								
Volume to Capacity	24.39	0.04	0.01	0.71	0.70								
Queue Length 95th (ft)	Err	3	1	0	0								
Control Delay (s)	Err	21.7	12.1	0.0	0.0								
Lane LOS	F	C	B										
Approach Delay (s)	Err	21.7	0.1										
Approach LOS	F	C											
Intersection Summary													
Average Delay	3701.9						ICU Level of Service						H
Intersection Capacity Utilization	125.1%												
Analysis Period (min)	15												

Water Country Traffic Study  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue  
 2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	0	6	4	0	7	12	112	1277	11	11	170	
Volume (vph)	51	11	151	6	7	12	112	112	1277	9	11	966	
Ideal Flow (veh/h)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	16	16	16	16	11	11	11	11	11	
Storage Length (ft)	0	0	80	0	0	0	0	270	0	150	0	0	
Storage Lanes	0	0	1	0	0	0	0	1	0	1	0	0	
Taper Length (ft)	25	1.00	1.00	25	1.00	1.00	1.00	25	0.95	0.95	25	0.95	
Lane Util. Factor	1.00	1.00	0.850	1.00	1.00	0.937	1.00	0.999	0.999	1.00	0.978	0.95	
Flt			0.980			0.988		0.950	0.950		0.950		
Flt Protected			0			0		0	0		0		
Satd Flow (prot)			1735			1993		1745	3486		1745	3408	
Flt Permitted			0.741			0.911		0.950	0		0.950	0	
Satd Flow (perm)			1359			1838		1745	3486		1745	3408	
Right Turn on Red			Yes			Yes		Yes	Yes		Yes	Yes	
Satd Flow (RTOR)			196			15		1	1		24	24	
Link Speed (mph)			30			30		30	30		30	30	
Link Distance (ft)			544			503		2226	506		775	176	
Travel Time (s)			124			114		57	57		57	57	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Shared Lane Traffic (%)													
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Prot	NA	NA	
Protected Phases		4	4	4	8	8	5	2	1	6	1	6	
Permitted Phases	4	4	4	4	8	8	5	2	1	6	1	6	
Detector Phase													
Switch Phase													
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	13.0	13.0	13.0	22.0	22.0	22.0	11.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0	22.0	38.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%	24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	18.0	32.0	18.0	32.0	18.0	32.0	
Maximum Green (%)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	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	0.0	0.0	0.0	0.0	0.0	
Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead-Lag							Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	4.0	4.0	4.0	4.0	4.0	4.0	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Intersection Summary													
Area Type:	Other												
Cycle Length:	90												
Actuated Cycle Length:	70.6												
Neutral Cycle:	65												
Control Type:	Actuated-Uncoordinated												

Water Country Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative A Conditions  
 Saturday Evening



2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1325	13	1345
v/c Ratio	0.39	0.49	0.11	0.43	0.59	0.07	0.81
Control Delay	34.3	9.2	19.2	33.4	10.5	32.8	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	10.5	32.8	23.7
Queue Length 50th (ft)	32	0	7	47	128	5	265
Queue Length 95th (ft)	63	32	25	99	371	22	465
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	461	666	643	401	2233	401	1651
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	0.29	0.05	0.29	0.59	0.03	0.81

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

HCM Signalized Intersection Capacity Analysis  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue  
 2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SRU
Lane Configurations	51	4	1	6	4	7	12	11	11	11	11	11
Volume (vph)	11	151	151	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
FT	1.00	0.95	1.00	0.94	0.99	0.99	1.00	1.00	1.00	1.00	0.98	1.00
FI Protected	0.96	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.98	1.00
Satd. Flow (prot)	1735	1561	1735	1745	1745	1745	1745	3486	3486	1745	3408	1745
FI Permitted	0.74	1.00	1.00	0.91	0.91	0.91	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1339	1561	1561	1837	1837	1837	1745	3486	3486	1745	3408	1745
Peak-hour Factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Adj. Flow (vph)	66	14	196	8	9	15	115	1316	9	13	1147	198
RTOR Reduction (vph)	0	0	188	0	13	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	80	28	0	19	0	115	1325	0	13	1333	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	8	5	2	2	1	6	6
Actuated Green, G (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5
Effective Green, g (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.50	0.02	0.50	0.50	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Lane Grp Cap (vph)	190	221	221	261	261	261	210	2092	32	1697	1697	1697
v/s Ratio Prot							c0.07	c0.38	0.01	c0.39	0.01	c0.39
v/s Ratio Perm												
v/c Ratio	0.02	0.13	0.13	0.07	0.07	0.07	0.55	0.83	0.41	0.79	0.79	0.79
Uniform Delay, d1	29.5	28.2	28.2	28.0	28.0	28.0	31.2	9.7	36.5	15.6	15.6	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.4	0.4	0.2	0.2	0.2	3.6	0.9	11.1	2.9	2.9	2.9
Delay (s)	31.5	28.6	28.6	28.2	28.2	28.2	34.8	10.6	47.6	18.4	18.4	18.4
Level of Service	C	C	C	C	C	C	B	D	B	D	B	B
Approach Delay (s)	29.4			28.2			12.5		18.7		18.7	
Approach LOS	C			C			B		B		B	

Water County Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road  
 2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SRU
Lane Configurations	1	1	1	1	1	1	1	2	1	1	1	3
Volume (vph)	172	169	169	109	117	108	180	149	149	168	168	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	11	12	12	12	12	12
Storage Length (ft)	160	160	160	180	180	180	180	250	250	250	250	0
Storage Lanes	1	1	1	0	1	1	1	1	1	1	1	0
Taper Length (ft)	25	25	25	0	25	25	25	25	25	25	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Pad Bike Factor												
FI Protected	0.950	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.950	0.991	0.991	0.991
Satd. Flow (prot)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	3544	0
FI Permitted	0.950	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.950	0.991	0.991	0.991
Satd. Flow (perm)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	3544	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	30	30	125	30	237	30	5	5	5	5	5
Link Speed (vph)	600	600	600	136	500	114	500	775	775	775	775	775
Link Distance (ft)												
Travel Time (s)												
Cont. Peds. (ft/min)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	Prot	NA	Prot
Protected Phases	7	7	4	4	8	8	8	5	5	5	2	1
Permitted Phases	7	7	4	4	8	8	8	5	5	5	2	1
Detector Phase												
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	5.0	8.0	5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	11.0	31.0	11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	18.0	18.0	18.0	56.0	31.0
Total Split (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	13.2%	13.2%	13.2%	41.2%	22.8%
Maximum Green (s)	12.0	12.0	43.0	43.0	23.0	23.0	23.0	12.0	12.0	12.0	50.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Last Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Don't Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Cais (ft/hr)	5	5	5	5	5	5	5	5	5	5	5	5

Water County Traffic Study  
 TEC, Inc.  
 N:\N06201\Tech\Capacity and Queue Analysis\2026 Build All A SAT.syn  
 Synchro 8 Report

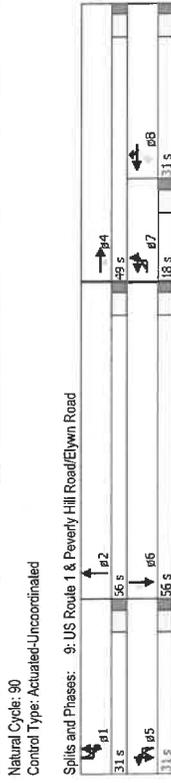
Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	SBL	SBT	SBR
Lane Configurations	5	4	7
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330	350	350
Storage Lanes	1	1	1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red		Yes	Yes
Satd. Flow (RTOR)		120	120
Link Speed (mph)		30	
Link Distances (ft)		1489	
Travel Time (s)		34.1	
Contl. Peds. (#/hr)			
Peak Hour Factor	0.84	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	6
Permitted Phases	1	6	6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)	4.0	4.0	4.0
Flash Don't Walk (s)	21.0	21.0	21.0
Pedestrian Calls (#/hr)		5	5

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative A Conditions  
 Saturday Evening



Queues  
 9: US Route 1 & Peverly Hill Road/Elwyn Road  
 2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	194	125	154	142	237	159	1304	221	974	74
v/c Ratio	1.19	0.34	0.21	0.79	0.47	0.52	0.55	0.94	0.76	0.85	0.10
Control Delay	181.0	36.7	6.4	79.0	54.2	10.0	65.9	52.8	69.8	33.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	181.0	36.7	6.4	79.0	54.2	10.0	65.9	52.8	69.8	33.9	1.1
Queue Length 50th (ft)	~214	127	0	128	110	0	133	592	184	355	0
Queue Length 95th (ft)	#383	191	42	173	150	32	202	#768	276	466	7
Internal Link Dist (ft)	520			420			695		1419		
Turn Bay Length (ft)	160	180	180	180	180	250	351	1383	347	1500	741
Base Capacity (vph)	167	629	624	227	354	494	0	0	0	0	0
Spillback Cap Reducn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reducn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.31	0.20	0.68	0.40	0.48	0.45	0.94	0.64	0.85	0.10

Intersection Summary  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/Elwyn Road  
 2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations	1	172	169	109	117	108	180	2	149	1168	71	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Legal Flow (vph/pl)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frgp. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt. Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt. Permitted	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (veh/m)	1787	1881	1615	1615	1745	1818	1561	1805	1805	3545	1885	3545
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Adj. Flow (vph)	1	198	194	125	154	142	237	2	157	1229	75	3
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	3	0	0
Lane Group Flow (vph)	0	199	194	39	154	142	40	0	159	1301	0	0
Confl. Pts. (#/hr)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA	Prot	Prot
Protected Phases	7	7	4	4	8	8	8	5	5	2	2	1
Permitted Phases												
Actuated Green, G (s)	12.1	39.8	39.8	21.7	21.7	21.7	21.7	17.5	50.2	50.2	17.5	50.2
Effective Green, g (s)	12.1	39.8	39.8	21.7	21.7	21.7	21.7	17.5	50.2	50.2	17.5	50.2
Actuated g/c Ratio	0.09	0.31	0.31	0.17	0.17	0.17	0.17	0.14	0.39	0.39	0.14	0.39
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	167	580	498	196	306	282	245	1380	245	1380	245	1380
vs Ratio Prot	0.11	0.10	0.02	0.13	0.08	0.08	0.03	0.09	0.09	0.037	0.09	0.037
vs Ratio Perm	1.19	0.33	0.08	0.79	0.46	0.15	0.65	0.94	0.65	0.94	0.65	0.94
Uniform Delay, d1	58.4	34.3	31.5	51.4	48.4	45.7	52.8	38.0	52.8	38.0	52.8	38.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	130.5	0.5	0.1	19.4	1.5	0.4	6.5	13.3	6.5	13.3	6.5	13.3
Delay (s)	188.9	34.8	31.6	70.8	49.9	46.1	59.3	51.3	59.3	46.1	51.3	51.3
Level of Service	F	C	C	E	D	D	E	D	E	D	D	D
Approach Delay (s)	93.2	F	54.2	D	52.1	D	52.1	D	52.1	D	52.1	D
Approach LOS	F	F	F	F	F	F	F	F	F	F	F	F

Intersection Summary  
 HCM 2000 Control Delay  
 HCM 2000 Volume to Capacity ratio  
 Actuated Cycle Length (s)  
 Intersection Capacity Utilization  
 Analysis Period (min)  
 Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Pevery Hill Road/Elywn Road

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	SBL	SBT	SBR
Lane Configurations	205	916	70
Volume (vph)	1900	1900	1900
Ideal Flow (vphpl)	12	12	12
Lane Width (ft)	6.0	6.0	6.0
Total Lost time (s)	1.00	0.85	1.00
Lane Util. Factor	1.00	1.00	1.00
Fpb, ped/bikes	1.00	1.00	1.00
Fpb, ped/bikes	1.00	1.00	1.00
Flt	0.95	1.00	0.85
Flt Protected	1787	3610	1615
Satd. Flow (prot)	0.95	1.00	1.00
Flt Permitted	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	974	74
RTOR Reduction (vph)	0	0	43
Lane Group Flow (vph)	221	974	31
Conf. Peds. (#/hr)	1%	0%	0%
Heavy Vehicles (%)	Prot	NA	Perm
Turn Type	1	6	6
Permitted Phases	20.9	53.6	53.6
Actuated Green, G (s)	20.9	53.6	53.6
Effective Green, g (s)	0.16	0.42	0.42
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Gr Cap (vph)	289	1501	671
v/s Ratio Prot	0.12	0.27	0.02
v/s Ratio Perm	0.76	0.65	0.05
v/c Ratio	51.6	30.1	22.4
Uniform Delay, d1	1.00	1.00	1.00
Progression Factor	12.1	1.3	0.1
Incremental Delay, d2	63.7	31.5	22.5
Delay (s)	E	C	C
Level of Service	E	C	C
Approach Delay (s)	36.6		D
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative A Conditions  
 Saturday Evening

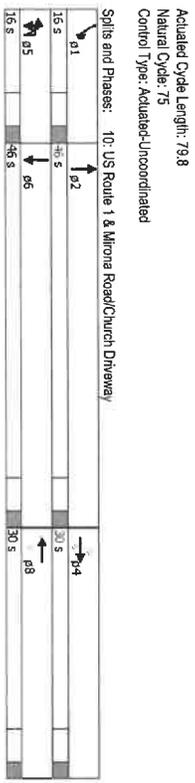
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	105	1	27	1	0	1	1	49	1475	0	0	1336
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	13	12	12	12	12	11	11	11	11	11
Lane Width (ft)	0	0	0	0	0	0	0	475	0	0	240	11
Storage Length (ft)	0	0	1	0	0	0	0	1	0	0	1	1
Storage Lanes	25	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Taper Length (ft)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Lane Util. Factor	0.850	0.932	0.976	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Ped Bike Factor	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Flt Protected	0	1750	1669	0	1714	0	0	1745	3490	0	1837	3450
Satd. Flow (prot)	0.722	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866
Flt Permitted	0	1326	1647	0	1520	0	0	1745	3490	0	1837	3450
Peak-hour factor, PHF	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (perm)	30	30	30	30	30	30	30	30	30	30	30	30
Right Turn on Red	500	500	500	500	500	500	500	500	500	500	501	501
Satd. Flow (RTOR)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Link Speed (mph)	1	1	1	1	1	1	1	1	1	1	1	1
Link Distance (ft)	3	3	3	3	3	3	3	3	3	3	3	3
Travel Time (s)	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92	0.92
Conf. Peds. (#/hr)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Heavy Vehicles (%)	Perm	NA	Perm	NA	NA	NA	5	5	5	2	1	6
Shared Lane Traffic (%)	4	4	4	8	8	8	8	8	8	8	8	8
Turn Type	4	4	4	8	8	8	8	8	8	8	8	8
Permitted Phases	4	4	4	8	8	8	8	8	8	8	8	8
Protected Phases	4	4	4	8	8	8	8	8	8	8	8	8
Detector Phase	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Switch Phase	14.0	14.0	14.0	22.0	22.0	22.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Initial (s)	30.0	30.0	30.0	30.0	30.0	30.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	32.6%	32.6%	32.6%	32.6%	32.6%	32.6%	17.4%	17.4%	17.4%	17.4%	17.4%	17.4%
Total Split (%)	24.0	24.0	24.0	24.0	24.0	24.0	10.0	10.0	10.0	10.0	10.0	10.0
Maximum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag	Lead/Lag
Lead/Lag	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	None	None	None	None	None
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	5	5	5	5	5	5	5	5	5	5	5	5
Pedestrian Calls (#/hr)	Intersection Summary											
Area Type: Other												
Cycle Length: 92												

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	SBR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Traper Length (ft)	
Lane Util. Factor	0.95
Pad Bike Factor	
FI	
FI Protected	
Stat. Flow (pct)	0
FI Permitted	
Stat. Flow (perm)	0
Right Turn on Red	Yes
Stat. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Cont. Peds. (#/hr)	1
Cont. Bikes (#/hr)	0.92
Peak Hour Factor	0%
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead/Lag Optimiza?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 2026 Build Alternative A Conditions  
 Saturday Evening



Queues  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Alternative A Conditions  
Saturday Evening

	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group	143	36	8	52	1536	1323
v/c Ratio	0.59	0.09	0.02	0.23	0.86	0.69
Control Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.5	0.0	38.8	10.5	18.4
Queue Length 50th (ft)	68	0	0	25	209	277
Queue Length 95th (ft)	100	0	0	63	358	439
Internal Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		1914
Base Capacity (vph)	403	576	537	221	2312	1914
Spillback Cap Reducin	0	0	0	0	0	0
Storage Cap Reducin	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.06	0.01	0.24	0.66	0.69

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	105	1	27	1	0	1	49	1475	0
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	13	12	12	12	11	11	11	11
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	0.99	1.00	0.99	1.00	1.00	0.99	1.00	0.95
Lane Util. Factor	1.00	0.89	1.00	0.99	1.00	1.00	0.98	1.00	0.99
Frbp. ped/bikes	1.00	0.85	1.00	0.93	1.00	1.00	0.95	1.00	0.99
Frbp. peds/bikes	1.00	0.85	1.00	0.93	1.00	1.00	0.95	1.00	0.99
Flt	1750	1646	1714	1745	3490	3450	3450	3450	3450
Flt Protected	0.72	1.00	0.87	0.95	1.00	0.95	1.00	1.00	0.92
Said. Flow (perm)	1327	1646	1521	1745	3490	3450	3450	3450	3450
Peak-hour factor, PHF	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92
Adj. Flow (vph)	142	1	36	4	0	4	1	51	1536
RTOR Reduction (vph)	0	0	30	0	7	0	0	0	0
Lane Group Flow (vph)	0	143	6	0	1	0	52	1536	0
Confl. Peds. (#/hr)			1		3				
Confl. Bikes (#/hr)									
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	8	8	5	2	1	6
Permitted Phases	4	4	4	8	8	5	2	1	6
Actuated Green, G (s)	14.7	14.7	14.7	14.7	14.7	5.4	55.6	44.2	44.2
Effective Green, g (s)	14.7	14.7	14.7	14.7	14.7	5.4	55.6	44.2	44.2
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.07	0.68	0.54	0.54
Clearance Time (s)	6.0	6.0	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	4.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	237	294	271	271	271	114	2357	1852	6038
v/s Ratio Prot	0.11	0.00	0.00	0.00	0.00	0.03	0.44	0.38	0.38
v/c Ratio Perm	0.60	0.02	0.01	0.01	0.01	0.46	0.65	0.71	0.71
Uniform Delay, d1	31.1	27.9	27.8	27.8	27.8	37.0	7.7	14.3	14.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	0.0	0.0	0.0	0.0	3.9	0.9	1.6	1.6
Delay (s)	36.1	27.9	27.8	27.8	27.8	40.9	8.6	15.9	15.9
Level of Service	D	C	C	C	C	D	A	B	B
Approach Delay (s)	34.4			27.8		9.7		15.9	
Approach LOS	C			C		A		B	

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Alternative A Conditions  
Saturday Evening

	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	105	1	27	1	0	1	49	1475	0
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	13	12	12	12	11	11	11	11
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	0.99	1.00	0.99	1.00	1.00	0.99	1.00	0.95
Lane Util. Factor	1.00	0.89	1.00	0.99	1.00	1.00	0.98	1.00	0.99
Frbp. ped/bikes	1.00	0.85	1.00	0.93	1.00	1.00	0.95	1.00	0.99
Frbp. peds/bikes	1.00	0.85	1.00	0.93	1.00	1.00	0.95	1.00	0.99
Flt	1750	1646	1714	1745	3490	3450	3450	3450	3450
Flt Protected	0.72	1.00	0.87	0.95	1.00	0.95	1.00	1.00	0.92
Said. Flow (perm)	1327	1646	1521	1745	3490	3450	3450	3450	3450
Peak-hour factor, PHF	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92
Adj. Flow (vph)	142	1	36	4	0	4	1	51	1536
RTOR Reduction (vph)	0	0	30	0	7	0	0	0	0
Lane Group Flow (vph)	0	143	6	0	1	0	52	1536	0
Confl. Peds. (#/hr)			1		3				
Confl. Bikes (#/hr)									
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	NA	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	8	8	5	2	1	6
Permitted Phases	4	4	4	8	8	5	2	1	6
Actuated Green, G (s)	14.7	14.7	14.7	14.7	14.7	5.4	55.6	44.2	44.2
Effective Green, g (s)	14.7	14.7	14.7	14.7	14.7	5.4	55.6	44.2	44.2
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.07	0.68	0.54	0.54
Clearance Time (s)	6.0	6.0	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	4.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	237	294	271	271	271	114	2357	1852	6038
v/s Ratio Prot	0.11	0.00	0.00	0.00	0.00	0.03	0.44	0.38	0.38
v/c Ratio Perm	0.60	0.02	0.01	0.01	0.01	0.46	0.65	0.71	0.71
Uniform Delay, d1	31.1	27.9	27.8	27.8	27.8	37.0	7.7	14.3	14.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	0.0	0.0	0.0	0.0	3.9	0.9	1.6	1.6
Delay (s)	36.1	27.9	27.8	27.8	27.8	40.9	8.6	15.9	15.9
Level of Service	D	C	C	C	C	D	A	B	B
Approach Delay (s)	34.4			27.8		9.7		15.9	
Approach LOS	C			C		A		B	

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 10: US Route 1 & Mirona Road/Church Driveaway

2026 Build Alternative A Conditions  
 Saturday Evening

Movement	SBR
Lane Configurations	81
Volume (vph)	1900
Ideal Flow (vph/pl)	11
Lane Width	
Total Lost time (s)	
Lane Util. Factor	
Frpo, ped/bikes	
Frpd, ped/bikes	
Fr	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	0.92
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Cont. Peds. (#/hr)	1
Cont. Bikes (#/hr)	0%
Heavy Vehicles (%)	
Turn Type	
Protected Phases	
Panitized Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Lanes, Volumes, Timings  
 11: West Road/Yokens Plaza Driveaway & Peverly Hill Road

2026 Build Alternative A Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	252	30	64	241	6	76	1	27	17	4	8
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph/pl)	11	11	11	11	11	11	11	11	11	15	15	15
Lane Width (ft)	0	0	0	0	0	0	130	0	0	0	0	0
Storage Length (ft)	0	0	1	0	0	0	1	0	0	0	0	0
Storage Lanes	0	0	1	0	0	0	1	0	0	0	0	0
Tapel Length (ft)	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00	1.00	25	1.00
Lane Util. Factor	1.00	1.00	0.850	1.00	0.998	1.00	0.950	1.00	1.00	1.00	0.865	1.00
Fr												
Flt Protected												
Satd. Flow (prot)	0	0.998	0.990	0	0.990	0	0.950	0.998	0.998	0.998	0.958	0.967
Flt Permitted												
Satd. Flow (perm)	0	1816	1561	0	1801	0	1711	1591	0	1838	0	1838
Link Speed (mph)	0	0.998	0.998	0	0.980	0	0.950	0.980	0.980	0.980	0	0.987
Link Distance (ft)	0	1816	1561	0	1801	0	1711	1591	0	1838	0	1838
Travel Time (s)	1500	30	30	1500	30	30	1500	30	30	1500	30	1500
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.81	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis  
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road  
 2026 Build Alternative A Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Volume (veh/h)	11	252	30	64	241	6	76	3	27	17	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	260	31	79	238	7	93	4	33	22	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0.94						0.94	0.94	0.94	0.94	0.94	0.94
vC1, stage 1 conf vol	305						752	745	260	776	773	301
vC2, stage 2 conf vol												
vCU, unblocked vol	227						703	686	260	729	725	223
IC, single (s)	4.1						7.1	6.5	6.2	7.1	6.5	6.4
IC, 2 stage (s)												
IF (s)	2.2						3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99						70	99	96	93	100	99
cM capacity (veh/h)	1270						309	321	784	288	309	733
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	271	31	384	83	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
cSH	1270	1700	1283	309	685	357						
Volume to Capacity	0.01	0.02	0.06	0.30	0.05	0.09						
Queue Length, 95th (ft)	1	0	5	31	4	7						
Control Delay (s)	0.4	0.0	2.1	21.6	10.6	16.1						
Lane LOS	A	A	A	C	B	C						
Approach Delay (s)	0.4		2.1	18.5	16.1	16.1						
Approach LOS	C		C	C	C	C						

Intersection Summary

Average Delay	4.5
Intersection Capacity Utilization	48.6%
Analysis Period (min)	15
ICU Level of Service	A



2026 Future Year Alternative B Conditions



Lanes, Volumes, Timings  
1: Ocean Road & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
1: Ocean Road & Banfield Road

2026 Build Alternative B Conditions  
Saturday Evening

2026 Build Alternative B Conditions  
Saturday Evening

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	211	478	32	149	237
Ideal Flow (veh/pl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.992			
Flt	0.985					
Flt Protected	0.993					
Satd. Flow (prot)	1614	0	1867	0	0	1853
Flt Permitted	0.993					0.981
Satd. Flow (perm)	1614	0	1867	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Confl. Peds. (#/hr)		1			1	
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary  
Area Type: Other  
Control Type: Unsignalized

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	211	478	32	149	237
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.93
Hourly flow rate (vph)	44	257	537	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC1, stage 1 conf vol	1131	557			574	
vC2, stage 2 conf vol						
vC, unblocked vol	1131	557			574	
IC, single (s)	6.4	6.2			4.1	
IF (s)	3.5	3.3			2.2	
p0 queue free %	77	52			84	
cM capacity (veh/h)	191	533			1008	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	301	573	415			
Volume Left	44	0	160			
Volume Right	257	36	0			
cSH	422	1700	1008			
Volume to Capacity	0.71	0.34	0.16			
Queue Length 95th (ft)	137	0	14			
Control Delay (s)	32.0	0.0	4.6			
Lane LOS	D	A	A			
Approach Delay (s)	32.0	0.0	4.6			
Approach LOS	D	D	D			

Intersection Summary  
Average Delay: 9.0  
Intersection Capacity Utilization: 72.9%  
Analysis Period (min): 15  
ICU Level of Service: C

Lanes, Volumes, Timings  
 2: Heritage Avenue & Banfield Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	18	53	178	46	49	49
Volume (vph)	154	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	13	13	13
Lane Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.386	0.989	0.976	0.931	0.931	0.931
Flt Protected	0	0	1800	1758	0	0
Satd. Flow (prot)	0.989	0.976	0.989	0.976	0.989	0.976
Flt Permitted	1798	0	1800	1758	0	0
Satd. Flow (perm)	30	30	30	30	30	30
Link Speed (mph)	1001	1260	500	500	114	114
Link Distance (ft)	22.8	0.81	0.83	0.70	0.70	0.70
Travel Time (s)	0.81	0.83	0.83	0.70	0.70	0.70
Peak Hour Factor	0%	7%	4%	0%	3%	0%
Heavy Vehicles (%)	Free	Free	Slop	Slop	Free	Slop
Shared Lane Traffic (%)	Free	Free	Slop	Slop	Free	Slop
Sign Control	Free	Free	Slop	Slop	Free	Slop

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 2: Heritage Avenue & Banfield Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	18	53	178	46	49	49
Volume (veh/h)	Free	Free	Free	Slop	Slop	Slop
Sign Control	0%	0%	0%	0%	0%	0%
Grade	0.81	0.81	0.83	0.83	0.70	0.70
Peak Hour Factor	190	22	64	214	66	70
Hourly flow rate (vph)						
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn lane (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
p.k. platoon unblocked						
v.c. conflicting volume						
v.c1 stage 1 conf vol						
v.c2 stage 2 conf vol						
v.c4 unblocked vol						
IC, single (s)	212		543		201	
IC, 2 stage (s)	4.1		6.4		6.2	
IF (s)	2.2		3.5		3.3	
p0 queue free %	95		86		92	
cdt capacity (veh/h)	1346		475		845	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	212	278	136			
Volume Left	0	64	66			
Volume Right	22	0	70			
cSH	1700	1346	614			
Volume to Capacity	0.12	0.05	0.22			
Queue Length 95th (ft)	0	4	21			
Control Delay (s)	0.0	2.1	12.5			
Lane LOS	A	A	B			
Approach Delay (s)	0.0	2.1	12.5			
Approach LOS	B	B	B			

Intersection Summary  
 Average Delay 3.7  
 Intersection Capacity Utilization 37.0%  
 Analysis Period (min) 15  
 ICU Level of Service A

Lanes, Volumes, Timings  
3: Constitution Avenue & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
3: Constitution Avenue & Banfield Road

2026 Build Alternative B Conditions  
Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	PA			4	W	
Volume (veh/h)	126	75	56	135	116	66
Ideal Flow (vehpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.951	
Flt Protected				0.986	0.969	
Satd. Flow (prot)	1745	0	0	1786	1751	0
Flt Permitted				0.986	0.969	
Satd. Flow (perm)	1745	0	0	1786	1751	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1260			501	2872	
Travel Time (s)	28.6			11.4	67.5	
Conf. Peds. (#/hr)		1			2	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary  
Area Type: Other  
Control Type: Unsignalized

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	PA			4	W	
Volume (veh/h)	126	75	56	135	116	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	138	79
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		259			497	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol		259			497	211
vCu, unblocked vol				4.1	6.4	6.2
tC, single (s)				2.2	3.5	3.3
tC, 2 stage (s)				95	73	91
tF (s)				1317	509	834
cM capacity (veh/h)						
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	258	220	217			
Volume Left	0	64	138			
Volume Right	96	0	79			
cSH	1700	1317	593			
Volume to Capacity	0.15	0.05	0.37			
Queue Length 95th (ft)	0	4	42			
Control Delay (s)	0.0	2.6	14.5			
Lane LOS	A	A	B			
Approach Delay (s)	0.0	2.6	14.5			
Approach LOS		B	B			

Intersection Summary  
Average Delay: 5.4  
Intersection Capacity Utilization: 42.0%  
Analysis Period (min): 15  
ICU Level of Service: A



HCM Signalized Intersection Capacity Analysis  
 4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	83	43	47	9	31	49	46	255	16	31	217	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	15	15	15	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92	0.93	0.99	0.99	0.99	1.00	0.99	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	0.95
Satd. Flow (prot)	1745	1751	1745	1924	1745	1745	1745	1787	1745	1818	1531	1531
Flt Permitted	0.68	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	1253	1751	1745	1832	1745	1787	1745	1787	1745	1818	1531	1531
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.93	0.93
Adj. Flow (vph)	99	51	56	12	40	64	55	304	19	33	233	124
RTOR Reduction (vph)	0	47	0	0	53	0	0	2	0	0	0	77
Lane Group Flow (vph)	99	60	0	0	63	0	55	321	0	33	233	47
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	2%
Turn Type	Perm	NA	NA	Perm	NA	NA	Prot	NA	NA	Prot	NA	Perm
Protected Phases	8			4			1	6		5	2	
Permitted Phases	8			4			1	6		5	2	
Actuated Green, G (s)	7.9	7.9		7.9			3.8	20.0		2.2	18.4	18.4
Effective Green, g (s)	7.9	7.9		7.9			3.8	20.0		2.2	18.4	18.4
Actuated c/c Ratio	0.16	0.16		0.16			0.08	0.42		0.05	0.38	0.38
Clearance Time (s)	6.0	6.0		6.0			6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0			2.5	3.0		2.5	3.0	3.0
Lane Grp Cap (vph)	205	287		300			137	743		79	695	585
v/s Ratio Prot	0.03			0.03			0.03	0.18		0.02	0.13	
v/c Ratio Perm	0.08	0.21		0.21			0.40	0.43		0.42	0.34	0.08
Uniform Delay, d1	18.2	17.4		17.4			21.1	10.0		22.3	10.5	9.5
Progression Factor	1.00	1.00		1.00			1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.8	0.4		0.3			1.4	0.4		2.6	0.3	0.1
Delay (s)	20.0	17.8		17.7			22.5	10.4		24.9	10.8	9.5
Level of Service	C	B		B			C	B		C	B	A
Approach Delay (s)	18.9			17.7			12.2			11.6		
Approach LOS	B			B			B			B		

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	48.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings  
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	0	92	64	0	64	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0	1863	1863	0	1863	0	0	0	0	0	0	0
Flt Permitted	0	1863	1863	0	1863	0	0	0	0	0	0	0
Satd. Flow (perm)	0	30	30	0	30	0	0	0	0	0	0	0
Link Speed (mph)		2972	1669		2972	1669						499
Link Distance (ft)		67.5	37.9		67.5	37.9						11.3
Travel Time (s)		0.92	0.92		0.92	0.92						0.92
Peak Hour Factor		Free	Free		Free	Free						Stop
Shared Lane Traffic (%)		0.92	0.92		0.92	0.92						0.92
Sign Control		Free	Free		Free	Free						Stop

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 5: Constitution Avenue & Water County Driveway  
 2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (veh/h)	0	92	64	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	100	70	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn lane (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pK, platoon unblocked						
vC, conflicting volume	70			170	70	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	70			170	70	
IC, single (s)	4.1			6.4	6.2	
IC, 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cdI capacity (veh/h)	1531			821	993	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	70	0			
Volume Left	0	0	0			
Volume Right	100	70	0			
CSH	1531	1700	1700			
Volume to Capacity	0.00	0.04	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
<b>Intersection Summary</b>						
Average Delay		0.0				A
Intersection Capacity Utilization		8.2%				
Analysis Period (min)		15				
				ICU Level of Service		

Lanes, Volumes, Timings  
 6: Campus Drive & West Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	0	3	0	0	1	7	0	26	599	11	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	16	12	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit					0.878			0.906				
Fit Protected									0.950			
Satd. Flow (prot)		1900	0	0	1414	0	0	1688	0	0	1626	0
Fit Permitted									0.950			
Satd. Flow (perm)		1900	0	0	1414	0	0	1688	0	0	1626	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		501			1200			443			500	
Travel Time (s)		11.4			27.3			10.1			11.4	
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	2%	2%	0%	20%	2%	2%	2%	11%	2%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM Unsignalized Intersection Capacity Analysis  
 6: Campus Drive & West Road

2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (veh/h)	0	3	0	0	1	7	0	264	599	11	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.38	0.38	0.38	0.75	0.75	0.75	0.92	0.92	0.92	0.56	0.56	0.56
Hourly flow rate (vph)	0	8	0	0	1	9	0	287	651	20	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume												
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol												
IC, single (s)												
IC, 2 stage (s)												
IF (s)												
p0 queue free %												
ch capacity (veh/h)												
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	11	938	20								
Volume Left	0	0	0	20								
Volume Right	0	9	651	0								
cSH	1622	1700	1004	85								
Volume to Capacity	0.00	0.01	0.83	0.23								
Queue Length-95th (ft)	0	0	377	21								
Control Delay (s)	0.0	0.0	35.3	59.8								
Lane LOS	E	E	F	F								
Approach Delay (s)	0.0	0.0	35.3	59.8								
Approach LOS	E	E	F	F								
Intersection Summary												
Average Delay	35.1											
Intersection Capacity Utilization	60.7%											
Analysis Period (min)	15											
	ICU Level of Service B											

Lanes, Volumes, Timings  
 7: US Route 1 & West Road/St. James Church Drive

2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	0	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.865	0.865		0.865								
Flt Protected							0.950					
Satd. Flow (prot)	0	1536	0	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	1536	0	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	1200	1200	377	377	377	377	1000	1000	30	30	2226	30
Travel Time (s)	27.3	27.3	8.6	8.6	8.6	8.6	22.7	22.7	22.7	22.7	50.6	22.7
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

HCM Unsignalized Intersection Capacity Analysis  
 2026 Build Alternative B Conditions  
 7: US Route 1 & West Road/St. James Church Driveway  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Volume (veh/h)	0	0	618	0	0	3	6	1115	0	0	1121	1
Sign Control	Stop	Stop	0%	Stop	0%	0%	Free	0%	Free	0%	Free	0%
Grade	0%	0%	0.62	0.38	0.38	0.38	0.92	0.92	0.94	0.94	0.94	0.94
Peak Hour Factor	0	0	997	0	0	8	7	1212	0	0	1193	1
Hourly flow rate (vph)												
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn lane (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
VC, conflicting volume												
VC1, stage 1 conf vol	2426	2418	1193	3415	2419	1212	1194	1212				
VC2, stage 2 conf vol												
VCU, unblocked vol	2426	2418	1193	3415	2419	1212	1194	1212				
IC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3	4.1				
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4	2.2				
pd queue free %	100	100	0	0	100	96	99	100				
dM capacity (veh/h)	21	33	222	0	33	224	511	583				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	997	8	7	1212	1194							
Volume Left	0	0	0	0	0							
Volume Right	997	8	7	0	1							
CSH	222	224	511	1700	1700							
Volume to Capacity	4.48	0.04	0.01	0.71	0.70							
Queue Length 95th (ft)	Err	3	1	0	0							
Control Delay (s)	Err	21.7	12.1	0.0	0.0							
Lane LOS	F	C	C	B	B							
Approach Delay (s)	Err	21.7	0.1									
Approach LOS	F	C	C									
Intersection Summary												
Average Delay				2917.1								
Intersection Capacity Utilization				104.0%								
Analysis Period (min)				15								
ICU Level of Service									G			

Water County Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 2026 Build Alternative B Conditions  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Volume (veh)	111	11	151	6	7	12	112	1013	9	11	956	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	16	16	16	11	11	11	11	11	11
Storage Length (ft)	0	0	80	0	0	0	270	0	150	0	0	0
Storage Lanes	0	0	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25			25			25			25		
Trapezoidal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Fr			0.850			0.937			0.999		0.978	
Flt Protected			0.956			0.988			0.950		0.950	
Satd. Flow (prot)	0	1724	1561	0	1993	0	1745	3466	0	1745	3408	0
Flt Permitted			0.722			0.914			0.950		0.950	
Satd. Flow (perm)	0	1302	1561	0	1844	0	1745	3466	0	1745	3408	0
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			196		15			1			24	
Link Speed (mph)			30		30			30			30	
Link Distance (ft)			544		503			2226			775	
Travel Time (s)			12.4		11.4			50.6			17.6	
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	Prot	NA	NA	
Protected Phases			4		8		5	2			6	
Permitted Phases	4	4	4	4	8	8	5	2			1	6
Detecter Phase												
Switch Phase												
Minimum Initial (s)	7.0	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	22.0	22.0	22.0	11.0	16.0		11.0	16.0	
Total Split (s)	30.0	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%	33.3%	24.4%	42.2%		24.4%	42.2%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	16.0	32.0		16.0	32.0	
Yellow Time (s)	4.0	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	2.0	
Last Time Adjust (s)	0.0	0.0	0.0	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	6.0		6.0	6.0	
Lead/Lag				Lead	Lead	Lead	Lead	Lead		Lead	Lead	
Lead-Lag Optimized?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0		4.0	5.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)				4.0	4.0	4.0		4.0			4.0	
Flash Dont Walk (s)				12.0	12.0	12.0		12.0			12.0	
Pedestrian Call (#/hr)				0	0	0		0			0	
Intersection Summary												
Area Type:				Other								
Cycle Length: 90												
Actuated Cycle Length: 74.8												
Neutral Cycle: 65												
Control Type: Actuated-Uncoordinated												

Water County Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative B Conditions  
 Saturday Evening



Queues  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	196	32	115	1053	13	1345
v/c Ratio	0.59	0.41	0.08	0.44	0.51	0.08	0.88
Control Delay (s)	37.4	7.1	17.2	37.1	11.8	36.7	31.3
Queue Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s)	37.4	7.1	17.2	37.1	11.8	36.7	31.3
Queue Length 50th (ft)	69	0	7	51	117	6	306
Queue Length 95th (ft)	112	29	25	109	317	24	656
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)		80		270		150	
Base Capacity (vph)	432	649	622	386	2071	386	1521
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	0.37	0.30	0.05	0.30	0.51	0.03	0.88

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

HCM Signalized Intersection Capacity Analysis  
 8: US Route 1 & Industrial Park Drive/Wisconsin Avenue  
 2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	111	111	151	6	7	12	112	1013	9	11	11	170
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	16	16	16	11	11	11	11	11	11
Lane Width (ft)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.85	1.00	0.94	0.94	0.99	1.00	0.95	1.00	1.00	0.98	1.00
Flt	0.96	1.00	1.00	0.99	0.99	1.00	0.95	1.00	1.00	1.00	0.95	1.00
Flt Protected	1725	1561	1745	1992	1745	1992	1745	3485	1745	1745	3408	1745
Satd. Flow (prot)	0.72	1.00	0.91	0.91	0.91	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Flt Permitted	1302	1561	1843	1843	1745	3485	1745	3485	1745	3408	1745	3408
Satd. Flow (perm)	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.98	0.86
Peak-hour factor, PHF	144	14	196	8	9	15	115	1044	9	13	1147	198
Adj. Flow (vph)	0	0	158	0	12	0	0	0	0	0	13	0
RTOR Reduction (vph)	0	158	38	0	20	0	115	1053	0	13	1332	0
Lane Group Flow (vph)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	3	8	8	5	2	1	6	6	6
Permitted Phases	15.5	15.5	15.5	15.5	15.5	9.3	44.5	1.4	36.6	1.4	36.6	1.4
Actuated Green, G (s)	15.5	15.5	15.5	15.5	15.5	9.3	44.5	1.4	36.6	1.4	36.6	1.4
Effective Green, g (s)	0.20	0.20	0.20	0.20	0.20	0.12	0.56	0.02	0.46	0.02	0.46	0.02
Actuated g/c Ratio	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Clearence Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	5.0	4.0	5.0	4.0
Vehicle Extension (s)	254	304	399	204	1933	0.30	0.30	0.01	0.39	0.01	0.39	0.01
Lane Grp Cap (vph)	cd.07	cd.30	cd.30	cd.07	cd.30	cd.07	cd.30	cd.30	cd.30	cd.30	cd.30	cd.30
v/s Ratio Prot	0.82	0.13	0.06	0.56	0.54	0.43	0.85	0.43	0.85	0.43	0.85	0.43
v/s Ratio Perm	29.3	26.4	26.0	33.1	11.0	38.6	18.9	38.6	18.9	38.6	18.9	38.6
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor	5.3	0.3	0.1	4.3	0.5	13.1	5.0	5.0	5.0	5.0	5.0	5.0
Incremental Delay, d2	34.6	26.6	26.1	37.4	11.5	51.7	23.9	23.9	23.9	23.9	23.9	23.9
Delay (s)	C	C	C	C	D	D	D	D	D	D	D	D
Level of Service	C	C	C	C	D	D	D	D	D	D	D	D
Approach Delay (s)	30.2	26.1	26.1	37.4	11.5	51.7	23.9	23.9	23.9	23.9	23.9	23.9
Approach LOS	C	C	C	C	D	D	D	D	D	D	D	D
Intersection Summary	HCM 2000 Control Delay											
HCM 2000 Control Delay	20.9											
HCM 2000 Volume to Capacity ratio	0.75											
Actuated Cycle Length (s)	79.4											
Intersection Capacity Utilization	67.3%											
Analysis Period (min)	15											
c Critical Lane Group												

Water County Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/EIvwn Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations	1	294	189	109	117	108	180	2	67	1046	71	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width (ft)	160	160	160	180	180	180	180	250	250	250	250	250
Storage Length (ft)	1	0	0	0	1	1	0	1	1	1	0	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Flt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1787	1881	1615	1745	1818	1561	0	1805	0.950	3541	0	0
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	1787	1881	1615	1745	1818	1561	0	1805	0.950	3541	0	0
Satd. Flow (perm)	0	1787	1881	1615	1745	1818	1561	0	1805	0.950	3541	0
Right Turn on Red	0	1787	1881	1615	1745	1818	1561	0	1805	0.950	3541	0
Satd. Flow (RTOR)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	600	600	600	600	500	500	500	775	775	775	775	775
Travel Time (s)	13.6	13.6	13.6	13.6	11.4	11.4	11.4	17.6	17.6	17.6	17.6	17.6
Ctrl. Peds. (ft/hr)	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Peak Hour Factor	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA	Prot	Prot
Protected Phases	7	7	4	4	8	8	8	5	5	2	2	1
Permitted Phases	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0	8.0	5.0
Detector Phase	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	31.0	31.0	11.0
Minimum Initial (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	18.0	18.0	31.0	31.0	18.0
Total Spill (s)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	13.2%	13.2%	41.2%	41.2%	13.2%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	12.0	12.0	50.0	50.0	12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Last Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Don't Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (ft/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Intersection Summary	Area Type: Other											
Area Type:	Other											
Cycle Length:	136											
Actuated Cycle Length:	127.5											

Water County Traffic Study  
 TEC, Inc.  
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 Synchro 8 Report

Lanes, Volumes, Timings  
9: US Route 1 & Peverly Hill Road/Eliwyn Road

2026 Build Alternative B Conditions  
Saturday Evening

Lane Group	SBL	SBT	SBR
Lane Configurations	↔	↔	↔
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330	350	350
Storage Lanes	1	1	1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			0.850
RT	0.950		
RT Prohibited	1787	3610	1615
Satd. Flow (prot)	0.950		
RT Permitted	1787	3610	1615
Satd. Flow (perm)			
Satd. Flow (RTOR)			120
Link Speed (mph)	30		
Link Distance (ft)	1499		
Travel Time (s)	34.1		
Cont. Ped. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Protected Phases	1	6	6
Permitted Phases	1	6	6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Split (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dorn Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5

Water Country Traffic Study  
TEC, Inc.

Water Country Traffic Study  
TEC, Inc.

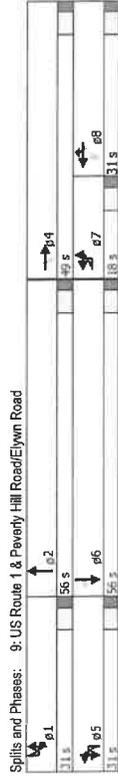
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Synchro 8 Report

Synchro 8 Report

Natural Cycle: 110  
Control Type: Actuated-Uncoordinated



Spillover and Phases: 9: US Route 1 & Peverly Hill Road/Eliwyn Road

Queues  
 9: US Route 1 & Peverly Hill Road/EI/ywn Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	339	194	125	194	142	237	73	1176	221	974	74
v/c Ratio	2.01	0.33	0.21	0.78	0.46	0.51	0.45	0.87	0.76	0.56	0.09
Control Delay	501.1	36.3	6.4	77.6	53.8	10.0	65.6	45.3	88.7	27.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	501.1	36.3	6.4	77.6	53.8	10.0	65.6	45.3	88.7	27.0	0.9
Queue Length 50th (ft)	~465	127	0	126	110	0	61	496	184	325	0
Queue Length 95th (ft)	#546	191	42	173	150	32	112	#622	276	417	6
Internal Link Dist (ft)								695		1419	
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	169	639	632	231	359	498	357	1404	353	1733	837
Stretcher Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Stimbleck Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.01	0.30	0.20	0.67	0.40	0.48	0.20	0.84	0.63	0.56	0.09

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/EI/ywn Road  
 2026 Build Alternative B Conditions  
 Saturday Evening

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations	1	2	3	4	5	6	7	8	9	10	11	12
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpp)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time (s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fltd. ped/bikes	1.00*	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fltd. Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fltd. Permitted	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.94
Adj. Flow (vph)	1	338	194	125	154	142	237	2	71	1101	75	3
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	4	0	0
Lane Group Flow (vph)	0	339	194	39	154	142	40	0	73	1172	0	0
Contn. Vehs. (#/hr)												
Heavy Vehicles %	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	Prot	Prot	Prot	Prot	Prot	NA	Prot
Protected Phases	7	7	4	8	8	8	5	5	5	2	1	1
Permitted Phases												
Actuated Green, G(s)	12.1	39.8	21.7	21.7	21.7	21.7	9.7	50.0	9.7	50.0	50.0	50.0
Effective Green, g(s)	12.1	39.8	21.7	21.7	21.7	21.7	9.7	50.0	9.7	50.0	50.0	50.0
Actuated g/c Ratio	0.09	0.31	0.17	0.17	0.17	0.17	0.08	0.39	0.08	0.39	0.39	0.39
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	168	561	499	196	306	263	136	1376	136	1376	1376	1376
v/s Ratio Prot	60.19	0.10			0.08	0.03	0.04	60.33	0.04	60.33	60.33	60.33
v/s Ratio Perm			0.02	60.13								
v/c Ratio	2.02	0.33	0.08	0.79	0.46	0.15	0.54	0.85	0.15	0.85	0.85	0.85
Uniform Delay, d1	58.3	34.2	31.5	51.3	48.3	45.6	57.3	36.0	45.6	36.0	36.0	36.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	478.4	0.5	0.1	19.4	1.5	0.4	5.1	5.8	0.4	5.1	5.8	5.8
Delay (s)	536.7	34.7	31.5	70.7	49.8	46.0	62.5	41.8	46.0	41.8	41.8	41.8
Level of Service	F	C	C	C	E	D	E	D	D	D	D	D
Approach Delay (s)			292.7		54.1		54.1		54.1		43.0	
Approach LOS			F		D		D		D		D	

Intersection Summary  
 HCM 2000 Control Delay: 64.9  
 HCM 2000 Volume to Capacity ratio: 0.95  
 Actuated Cycle Length (s): 128.7  
 Intersection Capacity Utilization: 90.3%  
 Analysis Period (min): 15  
 Critical Lane Group: E

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Pevery Hill Road/Elywn Road

2026 Build Alternative B Conditions  
 Saturday Evening

Movement	SBL	SBT	SBR
Lane Configurations	205	916	70
Volume (vph)	1900	1900	1900
Ideal Flow (vphpl)	12	12	12
Lane Width (ft)	6.0	6.0	6.0
Total Lost Time (s)	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.85
Frt	0.95	1.00	1.00
Flt Protected	1787	3610	1615
Satd. Flow (prot)	0.95	1.00	1.00
Flt Permitted	1787	3610	1615
Satd. Flow (perm)	0.94	0.94	0.94
Peak-hour factor, PHF	218	974	74
Adj. Flow (vph)	0	0	39
RTOR Reduction (vph)	221	974	35
Lane Group Flow (vph)			
Cont. Peds. (#/hr)	1%	0%	0%
Heavy Vehicles (%)	Prot	NA	Perm
Turn Type	1	6	6
Protected Phases			
Permitted Phases	20.9	61.2	61.2
Actuated Green, G (s)	20.9	61.2	61.2
Effective Green, g (s)	0.16	0.48	0.48
Actuated g/C Ratio	6.0	6.0	6.0
Clearance Time (s)	4.0	5.0	5.0
Vehicle Extension (s)	290	1716	767
Lane Grp Cap (vph)	c0.12	0.27	
v/s Ratio Prot	0.76	0.57	0.05
v/s Ratio Perm	51.5	24.2	18.1
Uniform Delay, d1	1.00	1.00	1.00
Progression Factor	11.9	0.7	0.1
Incremental Delay, d2	63.4	25.0	18.1
Delay (s)	E	C	B
Level of Service			
Approach Delay (s)		31.3	
Approach LOS		C	

2026 Build Alternative B Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	105	1	27	1	0	1	49	1475	0	1	1136
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	13	12	12	12	11	11	11	11	11
Lane Width (ft)	0	0	0	0	0	0	475	0	0	240	0
Storage Length (ft)	0	0	1	0	0	0	0	0	0	0	1
Storage Lanes	25	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Taper Length (ft)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Ped Bike Factor	0.953	0.953	0.953	0.953	0.953	0.953	0.953	0.953	0.953	0.953	0.953
Flt Protected	0	1750	1669	0	1714	0	0	1745	3490	0	1837
Satd. Flow (prot)	0.722	1647	107	0.866	107	0	0	1745	3490	0	1837
Flt Permitted	0	1326	107	0.866	107	0	0	1745	3490	0	1837
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	30	500	500	30	500	500	30	500	1499	30	501
Satd. Flow (RTOR)	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4	34.1	11.4	11.4
Link Distance (ft)											
Travel Time (s)											
Cont. Peds. (#/hr)	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	NA	Prot	NA	Prot	NA	Prot
Turn Type	4	4	4	8	8	8	5	5	2	1	6
Protected Phases	4	4	4	8	8	8	5	5	2	1	6
Permitted Phases	4	4	4	8	8	8	5	5	2	1	6
Detector Phase											
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	8.0	6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0	22.0	12.0	12.0	18.0	12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	16.0	16.0	46.0	16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%	32.6%	17.4%	17.4%	50.0%	17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	10.0	10.0	40.0	10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	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	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	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	5.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											

Intersection Summary  
 Area Type: Other  
 Cycle Length: 92

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 Saturday Evening

2026 Build Alternative B Conditions

Lane Group: SBR

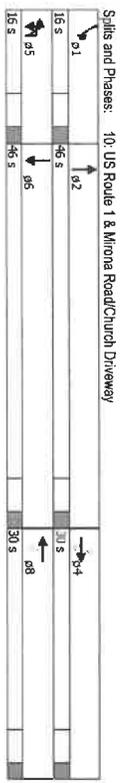
Lane Configurations	Volume (v/h)
Ideal Flow (v/hpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	
Ped Bike Factor	
Flt	
Flt Protected	0
Satd. Flow (prot)	
Flt Permitted	0
Satd. Flow (perm)	
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Cont. Peds. (#/hr)	1
Cont. Bikes (#/hr)	0.92
Peak Hour Factor	0%
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phases	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Last Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Expansion (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway  
 Saturday Evening

2026 Build Alternative B Conditions

Actuated Cycle Length: 79.8  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated



Queues  
10: US Route 1 & Mirona Road/Church Driveway

HCM Signalized Intersection Capacity Analysis  
10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative B Conditions  
Saturday Evening

2026 Build Alternative B Conditions  
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	105	1	27	1	0	1	49	1475	0	0	1136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	13	12	12	12	11	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	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	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Flpo, ped/bikes	1.00	0.99	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flpo, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	0.85	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Satd. Flow (prot)	1750	1646	1714	1745	3490	3450	1745	3490	3450	1745	3490
Flt Permitted	0.72	1.00	0.87	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (norm)	1327	1646	1621	1621	1621	1621	1745	3490	3450	1745	3490
Peak-hour factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.96	0.92
Adj. Flow (vph)	142	1	36	4	0	4	51	1536	0	0	1235
RTOR Reduction (vph)	0	0	30	0	7	0	0	0	0	0	5
Lane Group Flow (vph)	0	143	6	0	1	0	52	1536	0	0	1318
Confl. Peds. (#/hr)				1		3					
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	8	5	5	2	1	6
Permitted Phases	4	4	4	8	8	8	5	5	2	1	6
Actuated Green, G (s)	14.7	14.7	14.7	14.7	14.7	14.7	5.4	55.6	55.6	44.2	44.2
Effective Green, g (s)	14.7	14.7	14.7	14.7	14.7	14.7	5.4	55.6	55.6	44.2	44.2
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.88	0.88	0.54	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp. Cap. (vph)	237	294	271	271	271	271	114	2357	2357	1852	1852
v/s Ratio Prot.							0.03	c0.44	c0.44	c0.38	c0.38
v/s Ratio Perm	c0.11	0.00	0.00	0.00	0.00	0.00	0.46	0.65	0.65	0.71	0.71
v/c Ratio	0.60	0.02	0.01	0.01	0.01	0.01	37.0	7.7	7.7	14.3	14.3
Uniform Delay, d1	31.1	27.9	27.8	27.8	27.8	27.8	1.00	1.00	1.00	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	3.9	0.9	0.9	1.6	1.6
Incremental Delay, d2	4.9	0.0	0.0	0.0	0.0	0.0	40.9	8.6	8.6	15.9	15.9
Delay (s)	36.1	27.9	27.8	27.8	27.8	27.8	D	D	D	B	B
Level of Service	D	C	C	C	C	C	A	A	A	B	B
Approach Delay (s)	34.4		27.8		27.8						
Approach LOS	C		C		C						

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
HCM 2000 Control Delay	13.8										
HCM 2000 Volume to Capacity ratio	0.72										
Actualized Cycle Length (s)	82.3										
Intersection Capacity Utilization	70.5%										
Analysis Period (min)	15										

c Critical Lane Group

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 10: US Route 1 & Mirona Road/Church Driveway  
 Saturday Evening

2026 Build Alternative B Conditions

Movement	SRR
Lane Configurations	
Volume (vph)	81
Ideal Flow (vphpl)	1900
Lane Width	11
Total Lost time (s)	
Lane Util. Factor	
Frt, ped/bikes	
Frt, ped/bikes	
Flt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	0%
Heavy Vehicles (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
w/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Lanes, Volumes, Timings  
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road  
 Saturday Evening

2026 Build Alternative B Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	252	30	64	159	6	158	3	149	17	0	8
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	11	11	11	15	15	15
Lane Width (ft)	0	0	0	0	0	0	130	0	0	0	0	0
Storage Length (ft)	0	0	1	0	0	0	1	0	0	0	0	0
Storage Lanes												
Taper Length (ft)	25						25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.850		0.997		0.853		0.998		0.997	
Flt Protected		0.998		0.996		0.990		0.997		0.967		0.967
Satd. Flow (prot)		1816	1561		1793		1711		1567		1638	
Flt Permitted		0.998		0.996		0.990		0.967		0.967		0.967
Satd. Flow (perm)		1816	1561		1793		1711		1567		1638	
Link Speed (mph)		30		30		30		30		30		30
Link Distance (ft)		1500		600		1500		500		1500		501
Travel Time (s)		34.1		13.6		11.4		11.4		11.4		11.4
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis 2026 Build Alternative B Conditions  
 11: West Road/Yokens Plaza Driveway & Peverly Hill Road Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	252	30	64	159	6	158	3	149	17	0	8
Volume (veh/h)	Free	Free	Free	Free	Free	Free	Free	Stop	0%	Stop	0%	Stop
Sign Control	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grade	0.97	0.97	0.81	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Peak Hour Factor	11	280	31	79	196	7	193	4	182	22	0	10
Hourly flow rate (vph)	Pedestrians											
Pedestrians	None											
Lane Width (ft)	None											
Walking Speed (ft/s)	None											
Percent Blockage	None											
Right turn flare (veh)	None											
Median type	None											
Median storage (veh)	None											
Upstream signal (ft)	600											
pX, platoon unblocked	0.94											
vC, conflicting volume	204											
vC1, stage 1 conf vol	291											
vC2, stage 2 conf vol	291											
vC3, unblocked vol	4.1											
IC, single (s)	7.1											
IC, 2 stage (s)	6.5											
IF (s)	3.5											
p0 queue free %	4.0											
pl capacity (veh/h)	94											
pl capacity (veh/h)	1283											
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	271	31	283	193	185	32						
Volume Left	11	0	79	193	0	22						
Volume Right	0	31	7	0	182	10						
cSH	1390	1700	1283	365	767	281						
Volume to Capacity	0.01	0.02	0.06	0.53	0.24	0.11						
Queue Length 95th (ft)	1	0	5	74	24	9						
Control Delay (s)	0.4	0.0	2.6	25.4	11.2	19.5						
Lane LOS	A	A	D	B	B	C						
Approach Delay (s)	0.3						2.6					
Approach LOS	C						C					

Intersection Summary		
Average Delay	8.5	
Intersection Capacity Utilization	52.2%	ICU Level of Service A
Analysis Period (min)	15	



2026 Future Year Alternative C Conditions



Lanes, Volumes, Timings

1: Ocean Road & Banfield Road

2026 Build Alternative C Conditions  
Saturday Evening

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (vph)	36	280	203	32	149	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped/Bike Factor						
FI	0.860		0.982			
Flt Protected	0.994					0.981
Satd. Flow (prot)	1607	0	1850	0	0	1853
Flt Permitted	0.994					0.981
Satd. Flow (perm)	1607	0	1850	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	1001		867			500
Travel Time (s)	22.8		19.7			11.4
Conf. Peds. (#/hr)						1
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.83
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
1: Ocean Road & Banfield Road

2026 Build Alternative C Conditions  
Saturday Evening

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Volume (veh/h)	36	280	203	32	149	237
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.93	0.83
Hourly flow rate (vph)	44	341	228	36	160	255
Pedestrians	1					1
Lane Width (ft)	11.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 cont vol	822	248				265
vC2, stage 2 cont vol						
vCv, unblocked vol	822	248				265
IC, single (s)	6.4	6.2				4.1
IC, 2 stage (s)						
IF (s)	3.5	3.3				2.2
p0 queue free %	86	57				88
sM capacity (veh/h)	304	794				1310
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	385	264	415			
Volume Left	44	0	160			
Volume Right	341	36	0			
cSH	671	1700	1310			
Volume to Capacity	0.57	0.15	0.12			
Queue Length 95th (ft)	92	0	10			
Control Delay (s)	17.4	0.0	3.9			
Lane LOS	C	C	A			
Approach Delay (s)	17.4	0.0	3.9			
Approach LOS	C	C	A			

Intersection Summary

Average Delay: 7.8  
Intersection Capacity Utilization: 62.7%  
Analysis Period (min): 15  
ICU Level of Service: B

Lanes, Volumes, Timings  
 2: Heritage Avenue & Banfield Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			F		
Volume (vph)	154	18	53	247	46	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Pt.	0.996			0.991	0.976	0.931
Fit Protected						
Satd. Flow (prot)	1798	0	0	1807	1758	0
Fit Permitted						
Satd. Flow (perm)	1798	0	0	1807	1758	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1001			1280	500	
Travel Time (s)	22.8			28.6	11.4	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Heavy Vehicles (%)	0%	7%	4%	0%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

HCM Unsignalized Intersection Capacity Analysis  
 2: Heritage Avenue & Banfield Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			F		
Volume (veh/h)	154	18	53	247	46	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.83	0.83	0.70	0.70
Hourly flow rate (vph)	190	22	64	298	66	70
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						
VC1, stage 1 conf vol				212	627	201
VC2, stage 2 conf vol						
VCU, unblocked vol				212	627	201
IC, single (s)				4.1	6.4	6.2
IC, 2 stage (s)						
F (s)				2.2	3.5	3.3
pd queue free %				95	85	92
cm capacity (veh/h)				1346	425	845

Direction, Lane #  
 EB 1 WB 1 NB 1

Intersection Summary  
 Average Delay 3.4  
 Intersection Capacity Utilization 40.7%  
 Analysis Period (min) 15

ICU Level of Service A

Lanes, Volumes, Timings  
3: Constitution Avenue & Banfield Road

HCM Unsignalized Intersection Capacity Analysis  
3: Constitution Avenue & Banfield Road

2026 Build Alternative C Conditions  
Saturday Evening

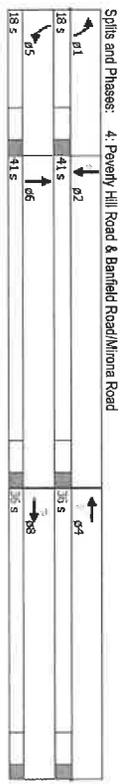
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	←	→	←	←	→	→
Volume (veh/h)	126	75	56	135	185	455
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.78	0.78	0.87	0.87	0.84	0.84
Hourly flow rate (vph)	162	96	64	155	220	542
Pedestrians	2				1	
Lane Width (ft)	11.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)	None			None		
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		259			497	211
vC1, stage 1 cont vol						
vC2, stage 2 cont vol						
vCU, unblocked vol		259			497	211
IC, single (s)		4.1			6.4	6.2
IC, 2 stage (s)						
IF (s)		2.2			3.5	3.3
p0 queue free %		95			57	35
cM capacity (veh/h)		1317			509	834
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	256	220	762			
Volume Left	0	64	220			
Volume Right	96	0	542			
cSH	1700	1317	704			
Volume to Capacity	0.15	0.05	1.08			
Queue Length 95th (ft)	0	4	523			
Control Delay (s)	0.0	2.6	81.8			
Lane LOS	A	A	F			
Approach Delay (s)	0.0	2.6	81.8			
Approach LOS	F	F	F			
Intersection Summary						
Average Delay	50.8			ICU Level of Service		
Intersection Capacity Utilization	69.8%			C		
Analysis Period (min)	15					

Area Type: Other  
Control Type: Unsignalized

Lanes, Volumes, Timings  
 4: Peveily Hill Road & Banfield Road/Mirona Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	288	238	56	9	31	49	46	173	16	31	217	115
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph/pl)	11	12	12	15	15	15	11	11	11	11	11	11
Lane Width (ft)	150	0	0	0	0	0	320	0	0	165	0	0
Storage Length (ft)	1	0	0	0	0	0	1	0	0	1	0	1
Storage Lanes	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00
Lane Util. Factor	1.00	0.971	1.00	1.00	0.926	0.950	0.987	0.950	0.950	0.950	0.950	0.850
Fill Protected	0.950	0.950	0.995	0.995	0.995	0.950	0.987	0.950	0.950	0.950	0.950	0.850
Satd. Flow (vph)	1745	1845	0	0	1926	0	1745	1780	0	1745	1818	1531
Flt. Permitted	0.682	0.682	0	0	0.950	0	0.950	0.950	0	0.950	0.950	0.950
Satd. Flow (perm)	1233	1845	0	0	1839	0	1745	1780	0	1745	1818	1531
Right Turn on Red	13	30	Yes	64	64	Yes	6	30	Yes	6	30	124
Satd. Flow (RTOR)	30	501	489	11.3	11.3	34.1	1500	34.1	0.84	0.93	0.93	0.93
Link Speed (mph)	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.84	0.93
Travel Time (s)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.84	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	Prot	1	6	5	5	2	2
Turn Type	8	8	8	4	4	1	1	6	5	5	2	2
Permitted Phases	8	8	8	4	4	1	1	6	5	5	2	2
Detector Phase	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	5.0
Switch Phase	11.0	11.0	11.0	11.0	11.0	9.0	11.0	11.0	9.0	11.0	11.0	11.0
Minimum Initial (s)	36.0	36.0	36.0	36.0	36.0	18.0	41.0	41.0	18.0	41.0	41.0	41.0
Minimum Split (s)	37.9%	37.9%	37.9%	37.9%	37.9%	18.9%	43.2%	43.2%	18.9%	43.2%	43.2%	43.2%
Total Split (%)	30.0	30.0	30.0	30.0	30.0	12.0	35.0	35.0	12.0	35.0	35.0	35.0
Maximum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	2.5	3.0	3.0	2.5	3.0	3.0	3.0
Lead/Lag	None	None	None	None	None	None	None	None	None	None	None	None
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	2.5	3.0	3.0	2.5	3.0	3.0	3.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None

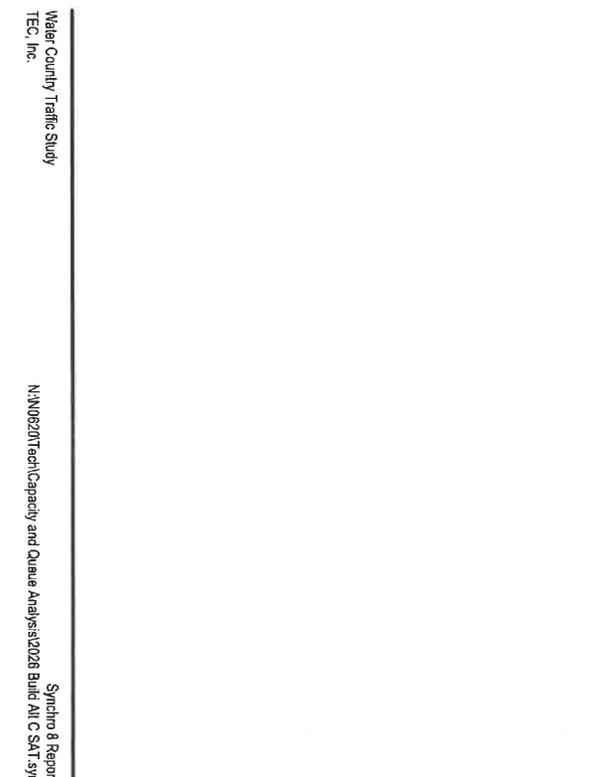
Intersection Summary  
 Area Type: Other  
 Cycle Length: 95  
 Actuated Cycle Length: 56.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated



Queues  
 4: Peveily Hill Road & Banfield Road/Mirona Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	318	350	116	55	225	33	233	124	0.26	0.31	0.26	0.26
w/c Ratio	0.66	0.49	0.16	0.24	0.42	0.16	0.31	0.26	0.26	0.31	0.26	0.26
Control Delay	24.6	17.3	8.4	31.2	21.1	31.7	26.1	6.7	0.0	0.0	0.0	0.0
Queue Delay	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 Delay	24.6	17.3	8.4	31.2	21.1	31.7	26.1	6.7	0.0	0.0	0.0	0.0
Queue Length 50th (ft)	98	95	12	19	50	12	77	0	0	0	0	0
Queue Length 95th (ft)	199	182	36	54	138	41	163	38	0	0	0	0
Internal Link Dist (ft)	421	419	320	1198	422	1198	422	1222	1070	420	1070	1070
Turn Bay Length (ft)	150	1121	1137	422	1198	422	1198	422	1198	422	1198	1198
Base Capacity (vph)	758	1121	1137	422	1198	422	1198	422	1198	422	1198	1198
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.31	0.10	0.13	0.19	0.08	0.19	0.12	0.12	0.19	0.12	0.12

Intersection Summary  
 Area Type: Other  
 Cycle Length: 95  
 Actuated Cycle Length: 56.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated



Splits and Phases: 4: Peveily Hill Road & Banfield Road/Mirona Road  
 Lane 1: 41s  
 Lane 2: 41s  
 Lane 3: 41s  
 Lane 4: 41s  
 Lane 5: 41s  
 Lane 6: 41s  
 Lane 7: 41s  
 Lane 8: 41s  
 Lane 9: 41s  
 Lane 10: 41s  
 Lane 11: 41s  
 Lane 12: 41s  
 Lane 13: 41s  
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 Lane 93: 41s  
 Lane 94: 41s  
 Lane 95: 41s  
 Lane 96: 41s  
 Lane 97: 41s  
 Lane 98: 41s  
 Lane 99: 41s  
 Lane 100: 41s

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 Synchro 8 Report

HCM Signalized Intersection Capacity Analysis  
 4: Pevery Hill Road & Banfield Road/Mirona Road

2026 Build Alternative C Conditions  
 Saturday Evening

Lanes, Volumes, Timings  
 5: Constitution Avenue & Water Country Driveway

2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	12	12	12	12	12	12
Lane Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total Lost Time (s)												
Lane Util. Factor	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999
Flt Protected	0	1861	1831	0	1633	0	1633	0	1633	0	1633	0
Satd. Flow (prot)	0	0.999	0.999	0	0.977	0	0.977	0	0.977	0	0.977	0
Flt Permitted	0	1861	1831	0	1633	0	1633	0	1633	0	1633	0
Satd. Flow (perm)	0	30	30	0	30	0	30	0	30	0	30	0
Link Speed (mph)	2972	1669	1669	2972	1669	1669	2972	1669	1669	2972	1669	1669
Link Distance (ft)	67.5	37.9	37.9	67.5	37.9	37.9	67.5	37.9	37.9	67.5	37.9	37.9
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Shared Lane Traffic (%)	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	12	12	12	12	12	12
Lane Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total Lost Time (s)												
Lane Util. Factor	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999
Flt Protected	0	1861	1831	0	1633	0	1633	0	1633	0	1633	0
Satd. Flow (prot)	0	0.999	0.999	0	0.977	0	0.977	0	0.977	0	0.977	0
Flt Permitted	0	1861	1831	0	1633	0	1633	0	1633	0	1633	0
Satd. Flow (perm)	0	30	30	0	30	0	30	0	30	0	30	0
Link Speed (mph)	2972	1669	1669	2972	1669	1669	2972	1669	1669	2972	1669	1669
Link Distance (ft)	67.5	37.9	37.9	67.5	37.9	37.9	67.5	37.9	37.9	67.5	37.9	37.9
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak-Hour Factor	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Shared Lane Traffic (%)	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

Intersection Summary  
 Area Type: Other  
 Control Type: Unsignalized

Turn Type	Perm	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Prot
Prohibited Phases	8		1	6									
Permitted Phases	4												
Actuated Green, G (s)	21.7	21.7	4.0	17.0	2.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3
Effective Green, g (s)	21.7	21.7	4.0	17.0	2.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3	15.3
Actuated g/C Ratio	0.37	0.37	0.07	0.29	0.04	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	2.5	3.0	2.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	460	678	118	513	68	471	397	397	397	397	397	397	397
v/s Ratio Prot	0.19		c0.03	0.12	0.02	c0.13							
v/s Ratio Perm	0.25		0.04		0.49	0.49	0.08						
v/c Ratio	0.69	0.50	0.47	0.43	0.49	0.49	0.08						
Uniform Delay, d1	15.8	14.5	12.3	26.5	17.1	27.8	18.6	16.5					
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Incremental Delay, d2	4.5	0.6	0.1	2.1	0.6	3.9	0.8	0.1					
Delay (s)	20.3	15.1	12.4	28.6	17.6	31.7	19.4	16.6					
Level of Service	C	B	C	B	C	B	B	B					
Approach Delay (s)	17.6		12.4		19.8		19.5						
Approach LOS	B		B		B		B						

Intersection Summary	Value	Level of Service
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio	0.60	
Actuated Cycle Length (s)	59.0	
Intersection Capacity Utilization	51.3%	Sum of lost time (s) 18.0
Analysis Period (min)	15	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 5: Constitution Avenue & Water Country Driveway  
 2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	3	4	1	9	4	4
Volume (veh/h)	89	89	64	405	405	458
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate (vph)	3	97	70	10	440	498
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, railroad unblocked						
vc, conflicting volume						
vc1, stage 1 cont vol						
vc2, stage 2 cont vol						
vcU, unblocked vol						
IC, single (s)	79				178	74
IC, 2 stage (s)	4.1				6.4	6.2
IF (s)	2.2				3.5	3.3
pU queue free %	100				46	50
cM capacity (veh/h)	1519				810	987
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	100	79	938			
Volume Left	3	0	440			
Volume Right	0	10	498			
cSH	1519	1700	895			
Volume to Capacity	0.00	0.05	1.05			
Queue Length 95th (ft)	0	0	540			
Control Delay (s)	0.3	0.0	64.6			
Lane LOS	A	F	F			
Approach LOS	0.3	0.0	64.6			
Intersection Summary						
Average Delay			54.2			
Intersection Capacity Utilization			64.3%			
Analysis Period (min)			15			
				ICU Level of Service		C

Lanes, Volumes, Timings  
 6: Campus Drive & West Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	4	1	7	11	0
Volume (vph)	0	3	1	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
FL			0.878			
FL Protected					0.950	
Satd. Flow (prot)	0	1900	1414	0	1943	0
FL Permitted					0.950	
Satd. Flow (perm)	0	1900	1414	0	1843	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		501	1200		500	
Travel Time (s)		11.4	27.3		11.4	
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	20%	11%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

HCM Unsignalized Intersection Capacity Analysis  
 6: Campus Drive & West Road

2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (veh/h)	0	3	1	7	11	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.38	0.38	0.75	0.75	0.56	0.56
Hourly flow rate (vph)	0	8	1	9	20	0
Pedestrians						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol	11				14	6
vC2, stage 2 conf vol						
vCU, unblocked vol	11				14	6
IC, single (s)	4.1				6.5	6.2
IC, 2 stage (s)						
IF (s)	2.2				3.6	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1622				982	1083
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	8	11	20			
Volume Left	0	0	20			
Volume Right	0	9	0			
cSH	1622	1700	982			
Volume to Capacity	0.00	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay	4.5					
Intersection Capacity Utilization	13.3%					
Analysis Period (min)	15					
	ICU Level of Service A					

Lanes, Volumes, Timings  
 7: US Route 1 & West Road/St. James Church Drive

2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (veh/h)	0	0	19	0	0	3	6	1196	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr. Protected			0.865			0.865		0.950				
Satd. Flow (prot)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1536	0	1644	0	1396	1837	0	0	1837	0
Link Speed (mph)			30			30		30			30	
Link Distance (ft)			1200			377		1000			2226	
Travel Time (s)			27.3			8.6		22.7			50.6	
Peak Hour Factor	0.62	0.62	0.62	0.38	0.38	0.38	0.92	0.92	0.32	0.32	0.94	0.94
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

HCM Unsignalized Intersection Capacity Analysis  
 7: US Route 1 & West Road/St. James Church Driveway  
 2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	0	19	0	0	3	6	1196	0	0	1121	1
Volume (veh/h)	0	0	19	0	0	3	6	1196	0	0	1121	1
Sign Control	Stop	Stop	0%	Stop	Stop	0%	Free	Free	0%	Free	0%	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.82	0.38	0.38	0.38	0.92	0.92	0.92	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	31	0	0	8	7	1300	0	0	1193	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
px, platoon unblocked												
vc1, conflicting volume	2514	2506	1193	2537	2507	1300	1194	1300				
vc1, stage 1 cont vol												
vc2, stage 2 cont vol	2514	2506	1193	2537	2507	1300	1194	1300				
vc4, unblocked vol												
vc, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.3	4.1				
vc, 2 stage (s)												
pf (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.4	2.2				
pl, queue free %	100	100	86	100	100	96	99	100				
pl, capacity (veh/h)	18	29	222	16	29	199	511	540				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	31	8	7	1300	1194							
Volume Left	0	0	7	0	0							
Volume Right	31	8	0	0	1							
CSH	222	199	511	1700	1700							
Volume to Capacity	0.14	0.04	0.01	0.76	0.70							
Queue Length 95th (ft)	12	3	1	0	0							
Control Delay (s)	23.8	23.8	12.1	0.0	0.0							
Lane LOS	C	C	B									
Approach Delay (s)	23.8	23.8	0.1									
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			75.7%									
Analysis Period (min)			15									
ICU Level of Service										D		

Water County Traffic Study  
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Synthia 8 Report  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lanes, Volumes, Timings  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	51	4	151	6	7	12	112	1034	9	11	886	170
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	16	16	16	18	11	11	11	11	11
Lane Width (ft)	0	0	80	0	0	0	270	0	0	150	0	0
Storage Length (ft)	0	0	1	0	0	0	1	0	0	1	0	0
Storage Lanes	0	0	1	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25	25	1	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Flt	1.00	0.850	0.937	0.988	0.988	0.988	0.990	0.999	0.950	0.950	0.978	0.95
Flt Protected	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960	0.960
Satd. Flow (prot)	0	1735	1561	0	1993	0	1745	3486	0	1745	3408	0
Flt Permitted	0.721	0.721	0.721	0.721	0.721	0.721	0.721	0.721	0.721	0.721	0.721	0.721
Satd. Flow (perm)	0	1339	1561	0	1838	0	1745	3486	0	1745	3408	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	15	15	15	15	15	15	15	15	15	15	15	15
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	544	544	544	544	544	544	544	544	544	544	544	544
Travel Time (s)	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.79	0.97	0.97	0.97	0.97	0.95
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	4	4	4	8	8	8	5	2	5	2	1	6
Permitted Phases	4	4	4	8	8	8	5	2	5	2	1	6
Detector Phase	4	4	4	8	8	8	5	2	5	2	1	6
Switch Phase	7.0	7.0	7.0	7.0	7.0	7.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Initial (s)	13.0	13.0	13.0	22.0	22.0	22.0	11.0	16.0	11.0	16.0	11.0	16.0
Minimum Spill (s)	30.0	30.0	30.0	30.0	30.0	30.0	22.0	38.0	22.0	38.0	22.0	38.0
Total Spill (s)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	24.4%	42.2%	24.4%	42.2%	24.4%	42.2%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	16.0	32.0	16.0	32.0	16.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Last Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	12.0	12.0	12.0	12.0	12.0	12.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/h)	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Summary												
Area Type:			Other									
Cycle Length: 90												
Activated Cycle Length: 70.8												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												

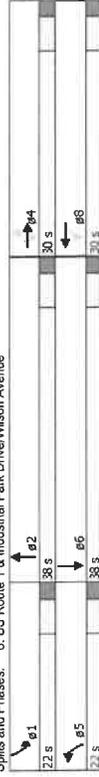
Water County Traffic Study  
 TEC, Inc.  
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Synthia 8 Report  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lanes, Volumes, Timings  
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions  
Saturday Evening

Splits and Phases: 8: US Route 1 & Industrial Park Drive/Wilson Avenue



Queues  
8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions  
Saturday Evening

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	196	32	115	1137	13	1345
v/c Ratio	0.39	0.49	0.11	0.43	0.51	0.07	0.81
Control Delay	34.3	9.2	19.2	33.4	9.3	32.8	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.2	19.2	33.4	9.3	32.8	23.7
Queue Length 50th (ft)	32	0	7	47	101	5	265
Queue Length 95th (ft)	63	32	25	99	294	22	465
Internal Link Dist (ft)	464		423		2146		695
Turn Bay Length (ft)	80		270		150		
Base Capacity (vph)	461	666	643	401	2233	401	1651
Stagnation 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	0.29	0.05	0.29	0.51	0.03	0.81

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis  
 8: US Route 1 & Industrial Park Drive/Wilson Avenue

2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	51	41	151	6	7	12	112	104	9	11	916	170
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	16	16	16	11	11	11	11	11	11
Lane Width (ft)	11	11	11	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	1.00	1.00	1.00	1.00	0.94	0.94	1.00	0.95	1.00	0.98	0.95	1.00
Lane Util. Factor	1.00	0.85	1.00	0.96	0.99	0.99	0.95	1.00	0.95	1.00	0.95	1.00
Flt Protected	1735	1561	1735	1745	1992	1992	1745	3466	1745	3408	1745	3408
Satd. Flow (prot)	0.74	1.00	0.91	0.91	0.91	0.91	0.95	1.00	0.95	1.00	0.95	1.00
Flt Permitted	1339	1561	1339	1837	1837	1837	1745	3466	1745	3408	1745	3408
Peak-hour factor, PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.97	0.97	0.97	0.86	0.86	0.86
Adj. Flow (vph)	66	14	196	8	9	15	115	1128	9	13	1147	196
RTOR Reduction (vph)	0	0	168	0	13	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	80	28	0	19	0	115	1137	0	13	1333	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Perm	NA	Perm	Perm	NA	NA	Prot	NA	NA	Prot	NA	NA
Protected Phases	4	4	4	8	8	8	5	2	2	6	6	6
Actuated Green, G (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5
Effective Green, g (s)	10.7	10.7	10.7	10.7	10.7	10.7	9.1	45.2	1.4	37.5	37.5	37.5
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.80	0.02	0.50	0.50	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0
Lane Gap Cap (vph)	190	221	190	261	261	261	210	2092	32	1697	1697	1697
v/s Ratio Prot	0.06	0.02	0.07	0.07	0.07	0.07	0.033	0.33	0.01	0.39	0.39	0.39
v/s Ratio Perm	0.42	0.13	0.29	0.29	0.29	0.29	0.55	0.54	0.41	0.79	0.79	0.79
Uniform Delay, d1	29.5	28.2	29.5	28.0	28.0	28.0	31.2	8.9	36.5	15.6	15.6	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.4	2.1	0.2	0.2	0.2	3.6	0.5	11.1	2.9	2.9	2.9
Level of Service	C	C	C	C	C	C	A	B	D	B	B	B
Delay (s)	31.5	28.6	31.5	28.2	28.2	28.2	34.8	9.4	47.6	18.4	18.4	18.4
Approach Delay (s)	29.4		29.4	28.2	28.2	28.2	11.8		18.7		18.7	
Approach LOS	C		C	C	C	C	B		B		B	
Intersection Summary												
HCM 2000 Control Delay	16.9			HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio	0.69			Sum of lost time (s)			18.0					
Actuated Cycle Length (s)	75.3			ICU Level of Service			B					
Intersection Capacity Utilization	63.4%			Analysis Period (min)			15					
c Critical Lane Group												

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

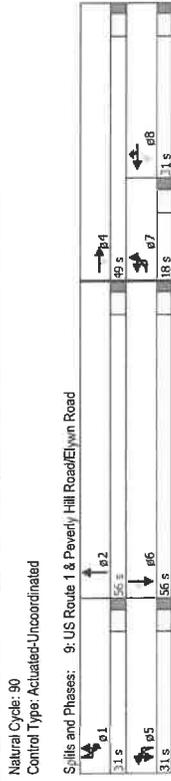
2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	ERU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBU
Lane Configurations	1	181	169	109	117	108	180	2	67	1087	71	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width (ft)	12	160	160	160	180	180	180	0	250	12	0	0
Storage Length (ft)	1	1	1	0	1	1	1	0	1	1	0	0
Storage Lanes	1	1	1	0	1	1	1	0	1	1	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Flt	0.950	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.991	0.991	0.991	0.991
Flt Protected	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Satd. Flow (prot)	0.950	0.950	0.950	0.850	0.950	0.950	0.850	0.950	0.991	0.991	0.991	0.991
Flt Permitted	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Satd. Flow (perm)	0	1787	1881	1615	1745	1818	1561	0	1805	3544	0	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	125	125	125	125	125	125	125	125	125	125	125
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	600	600	600	600	500	500	500	500	500	500	500	500
Travel Time (s)	13.6	13.6	13.6	13.6	11.4	11.4	11.4	11.4	11.4	11.4	11.4	11.4
Confl. Peds. (ft/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.76	0.95	0.95	0.95	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Types	Prot	7	7	4	8	8	8	8	5	5	5	2
Protected Phases	7	7	4	4	8	8	8	8	5	5	5	2
Detector Phase	7	7	4	4	8	8	8	8	5	5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	8.0	8.0	5.0	5.0	5.0	8.0	5.0
Minimum Split (s)	11.0	11.0	25.0	25.0	14.0	14.0	14.0	11.0	11.0	11.0	31.0	11.0
Total Split (s)	18.0	18.0	49.0	49.0	31.0	31.0	31.0	18.0	18.0	18.0	56.0	18.0
Total Spill (%)	13.2%	13.2%	36.0%	36.0%	22.8%	22.8%	22.8%	13.2%	22.8%	22.8%	41.2%	13.2%
Maximum Green (s)	12.0	12.0	43.0	43.0	25.0	25.0	25.0	12.0	25.0	25.0	50.0	12.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead
Lead-Lag Optimizer?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Don't Walk (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Pedestrian Call (ft/hr)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Intersection Summary												
Area Type:	Other											
Cycle Length: 136												
Actuated Cycle Length: 127.7												

Lanes, Volumes, Timings  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	SBL	SBT	SBR
Lane Configurations	↔	↔	↔
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	330	350	350
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Ped Bike Factor			0.850
Flt Protected	0.950		
Satd. Flow (pmo)	1787	3610	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1787	3610	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			120
Link Speed (mph)		30	
Link Distance (ft)		1498	
Travel Time (s)		34.1	
Conf. Peds. (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%
Shared Lane Traffic (%)			
Turn Type	Prot	NA	Perm
Permitted Phases	1	6	6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	5.0	8.0	8.0
Minimum Split (s)	11.0	31.0	31.0
Total Split (s)	31.0	56.0	56.0
Total Spilt (%)	22.8%	41.2%	41.2%
Maximum Green (s)	25.0	50.0	50.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead/Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0	5.0
Recall Mode	None	Min	Min
Walk Time (s)		4.0	4.0
Flash Dont Walk (s)		21.0	21.0
Pedestrian Calls (#/hr)		5	5
Intersection Summary			



Queues  
 9: US Route 1 & Peverly Hill Road/Elywn Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	209	194	125	154	142	237	73	199	221	974	74
w/c Ratio	1.24	0.33	0.21	0.78	0.46	0.51	0.45	0.88	0.76	0.56	0.09
Control Delay	194.8	36.4	6.4	77.9	53.8	10.0	65.6	46.2	68.9	26.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.8	36.4	6.4	77.9	53.8	10.0	65.6	46.2	68.9	26.9	0.9
Queue Length 50th (ft)	-232	127	0	126	110	0	61	51.0	184	325	0
Queue Length 95th (ft)	#394	191	42	173	150	0	112	#953	276	417	6
Internal Link Dist (ft)	520			420			695		1419		350
Turn Bay Length (ft)	160		160	180		180	250		330		350
Base Capacity (vph)	169	638	630	230	356	498	356	1402	352	1736	839
Separation Cap Reducn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reducn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reducn	0	0	0	0	0	0	0	0	0	0	0
Reduced w/c Ratio	1.24	0.30	0.20	0.67	0.40	0.48	0.21	0.95	0.63	0.56	0.09

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/Elywn Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations	1	181	169	109	117	108	180	2	67	1067	71	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	11	11	11	12	12	12	12	12
Lane Width	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost time(s)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	1.00	0.99	1.00
Phi Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Phi Permitted	1787	1881	1615	1745	1818	1818	1561	1805	3543	1805	3543	1805
Std. Flow (perm)	1787	1881	1615	1745	1818	1818	1561	1805	3543	1805	3543	1805
Peak-hour factor, PHF	0.87	0.87	0.87	0.76	0.76	0.76	0.95	0.95	0.95	0.95	0.95	0.94
Adj. Flow (vph)	1	208	194	125	154	142	237	2	71	1123	75	3
RTOR Reduction (vph)	0	0	0	86	0	0	197	0	0	4	0	0
Lane Group Flow (vph)	0	209	194	39	154	142	40	0	73	1194	0	0
Conf. Peds. (#/hr)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Turn Type	Prot	Prot	NA	Perm	Perm	NA	Prot	Prot	Prot	NA	Prot	Prot
Protected Phases	7	7	4	8	8	8	8	5	5	2	1	1
Actuated Green, G (s)	12.1	39.8	39.8	21.7	21.7	21.7	9.8	50.3	9.8	50.3	9.8	50.3
Effective Green, g (s)	12.1	39.8	39.8	21.7	21.7	21.7	9.8	50.3	9.8	50.3	9.8	50.3
Actuated g/c Ratio	0.09	0.31	0.31	0.17	0.17	0.17	0.08	0.39	0.08	0.39	0.08	0.39
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	167	580	498	196	305	282	137	1381	137	1381	137	1381
w/c Ratio Prot	0.12	0.10	0.02	0.13	0.08	0.08	0.04	0.34	0.04	0.34	0.04	0.34
w/c Ratio Perm	1.25	0.33	0.08	0.79	0.47	0.47	0.53	0.86	0.53	0.86	0.53	0.86
Uniform Delay, d1	58.5	34.4	31.6	51.4	48.4	48.4	57.4	36.2	57.4	36.2	57.4	36.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	152.9	0.5	0.1	19.4	1.5	0.4	5.0	6.4	5.0	6.4	5.0	6.4
Delay (s)	211.3	34.9	31.7	70.8	49.9	46.2	62.4	42.6	62.4	42.6	62.4	42.6
Level of Service	F	C	C	E	D	D	E	D	E	D	D	D
Approach Delay (s)	104.0	F		54.3	D		43.8	D		43.8	D	
Approach LOS	F			D			D			D		

Intersection Summary  
 HCM 2000 Control Delay 49.8  
 HCM 2000 Volume to Capacity ratio 0.87  
 Actuated Cycle Length (s) 120.0  
 Intersection Capacity Utilization 84.5%  
 Analysis Period (min) 15  
 Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 9: US Route 1 & Peverly Hill Road/Elywn Road

2026 Build Alternative C Conditions  
 Saturday Evening

Movement	SBL	SBT	SBR
Lane Configurations	3	4	4
Volume (vph)	205	916	70
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Total Lost Time (s)	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1615
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	218	974	74
RTOR Reduction (vph)	0	0	39
Lane Group Flow (vph)	221	974	35
Confl. Peeds. (#/hr)	-1%	0%	0%
Heavy Vehicles (%)	Prot	NA	Perm
Turn Type	1	6	6
Protected Phases			
Permitted Phases			
Actuated Green, G (s)	20.9	61.4	61.4
Effective Green, g (s)	20.9	61.4	61.4
Actuated g/C Ratio	0.16	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	4.0	5.0	5.0
Lane Grp Cap (vph)	289	1718	768
v/s Ratio Prot	c0.12	0.27	
v/s Ratio Perm			
v/c Ratio	0.76	0.57	0.05
Uniform Delay, d1	51.7	24.3	18.1
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	12.1	0.7	0.1
Delay (s)	63.8	25.0	18.2
Level of Service	E	C	B
Approach Delay (s)		31.3	
Approach LOS		C	
Intersection Summary			

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4
Volume (vph)	300	1	27	1	0	1	1	49	1383	0	1136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	12	12	12	12	11	11	11	11
Storage Length (ft)	0	0	0	0	0	0	475	0	0	240	0
Storage Lanes	0	0	1	0	0	0	1	0	0	1	0
Taper Length (ft)	25	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor	0.850	0.850	0.850	0.932	0.932	0.932	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	0.952	1669	0	1714	0	0	1745	3490	0	1837
Satd. Flow (prot)	0	0.722	1647	0	1491	0	0	1745	3490	0	1837
Flt Permitted	0	1326	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (perm)	0	107	107	107	107	107	30	30	30	30	30
Right Turn on Red	0	30	107	30	30	30	500	500	1499	0	501
Satd. Flow (RTOR)	0	11.4	11.4	11.4	11.4	11.4	34.1	34.1	34.1	0	11.4
Link Speed (mph)											
Link Distances (ft)											
Travel Time (s)											
Confl. Peeds. (#/hr)											
Confl. Bikes (#/hr)											
Peak Hour Factor	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	Perm	NA	Perm	NA	NA	NA	5	5	2	1	6
Turn Type	4	4	4	8	8	8	5	5	2	1	6
Protected Phases	4	4	4	8	8	8	5	5	2	1	6
Permitted Phases	4	4	4	8	8	8	5	5	2	1	6
Detector Phase											
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	8.0	6.0	8.0
Minimum Split (s)	14.0	14.0	14.0	22.0	22.0	22.0	12.0	12.0	18.0	12.0	25.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	16.0	16.0	46.0	16.0	46.0
Total Split (%)	32.6%	32.6%	32.6%	32.6%	32.6%	32.6%	17.4%	17.4%	50.0%	17.4%	50.0%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	10.0	10.0	40.0	10.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	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	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	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	5.0
Recall Mode	None	None	None	None	None	None	None	None	Min	None	Min
Walk Time (s)									4.0		4.0
Flash Dont Walk (s)									8.0		15.0
Pedestrian Calls (#/hr)									5		5
Intersection Summary											
Area Type:	Other										
Cycle Length:	92										

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway

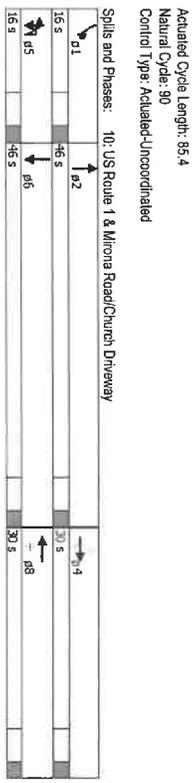
2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	SBR
Lane Configurations	
Volumes (vph)	81
Ideal Flow (vph/pl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0
Lane Util. Factor	0.95
Ped Bike Factor	
FI	
FI Protected	
Satd. Flow (prot)	0
FI Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Contl. Peds. (#/hr)	1
Contl. Bikes (#/hr)	0.92
Peak Hour Factor	0%
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Spill (s)	
Total Spill (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adj/lost (s)	
Total Lost Time (s)	
Lead/Lag	
Lead/Lag Optimiza?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	

Intersection Summary

Lanes, Volumes, Timings  
 10: US Route 1 & Mirona Road/Church Driveway

2026 Build Alternative C Conditions  
 Saturday Evening



Queues  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Alternative C Conditions  
Saturday Evening

	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group	406	36	8	52	1441	1323
Lane Group Flow (vph)	1.08	0.07	0.02	0.30	0.72	0.81
Control Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Length 50th (ft)	-280	0	0	28	269	350
Queue Length 85th (ft)	#344	0	0	64	343	#470
Inlet Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	375	543	499	205	2006	1634
Slantion Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.07	0.02	0.25	0.72	0.81

Intersection Summary  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Alternative C Conditions  
Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		←	→	←	→	←	←	→	←	→	←
Volume (vph)	300	1	27	1	0	1	49	1383	0	0	1136
Real Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	12	12	11	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	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	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.85	0.95	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.99
Flt Protected	1745	1647	1714	1745	3490	3450	3450	3450	3450	3450	3450
Satd. Flow (prot)	0.72	1.00	0.85	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Flt Permitted	1325	1647	1481	1325	1647	1481	1325	1647	1481	1325	1647
Peak Hour Factor, PHF	0.74	0.74	0.74	0.25	0.25	0.25	0.96	0.96	0.96	0.92	0.92
Adj. Flow (vph)	405	1	36	4	0	4	51	1441	0	0	1235
RTOR Reduction (vph)	0	0	26	0	6	0	0	0	0	0	5
Lane Group Flow (vph)	0	406	10	0	2	0	52	1441	0	0	1318
Confl. Pcts. (#/hr)			1			3					
Confl. Bikes (#/hr)											
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Prot
Protected Phases	4	4	4	8	8	5	2	2	1	1	6
Permitted Phases	4	4	4	8	8	5	2	2	1	1	6
Actuated Green, G (s)	24.2	24.2	24.2	24.2	24.2	24.2	5.4	51.7	5.4	51.7	40.3
Effective Green, g (s)	24.2	24.2	24.2	24.2	24.2	24.2	5.4	51.7	5.4	51.7	40.3
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.59	0.06	0.59	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	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	4.0	4.0	4.0	4.0	4.0	4.0	5.0
Lane Grp Cap (vph)	364	463	410	107	2052	1581	60.38	60.41	60.38	60.38	60.38
v/s Ratio Prot											
v/s Ratio Perm	0.31	0.01	0.00	0.00	0.00	0.00	0.49	0.70	0.49	0.70	0.83
v/c Ratio	1.12	0.02	0.01	0.01	0.01	0.01	39.9	12.7	39.9	12.7	20.9
Uniform Delay, d1	31.9	23.2	23.1	23.1	23.1	23.1	1.00	1.00	1.00	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	82.1	0.0	0.0	0.0	0.0	0.0	4.7	1.4	4.7	1.4	4.4
Delay (s)	114.0	23.2	23.1	23.1	23.1	23.1	44.6	14.1	44.6	14.1	25.2
Level of Service	F	F	C	C	C	C	D	B	D	B	C
Approach Delay (s)	106.6			23.1			15.2		15.2		25.2
Approach LOS	F			C			B		B		C
Intersection Summary											
HCM 2000 Control Delay											
HCM 2000 Volume to Capacity ratio	31.6										
Actuated Cycle Length (s)	0.95										
Intersection Capacity Utilization	87.9										
Analysis Period (min)	74.9%										
c Critical Lane Group	15										

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 Synchro 8 Report

Queues  
10: US Route 1 & Mirona Road/Church Driveway  
2026 Build Alternative C Conditions  
Saturday Evening

	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group	406	36	8	52	1441	1323
Lane Group Flow (vph)	1.08	0.07	0.02	0.30	0.72	0.81
Control Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.7	0.2	0.0	42.1	15.3	25.6
Queue Length 50th (ft)	-280	0	0	28	269	350
Queue Length 85th (ft)	#344	0	0	64	343	#470
Inlet Link Dist (ft)	420		420		1419	421
Turn Bay Length (ft)				475		
Base Capacity (vph)	375	543	499	205	2006	1634
Slantion Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.07	0.02	0.25	0.72	0.81

Intersection Summary  
 - Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Water Country Traffic Study  
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 Synchro 8 Report

HCM Signalized Intersection Capacity Analysis  
 10: US Route 1 & Mirrona Road/Church Driveway  
 2026 Build Alternative C Conditions  
 Saturday Evening

Movement	SBR
Lane Configurations	81
Volume (vph)	1900
Ideal Flow (vph/pl)	11
Lane Width	
Total Lost time (s)	
Lane Util. Factor	
F1, ped/bikes	
F1	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	88
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Cont. Peds. (#/h)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated G/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
w/s Ratio Prot	
w/s Ratio Perm	
w/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

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 Synchro 8 Report

Lanes, Volumes, Timings  
 11: West Road/Okens Plaza Driveway & Peverly Hill Road  
 2026 Build Alternative C Conditions  
 Saturday Evening

Lane Group	EBL	EET	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	261	30	64	159	6	78	3	27	17	0	8
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph/pl)	11	11	11	11	11	11	11	11	11	15	15	15
Lane Width (ft)	0	0	0	0	0	0	130	0	0	0	0	0
Storage Length (ft)	0	0	1	0	0	0	1	0	0	0	0	0
Storage Lanes	25		1				25					
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor												
F1		0.998	0.986	0.997	0.986	0.950	0.986	0.986	0.958	0.987	0.987	0.988
Fit Protected		1816	1561	0	1793	0	1711	1591	0	0	1838	0
Satd. Flow (prot)		0.998	0.998	0	0.986	0	0.950	0.986	0	0	0.987	0
Fit Permitted		1816	1561	0	1793	0	1711	1591	0	0	1838	0
Satd. Flow (perm)		1816	1561	0	1793	0	1711	1591	0	0	1838	0
Link Speed (mph)		1500	1500	30	600	13.6	500	500	30	501	501	30
Link Distance (ft)		34.1	34.1	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Travel Time (s)		0.97	0.97	0.97	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Peak Hour Factor		0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	17%
Heavy Vehicles (%)		Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Signal Lane Traffic (%)												
Sign Control												

Water County Traffic Study  
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 Synchro 8 Report

HCM Unsignalized Intersection Capacity Analysis 2026 Build Alternative C Conditions  
 11: West Road/Yokens Plaza Driveway & Beverly Hill Road Saturday Evening

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	261	30	64	159	6	76	3	27	17	0	8
Volume (veh/h)												
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.81	0.81	0.81	0.82	0.82	0.82	0.79	0.79	0.79
Hourly flow rate (vph)	11	269	31	79	196	7	93	4	33	22	0	10
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	0.94						0.94	0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	204			300			660	653	269	685	681	200
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCU, unblocked vol	122			300			607	600	269	633	629	118
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.4
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	99			94			74	99	96	94	100	99
sM capacity (veh/h)	1390			1273			359	365	774	334	352	842
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	280	31	283	93	37	32						
Volume Left	11	0	79	93	0	22						
Volume Right	0	31	7	0	33	10						
gSH	1390	1700	1273	359	696	414						
Volume to Capacity	0.01	0.02	0.06	0.26	0.05	0.08						
Queue Length 95th (ft)	1	0	5	25	4	6						
Control Delay (s)	0.4	0.0	2.6	18.5	10.5	14.4						
Lane LOS	A	A	A	C	B	B						
Approach Delay (s)			2.6	16.2	14.4	14.4						
Approach LOS			C	C	B	B						

Intersection Summary

Average Delay	4.5
Intersection Capacity Utilization	44.7%
Analysis Period (min)	15
ICU Level of Service	A



2026 Future Year Alternative A with Mitigation Conditions



Queues  
6: US Route 1 & West Road/St. James Church Driveway

Lanes, Volumes, Timings  
6: US Route 1 & West Road/St. James Church Driveway

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	264	0	618	0	0	3	6	1115	0	0	1121	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Control Delay	36.2	84.5	0.3	38.3	17.8	41.9	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	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 Delay	36.2	84.5	0.3	38.3	17.8	41.9	0.0	0.0	0.0	0.0	0.0	0.0
Queue Length 50th (ft)	182	~443	0	3	210	285	0	0	0	0	0	0
Queue Length 95th (ft)	209	#298	0	18	374	#525	0	0	0	0	0	0
Internal Link Dist (ft)	563	891	459	104	1785	1262	0	0	0	0	0	0
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	1.12	0.02	0.07	0.68	0.95	0.00	0.00	0.00	0.00	0.00	0.00

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Fit Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Right Turn on Red	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Satd. Flow (perm)	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Satd. Flow (RTOR)	1805	0	1509	0	1644	0	1396	3490	0	1900	3490	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Travel Time (s)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	pt-ov	NA	NA	NA	NA	Prot	NA	Prot	NA	NA	NA
Protected Phases	7	7.5	8	8	8	8	5	2	1	6	6	6
Permitted Phases	7	7.5	8	8	8	8	5	2	1	6	6	6
Detector Phase	7	7.5	8	8	8	8	5	2	1	6	6	6
Switch Phase	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Initial (s)	12.0	22.0	22.0	12.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0	22.0
Minimum Split (s)	31.0	22.0	22.0	12.0	22.0	12.0	35.0	12.0	35.0	12.0	35.0	12.0
Total Split (s)	31.0%	22.0%	22.0%	12.0%	22.0%	12.0%	35.0%	12.0%	35.0%	12.0%	35.0%	12.0%
Total Split (%)	25.0	16.0	16.0	6.0	29.0	6.0	29.0	6.0	29.0	6.0	29.0	6.0
Maximum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None

Intersection Summary  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Intersection Summary  
 Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 80.4  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated





