

**REGULAR MEETING
BOARD OF ADJUSTMENT
EILEEN DONDERO FOLEY COUNCIL CHAMBERS
MUNICIPAL COMPLEX, 1 JUNKINS AVENUE
PORTSMOUTH, NEW HAMPSHIRE**

*Members of the public also have the option to join the meeting over Zoom
(See below for more details)**

7:00 P.M.

January 22, 2025

AGENDA

<p><u>PLEASE NOTE:</u> DUE TO THE SIZE OF THE AGENDA, ITEMS (III) E. THROUGH (III) I. WILL BE HEARD AT THE SECOND MEETING, WHICH WILL BE HELD ON TUESDAY, JANUARY 28, 2025.</p>
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I. APPROVAL OF MINUTES

A. Approval of the December 17, 2024 meeting minutes.

II. OLD BUSINESS

THE FOLLOWING ITEMS WILL BE HEARD ON WEDNESDAY, JANUARY 22, 2025

A. 84 Pleasant Street - Rehearing Request

B. The request of 361 Hanover Steam Factory LLC (Owner), and Hampshire Development Corporation LLC (Applicant), for property located at 361 Hanover Street whereas relief is needed to expand and renovate the existing commercial building and convert it to multi-family residential and to construct three new multi-family residential buildings which requires the following: 1) Variance from Section 10.642 to allow residential principal uses on the ground floor of the buildings; 2) Variance from Section 10.5A41 - Figure 10.5A41.10D to a) allow for "Apartment", "Rowhouse" and "Duplex" building types where they are not permitted; b) allow a ground floor height of 10.5 feet where 12 feet is required; and 3) Variance from Article 15 - Definition of Penthouse - to allow a penthouse with a setback of 8 feet from all roof edges where 15-20 feet is required and to allow no greater than 80% of the gross living area of the level of the floor below where 50% is the maximum. Said property is located on Assessor Map 138 Lot 63 and lies within the Character District 5 (CD5) District and the Downtown Overlay District. (LU-24-196)

III. NEW BUSINESS

- A. The request of **111 Front Street LLC (Owner)**, for property located at **65 Griffin Road** whereas relief is needed for after-the-fact construction of a front porch and rear deck which requires the following: 1) Variance from Section 10.521 to a) allow a 21.5 foot front yard setback where 30 feet is required; b) allow a 6.5 foot left side yard setback where 10 feet is required; c) allow a 29 foot rear yard setback where 30 feet is required; and 2) Variance from Section 10.321 to allow a building or structure to be extended, reconstructed or enlarged without conforming to the requirements of the Ordinance. Said property is located on Assessor Map 258 Lot 31 and lies within the Single Residence B (SRB) District. (LU-24-210)
- B. The request of **N. E. Marine and Industrial Inc (Owner)**, for property located at **200 Spaulding Turnpike** whereas relief is needed to install a freestanding sign 2 feet from the front property line which requires the following: 1) Variance from Section 10.1241 for a 30 square foot freestanding sign where freestanding signs are not allowed. Said property is located on Assessor Map 237 Lot 56 and lies within the Gateway Corridor (G1) and Single Residence B (SRB) Districts. (LU-24-208)
- C. The request of **Millport INC (Owner)**, for property located at **1001 Islington Street** whereas relief is needed for a change of use to extend the existing health club into the adjacent unit wherein relief is required from the Zoning Ordinance including the following special exception from Section 10.440, Use #4.42 to allow a health club greater than 2,000 s.f. of gross floor area. Said property is located on Assessor Map 172 Lot 4 and lies within the Character District 4-W (CD4-W). (LU-24-209)
- D. The request of **Custom House LLC, (Owner)**, for property located at **40 Pleasant Street** whereas relief is needed to install a projecting sign which requires the following: 1) Variance from Section 10.1251.20 for a 20 square foot projecting sign where 12 square feet is the maximum allowed. Said property is located on Assessor Map 107 Lot 81 and lies within the Character District 5 (CD5), Historic and Downtown Overlay Districts. (LU-24-206)

THE FOLLOWING ITEMS WILL BE HEARD ON TUESDAY, JANUARY 28, 2025

- E. The request of **Michele Kathryn Arbour and Jeffrey M. Mattson (Owners)**, for property located at **86 Emery Street** whereas relief is needed to construct a firewood shed which requires the following: 1) Variance from Section 10.571 to allow an accessory structure to be located closer to the street than the primary structure. Said property is located on Assessor Map 220 Lot 87-1 and lies within the Single Residence B District (SRB) (LU-24-215)
- F. The request of **909 West End LLC (Owner)**, for property located at **909 Islington Street** whereas relief is needed to allow a restaurant which requires the following: 1) Special Exception from Section 10.440, Use # 9.42 to allow a Restaurant with an occupant load from 50 to 250 people where it is allowed by Special Exception. Said property is located on Assessor Map 172 Lot 7 and lies within the Character District 4-W (CD4-W). (LU-24-221)

- G.** The request of **Gary B. Dodds Revocable Trust (Owner)**, for property located at **294 Lincoln Avenue** whereas relief is needed to demolish the two existing detached garages and construct a new attached garage which requires the following: 1) Variance from Section 10.521 to allow 28% building coverage where 25% is the maximum allowed. Said property is located on Assessor Map 130 Lot 24 and lies within the General Residence A (GRA) District. (LU-24-225)
- H.** The request of **Treadwell LLC (Owner)**, for property located at **93 Pleasant Street** whereas relief is needed to permit the provision of required parking spaces to be located on a separate lot in the same ownership within 300 feet of the property line of the lot in question, which requires the following: 1) Special Exception from Section 10.1113.112 to allow five (5) of the required parking spaces to be located at 134 Pleasant Street, Map 116, Lot 30. Said property is located on Assessor Map 107 Lot 74 and lies within the Character District 4 (CD4), Historic and Downtown Overlay Districts. (LU-24-216)
- I.** The request of **Martin Husslage (Owner)**, for property located at **48 Langdon Street** whereas relief is needed to demolish the existing dwelling and accessory structure, subdivide the property from one lot into two and to construct a single-family structure with attached Accessory Dwelling Unit on one lot and a two-family attached dwelling on the second lot. The project requires the following: 1) Variance from Section 10.521 to allow 2,832 square feet per dwelling unit for the proposed two-family dwelling lot where 3,500 square feet per dwelling unit is required. Said property is located on Assessor Map 138 Lot 47 and lies within the General Residence C (GRC) District. (LU-24-227)

III. ADJOURNMENT

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

https://us06web.zoom.us/webinar/register/WN_5p1dLKASLyaxQiU5tC8PQ

**MINUTES OF THE
BOARD OF ADJUSTMENT MEETING
EILEEN DONDERO FOLEY COUNCIL CHAMBERS
MUNICIPAL COMPLEX, 1 JUNKINS AVENUE
PORTSMOUTH, NEW HAMPSHIRE**

7:00 P.M.

December 17, 2024

MEMBERS PRESENT: Phyllis Eldridge, Chair; Beth Margeson, Vice Chair; David Rheame; Thomas Rossi; Paul Mannle; Jeffrey Mattson; Thomas Nies; Jody Record, Alternate

MEMBERS EXCUSED: None.

ALSO PRESENT: Stefanie Casella, Planning Department

I. ELECTION OF OFFICERS

*Mr. Rossi moved to nominate Chair Eldridge as Chair, seconded by Mr. Mattson. The motion **passed** unanimously, 7-0.*

*Mr. Rossi moved to nominate Vice-Chair Margeson as Vice-Chair, seconded by Mr. Mannle. The motion **passed** unanimously, 7-0.*

II. APPROVAL OF MINUTES

A. Approval of the **November 19, 2024** meeting minutes.

Mr. Rossi asked that the November 19 minutes be amended to remove the word ‘and’ in the following sentence in the last paragraph on page 11: “He said substantial justice would be done because, since there would be no impact on the public, **and** any loss to the applicant would not be outweighed by a loss to the public.

*Mr. Rheame moved to approve the minutes as amended, seconded by Vice-Chair Margeson. The motion **passed** unanimously, 7-0.*

III. OLD BUSINESS

A. The request of **361 Hanover Steam Factory LLC (Owner)**, and **Hampshire Development Corporation LLC (Applicant)**, for property located at **361 Hanover Street** whereas relief is needed to expand and renovate the existing commercial building and convert it to multi-family residential and to construct three new multi-family residential buildings which requires the following: 1) Variance from Section 10.642 to allow residential principal uses on the ground floor of the buildings; 2) Variance from Section 10.5A41 - Figure

10.5A41.10D to a) allow for "Apartment", "Rowhouse" and "Duplex" building types where they are not permitted; b) allow a ground floor height of 10.5 feet where 12 feet is required; and 3) Variance from Article 15 - Definition of Penthouse - to allow a penthouse with a setback of 8 feet from all roof edges where 15-20 feet is required and to allow no greater than 80% of the gross living area of the level of the floor below where 50% is the maximum. Said property is located on Assessor Map 138 Lot 63 and lies within the Character District 5 (CD5) District and the Downtown Overlay District. (LU-24-196)

Mr. Rheaume recused himself from the petition, and Alternate Ms. Record took a voting seat.

SPEAKING TO THE PETITION

Attorney John Bosen was present on behalf of the applicant, with the project team Steve Wilson and Shayne Forsley. He asked for an additional five minutes for his presentation.

*Mr. Mattson moved that the applicant be granted additional time, seconded by Vice-Chair Margeson. The motion **passed** unanimously, 7-0.*

[Timestamp 11:05] Attorney Bosen reviewed the petition and said there were three plans: a vested design review plan, a vested design review plan with no ground-floor commercial. and a CUP plan with no ground-floor commercial and a smaller penthouse design. He noted that the City and many neighbors were not in favor of commercial uses in that section of town, so the applicant came up with the CUP plan that was favorably received by the Planning Board in July. He described Buildings A, B, C, and D and explained why zoning relief was necessary, and he reviewed the criteria. He said the CUP plan was preferred.

[Timestamp 30:58] Vice-Chair Margeson asked what kind of commercial uses were contemplated under the vested plan. Attorney Bosen said it would be available space for anyone who wanted to rent it, like office space or retail, and that it would require employers and employees to have street parking. He said the other issue was that the commercial use would not be visible to the downtown area and the public would not realize it was there unless they knew about it, so the team concluded that it would not be a good site for commercial. Mr. Mannle asked about the CUP plan's design. Attorney Bosen said the architectural plan for the fourth building with the penthouse wasn't fully developed but the guidelines were well defined in the ordinance for the penthouse.

[Timestamp 34:57] Mr. Nies said the proposal had been through design review before the Planning Board yet the applicant was before the BOA with a CUP proposal from an informal consultation with the Planning Board. He asked if the applicant was committed to developing the CUP proposal if the variances were approved and would omit the other two plans. Attorney Bosen agreed. Mr. Nies said he read the Planning Board meeting minutes and saw that there was no action taken by the Planning Board that supported the CUP proposal, but there were comments and concerns. He asked what justified the applicant's claim that the Planning Board supported the CUP proposal. Attorney Bosen said the project team felt that the Planning Board was collectively supportive of the CUP plan but that the applicant could not make it a formal application until they got through the BOA. Mr. Nies said he was unclear on what the CUP would grant the applicant and asked if it was just the

additional floor in Building A. Attorney Bosen said the CUP plan was seeking the additional height and providing community space and workforce housing. Mr. Nies asked where the community space was proposed. Attorney Bosen said it would be the multi-modal way. Mr. Wilson explained that the modal way would extend from Rock Street laterally to the right along the front of Building A and the rear of Buildings B, C, and D. Mr. Nies asked if the modal way would also serve as the driveway for access to the buildings, and Mr. Wilson said it would not. Mr. Nies asked for more details of the building heights. Mr. Wilson said the elimination of the commercial level in the buildings would allow the elevations of Buildings B and C to be lowered under the allowed 40 feet, so the property could transition to the neighborhood on the southwest corner. He said the CUP referred to an incentive Overlay District, which was still subject to approval by the Planning Board. He said if the BOA denied the penthouse and approved the CUP plan, the applicant would be entitled to build a mansard roof on that elevation that would be 16-18 feet, which was the reason the elimination of the commercial was important. Mr. Nies said the as-of-right design would therefore be three stories plus a mansard roof, but the CUP plan showed a 52-ft building height. He said the first floor of Building A had two versions on the site plan, one that said it was first-floor residential and one that said 'see floorplan', which did not show residential. Mr. Wilson said the front 20 or so feet would be residential. Mr. Nies said Building D was referenced as having a 3-story build but in other places it was noted as a 3-1/2 story. Mr. Wilson said it was a confusing caveat of the zoning regulations. He said the area under the roof was considered an attic and habitable, so it was misleading. He said the 3-1/2 story reference in the package was a typographical area.

[Timestamp 49:24] Mr. Rossi asked how many residential units were in the as-of-right plan and the CUP plan. Mr. Wilson said the as-of-right plan had 42 units, six of which were commercial. He said the CUP plan would add six residential units on the top floor of Building A but would eliminate four commercial units in the front, for a total number of 46 units. Mr. Rossi said the applicant stated that it wouldn't make any difference whether he got the variance for the penthouse. He asked what the loss to the property owner would be in that case. Mr. Wilson said he had not said that it would not be important. He said the original plan did not transition from the taller corner of the property to the shorter southeast corner of the project, so if they were granted the penthouse as a tool in the project, it would result in an overall reduction of the real height of the building and would also result in good-looking architecture. Mr. Rossi asked Attorney Bosen to rephrase the hardship justification for the penthouse. Attorney Bosen said the hardship would be to the land in its entirety, noting that there was an 8-ft grade difference and a 7300-sf strip of land between Foundry Place and their development. Mr. Rossi asked how that hardship related to the penthouse. Attorney Bosen said that granting the penthouse relief would get a better-looking building with less volume.

[Timestamp 55:32] Chair Eldridge said there was no photo of the penthouse in the packet, so she did not think she had enough information. Attorney Bosen said the penthouse did not have a lot of design elements because the applicant was waiting until he had the variance relief. It was further discussed. Mr. Nies said the package had an illustration that showed the first floor of Building A to be much higher than the first two floors of Building B. He said there was also a table that indicated that the ground story of Building A was 10 feet and Buildings B, C, and D were 12 feet. He said he had a hard time reconciling those measurements with the figure and that it was difficult to figure out what Building A would look like. Mr. Wilson said he could ask to table the vote on the penthouse so that he could better illustrate it. Vice-Chair Margeson said she was reluctant to bifurcate the

application. She thought the height of the penthouse was proper before the Planning Board as a CUP, but that the BOA needed visual presentations and more information. Mr. Mannle said the neighbors indicated that the preferred CUP was in front of the Planning Board in May. Mr. Wilson said it was July. Mr. Mannle asked if the applicant had subsequent meetings with the Planning Board regarding the alternate CUP plan. Mr. Wilson said they did not. He said they stopped the Planning Board process six months ago to develop the plan but had fallen short on the architectural components. Mr. Mannle said the public had not weighed in on the CUP plan either. Attorney Bosen said it had been a very public process but they could not go further without zoning relief. It was further discussed.

Chair Eldridge opened the public hearing.

SPEAKING IN FAVOR OF THE PETITION

[Timestamp 1:10:05] Peter Happny of 66 Rock Street said Mr. Wilson had developed some of the better buildings in Portsmouth in the past decade. He said it would be a positive addition to the neighborhood. He said commercial places did not work in his neighborhood.

Robin Husslage of 27 Rock Street said the CUP plan was a big improvement over the as-of-right plan. She said the Planning Board applied the incorrect zoning of CD-5 to the lot and included the Downtown Overlay on the back portion, allowing the buildings to go another story higher. She asked that the Board encourage the applicant to tweak the CUP plan so that granting the variances would be justified and would not be contrary to the public interest or negatively impact the neighborhood. She suggested conditions if the variances were granted for the CUP option,

SPEAKING IN OPPOSITION TO THE PETITION

Elizabeth Bratter of 159 McDonough Street said the applicant did not have enough information for the Board to consider the all the variances. She asked that the petition be postponed so that the applicant could present the necessary facts, and she said the legal notice should be corrected.

Geraldine Gaeta of 91 Langdon Street said the CUP plan was an improvement but the lot was in the North End Overlay District, where the intent was to facilitate the density on the front-facing street. She said the parking would encroach on a neighborhood slow street.

Allery Lane of 306 Hanover Street said there was a serious parking issue in the neighborhood and asked where visitors would park. She said the buildings around the neighborhood were getting bigger and encroaching. She said the multi-modal road area would be too narrow and not safe.

Nicole LaPierre of 44 Rock Street said she was a direct abutter and that her house was 20 feet high. She said the project was not compatible with the established character of its surroundings and that the area's zoning was not properly done. She said the CUP plan increased the number of residential units and lowered the number of parking spots. She said the streets that would service the project were small and narrow and would not handle the density. She said her property and others would be diminished. She said there was a lack of visual transparency in all the buildings.

[Timestamp 1:28:38] Attorney John Lyons said he represented the Hill Hanover Group LLC, a legal abutter to the project. He showed a diagram of his client's property. He said the applicant admitted that Hill Street was a private right-of-way that ran behind his client's property into the proposed parking area and that his client owned that right-of-way and that there was a dispute that would end up in Superior Court. He said the issue had become relevant because Attorney Bosen indicated that they had the right to use Hill Street as an access point and that emergency vehicles and pedestrians would use Hill Street as part of the development. He said it would be a significant overburdening of a narrow right-of-way and would negatively impact the value of his client's property. He said the multi-modal way would go between Buildings C and D and down Hill Street. He said his client objected to Variance Requests 1 and 2. He said another issue was that the applicant prepared a site plan that set out the Hill Street right-of-way that also ran under Building D. He said the variances requested did not meet the criteria and there was no hardship. Vice-Chair Margeson asked if Attorney Lyons' client's right-of-way rights would be impacted in the same way by the as-of-right design. Attorney Lyons agreed and said they were unable to reach an agreement. He said they could not have the right-of-way eliminated, as proposed by the project, nor have it overburdened by a multi-modal way that is unequipped for certain vehicles.

Marcy Vaughan of 407 Hanover Street said she was directly across the street from the proposed row house. She said she did not have enough information to ascertain whether the development would impact her negatively. She said the streets in the neighborhood were not amenable to a lot of traffic. She asked that the applicant withdraw his petition so that the neighbors could learn more about it. She said the neighbors had not seen the traffic study and there were a lot of concerns about parking and the burial ground in the parking lot.

Julienne Echavarri of 34 Rock Street said the traffic in the neighborhood caused by the development would be too much and suggested that the development's entrance be on Foundry Place instead.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one else spoke, and Chair Eldridge closed the public hearing.

DECISION OF THE BOARD

[Timestamp 1:39:34] Vice-Chair Margeson said she usually hated to postpone a petition but thought it would be worth it in this case. She said the application was complicated and that the packet was full of information that didn't really help, noting that the Board didn't care about the vested plan because it said the applicant could build without coming before them. She said a postponement would be merited, especially given the abutter's view that they may be in favor if they had more information. Mr. Mannle agreed and said the added legal issue precluded the Board from making any decision. Mr. Nies agreed that the application should be postponed and said he'd like to see Building A's elevation along Foundry Place and other things that clearly delineated heights, and that he would also like to see clarification on the number of stories on Building D and the correct story height table. Mr. Rossi said he didn't think it was practical to postpone the petition until a legal matter was resolved because it could take years. He said the applicant made a good faith effort to be responsive to the needs of the neighborhood, and that the development would have a big

impact on the neighborhood that was unavoidable based on the way it was zoned. He said the Board didn't have the option of being more restrictive than the zoning. He said he was in favor of postponing until the Board had the proper information. Vice-Chair Margeson said the legal issue was not within the Board's purview. Mr. Mattson said he was in favor of postponing mainly because he wanted more information on the specific variances asked for.

*Vice-Chair Margeson moved suspend the rules, seconded by Mr. Mannle. The motion **passed** unanimously, 7-0.*

The public hearing was re-opened so that the Board could state the information that was needed.

*Mr. Mattson moved to **postpone** the hearing until the January meeting, seconded by Mr. Mannle.*

Mr. Mattson said the Board needed to have more information related to the variances requested regarding the penthouse, the gross living area, and the penthouse setback, visual schematics of Building A, plan and elevation information, renderings, and a traffic study. Mr. Mannle concurred.

*Mr. Nies moved to **amend** the motion for postponement to include that the following items be brought back to the Board: a clear depiction of the heights of the floors for all buildings, clarification on the number of stories on all the buildings, and the traffic study if available.*

Mr. Mattson and Mr. Mannle accepted the amendments. Chair Eldridge said she wanted to see what the development would look like next to the orange house and how it would fit into the landscape, and that she wanted more information about the burial ground. Mr. Mattson agreed.

Ms. Casella summarized the final list of items to be brought back to the Board:

- 1) Elevations of Building A;
- 2) Heights on all buildings;
- 3) Number of stories on Building D;
- 4) A traffic study if available;
- 5) A streetscape
- 6) More information on the burial ground; and
- 7) Clarification of the heights of the stories.

*The motion **passed** unanimously, 7-0.*

B. WITHDRAWN 84 Pleasant Street - Request for rehearing **WITHDRAWN** (LU-24-195)

The petition was withdrawn by the applicant.

IV. NEW BUSINESS

Mr. Rheume resumed his voting seat, and Ms. Record returned to alternate status.

- A. The request of **Patrick and Wendy Quinn (Owners)**, for property located at **124 Melbourne Street** whereas relief is needed to construct dormers onto the existing structure which requires the following: 1) Variance from Section 10.521 to allow a) 15 foot front yard where 30 feet is required; b) 20 foot secondary front yard where 30 feet is required; c) 7 foot left side yard where 10 feet is required; and 2) Variance from Section 10.321 to allow a nonconforming building or structure to be extended, reconstructed or enlarged without conforming to the requirements of the Ordinance. Said property is located on Assessor Map 233 Lot 55 and lies within the Single Residence Business (SRB) District. (LU-24-202)

SPEAKING TO THE PETITION

[Timestamp 2:04:23] Attorney Chris Mulligan was present on behalf of the applicant. He reviewed the petition and said relief was needed to permit a vertical expansion over an existing nonconforming footprint on an existing dwelling. He said the 1890s home had nonconforming setbacks and that the proposed dormers would not further invade into those setbacks. He said the small bungalow needed significant updating but was constrained by the small size of the lot, and the only way to expand the living space was vertically. He reviewed the criteria.

[Timestamp 2:11:10] Mr. Rossi asked if the structure itself would remain intact, and Attorney Mulligan agreed. Mr. Rheume said the proposed dormers increased the height of the overall building by about 1-1/2 feet. Attorney Mulligan said it depended on the pitch of the dormered roofs but agreed that there would be an increase in height, although he thought it was closer to seven inches. It was further discussed. Mr. Rheume said the applicant was before the Board in July to get permission to build a home on the next lot over, and he asked Attorney Mulligan about the reasoning for allowing the extension to get that close to the property line, or if the applicant had considered an alternate design that would keep it out of the side setback. Attorney Mulligan said there was no alternative design, and if they eliminated one side of the addition, it would be a vernacular bungalow with a lopsided dormer on one side. He gave the Board the site plan from the earlier project and said the Board approved a structure in that plan that was shifted as far over to the left in the available building envelope on the next site. He said the effect was the separation between the two buildings of 25 feet and that it complied with the purpose of the setbacks. Mr. Rheume said it indicated the proposed residential footprint, and he asked if the design and execution would be solid. Attorney Mulligan said it was advertised and approved by the Board and that it would not change.

Chair Eldridge opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke, and Chair Eldridge closed the public hearing.

DECISION OF THE BOARD

*Mr. Rossi moved to **grant** the variances for the petition, seconded by Mr. Mattson.*

[Timestamp 2:18:04] Mr. Rossi said there was a historic structure already within the setbacks, so the reason behind the variances was the location of the existing structure that could not be moved. He said adding a second story was a reasonable thing to do. He said granting the variances would not be contrary to the public interest and would observe the spirit of the ordinance and would not create any substantial light and space concerns. He said substantial justice would be done because there would be no loss to the public by adding the dormers and no impact on the surrounding houses. He said any loss to the applicant would be unjust. He said granting the variances would not diminish the values of surrounding properties because the project would be an improvement to the house and give it more square footage and also increase its value. He said literal enforcement of the provisions of the ordinance would result in unnecessary hardship, noting that the unique aspect of the property was that it has the specific variances related to adding height above an existing structure. He said there would be no change to the setbacks as a result of granting the variances, and literally enforcing the code would prevent the expansion of the house. He noted that the Board members were often chagrined when they saw older homes that represented the character within the neighborhoods in Portsmouth demolished for brand new construction. He said it was an opportunity for the applicant to keep a historic and characteristically consistent structure in the neighborhood by doing an intelligent addition to it. He said all the criteria were satisfied. Mr. Mattson concurred and noted that the property was also a small buildable envelope, and if the applicant were not asking for the variance, he would be asking for another variance to build out laterally instead. He said the relief asked for was less impactful. Mr. Rheume said he would support the motion and noted the fact that the lot was a corner lot, and corner lots got penalized by having two front setbacks in many of the zoning areas. He said the front setback was substantially greater than the side setback, and if it were not a corner lot and about 30 feet from the secondary front yard, it would not be an impediment to the applicant.

The motion passed unanimously, 7-0.

- B.** The request of **Kent and Jennifer Bonniwell (Owners)**, for property located at **332 Hanover Street** whereas relief is needed to demolish the existing primary and accessory structure and construct a 2-living unit structure which requires the following: 1) Variance from Section 10.5A41.10A to allow: a) 2,167 square feet of lot area per dwelling unit where 3,000 square feet is required; b) a secondary front yard of 17 feet where 12 feet is the maximum; and c) a finished floor surface 6.5 feet above the sidewalk grade where 36 inches is maximum. Said property is located on Assessor Map 126 Lot 43 and lies within the Character District 4-L1(CD4-L1) District. (LU-24-211)

SPEAKING TO THE PETITION

[Timestamp 2:23:29] Mr. Rheume said he was struggling with the Fisher v. Dover requirement for the application. He said he was in favor of the original application, but the Board had denied it. He said the applicant was before the Board with some changes that had to do primarily with the structure's height, a 3-1/2 foot difference, but most of the other major factors of the property were unchanged. He said the height variance was never requested and that the variance criteria submitted were identical. He said the Board had a finality with their decision-making process and that he

didn't see that there was something sufficiently different to say that Fisher v. Dover did not apply. Mr. Nies said he also voted against the motion to deny for the original proposal. He said the Board's reason for denial was that they didn't think the structure was consistent with the character-based zoning, nor with the District and other surroundings for preservation and enhancement of the area. He said there was a change in the height and some changes to the front façade in the current application, which appeared to have convinced some of the neighbors that it was more consistent with the character of the neighborhood. He said he felt that there were enough changes that Fisher v. Dover may not apply in this instance and that the Board should at least hear the application. Vice-Chair Margeson said she agreed with Mr. Rheume that the height was not a variance request. She said the removal of the windows had played no part in her previous decision, and that not everything the abutters said was relevant. She said there was no change between the current application and the one that the Board denied and thought the Board should invoke Fisher v. Dover. Chair Eldridge said she agreed with Mr. Nies, noting that there was a big difference in the way people felt about the building. Mr. Rossi said the previous 4-3 vote was very close and felt that the changes did not have to be that large to work around Fisher v. Dover. Mr. Mattson said he saw the similarities but thought the perception of the project by the abutters and the applicant was quite different. Vice-Chair Margeson said the abutters' perceptions and the closeness of the Board's decision-making did not factor into Fisher v. Dover. Mr. Rheume said one of the major factors that the applicant was asking for was the lot area per dwelling unit. He said there was a lot of discussion about that, and that to get the two units, the structure would have had to be fairly large, which had been an issue. He said he was concerned about the Board revising things that we put in the 'done' pile, and he thought the Board had seemed adamant and resolute in their prior decision making. He said he did not see enough of a difference in the current application.

*Mr. Rossi moved that the applicant be allowed to speak to the Fisher v. Dover issue. Mr. Mattson seconded the motion. The motion **failed** by a vote of 4-3, with Mr. Nies, Mr. Mannle, Vice-Chair Margeson, and Mr. Rheume opposed.*

Mr. Mannle moved that Fisher v. Dover apply, seconded by Vice-Chair Margeson.

Mr. Mannle said the applicant made some design changes in response to the neighborhood's concerns, but he thought Mr. Rheume and Vice-Chair Margeson were correct in stating that the application had barely changed, and he believed that applying Fisher v. Dover was appropriate. Vice-Chair Margeson said the application was not very different from its predecessor heard in October. Mr. Rossi was he was one of the people who voted against the petition originally, and his rationale had been the lot size per unit, which had not changed. He said there was not a substantive change in the application. Chair Eldridge said she had mixed feelings because the public interest had changed and the way the neighborhood felt about the application had changed, which she thought made a difference in how the Board had to see it. Mr. Rheume said the business before the Board was not a result of a neighborhood vote and that the Board had to be cautious about the finality of their decision.

*The motion **passed** by a vote of 4-3, with Mr. Nies, Mr. Mattson, and Chair Eldridge voting in opposition.*

- C. The request of **Walter and Tamara Tate (Owners)**, for property located at **108 Burkitt Street** whereas relief is needed to construct an addition above the existing enclosed porch and replace a mechanical unit which requires the following: 1) Variance from Section 10.521 to allow a 4 foot right side yard where 10 feet is required; 2) Variance from Section 10.515.14 to install a mechanical unit 1 foot from the side property line whereas 10 feet is required; and 3) Variance from Section 10.321 to allow a nonconforming building or structure to be extended, reconstructed or enlarged without conforming to the requirements of the Ordinance. Said property is located on Assessor Map 159 Lot 30 and lies within the General Residence A (GRA) District. (LU-24-203)

SPEAKING TO THE PETITION

[Timestamp 2:38:20] The applicants Walter and Tamara Tate were present to speak to the petition. Ms. Tate reviewed the petition and said the proposed renovation would make the winterized porch ceiling height match the rest of the floor. She said they would also replace the existing mini split condenser with a central air condenser in the same location.

[Timestamp 2:42:04] Mr. Nies asked if the applicant considered any other locations for the condenser, like the other side of the house where it would comply with the setback. Ms. Tate said they thought leaving it with the electrical equipment would be best. She reviewed the criteria. Mr. Tate noted that there was a bulkhead, staircase, and window on the other side.

Chair Eldridge opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke, and Chair Eldridge closed the public hearing.

DECISION OF THE BOARD

*[Timestamp 2:48:32] Mr. Nies moved to **grant** the variances for the project as presented and advertised, seconded by Mr. Rheume.*

Mr. Nies said granting the variances would not be contrary to the spirit of the ordinance and the public interest. He said there was no evidence that it would alter the essential characteristics of the neighborhood because it was a residential area and would stay a residential area. He said it would have no effect on the public's health, safety, and welfare or the light and air of any neighbors. He said the condenser's location would be in the same place as the current mechanicals, which had not caused any problems before. He said granting the variances would do substantial justice because there would be no benefit to the public by denying the variances, and the loss to the applicant if denied would be substantial because he would lose considerable utility of the house. He said granting the variances would not diminish the values of surrounding properties, noting that there was no evidence that it would have any impact on the values and might increase them. He said literal enforcement of the ordinance would result in unnecessary hardship because the property had

special conditions of being an undersized lot for the zone and having the existing structure on one side of the lot, which put it off center. He said the requested variances would not enlarge the footprint of the house and would just add onto the house to make it more usable. He said there was no fair and substantial relationship between the purpose of the ordinance's provision and its specific application to the property, and there was no reason to deny the variances. Mr. Rheume said the size of the proposed addition was very modest and would just go up to the top to the current existing story. Regarding the condenser, he noted that the City Council was planning to allow mechanical units to be placed anywhere on a lot.

The motion passed unanimously, 7-0.

Mr. Mannle moved to go past the 10:00 meeting end time, seconded by Mr. Rossi. The motion passed unanimously, 7-0.

D. The request of **Kathryn and Bryn Waldwick (Owners)**, for property located at **30 Parker Street** whereas relief is needed to install two mechanical units which requires the following: 1) Variance from Section 10.515.14 to install a mechanical unit with a) a 5 foot right side setback where 10 is required and b) a 0.5 foot rear yard setback where 10 is required; and 2) Variance from Section 10.515.14 to install a mechanical unit with a) a 2 foot right side yard setback where 10 is required and b) a 2 foot rear yard setback where 10 is required. Said property is located on Assessor Map 126 Lot 27 and lies within the General Residence C (GRC) District. (LU-24-205)

SPEAKING TO THE PETITION

[Timestamp 2:53:35] Project architect Anne Whitney was present on behalf of the applicant to review the petition. She referred to the survey plan and tax map to show how the buildings were oriented on the property and explained why the chosen location was the best one to place the mechanical units because they would not be visible to the public and would be farther away from the abutters. She reviewed the criteria and said they would be met.

The Board had no questions. Chair Eldridge opened the public hearing.

SPEAKING TO, FOR, OR AGAINST THE PETITION

No one spoke, and Chair Eldridge closed the public hearing.

DECISION OF THE BOARD

*Mr. Mattson moved to **grant** the variances for the petition as presented and advertised, seconded by Mr. Nies.*

[Timestamp 2:57:25] Mr. Mattson said granting the variances would not be contrary to the public interest and would observe the spirit of the ordinance. He said the heat pump condensers were a

modest imposition because they were very quiet and not noticeable, and soon the ordinance would presumably allow them. He said the proposed location was the most reasonable one on the property. He said granting the variances would do substantial justice because it would benefit the owner without any detriment to the public or other individuals. He said the values of surrounding properties would not be diminished because the property would be improved. He said literal enforcement of the ordinance would result in unnecessary hardship, noting that the property's special conditions were its irregular lot shape and the fact that it was already undersized in one of the smallest lot size zones. He said adding the mechanical units within the yard setbacks in the fenced-in rear area would be reasonable and there would be no fair and substantial relationship between the general public purpose of the ordinance's provision and the specific application of that provision to the property. Mr. Nies concurred and had nothing to add. Mr. Rossi said it would be unwise of the Board to consider potential changes in the zoning ordinance when voting on a matter before then under the current ordinance.

The motion passed unanimously, 7-0.

E. The request of **Chris G. and Lisa Alexandropoulos (Owners)**, for property located at **3168 Lafayette Road** whereas relief is needed to establish a tattoo studio which requires the following: 1) Variance from Section 10.440, Use # 7.20 to allow a personal service use where it is not allowed. Said property is located on Assessor Map 292 Lot 150 and lies within the Single Residence B (SRB) District. (LU-24-207)

SPEAKING TO THE PETITION

[Timestamp 3:01:02] The applicant Sonya MacMillan said she was trying to buy the property from the owners. She said she currently owned a tattoo studio in Durham. She reviewed the criteria and noted that the dwelling was already used for a small business.

[Timestamp 3:07:37] Mr. Rheume asked Ms. Casella what the concern was about parking that was mentioned in the Staff Memo and for which a stipulation (or condition) was recommended. Ms. Casella said she asked the applicant to provide a parking space count for the Staff Memo according to the dimensions outlined in the zoning ordinance. She said the applicant complied and submitted a parking layout. She said the issue was that there were three stacked spaces, which the ordinance did not allow, and she wanted to ensure that what the Board was approving was the use and not the layout of the parking. Mr. Rheume said it would be acceptable if the applicant wanted to use the additional spaces for personal parking. Ms. Casella said what the applicant chose to do with Parking Spaces 5 and 6 was her business and that it was just Parking Spaces 1-4 that met the regulations. Mr. Nies asked Ms. MacMillan if there would be evening hours beyond 5:00 p.m., and Ms. MacMillan said there would not.

Chair Eldridge opened the public hearing.

SPEAKING IN FAVOR OF THE PETITION

No one spoke.

SPEAKING IN OPPOSITION TO THE PETITION

Tony Mitchell (via Zoom) said he and the other members of his 18-unit condo association on 55 Ocean Rd were against the petition and that they submitted a letter of dissent to the Board. He read the letter, which stated that the condo association opposed the variance because they were concerned about the potential negative impact on the neighborhood. He said the tattoo parlor would be incompatible with the residential character of the neighborhood and that the adults-only business might maintain late hours and draw disruptive transient crowds. He said traffic safety and parking would be issues as well as declining property values. He said the condo development was located on Lafayette Rd but was oriented to Maple Haven behind them.

SPEAKING TO, FOR, OR AGAINST THE PETITION

Ms. MacMillan said her customers would not leave her premises and walk around the neighborhood and that she would only see 1-2 customers a day. She said she felt that the condo association spoke to the discrimination that people felt for persons who like to decorate their bodies.

No one else spoke, and Chair Eldridge closed the public hearing.

DECISION OF THE BOARD

*Mr. Rheume moved to **grant** the variance for the application as presented and advertised, seconded by Vice-Chair Margeson.*

[Timestamp 3:18:35] Mr. Rheume noted that uses were often before the Board that were special exceptions, which was a case that the zone recognized and that there were a number of different uses. He said the SRB in particular was very restrictive on any kinds of uses because the concept was that it is a residential area and that business uses are probably not entirely compatible with that. He said a variance was a higher bar than a special exception, and there were several things about the property and the proposed use that were unique. He said the property was carved off a larger property that did have a residential use on it with the intent that it was designed to be front-facing on Lafayette Rd, which was far more business oriented and only had a few pockets of residential. He said the building was uniquely sited up against Lafayette Road and that most of the residences were set much farther back from the road. He said the structure was designed around a business use in mind and had a successful business for many years. He noted that the condo was created with relief from the Board and was already bordered by an MRB parcel that also had a business on it. He said some of the concerns from the condo residents were unfounded because it was not a pedestrian traffic oriented type of business. He said people would go for their art treatments and then drive away. He also noted that the entryways into the condo complex were quite a distance away on Ocean Road, and if there was excessive traffic or a need for parking, it would not go around the corner into the condo complex. He said granting the variance would not be contrary to the public interest and would observe the spirit of the ordinance. He said it would be consistent with the

overall character of the neighborhood because most of the Lafayette Rd properties were business related. He said it would be in keeping with the long-time use of the parcel. He said substantial justice would be done because the applicant would use the structure in the same business manner, even though the nature of the business was different. He said the business would be oriented toward Lafayette Rd and not to the residences behind it, and the abutters felt that they were more part of the Maple Haven community anyway. He said the balancing test was the interests of the surrounding neighbors and the City as a whole and the applicant's intent to make use of the modest facility. He said granting the variance would not diminish the values of surrounding properties because the business would be in character with the overall feel of the Lafayette Rd area and would not negatively impact any of the surrounding properties. Regarding the hardship criteria, he said what was unique about the property that distinguished it from others in the zone was that it was a very small parcel caved out of a larger parcel with a clear intent to be a business oriented toward Lafayette Rd, and the use was a reasonable one. He said the business' intensity could not be that great because it would be limited by the property's size and the structure. Vice-Chair Margeson noted that the lot narrowed going backwards and she didn't see how a house could fit into that lot and be a residential use. Mr. Rossi said normally when the Board looked at special exceptions, they looked at criteria like hazards being introduced to the area through odors, stored materials, explosive, fire hazards, and so on. He said there would be nothing like that, so even if it were a special exception, it would fit those criteria.

The motion passed unanimously, 7-0.

V. ADJOURNMENT

The meeting adjourned at 10:28 p.m.

Respectfully submitted,

Joann Breault
BOA Recording Secretary



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

MEMORANDUM

TO: Zoning Board of Adjustment
FROM: Jillian Harris, Principal Planner
Stefanie Casella, Planner
DATE: January 15, 2025
RE: Zoning Board of Adjustment January 22, 2025

The agenda items listed below can be found in the following analysis prepared by City Staff:

II. Old Business

- A. 84 Pleasant Street – Request for Rehearing
- B. 361 Hanover Street

III. New Business

- A. 65 Griffin Road
- B. 200 Spaulding Turnpike
- C. 1001 Islington Street
- D. 40 Pleasant Street

II. OLD BUSINESS

- A. The request of **Working Stiff Properties, LLC** for property located at 84 Pleasant Street and 266, 270, 278 State Street to rehear the granted Variances from the November 19, 2024 BOA meeting.

Planning Department Comments

At the November 19, 2024 Board of Adjustment meeting the Board considered the request of **PNF Trust of 2013, (Owner)**, for property located at **84 Pleasant Street** and **266, 270, 278 State Street** whereas relief is needed to merge the lots and construct a four-story mixed-use building which requires the following: 1) Variance from Section 10.5A41.10.C to allow a) 98% building coverage where 90% is maximum, b) 0% open space where 10% is minimum, and c) 53% shopfront façade glazing on Pleasant Street and 52% on State Street where 70% is the minimum required; 2) Variance from Section 10.5A21.B to allow a) 55 feet of building height where 47 feet is permitted with a penthouse, b) a fourth story addition at 50 feet in height to the Church street elevation where 3 full stories and a short fourth are allowed with 45 feet maximum height permitted; 3) Variance from Section 10.642 to allow 43% ground floor residential area where 20% is maximum.

*The Board voted to **grant** the variances as presented and advertised for Variance No. 1 in its entirety, Variance No. 3 in its entirety, and Variance 2(b) only. The Board voted to **deny** the request for variance No. 2(a).*

A request for rehearing has been filed within 30 days of the Board's decision and the Board must consider the request at the next scheduled meeting. The Board must vote to grant or deny the request or suspend the decision pending further consideration. If the Board votes to grant the request, a hearing will be scheduled for next month's Board meeting or at another time to be determined by the Board.

The decision to grant or deny a rehearing request must occur at a public meeting, but this is not a public hearing. The Board should evaluate the information provided in the request and make its decision based upon that document. The Board should grant the rehearing request if a majority of the Board is convinced that some error of procedure or law was committed during the original consideration of the case.

The past application can be referenced in November 19, 2024 meeting packet found at the following link: https://files.cityofportsmouth.com/agendas/2024/BOA/11-19-2024%20Meeting/11-19-2024_BOA_Packet.pdf

MOTION FOR REHEARING

266, 270, 278 State Street & 84 Pleasant Street
Portsmouth, NH 03801
Tax Map 107, Lots 77-80
LU-24-195

I. INTRODUCTION.

Working Stiff Properties LLC (“WSP”), owner real property located at 92-94 Pleasant Street and abutter to the proposed project located at 266, 270, 278 State Street & 84 Pleasant Street Portsmouth, NH 03801, Tax Map 107, Lots 77-80 (the “Project Property”) submits this Motion for Rehearing with respect to the Portsmouth Zoning Board of Adjustment’s (“Board”) grant of the variances, which as provided for in the Board’s Notice of Decision is detailed as follows:

The Zoning Board of Adjustment, at its regularly scheduled meeting of Tuesday, November 19, 2024, considered [the] application for merging the lots and constructing a four-story mixed-use building which requires the following: 1) Variance from Section 10.5A41.10.C to allow a) 98% building coverage where 90% is maximum, b) 0% open space where 10% is minimum, and c) 53% shopfront façade glazing on Pleasant Street and 52% on State Street where 70% is the minimum required; 2) Variance from Section 10.5A21.B to allow a) 55 feet of building height where 47 feet is permitted with a penthouse, b) a fourth story addition at 50 feet in height to the Church street elevation where 3 full stories and a short fourth are allowed with 45 feet maximum height permitted; 3) Variance from Section 10.642 to allow 43% ground floor residential area where 20% is maximum. Said property is shown on Assessor Map 107 Lot 77 Map 107 Lot 78, Map 107 Lot79, Map 107 Lot 80 and lies within the Character District 4 (CD4), Historic and Downtown Overlay Districts. As a result of said consideration, the Board voted to to [sic] grant the variances as presented and advertised for Variance No. 1 in its entirety, Variance No. 3 in its entirety, and Variance 2(b) only.

Specifically, WSP requests rehearing relative to the Board’s grant of Variance 2(b) for a fourth story addition at 50 feet in height to the Church Street elevation where 3 full stories and a short fourth are allowed with 45 feet maximum height permitted.

WSP incorporates herein by reference all past testimony and submissions of the Project Property by its Owner and Applicant, the public, and the Board’s deliberation of the same.

II. STANDARD OF REVIEW

RSA 677:2 states: “Within 30 days after any order or decision of the zoning board of adjustment, or any decision of the local legislative body or a board of appeals in regard to its zoning, the selectmen, any party to the action or proceedings, or any person directly affected thereby may apply for a rehearing in respect to any matter determined in the action or proceeding, or covered or included in the order, specifying in the motion for rehearing the ground therefore; and the board of adjustment, a board of appeals, or the local legislative body, may grant such rehearing if in its opinion good reason therefore is stated in the motion.”

“A motion for rehearing made under RSA 677:2 shall set forth fully every ground upon which it is claimed that the decision or order complained of is unlawful or unreasonable.” RSA 677:3. Upon the filing of a Motion for Rehearing, the ZBA is required to grant or deny the application within thirty (30) days or suspend the order or decision complained of pending further consideration. Id.

The purpose of the Motion for Rehearing process is to allow the ZBA the first opportunity to address or pass upon errors which it might have made at its public hearing, before an appeal to the Superior Court is taken. Bourassa v. Keene, 108 N.H. 261 (1967). As a general rule, a rehearing should be granted if the petitioner can demonstrate to the Board that it committed *technical error* or that there is *new evidence that was not available at the time of the first hearing*. The Board of Adjustment in New Hampshire, A Handbook for Local Officials, NH OEP, Pages IV-4 (2013) (emphasis added).

III. GROUNDS FOR REHEARING

VARIANCE 2(B) WAS NOT PROPERLY CONSIDERED BY THE BOARD, AND ITS VOTE TO GRANT THE SAME WAS NOT PROPERLY SUPPORTED

The ZBA erred in determining that Variance 2(b) satisfied the necessary requirements to obtain the requested variance.

Pursuant to New Hampshire law and the City of Portsmouth Zoning Ordinance, to obtain a variance, an applicant must satisfy each of five factors: (a) the variance will not be contrary to the public interest; (b) special conditions exist such that literal enforcement of the ordinance results in unnecessary hardship; (c) the variance is consistent with the spirit of the ordinance; (d)

substantial justice is done; and (e) the variance must not diminish the value of the surrounding properties.

In considering the three (3) part application with subsections, the Board decided to lump five of the six variance requests together, resulting in a significant amount of confusion when it came time for the Board members to vote. The final vote swept Variance 2(b) into the “lump”, though Variance 2(b) was not properly supported by the Board, and, furthermore, it is not referenced in 4 of the 5 Findings of Fact included with the Board’s Notice of Decision; Variance 2(b) is only alluded to vaguely in the Finding of Facts relative to Section 10.233.24, which states in pertinent part:

- The penthouse on the Church Street side isn’t objectionable and will not diminish the values of surrounding properties.
- There is a concern from one of the abutters [WSP], but it is the downtown area and the space taken up is slightly larger than what is called for. None of the things relief is being asked for are things that would affect the abutter.

WSP believes that “isn’t objectionable” does *not* apply to any of the five (5) required Variance criteria; and, “Things” is vague and not descriptive to include any of the five (5) required variance criteria. WSP supports this as follows:

1. The Board should not have granted Variance 2(b) because:
 - a. The Applicant did not prove hardship. The application is for new construction for a penthouse space, with a height of 50 feet which exceeds the current CMU (cinderblock building) addition height of 32 feet by 18 feet, and the zoning ordinance permitted height limit of 45 feet by 5 feet.
 - b. Much like during its deliberation, the Board did not actually address the hardship criteria for Variance 2(b) in its Notice of Decision.
 - c. The Applicant would like to build higher than the ordinance allows, however such height is *not necessary* (except to maximize profit).
 - d. The Board “*mainly*” refers to the Times Building reproduction, noting “the additional height of 50 feet is a difficult issue.”
 - e. The Applicant’s attorney, Christopher Mulligan “understands economic concerns are not first and foremost in consideration”
 - f. Board Member comments include:
 - i. Financial consideration “is not within our purview”
 - ii. Did “not find any hardship for the penthouse to go up to 55 feet...”
 - iii. “Because this is *new* construction, my feeling always goes to you have a blank slate, why can’t you conform?”
 - iv. “Penciling out a project is not one of our criteria”
 - v. “I have a problem with clean-slate projects intentionally violating the variances when they don’t have to.”

- c. The ell behind 92-94 Pleasant Street physically abuts the existing 1960s cinderblock addition of the Applicant's property at 84 Pleasant Street.
- d. The Applicant's renderings neglect to include the dormered windows on the Church Street side of WSP's historic townhouse at 92-94 Pleasant Street, as well as the solar hot water panels atop the 1-story ell.
- e. The Applicant's renderings *do* include non-code-compliant glazing on its proposed façade;
- f. The Applicant's renderings depict new windows on the existing CMU addition and its proposed additional height which suggests a visual break, transparency, and reflection; windows are not permitted on a façade that sits on a property line, and they were not approved in the Applicant's first round of applications.
- g. The increase in height of eighteen (18) feet above the existing 1960s cinderblock addition—which new addition as rendered in applicant-submitted drawing BOA6, goes up over the ridgeline of the original and historic townhouse towards Pleasant Street—would create a gargantuan solid mass hovering over 92-94 Pleasant Street.
- h. The proposed CMU addition height would in actuality create a new looming solid mass outside WSP property's third floor dormered windows, greatly decreasing "light and air" compared to existing conditions, reducing sunset light time by more than an hour, photos and sketches of which are submitted herein and hereto.

IV. CONCLUSION


The Board's grant of Variance 2(b) is not consistent with the ordinance because a variance approval must meet all five (5) criteria, and the application did not do so as laid out directly above. In approving the Applicant's proposal, specifically Variance 2(b), the Board erred as it was in conflict with the Zoning Ordinance, State law, and its own comments during the meeting.

WSP respectfully requests that the Board rehear the Application as presented, or if the Board determines it to be appropriate and the rules so allow, just Variance 2(b) of the Application as it has met its burden of showing that good reason exists to rehear the Application.

Finally, WSP recognizes that the Applicant has submitted a request for rehearing regarding height, generally, and how the Board voted. Should the Applicant's request for rehearing be granted, and said rehearing reopens the issue for height to incorporate the concerns and requests contained herein in such a manner that WSP effectively argues its rehearing request, then WSP would withdraw its request or merge its rehearing request into that of the Applicant's.

December 16, 2024

Respectfully Submitted,
Working Stiff Properties LLC

A blue ink handwritten signature, appearing to read 'Barbara Jenny', written over a horizontal line.

Barbara Jenny, Manager

A black ink handwritten signature, appearing to read 'Matthew D. Beebe', written over a horizontal line.

Matthew Beebe, Manager

II. OLD BUSINESS

B. The request of **361 Hanover Steam Factory LLC (Owner)**, and **Hampshire Development Corporation LLC (Applicant)**, for property located at **361 Hanover Street** whereas relief is needed to expand and renovate the existing commercial building and convert it to multi-family residential and to construct three new multi-family residential buildings which requires the following: 1) Variance from Section 10.642 to allow residential principal uses on the ground floor of the buildings; 2) Variance from Section 10.5A41 - Figure 10.5A41.10D to a) allow for "Apartment", "Rowhouse" and "Duplex" building types where they are not permitted; b) allow a ground floor height of 10.5 feet where 12 feet is required; and 3) Variance from Article 15 - Definition of Penthouse - to allow a penthouse with a setback of 8 feet from all roof edges where 15-20 feet is required and to allow no greater than 80% of the gross living area of the level of the floor below where 50% is the maximum. Said property is located on Assessor Map 138 Lot 63 and lies within the Character District 5 (CD5) and the Downtown Overlay District. (LU-24-196)

Existing & Proposed Conditions

	<u>Existing</u>	<u>Proposed</u>	<u>Permitted / Required</u>
<u>Land Use:</u>	Commercial	**Residential apartment, rowhouse, and duplex style buildings	Mixed use
<u>Lot area (sq. ft.):</u>	43,245	Lot 1: 4,717 Lot 2: 38,528	NR min.
<u>Primary Front (Hanover St) Yard (ft.):</u>	>15	1	15 max.
<u>Secondary Front Yard (Rock St) (ft.):</u>	0	0	12 max
<u>Right Yard (ft.):</u>	5	5	5-20 max
<u>Secondary Front Yard (Foundry Pl) (ft.):</u>	0	0	12 max.
<u>Height (ft.):</u>	25 (approx.)	Building A: 52 Building B: 36 Building C: 36 Building D: 40	40 Or 52' with incentives (10.5A46.10) and penthouse (zoning map) max.
<u>Penthouse Gross Living Area % of the Floor Below (%)</u>	n/a	80*	50 max

<u>Penthouse Setback (ft)</u>	n/a	8*	15-20	min.
<u>Ground Floor Height (ft)</u>	10	10.5	12	min.
<u>Building Coverage (%)</u> :	38	72	95	max.
<u>Open Space Coverage (%)</u> :	<5	>5	5	min.
<u>Parking:</u>	57	72		
<u>Estimated Age of Structure:</u>	1850	Variance request(s) shown in red.		

*Request to Withdraw the Variance for the Penthouse

**Apartment, Rowhouse, and Duplex style buildings are not allowed building types under section 10.10.5A41 figure 10.5A41.10D

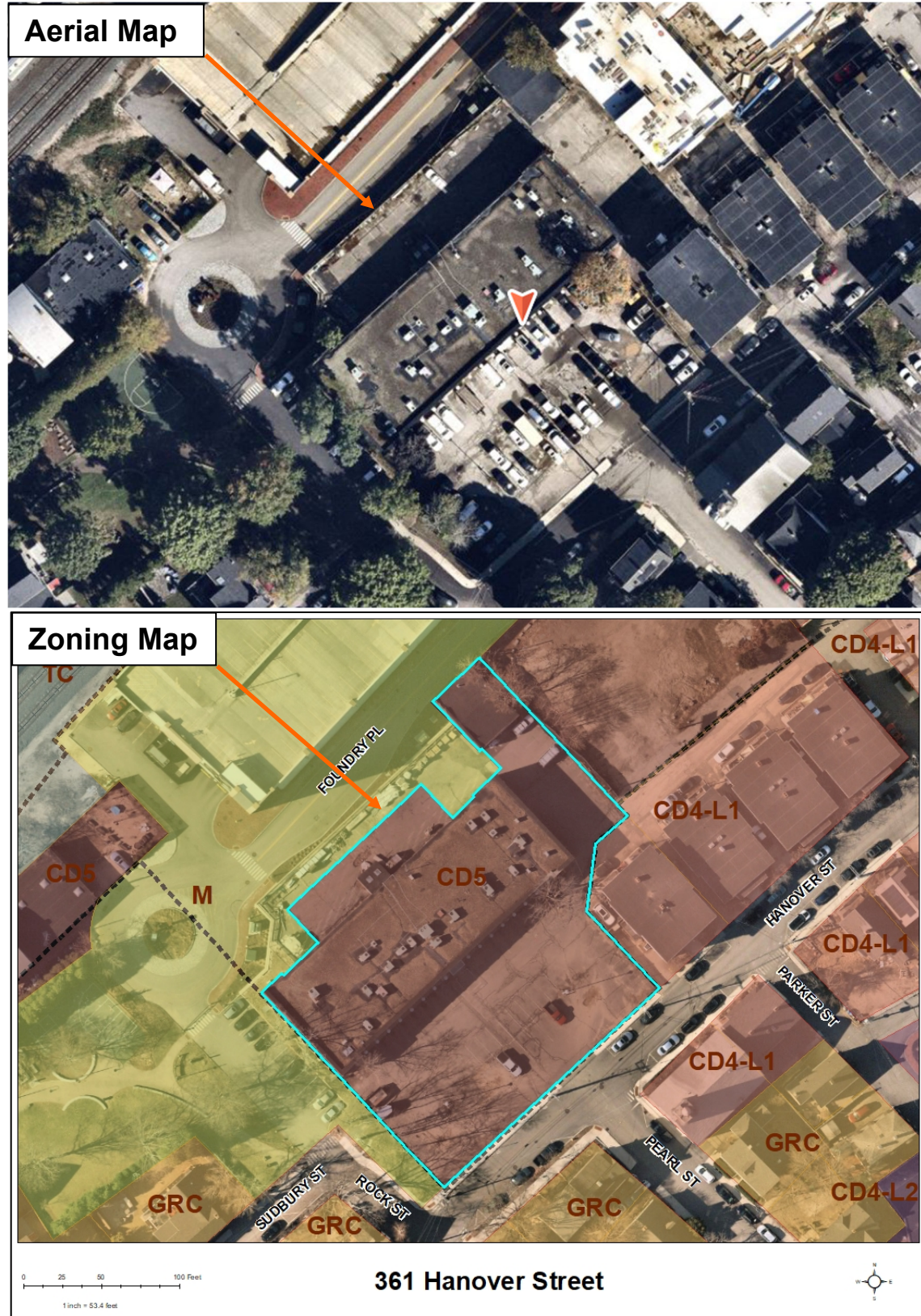
***Residential principal uses are not allowed on the ground floor in the Downtown Overlay District per Section 10.642

Full CD5 Zoning Table can be found on Exhibit A of the application materials.

Other Permits/Approvals Required

- Building Permit
- Site Plan Approval – Technical Advisory Committee and Planning Board
- Subdivision/LLA Approval – Technical Advisory Committee and Planning Board

Neighborhood Context



Previous Board of Adjustment Actions

June 12, 1979 – The Board **denied** the following: 1) Variance from Article II, Section 10-213 and Article XII, Section 10-1210 to allow a dance ballroom in an existing building with 90 parking spaces where 167 are required.

May 28, 1985 – The Board **granted** the following: A Variance from Article II, Section 10-207 to allow the operation of a recreational facility including squash courts, nautilus, exercise rooms, and swimming pool in an industrial district. The Board **denied** the following: A Variance from Article XII, Section 10-1201, Table 7 to allow for 36 parking spaces are required.

September 17, 2013 – The Board **granted** the following: 1) Variance from Section 10.1113.111 to allow required parking spaces to be located on a separate lot from the principal use at a municipally owned uncovered parking facility where a municipally owned covered parking facility is required.

Planning Department Comments

The applicant is proposing to subdivide the property, renovate and further develop the existing commercial structure into multi-family residential, and construct 3 new multi-family residential buildings on the site. Please see the following link for the December 17, 2024 application submittal:

https://files.cityofportsmouth.com/files/planning/apps/HanoverSt_361/HanoverSt_361_BOA_11192024.pdf

At the December 17, 2024 meeting, the Board voted to **postpone** the hearing and requested the applicant provide the following information for the January 22, 2025 meeting:

1. *Plan and elevations of Building A;*
2. *Definitive number of stories in Building D;*
3. *Height elevations for all buildings;*
4. *Streetscape showing project next to 407 Hanover Street;*
5. *More information about the possible burial ground;*
6. *Clarity on the height of each story within each building ; and*
7. *Traffic study if it has been done already.*

The applicant is requesting to withdraw Variance 3 - from Article 15 - Definition of Penthouse - to allow a penthouse with a setback of 8 feet from all roof edges where 15-20 feet is required and to allow no greater than 80% of the gross living area of the level of the floor below where 50% is the maximum. Should the Board decide to consider the request, a

motion to suspend the rules to consider the withdrawal request should take place before the public hearing is closed on the remaining variances.

If the Board decides to grant approval of the requested variances, staff recommends the following stipulation for consideration:

1. The design and location of the buildings may change as a result of Planning Board review and approval.

Variance Review Criteria

This application must meet all five of the statutory tests for a **variance** (see Section 10.233 of the Zoning Ordinance):

1. *Granting the variance would not be contrary to the public interest.*
2. *Granting the variance would observe the spirit of the Ordinance.*
3. *Granting the variance would do substantial justice.*
4. *Granting the variance would not diminish the values of surrounding properties.*
5. *The “unnecessary hardship” test:*
 - (a) *The property has special conditions that distinguish it from other properties in the area.*

AND

 - (b) *Owing to these special conditions, a fair and substantial relationship does not exist between the general public purposes of the Ordinance provision and the specific application of that provision to the property; and the proposed use is a reasonable one.*

OR

 - (c) *Owing to these special conditions, the property cannot be reasonably used in strict conformance with the Ordinance, and a variance is therefore necessary to enable a reasonable use of it.*

10.235 Certain Representations Deemed Conditions

Representations made at public hearings or materials submitted to the Board by an applicant for a special exception or variance concerning features of proposed buildings, structures, parking or uses which are subject to regulations pursuant to Subsection 10.232 or 10.233 shall be deemed conditions upon such special exception or variance.



CELEBRATING OVER 35 YEARS OF SERVICE TO OUR CLIENTS

LIZABETH M. MACDONALD
ROBERT M. DEROSIER
CHRISTOPHER L. BOLDT
SHARON CUDDY SOMERS
DOUGLAS M. MANSFIELD
KATHERINE B. MILLER
CHRISTOPHER T. HILSON
HEIDI J. BARRETT-KITCHEN
ERIC A. MAHER
CHRISTOPHER D. HAWKINS
JOHN K. BOSEN
CHRISTOPHER P. MULLIGAN
ELAINA L. HOEPPNER
WILLIAM K. WARREN
BRIANA L. MATUSZKO
BRANDON A. LATHAM

OF COUNSEL
MOLLY C. FERRARA

RETIREE
MICHAEL J. DONAHUE
CHARLES F. TUCKER
ROBERT D. CIANDELLA
JOHN J. RATIGAN
DENISE A. POULOS
NICHOLAS R. AESCHLIMAN

January 2, 2025

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

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

Dear Chair Eldredge:

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

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

1. Plan and elevation of Building A.

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

2. Definitive number of stories in Building D.

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

3. The Height elevation for all buildings.

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

4. Hanover Streetscape showing project next to 407.

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

5. Burial Ground.

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

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

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

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

7. Traffic Study.

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

8. Additional information.

Exhibit B are building renderings from Tangram showing the buildings.

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

Very truly yours,


John K. Bosen, Esquire

ZONING DEVELOPMENT STANDARD

CD5: CHARACTER DISTRICT 5, DOD: DOWNTOWN OVERLAY DISTRICT

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

Shaded Boxes = Zoning Relief Required

S/B = Setback

EXHIBIT A

Exhibit B



Building A



Building B



Building C



Building D



Hanover Street Perspective



Pearl Street Perspective

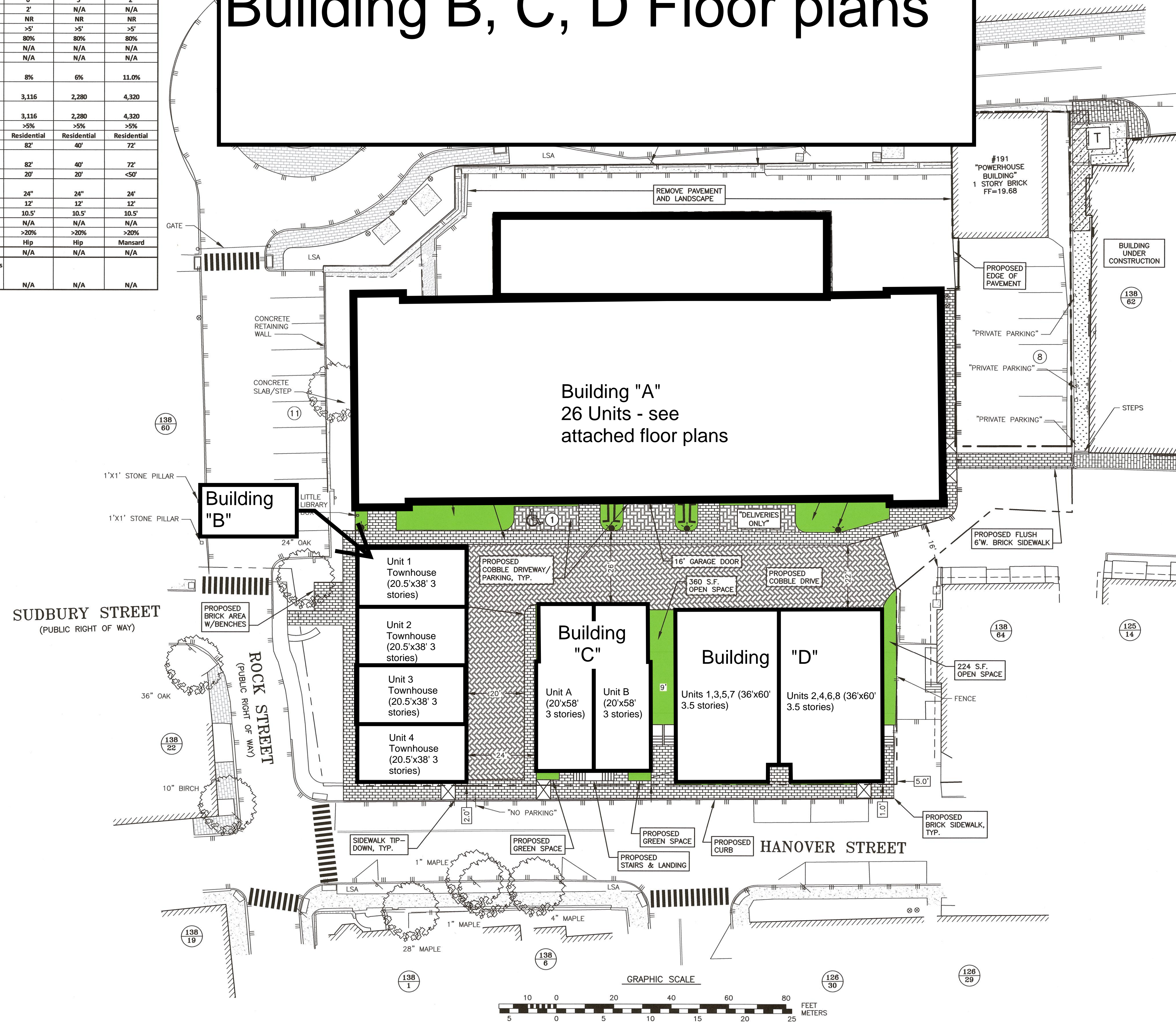


Rock Street Perspective

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

Shaded Boxes = Zoning Relief Required

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

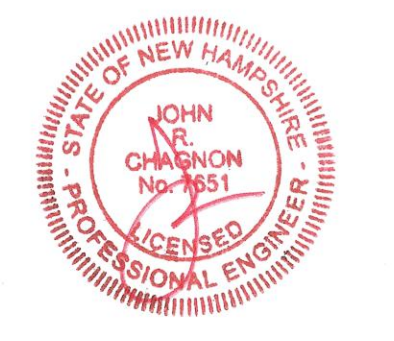


- NOTES:**
- PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 138 AS LOT 63.
 - APPLICANT:
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
 - PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F. JANUARY 29 2021.
- PROPOSED LOT AREAS:
LOT 138/63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

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

SITE REDEVELOPMENT 361 HANOVER STREET PORTSMOUTH, N.H.

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



SCALE: 1"=20' JANUARY 2024

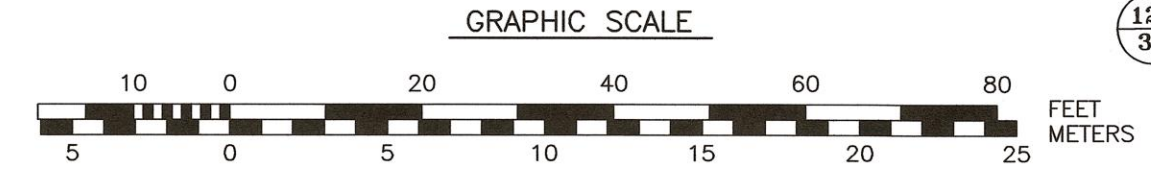
SITE PLAN **C3**

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

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

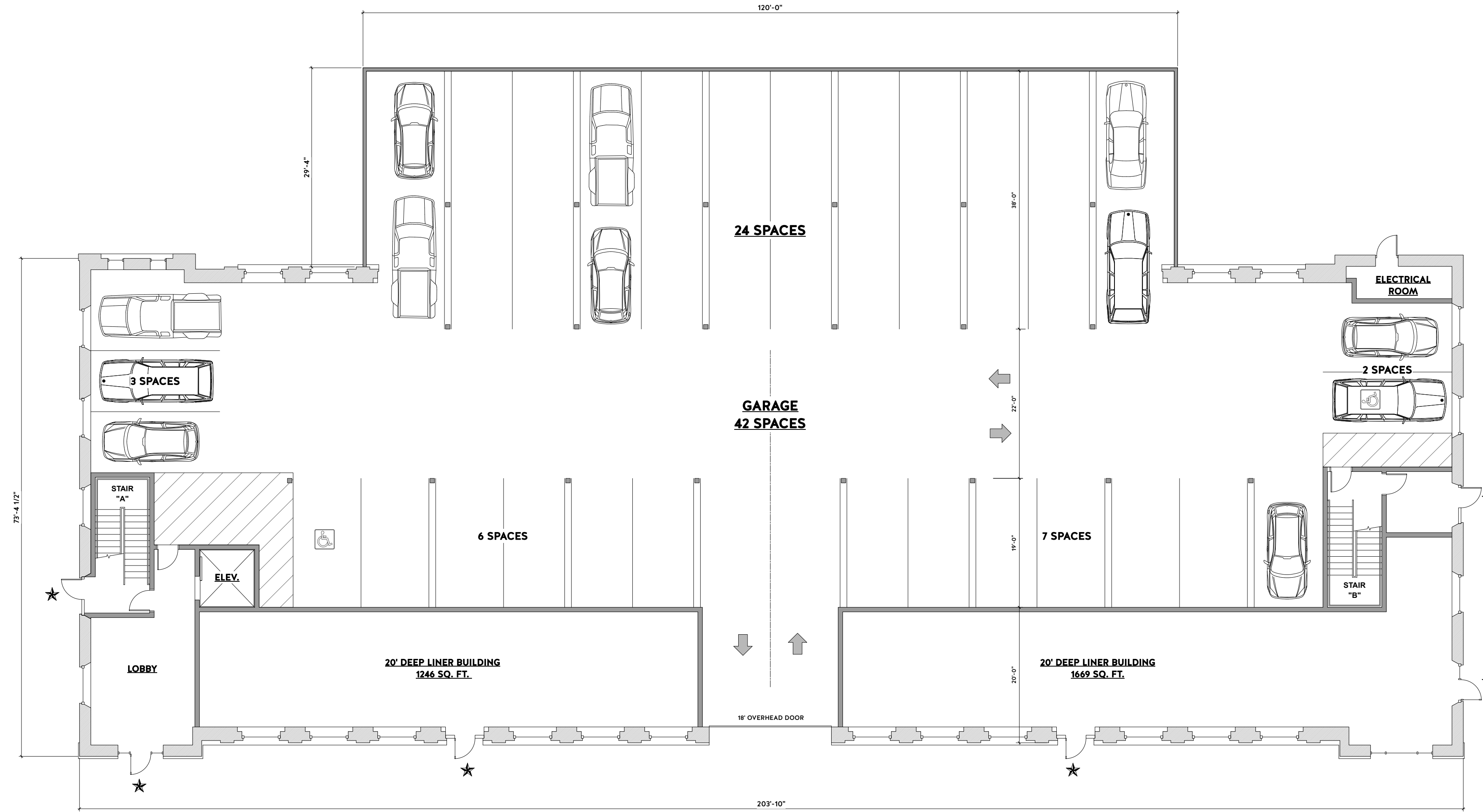
CHAIRMAN _____ DATE _____



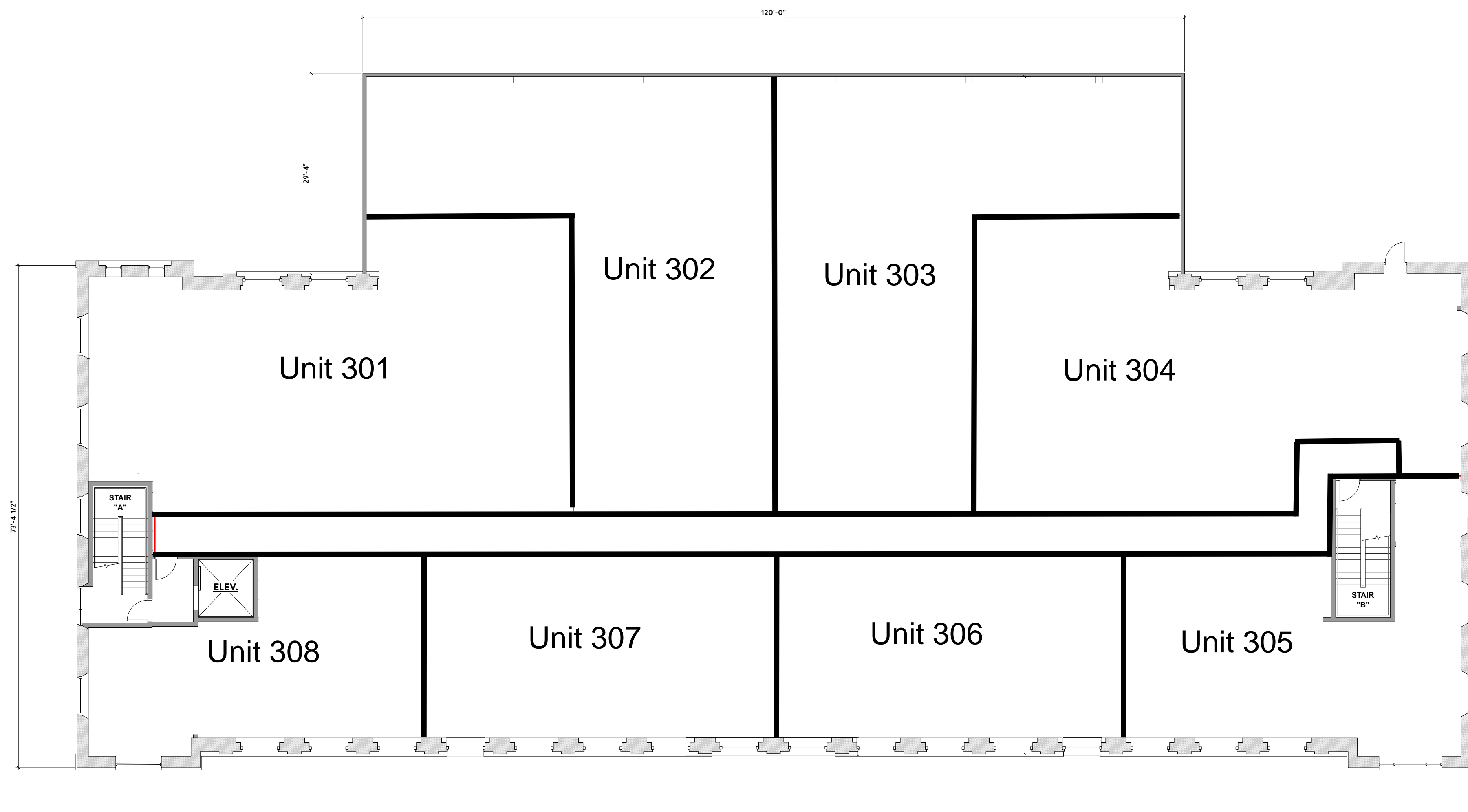
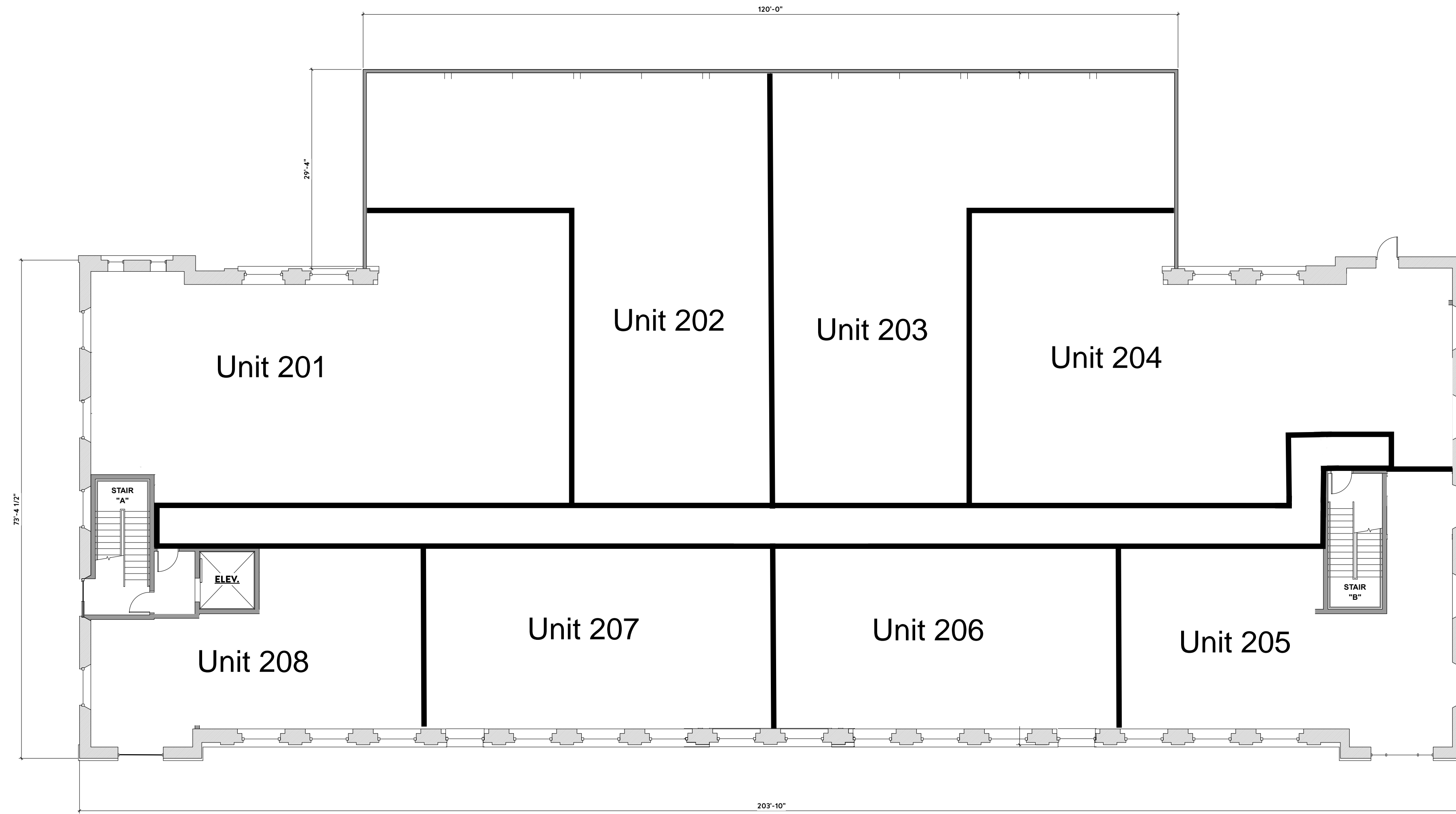
P:\NH\5010135-Hampshire Development\037701-Hanover St., Portsmouth-RCON 28771-2024 Site Plan Plans & Specs\Sites\287701 Site Option B.dwg, 7/3/2024, 7:51:44 AM, Portsmouth Plotted, Canon TX3000, pc3

Building "A" Floorplans

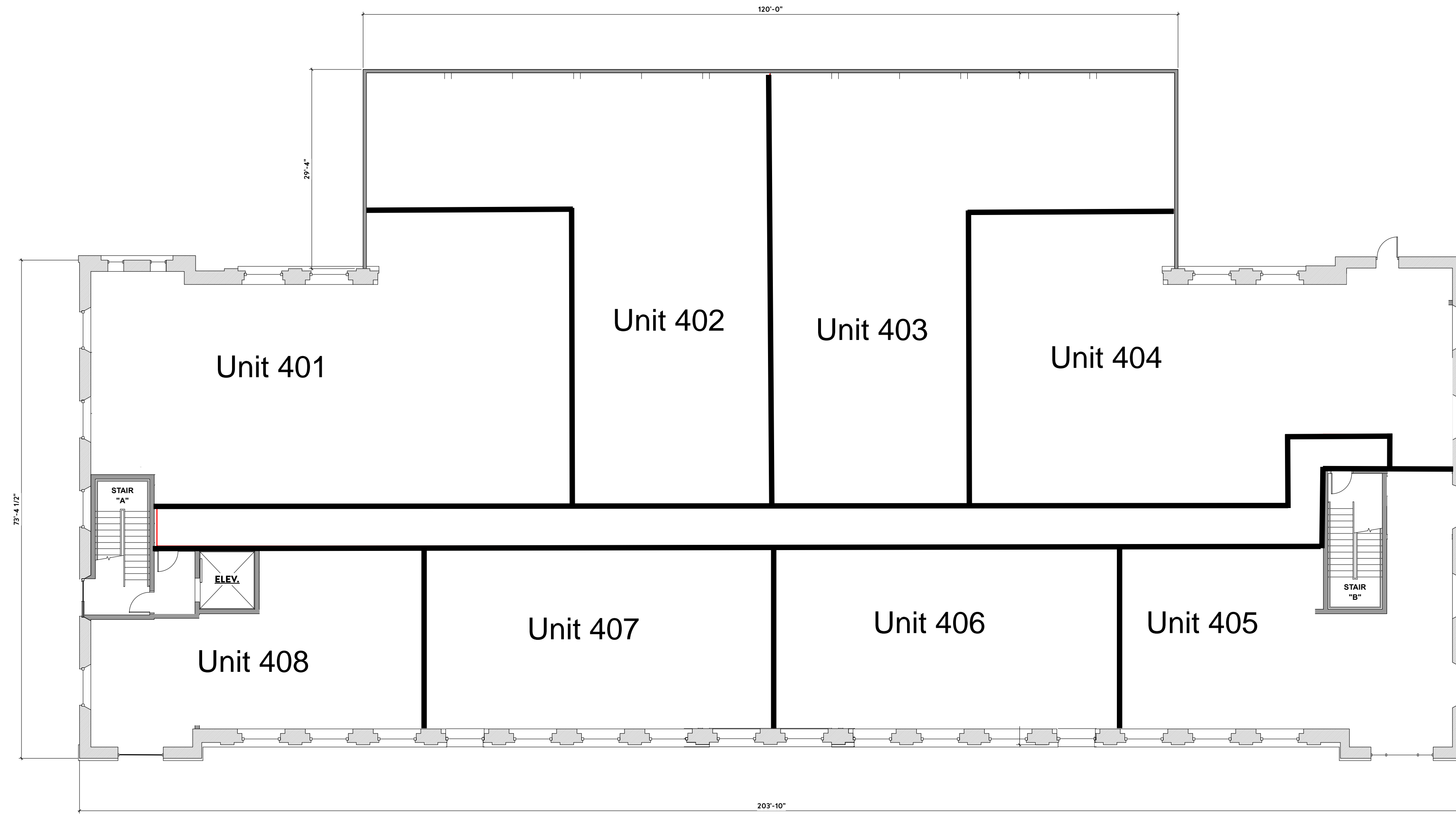
1st Floor Parking Plan (Commercial Units Shown, Residential Requested)



2nd Floor & 3rd Floor (Typical)




4th Floor (Typical)



MEMORANDUM

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

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

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

DATE: September 13, 2024

RE: 10068

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

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

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

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



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

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

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

The following details our assessment of the Project.

PROJECT DESCRIPTION

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

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

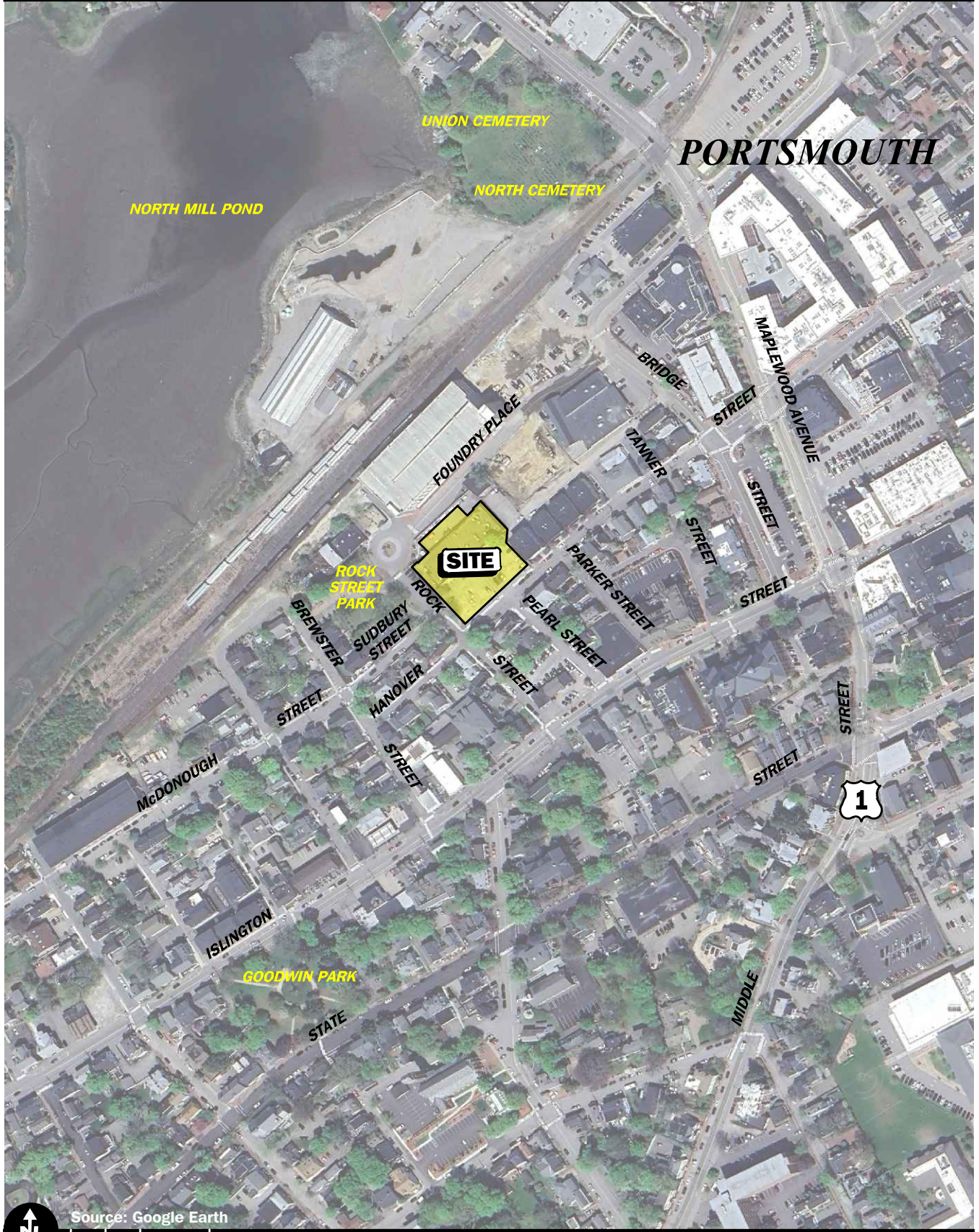
STUDY METHODOLOGY

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

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

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





PORTSMOUTH

SITE



Source: Google Earth
 0 150 300 Scale in Feet

Figure 1
Site Location Map



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

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

EXISTING CONDITIONS

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

Roadways

Hanover Street

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

Rock Street

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

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



Pearl Street

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

Bridge Street

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

Foundry Place

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

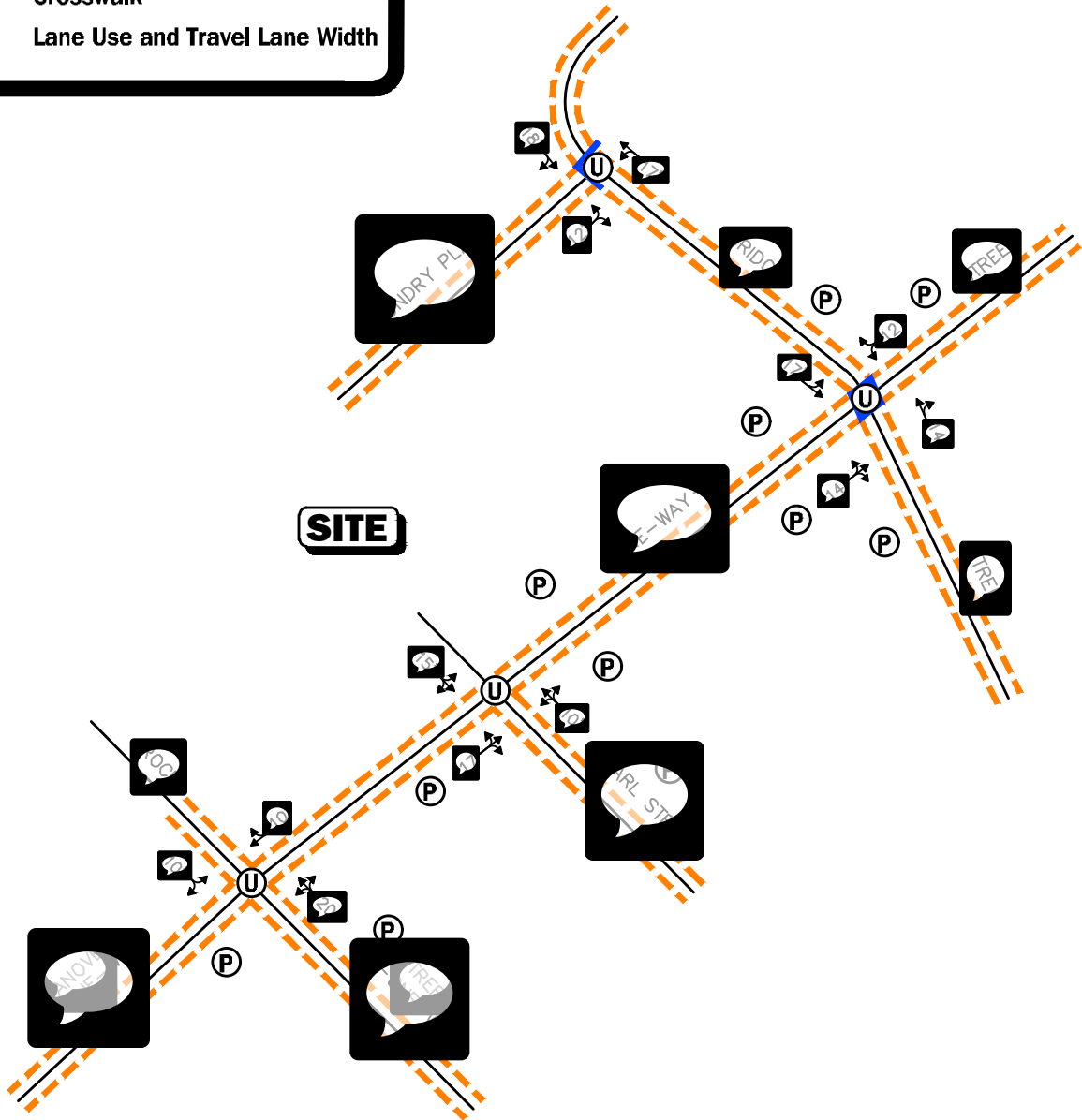
Intersections

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



Legend:

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



Not To Scale



Figure 2

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

Table 1
STUDY AREA INTERSECTION DESCRIPTION

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

^aS = stop signal control.

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

Existing Traffic Volumes

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



Traffic Volume Adjustments

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

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

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

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

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

Table 2
2024 EXISTING PEAK-MONTH TRAFFIC VOLUMES

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

^aAverage weekday traffic in vehicles per day.

^bVehicles per hour.

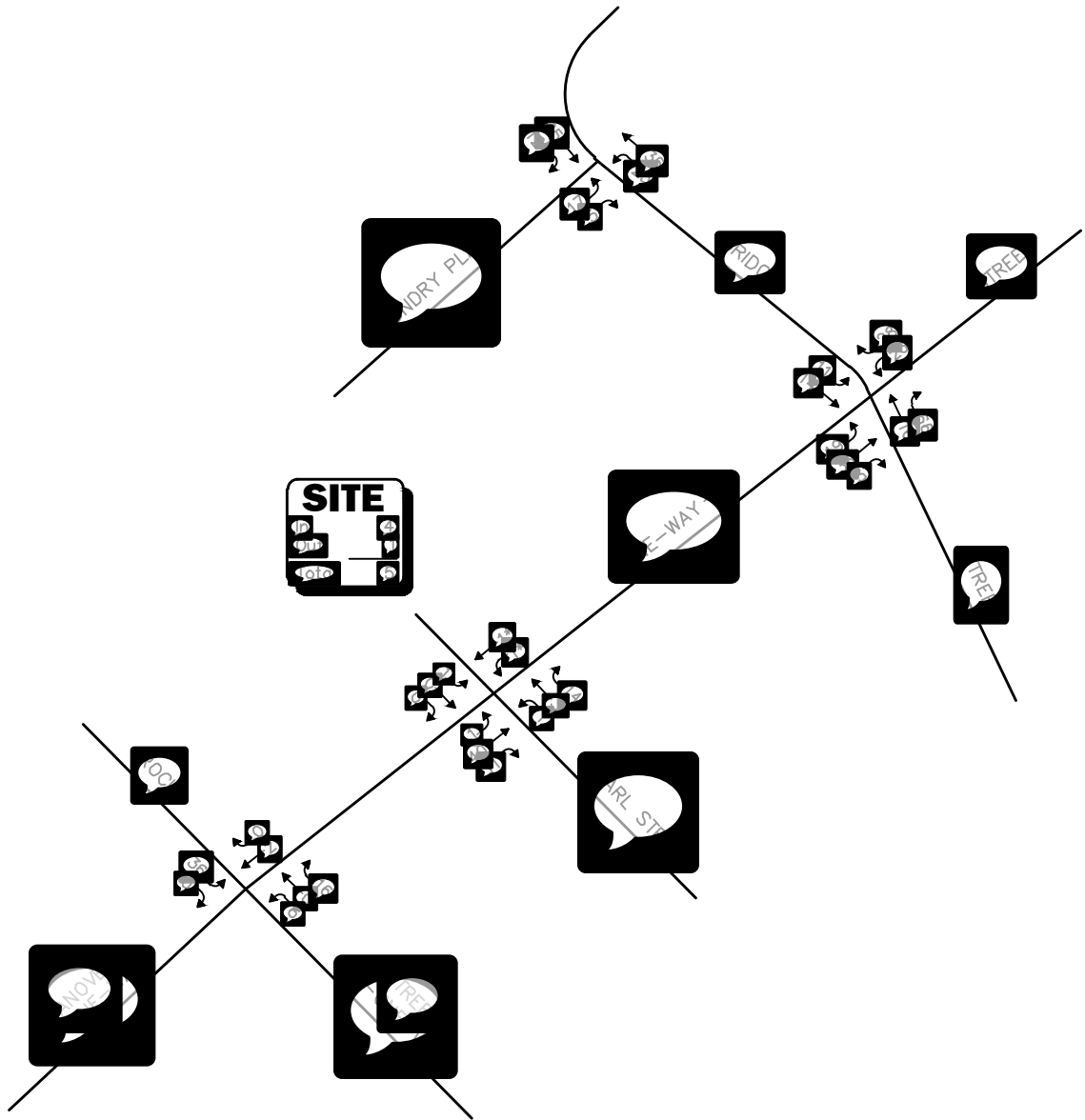
^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

EB = eastbound.

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





*Illegal movement.

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

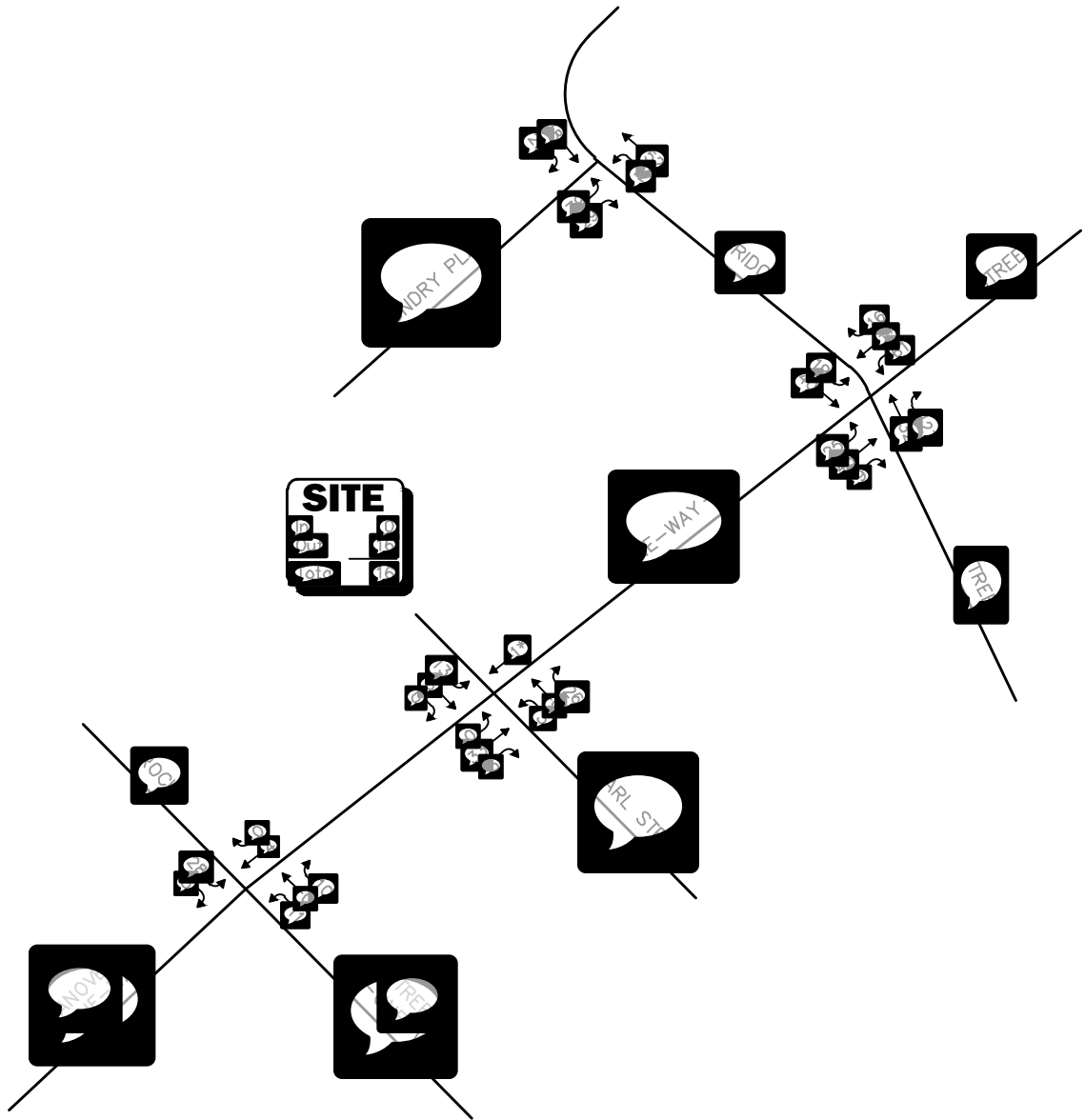


Not To Scale

Figure 3

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





*Illegal movement.

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



Not To Scale

Figure 4



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

Spot Speed Measurements

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

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

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

mph = miles per hour.

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

Pedestrian and Bicycle Facilities

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

Public Transportation

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

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

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



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

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

The public transportation schedules and fare information are attached.

Motor Vehicle Crash Data

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

FUTURE CONDITIONS

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

Future Traffic Growth

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

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

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

Specific Development by Others

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



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

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

General Background Traffic Growth

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

Roadway Improvement Projects

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

No-Build Traffic Volumes

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

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



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

PROJECT-GENERATED TRAFFIC

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

**Table 4
TRIP GENERATION SUMMARY**

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

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

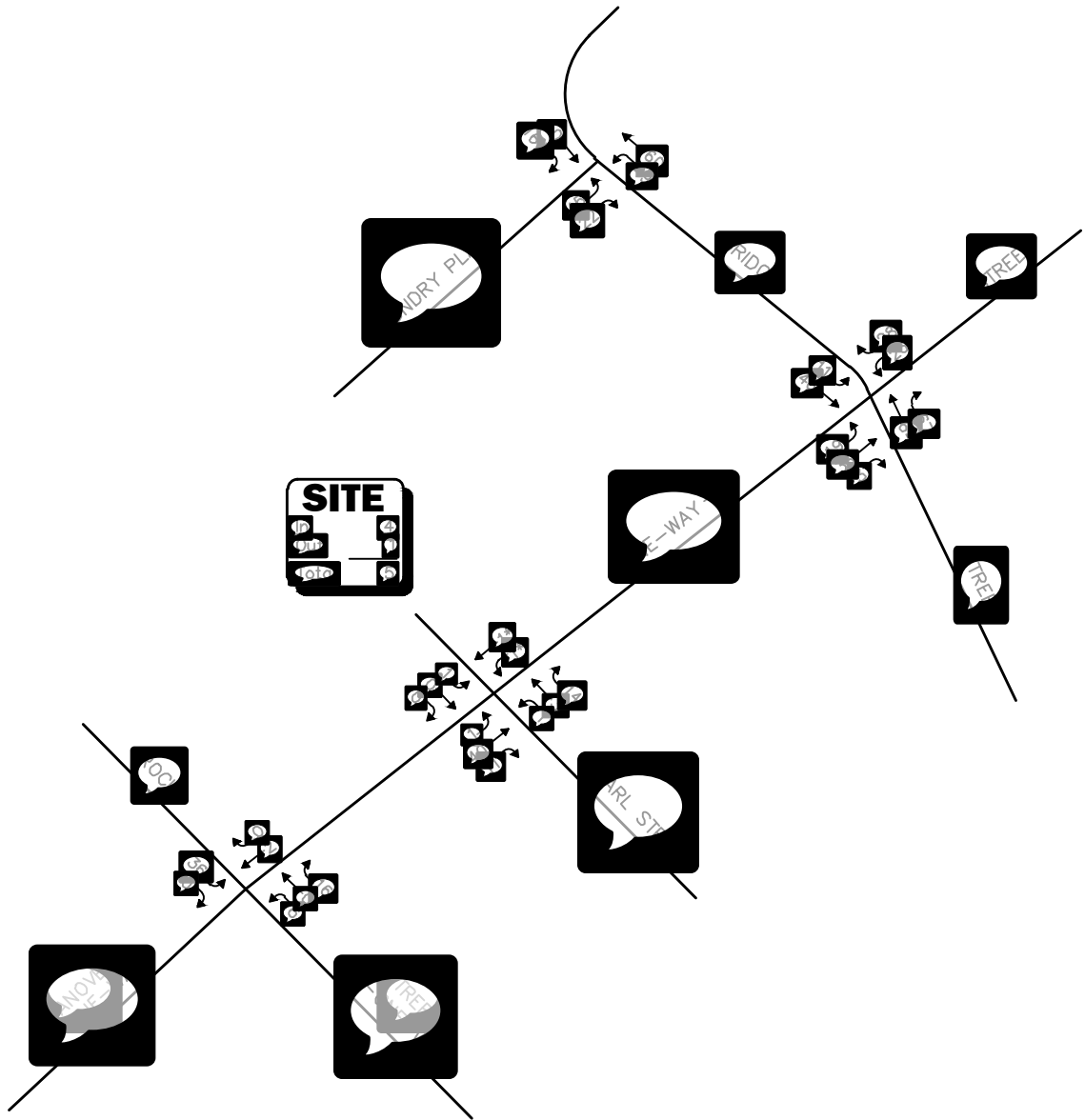
^bBased on ITE LUC 221, *Multifamily Housing (Mid Rise)*.

Project-Generated Traffic-Volume Summary

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

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





*Illegal movement.

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

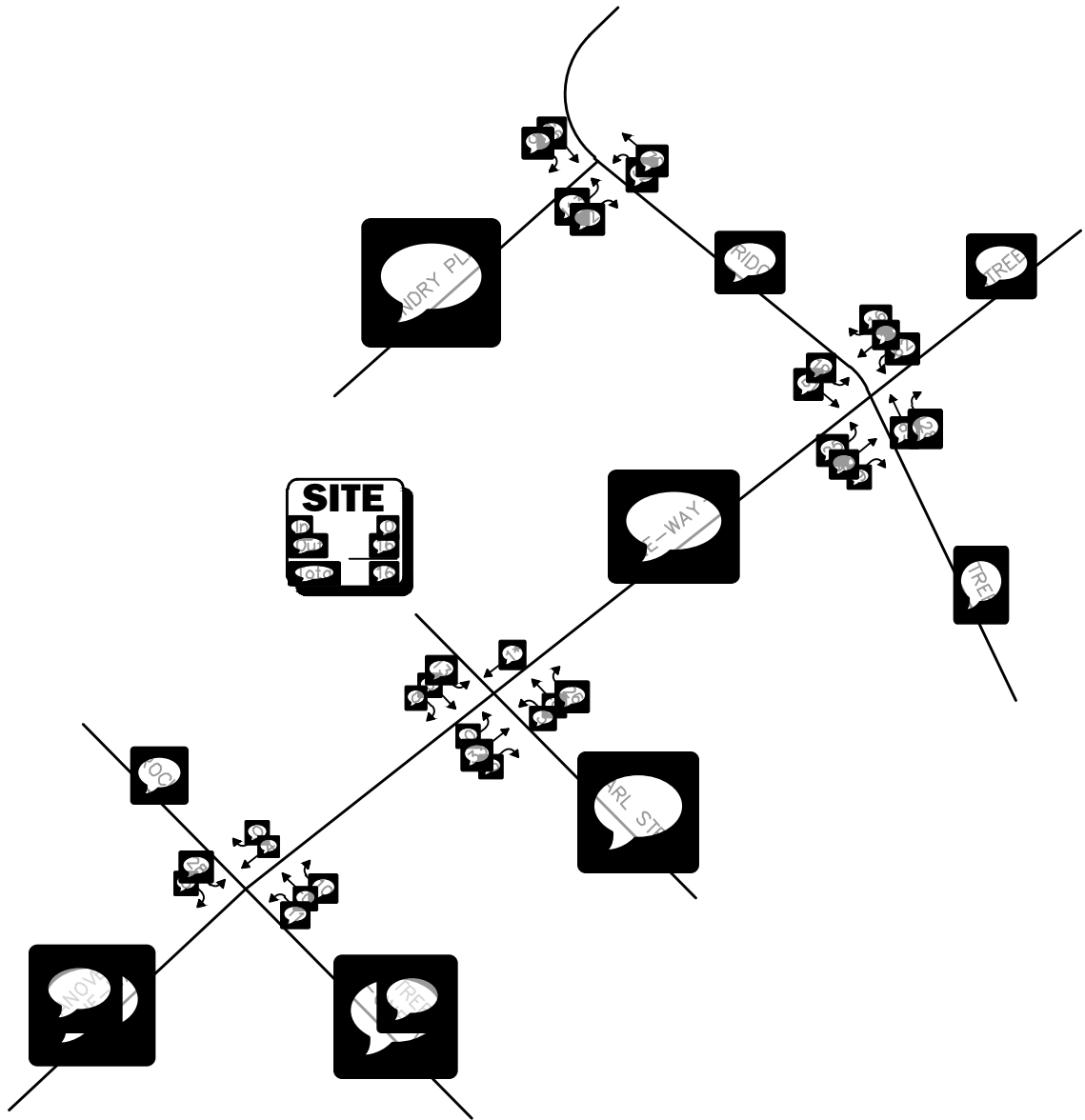
Not To Scale



Figure 5

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





*Illegal movement.

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

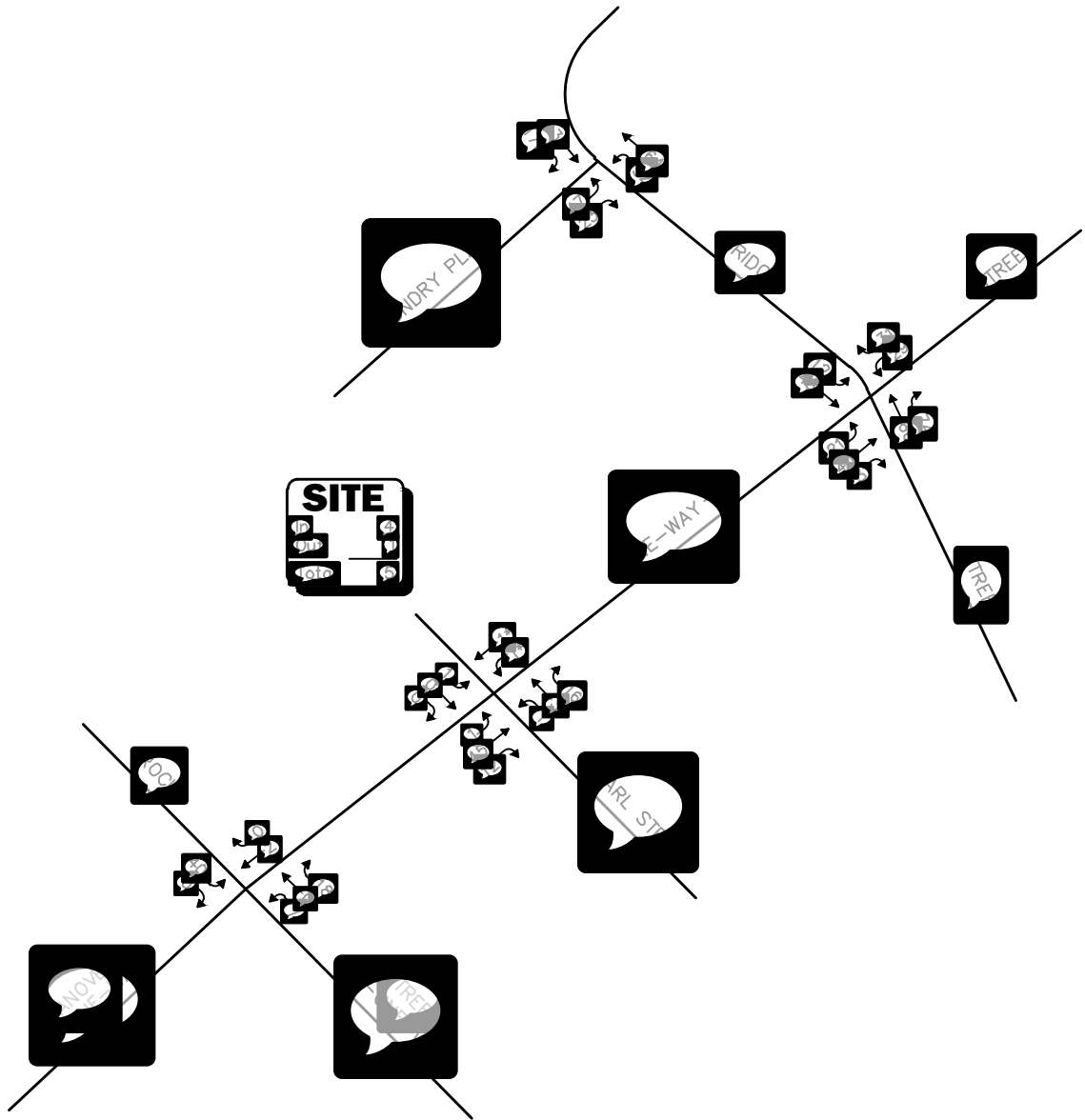
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Figure 6

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





*Illegal movement.

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

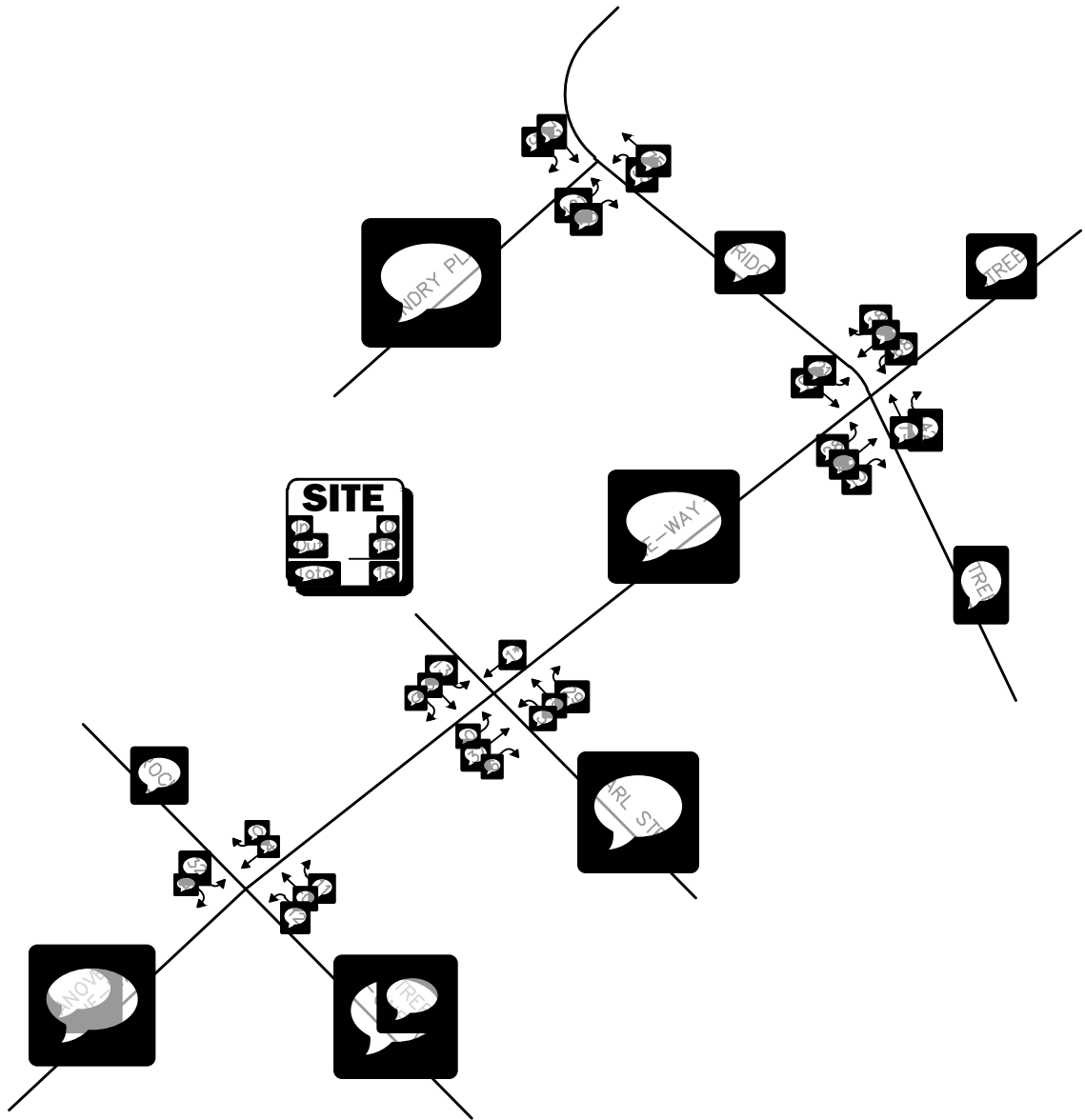


Not To Scale

Figure 7



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



*Illegal movement.

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

Not To Scale



Figure 8



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

Trip Distribution and Assignment

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

Build Traffic Volumes

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

TRAFFIC OPERATIONS ANALYSIS

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

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

Analysis Results

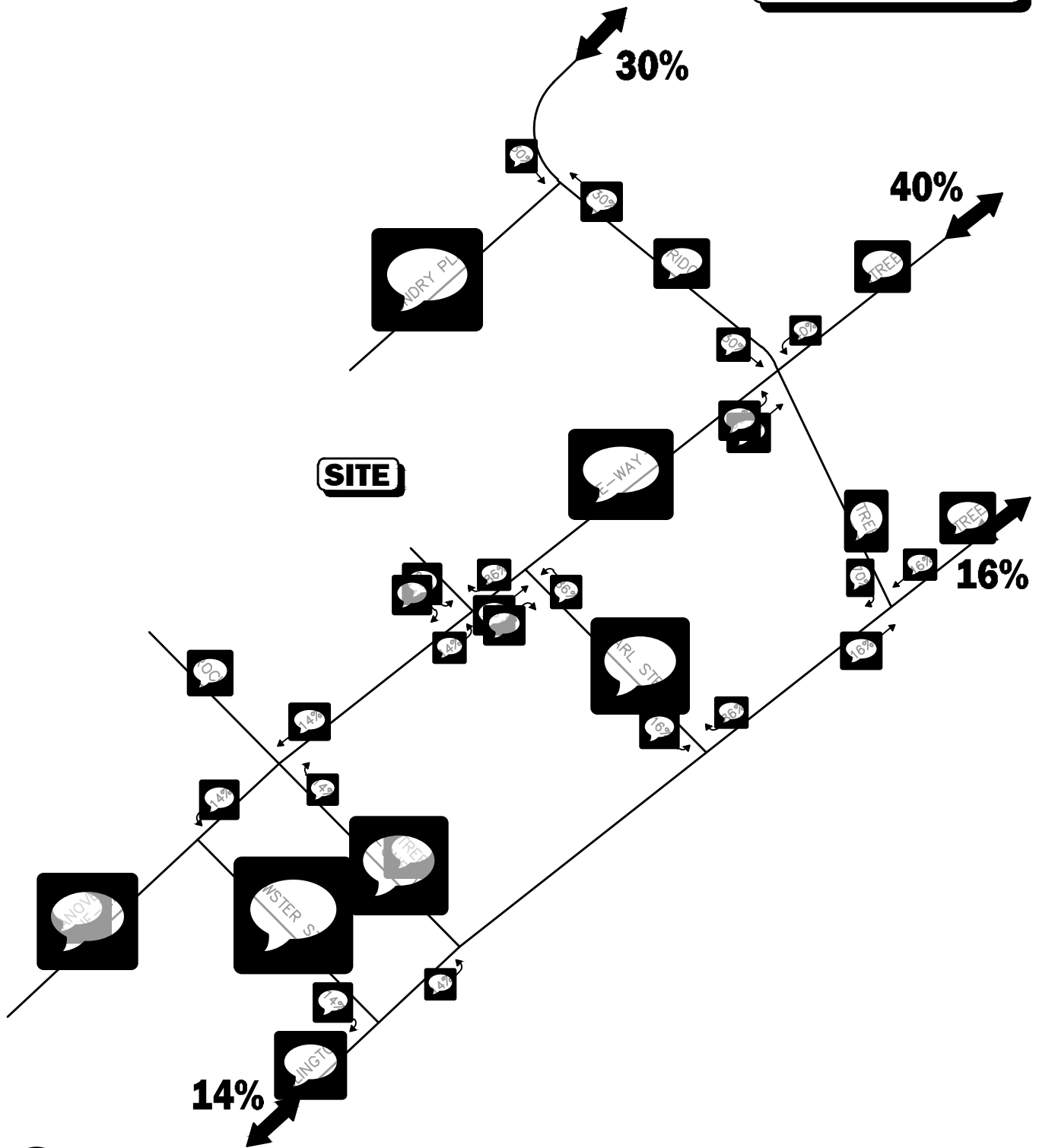
Level-of-service and vehicle queue analyses were conducted for 2024 Existing, 2025 No-Build, 2025 Opening-Year Build, 2035 No-Build, and 2035 Build conditions for the study area intersections and the Project site driveway. The results of the intersections capacity and vehicle queue analyses are summarized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

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

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



Legend:
 XX Entering Trips
 (XX) Exiting Trips



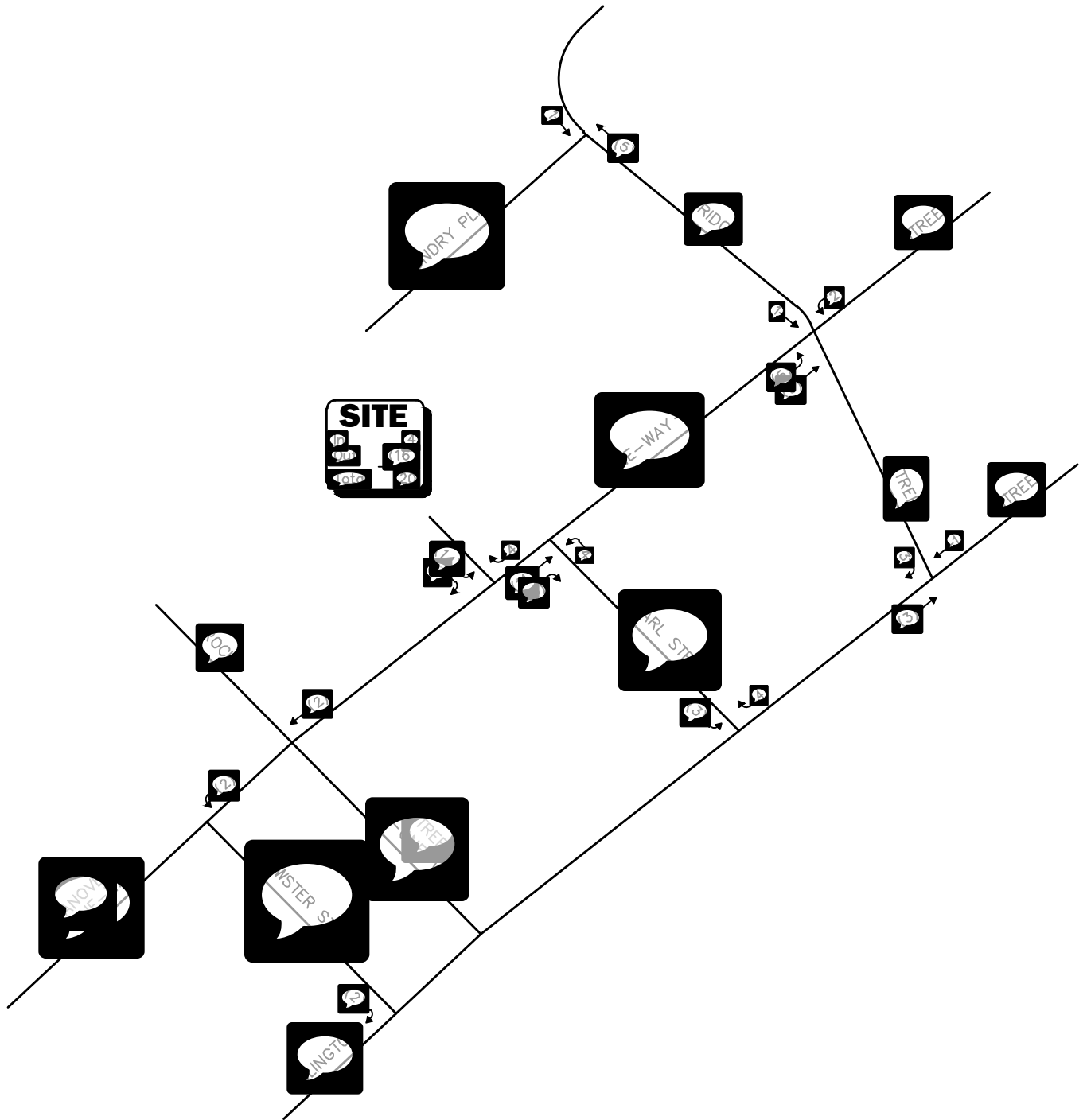
Not To Scale Figure 9

Trip Distribution Map



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Legend:
XX Entering Trips
(XX) Exiting Trips



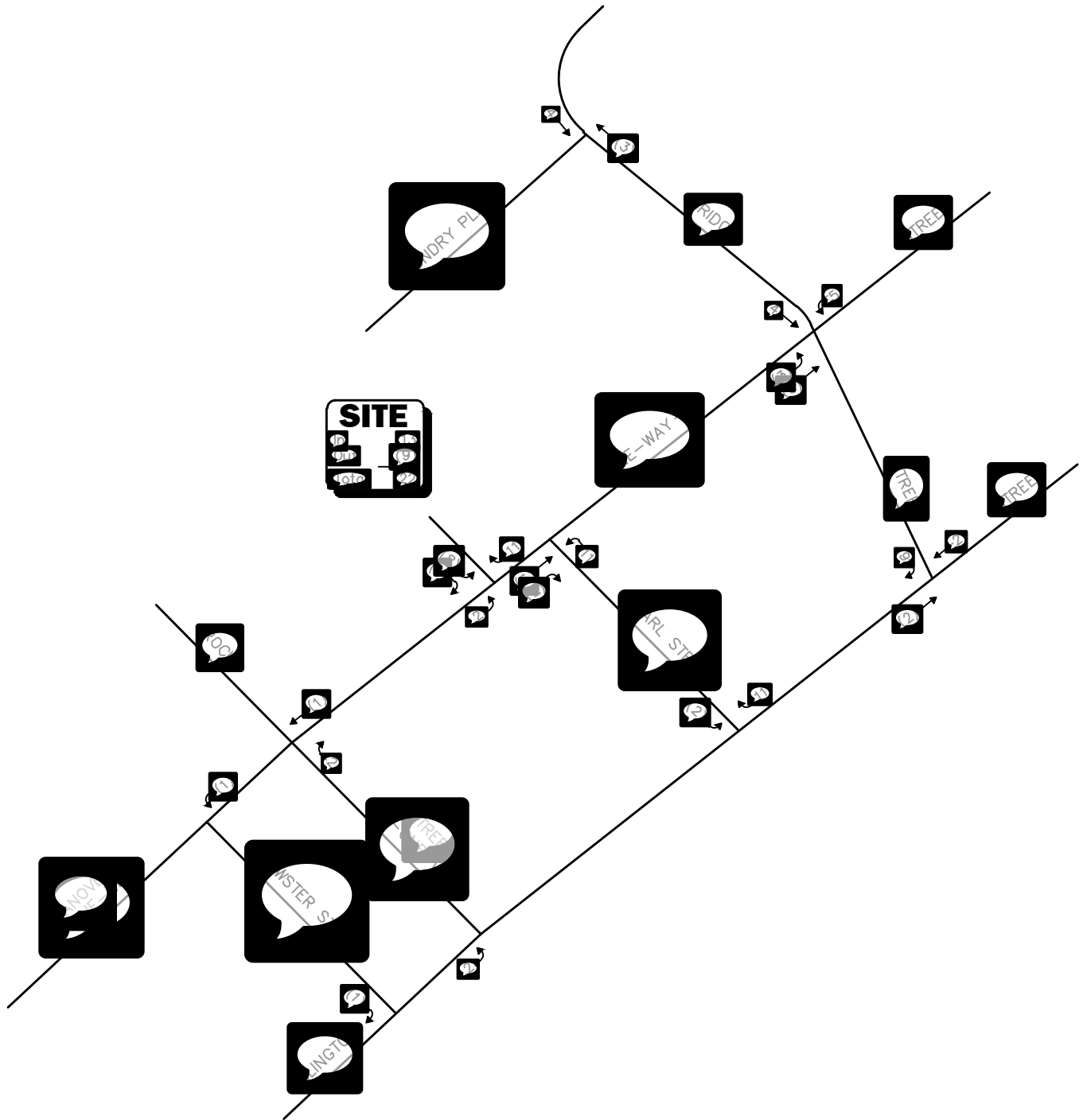
Not To Scale **Figure 10**



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

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Legend:
XX Entering Trips
(XX) Exiting Trips

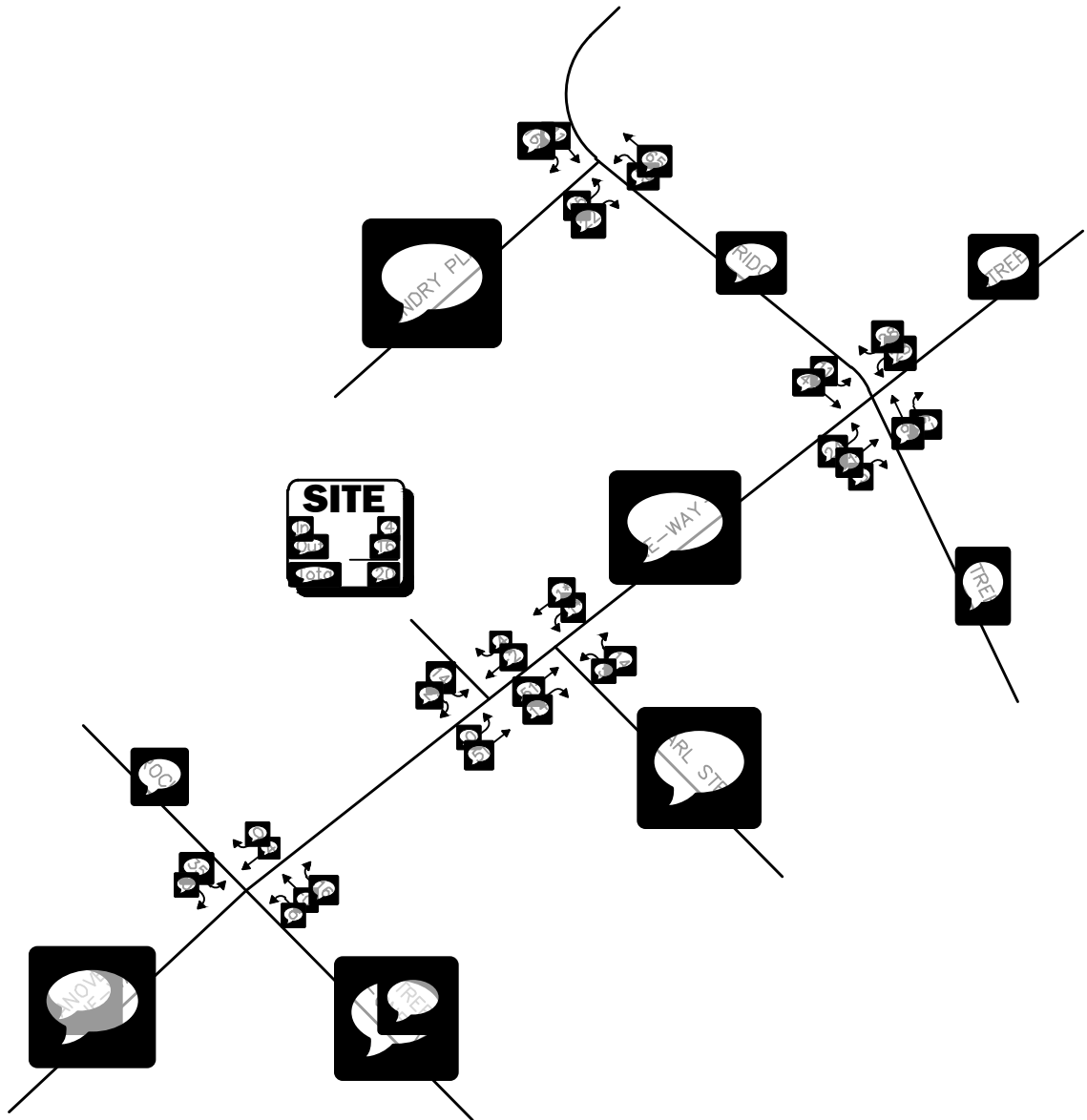


Not To Scale **Figure 11**



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

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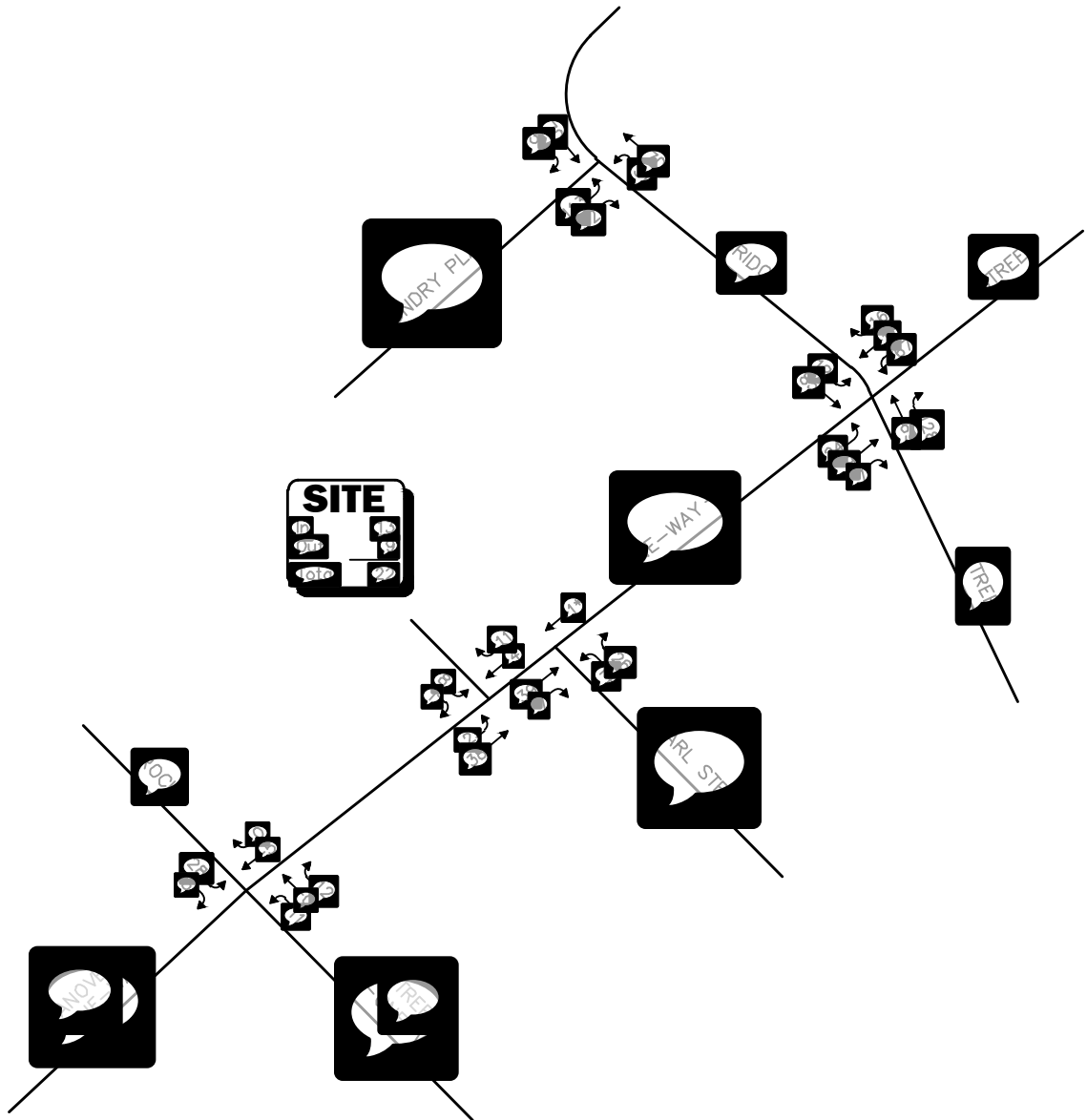
*Illegal movement.
 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 12

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





*Illegal movement.

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

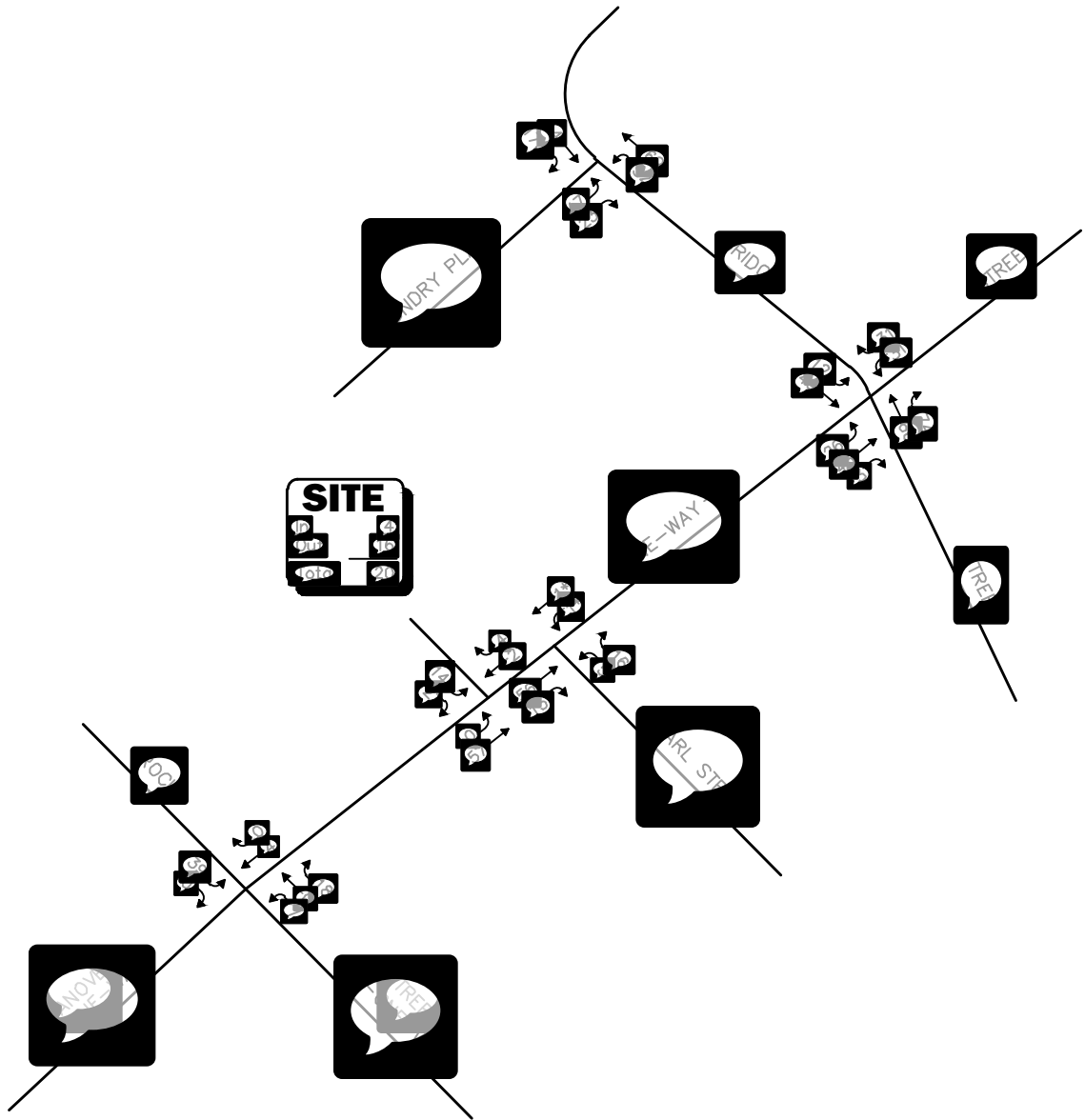
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Figure 13

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





*Illegal movement.

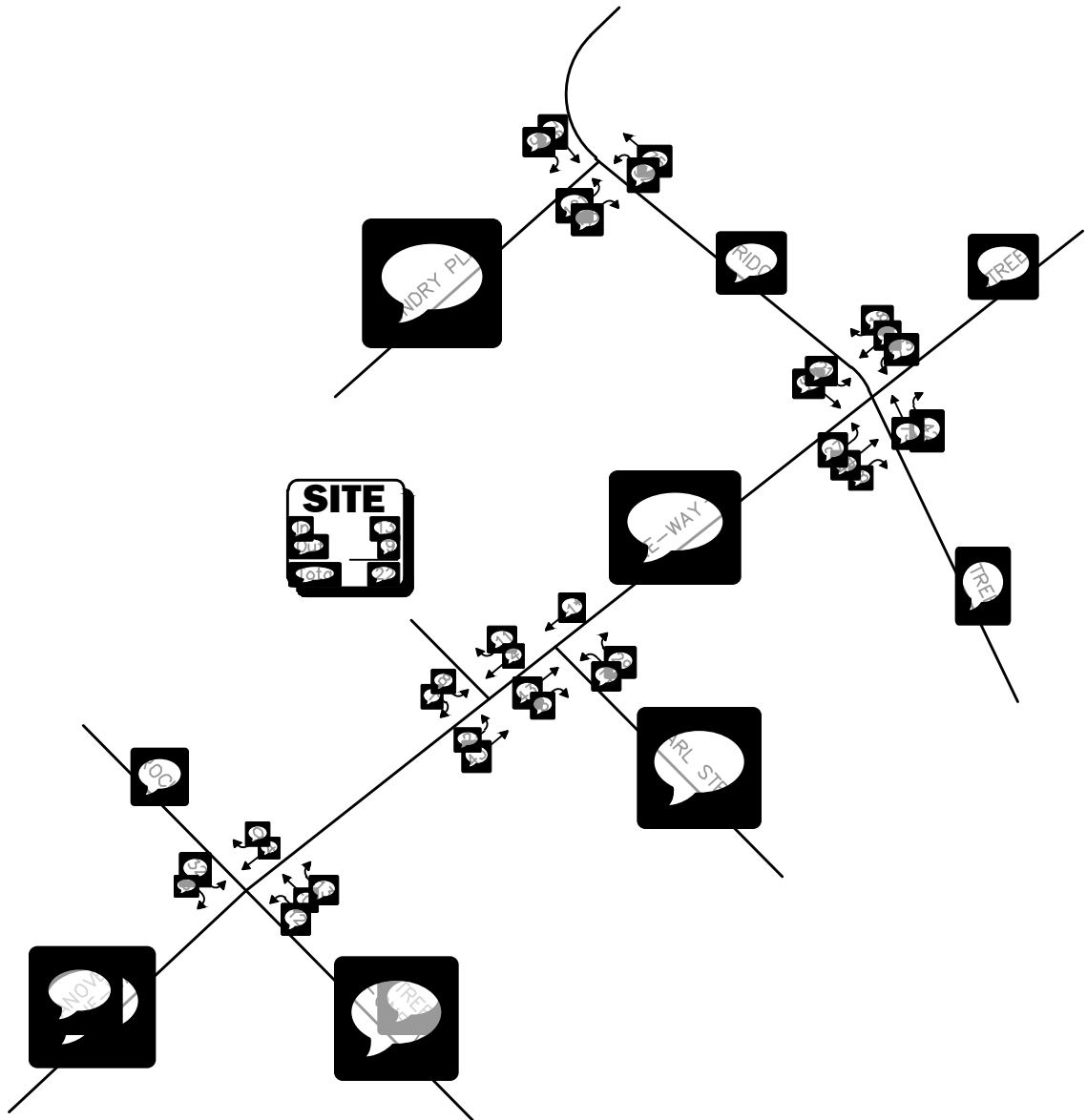
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 14

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





*Illegal movement.

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

Not To Scale



Figure 15

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



Hanover Street at Rock Street

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

Hanover Street at Pearl Street

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

Hanover Street at Bridge Street

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

Bridge Street at Foundry Place

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

Hanover Street at the Project Site Driveway

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



**Table 5
UNIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

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

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

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

SIGHT DISTANCE MEASUREMENTS

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

Table 6
SIGHT DISTANCE MEASUREMENTS^a

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

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

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

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

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



SUMMARY

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

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

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

RECOMMENDATIONS

Project Access

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

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

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



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

Transportation Demand Management

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

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

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

Attachments

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



ATTACHMENT

PROJECT SITE PLAN

AUTOMATIC TRAFFIC RECORDER COUNT DATA

MANUAL TURNING MOVEMENT COUNT DATA

SEASONAL ADJUSTMENT DATA

COVID-19 ADJUSTMENT DATA

VEHICLE TRAVEL SPEED DATA

TRANSIT INFORMATION

GENERAL BACKGROUND TRAFFIC GROWTH

BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

TRIP-DISTRIBUTION

TRIP-GENERATION CALCULATIONS

CAPACITY ANALYSIS WORKSHEETS

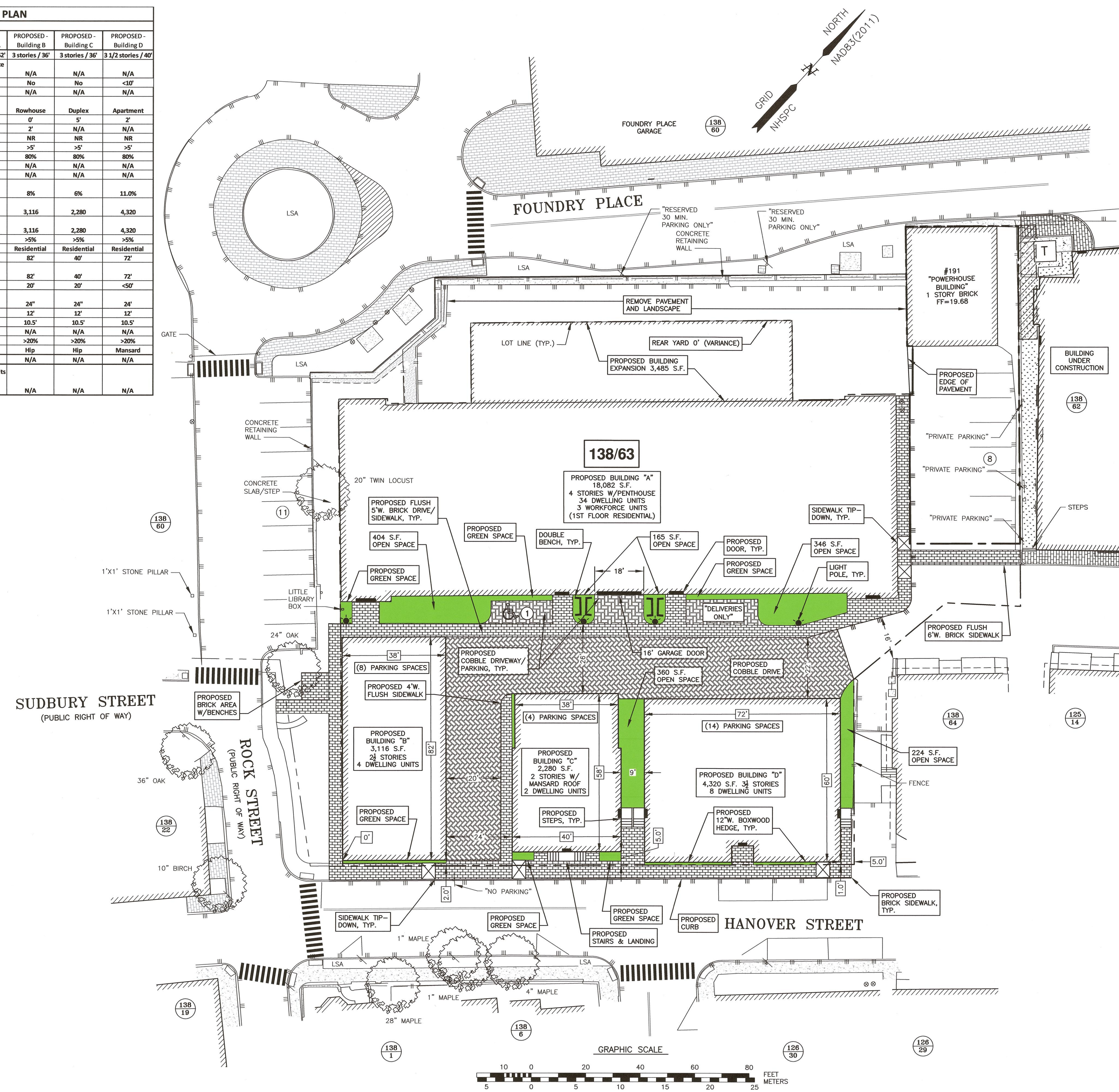
PROJECT SITE PLAN

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

Shaded Boxes = Zoning Relief Required

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

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



SITE REDEVELOPMENT
361 HANOVER STREET
PORTSMOUTH, N.H.

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



SCALE: 1"=20' JANUARY 2024

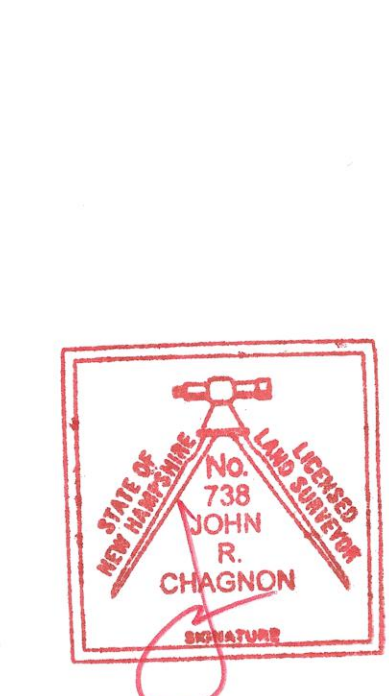
SITE PLAN **C3**

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

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____



AUTOMATIC TRAFFIC RECORDER COUNT DATA

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

ADT

ADT: 503

AADT: 503

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

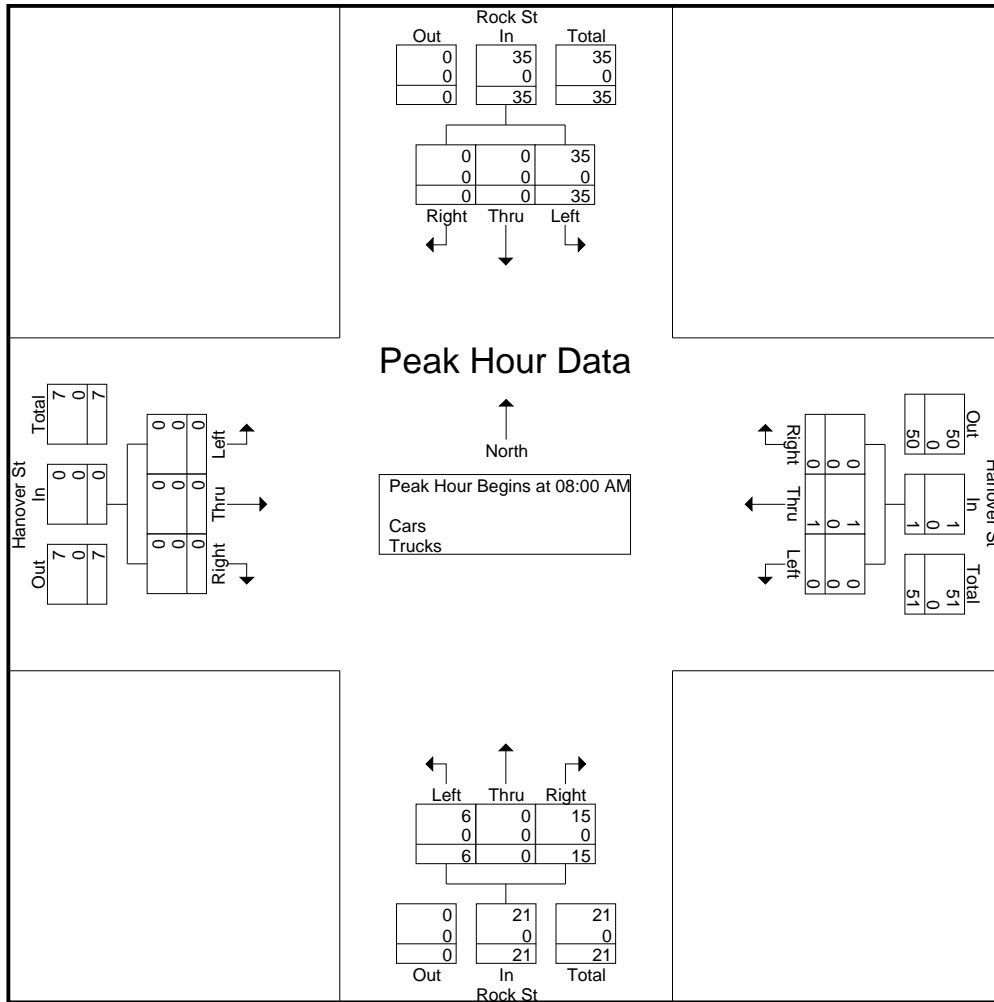
MANUAL TURNING MOVEMENT COUNT DATA

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

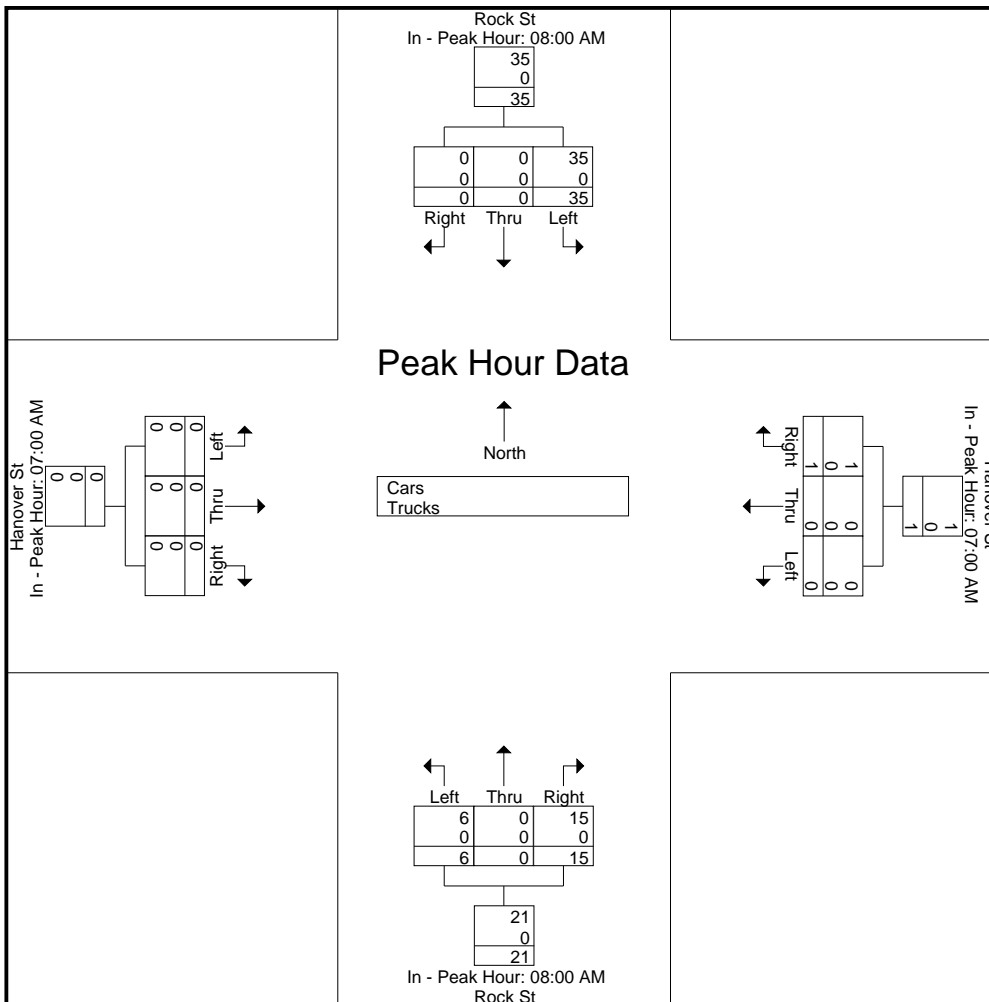
	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	5	0	0	5	0	0	0	0	1	0	3	4	0	0	0	0
+15 mins.	8	0	0	8	0	0	0	0	2	0	3	5	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	2	0	4	6	0	0	0	0
+45 mins.	10	0	0	10	0	0	1	1	1	0	5	6	0	0	0	0
Total Volume	35	0	0	35	0	0	1	1	6	0	15	21	0	0	0	0
% App. Total	100	0	0		0	0	100		28.6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

Accurate Counts

978-664-2565

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

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

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

Accurate Counts

978-664-2565

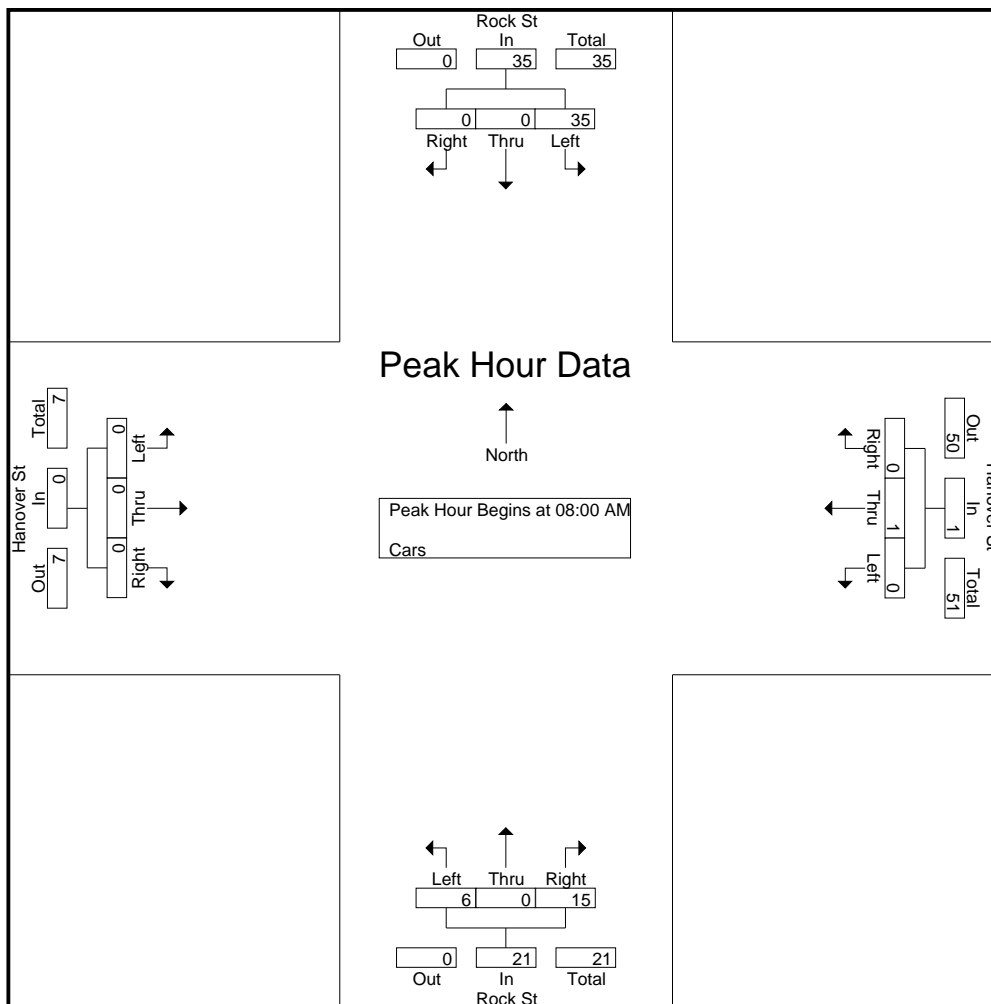
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 5

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

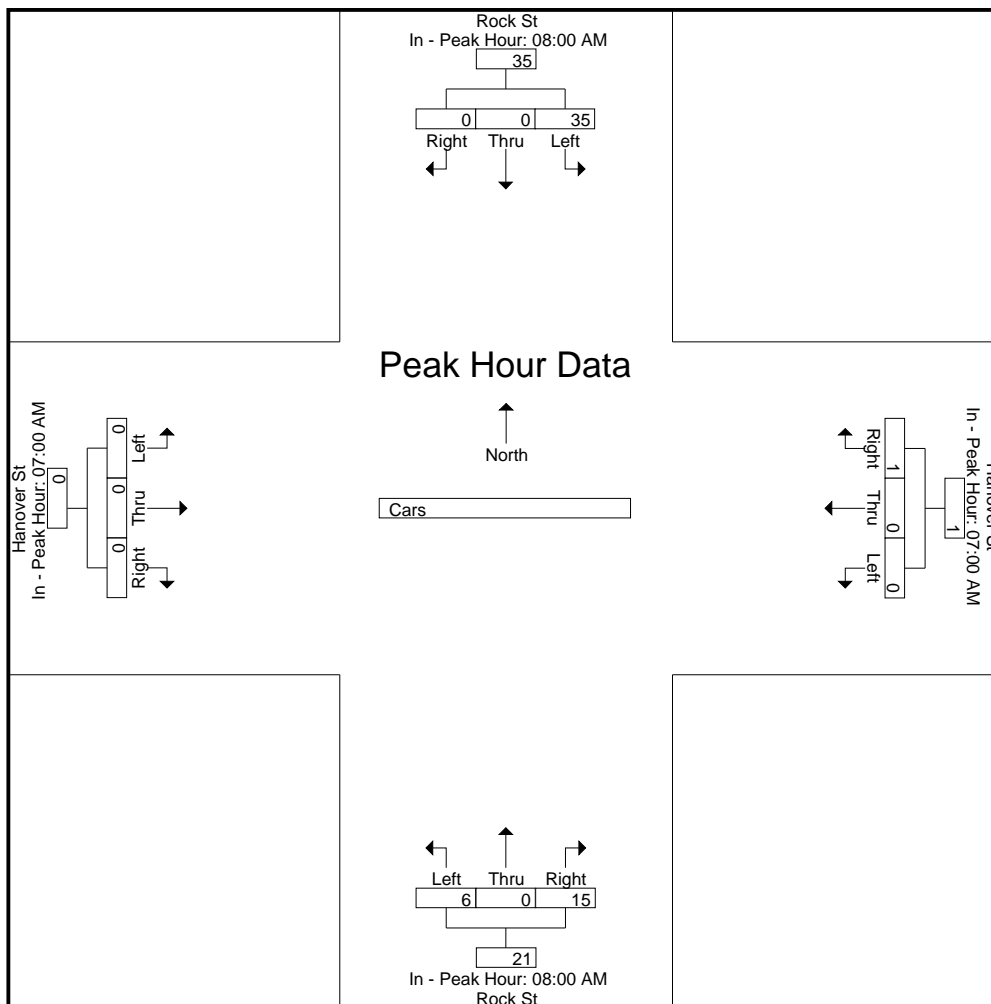
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 6

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

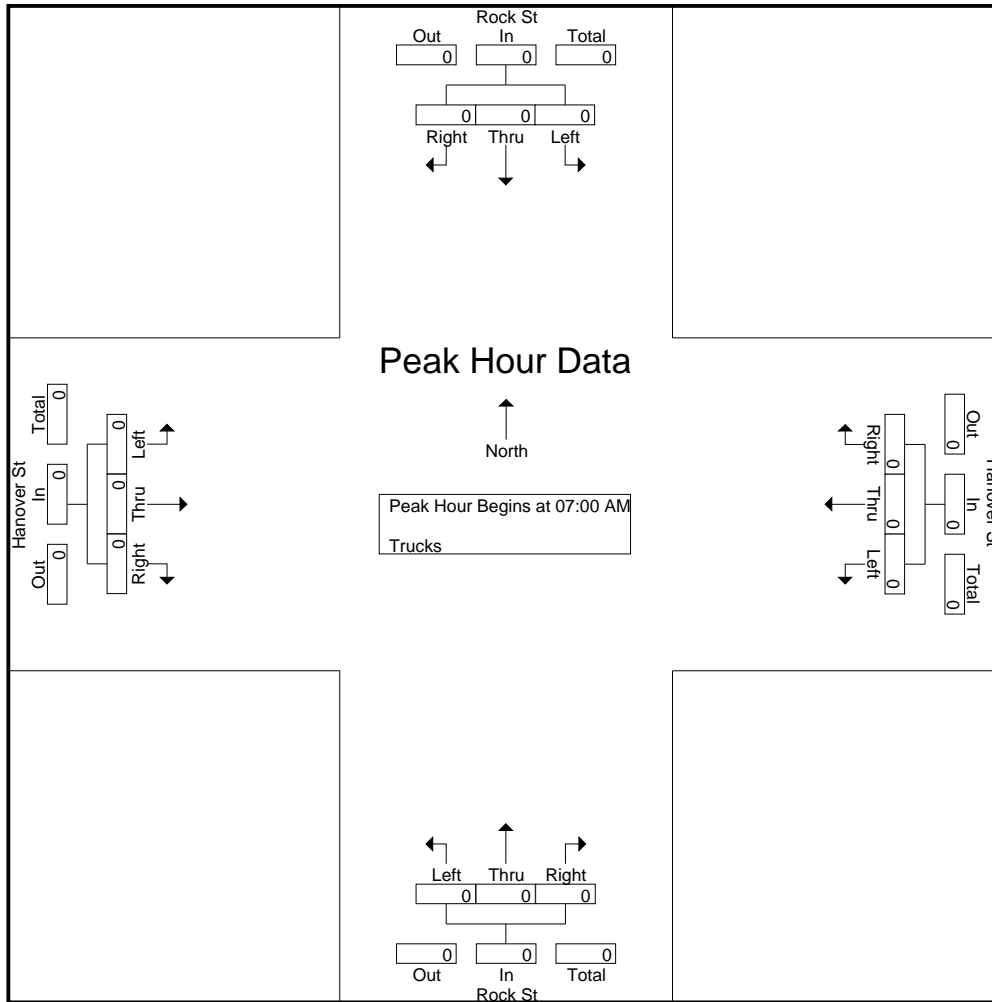


Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

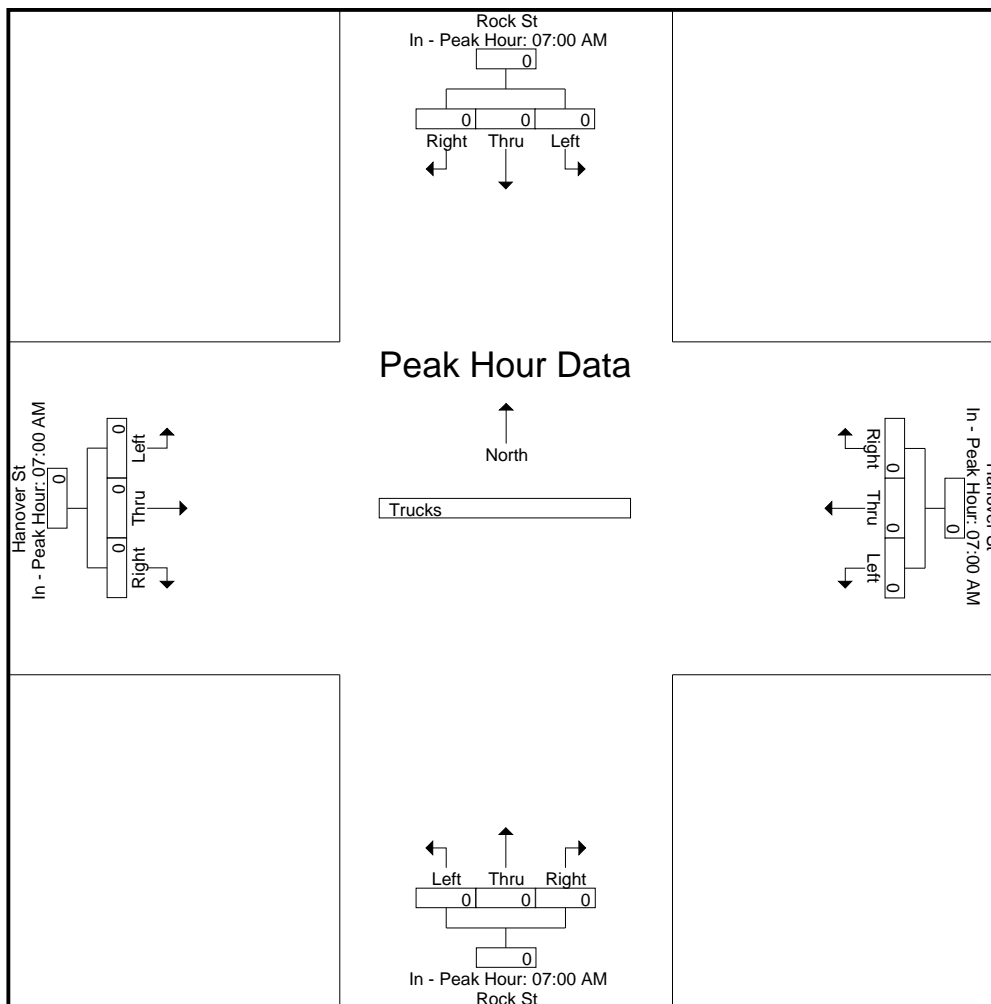
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 9

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

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

Accurate Counts

978-664-2565

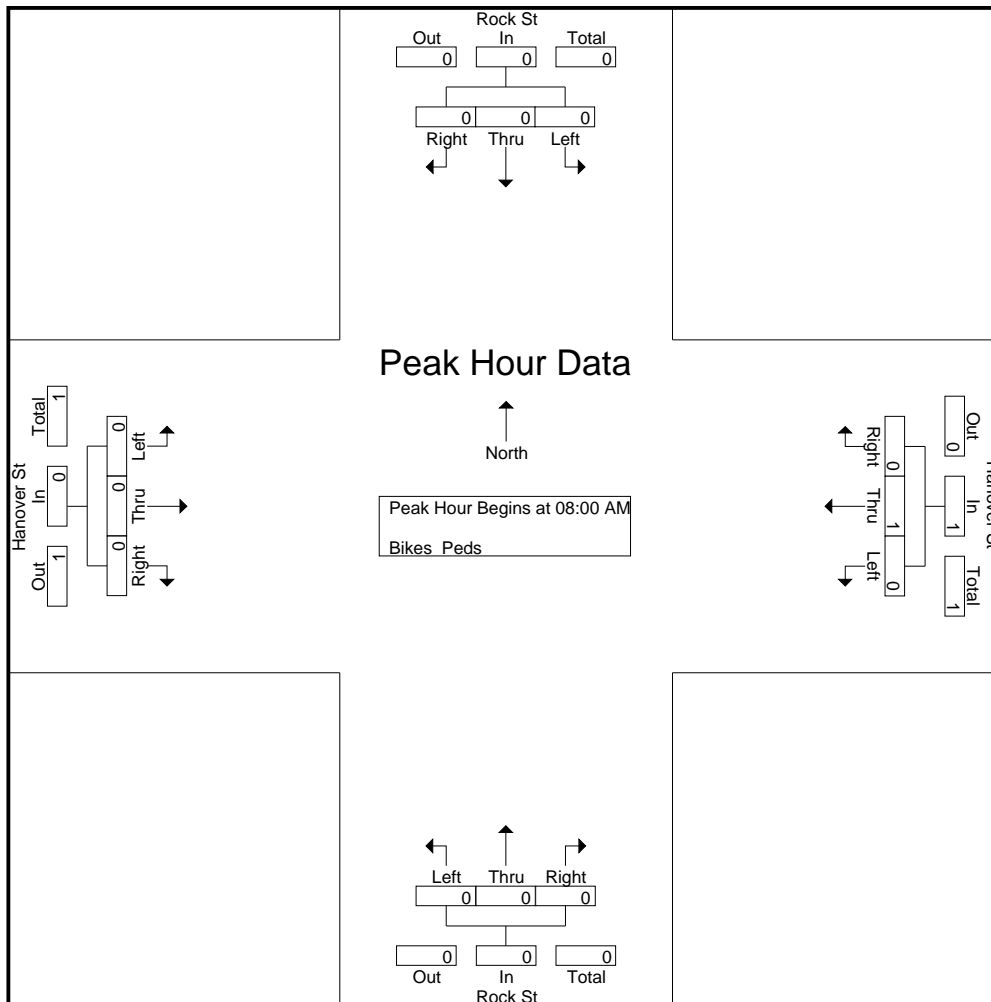
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 11

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

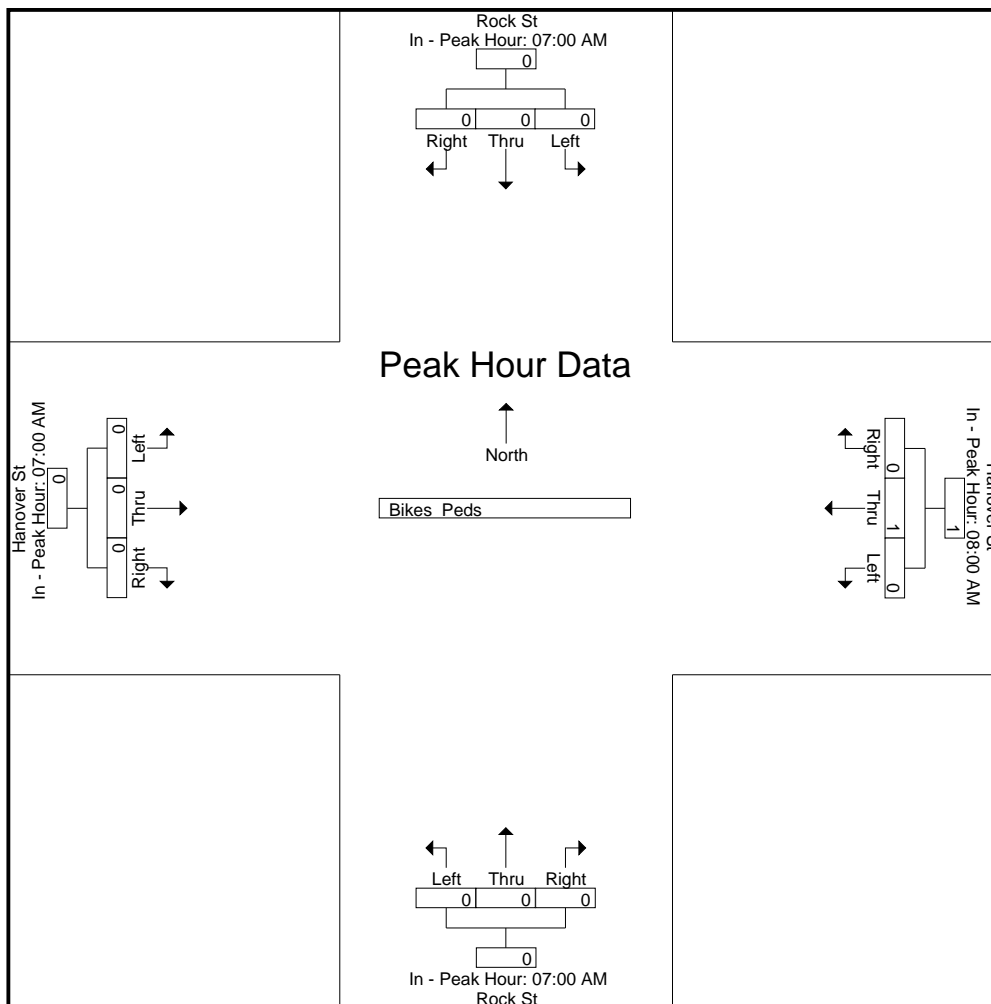
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 12

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

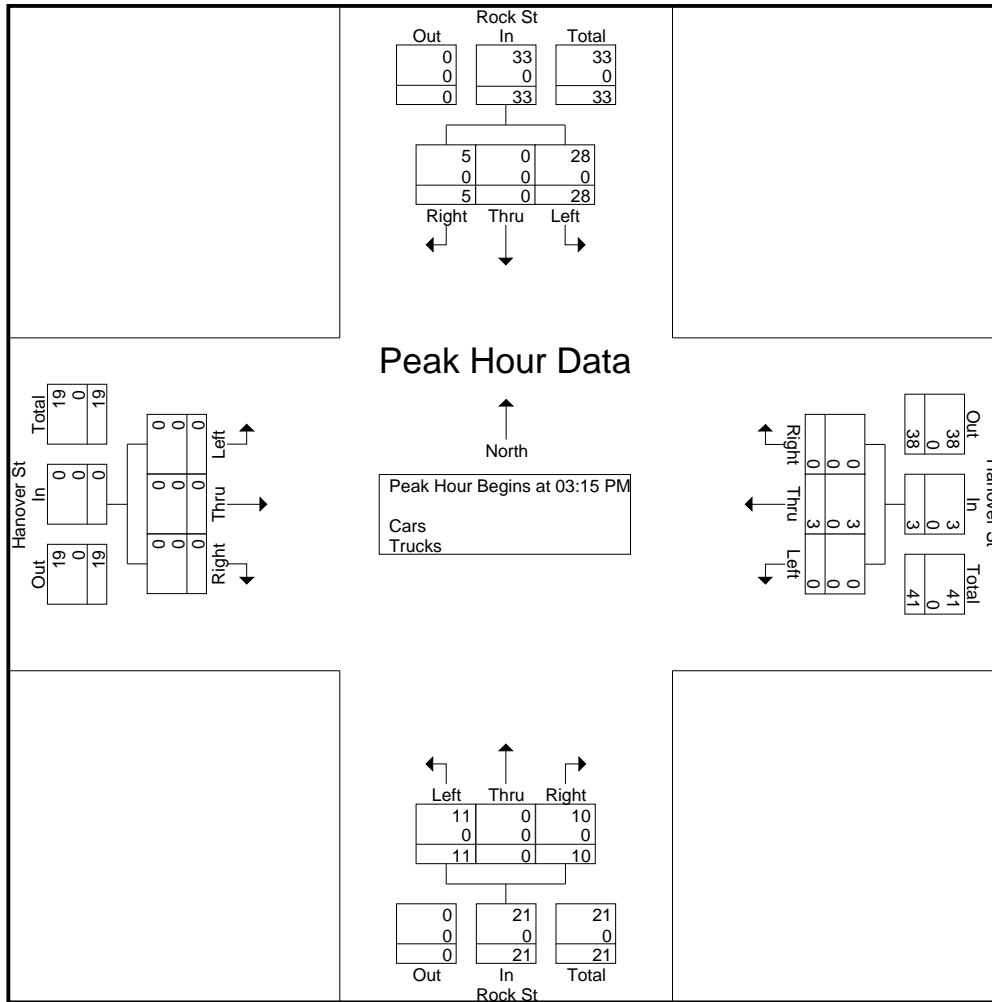


Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

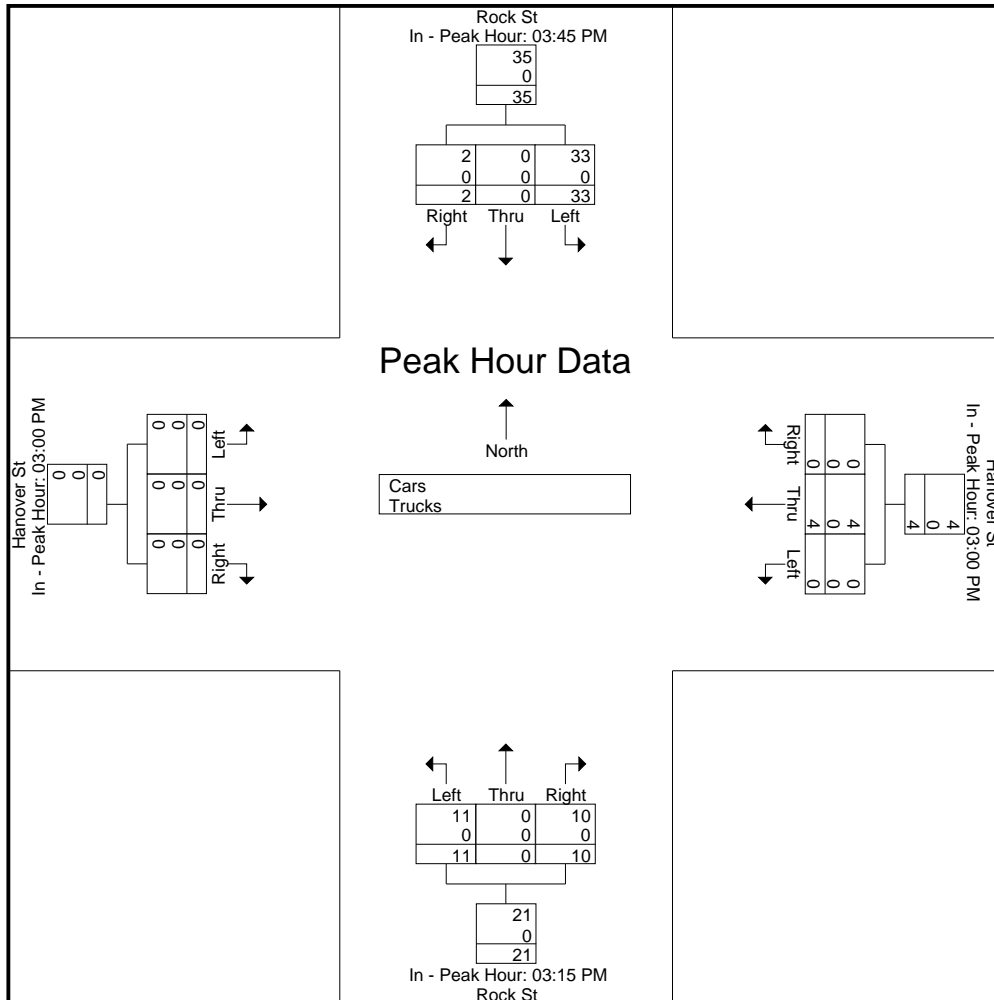
	03:45 PM				03:00 PM				03:15 PM				03:00 PM			
+0 mins.	9	0	0	9	0	1	0	1	6	0	3	9	0	0	0	0
+15 mins.	7	0	2	9	0	1	0	1	1	0	1	2	0	0	0	0
+30 mins.	12	0	0	12	0	0	0	0	1	0	3	4	0	0	0	0
+45 mins.	5	0	0	5	0	2	0	2	3	0	3	6	0	0	0	0
Total Volume	33	0	2	35	0	4	0	4	11	0	10	21	0	0	0	0
% App. Total	94.3	0	5.7		0	100	0	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

Accurate Counts

978-664-2565

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

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

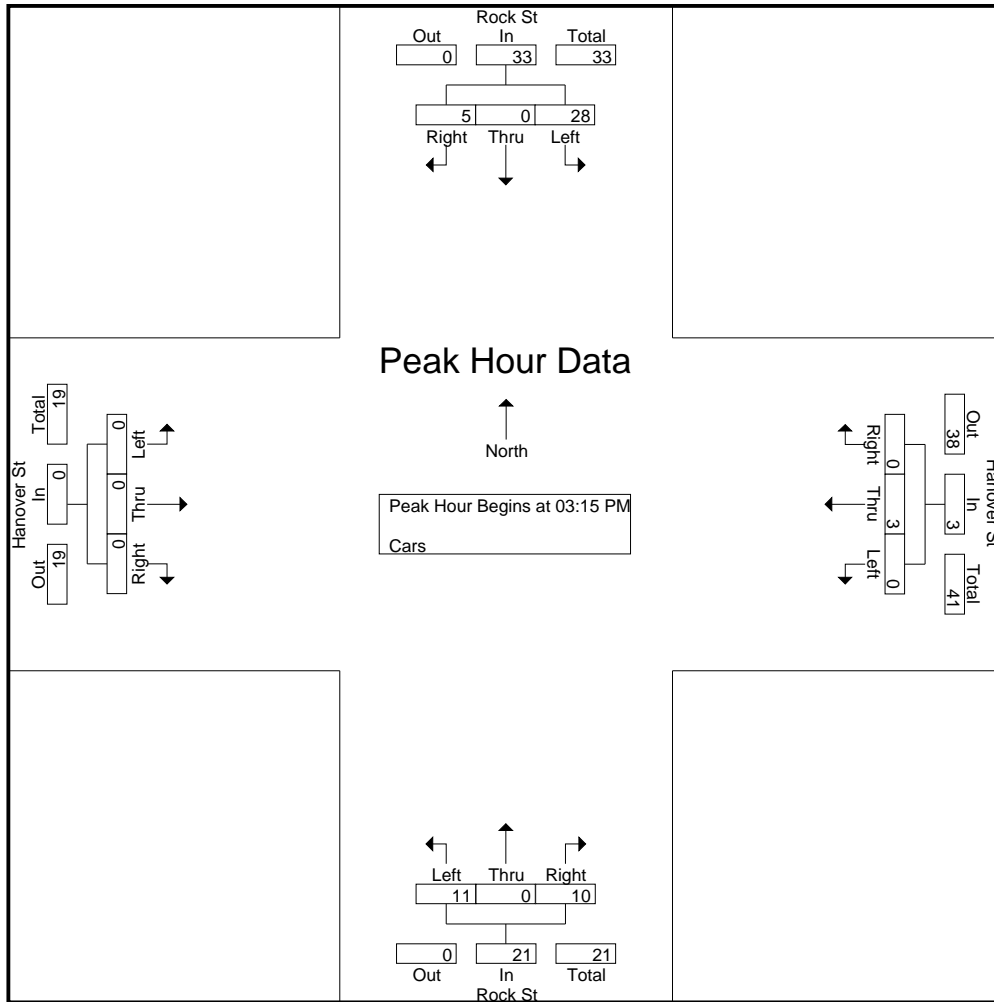
Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

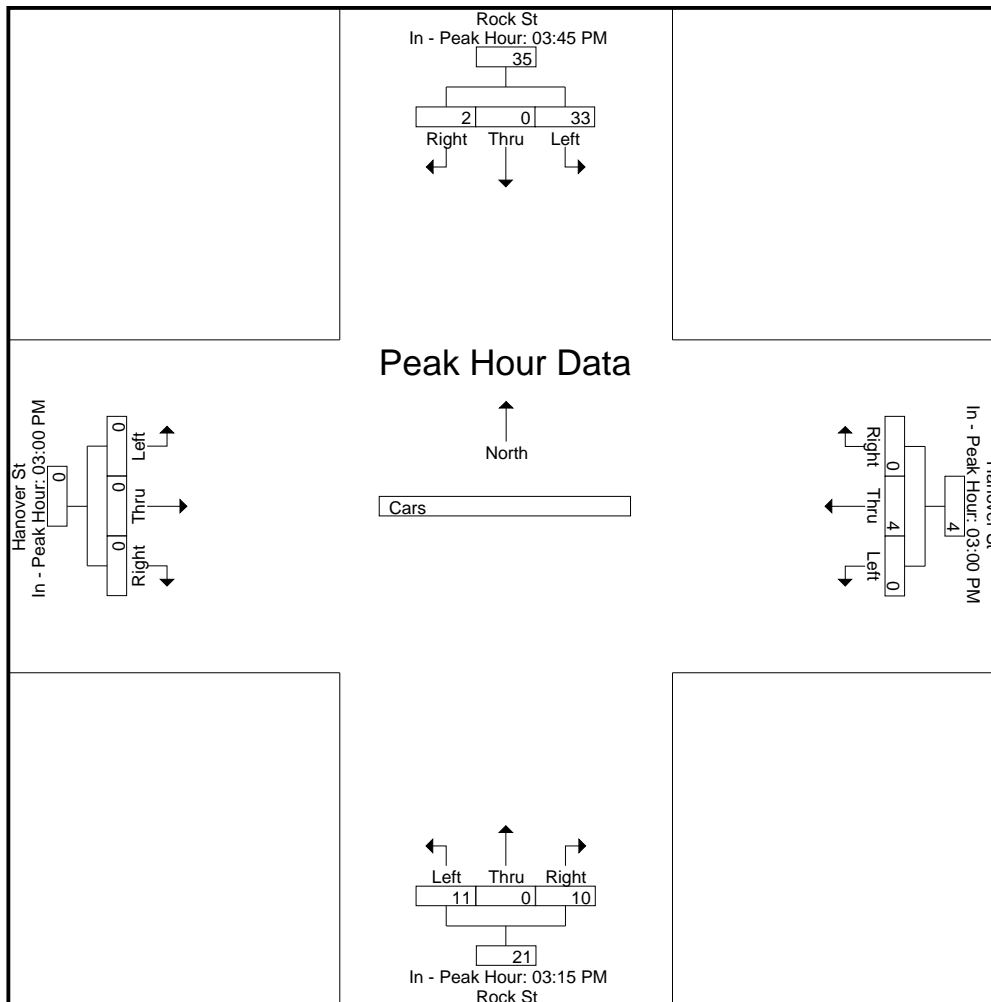
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 6

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

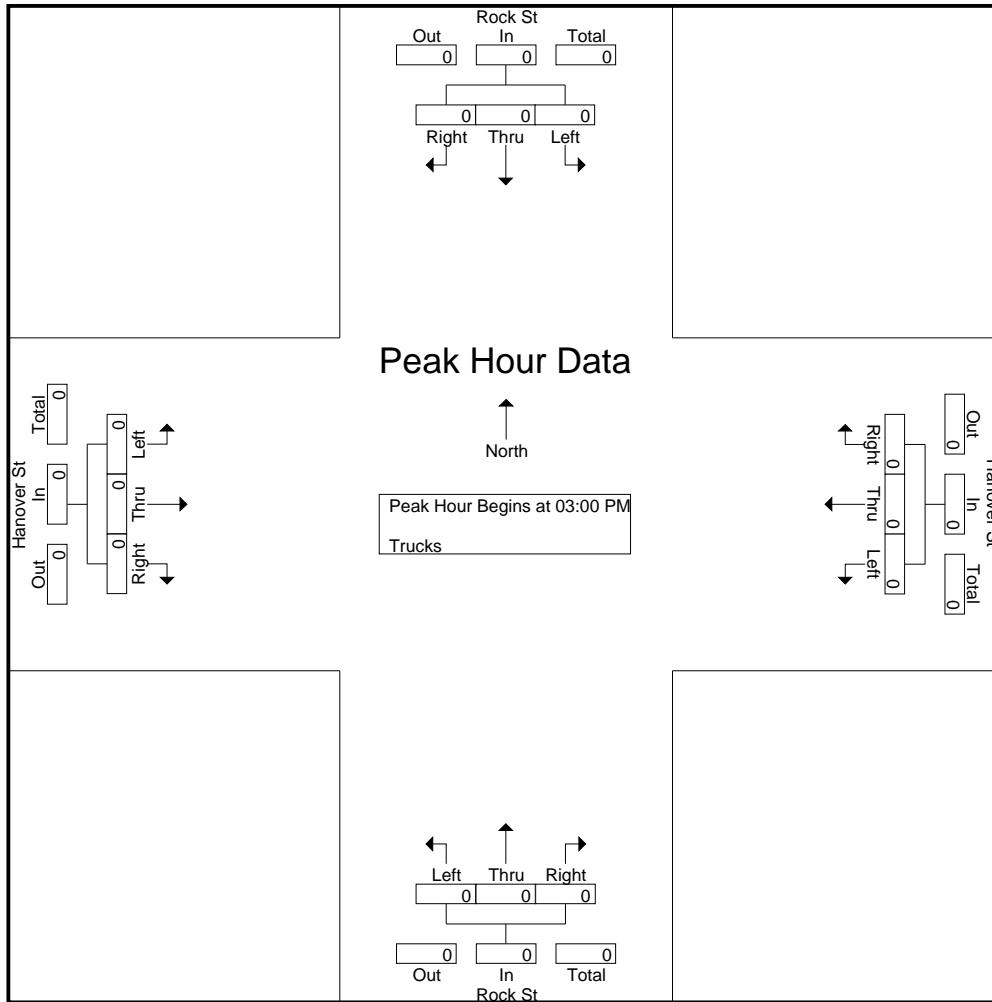
Start Time	Rock St From North				Hanover St From East				Rock St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

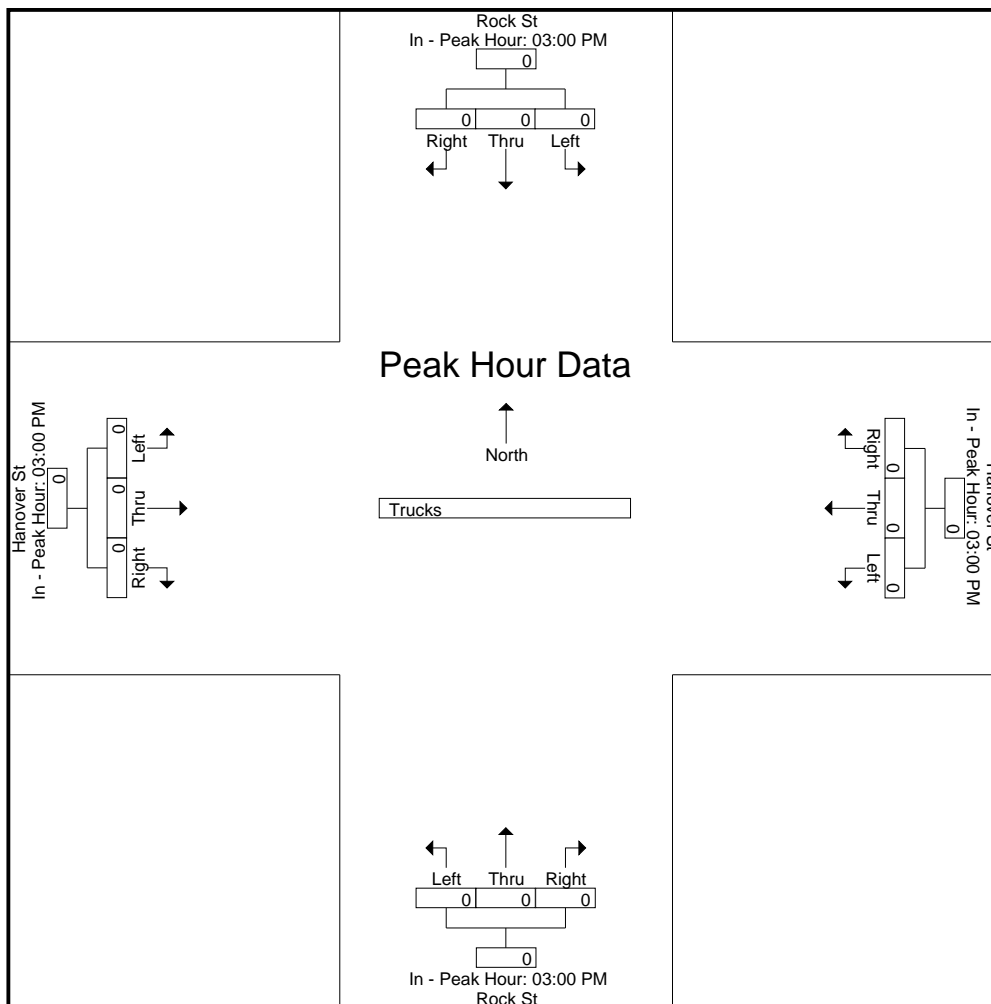
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 9

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

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

Accurate Counts

978-664-2565

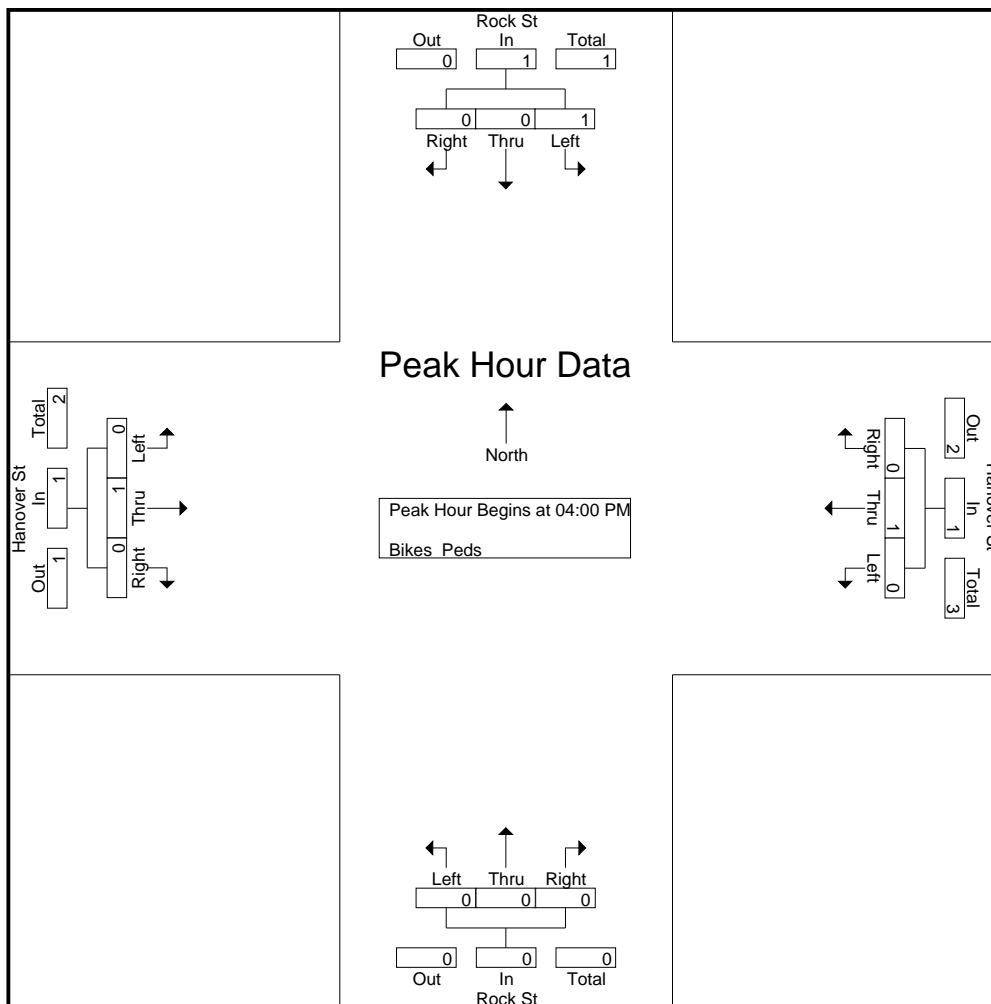
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 11

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

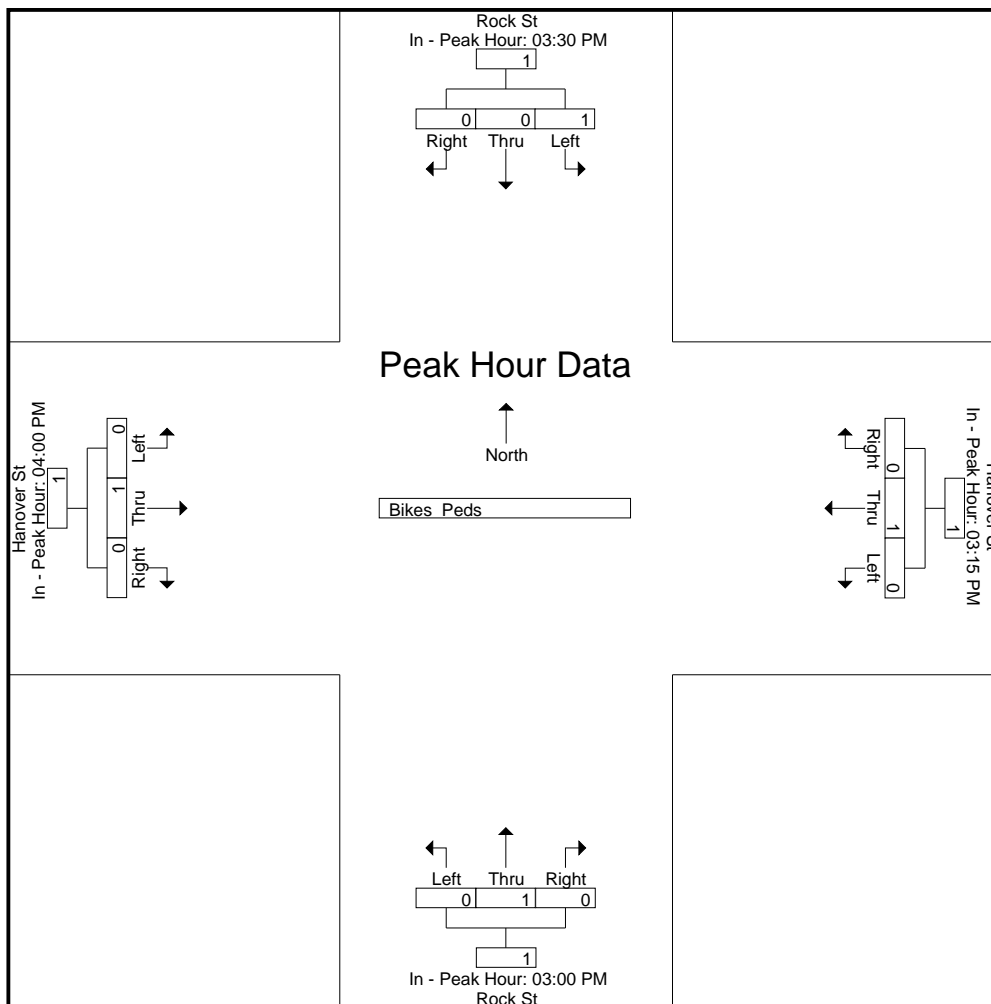
File Name : 10068001

Site Code : 10068001

Start Date : 8/6/2024

Page No : 12

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars - Trucks

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

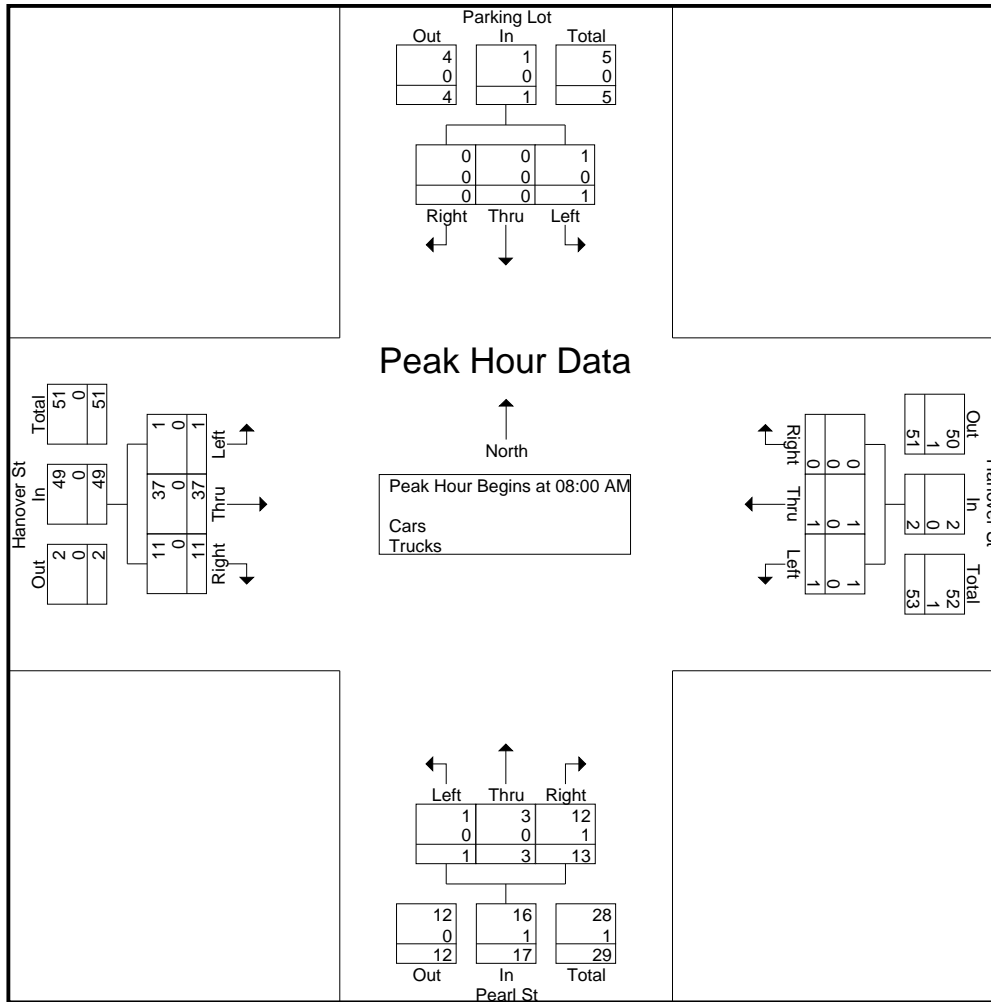
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

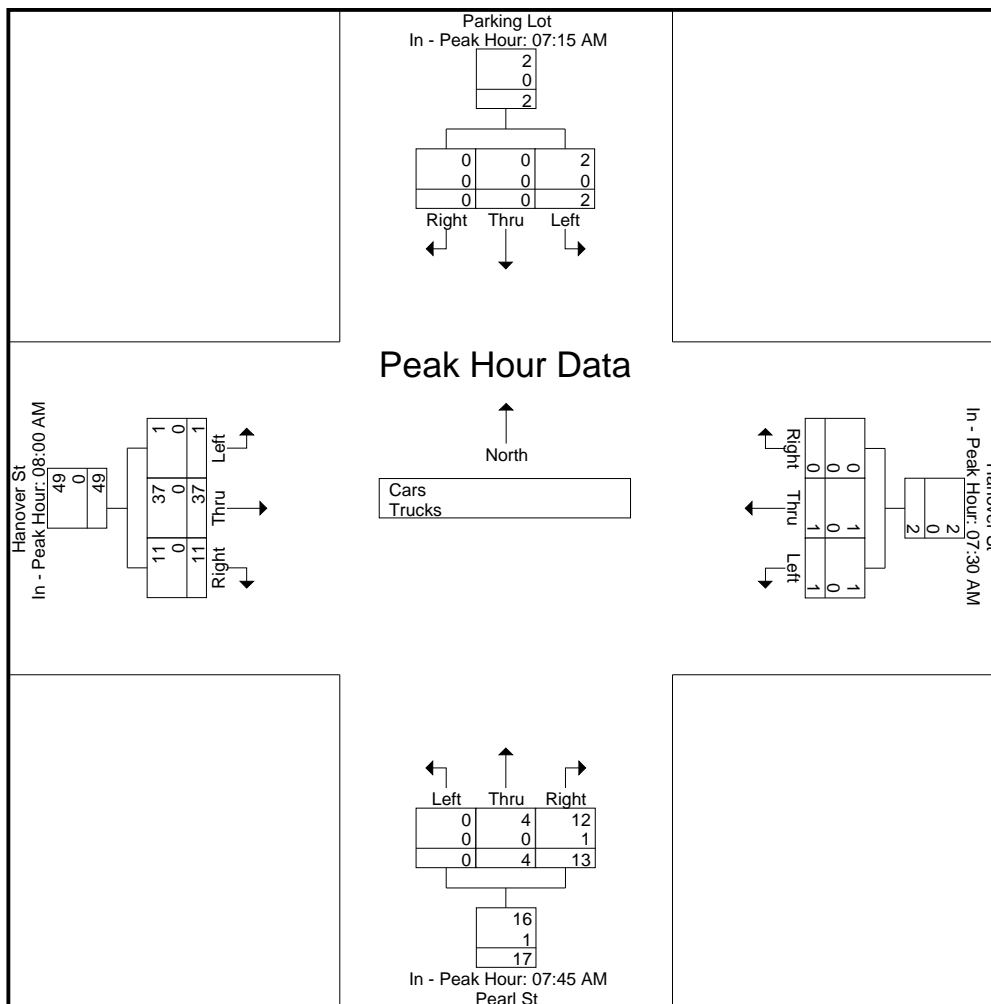
Page No : 3

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

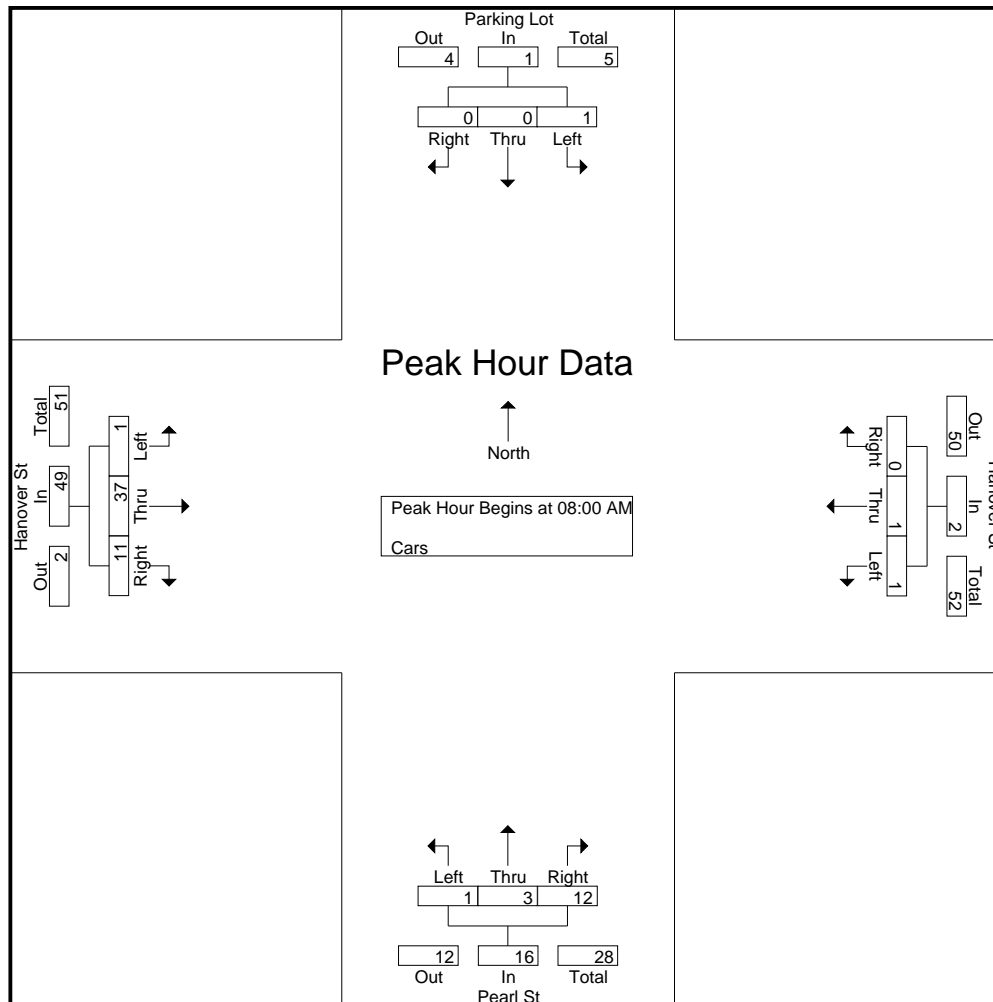
Page No : 5

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

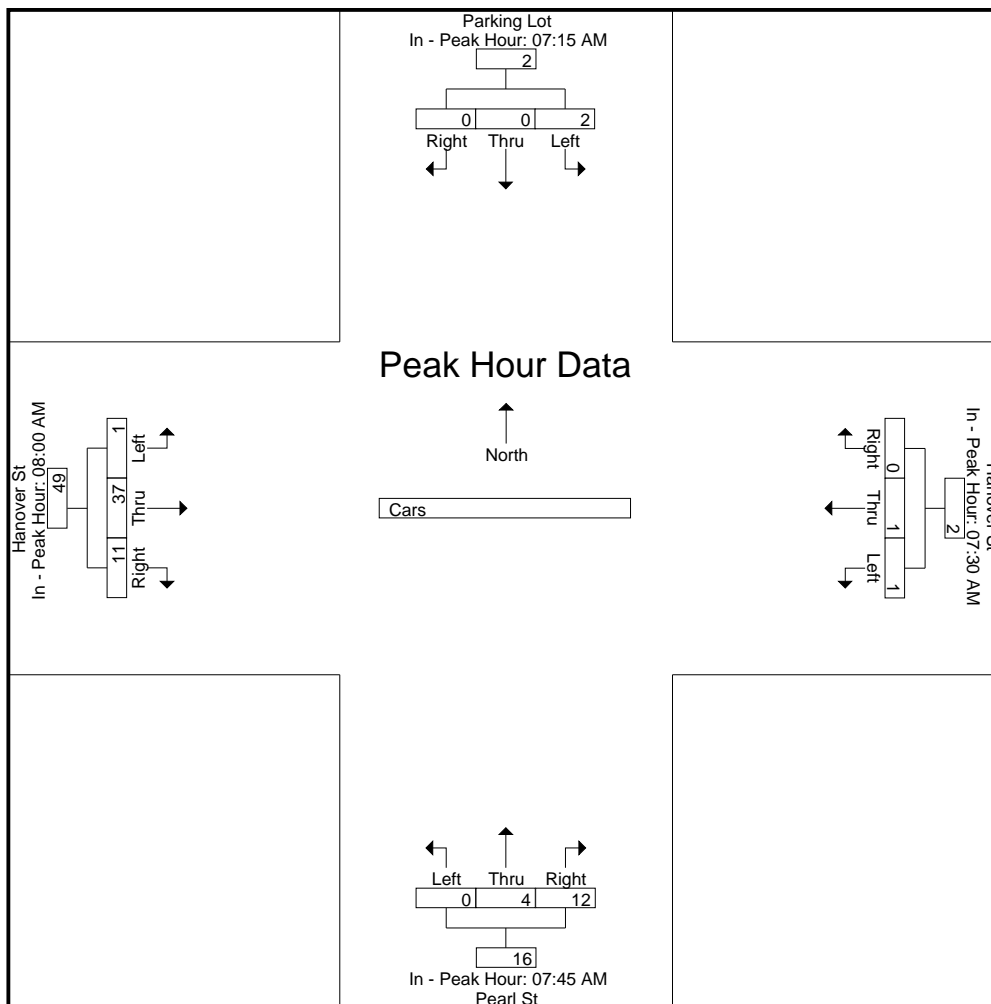
Page No : 6

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

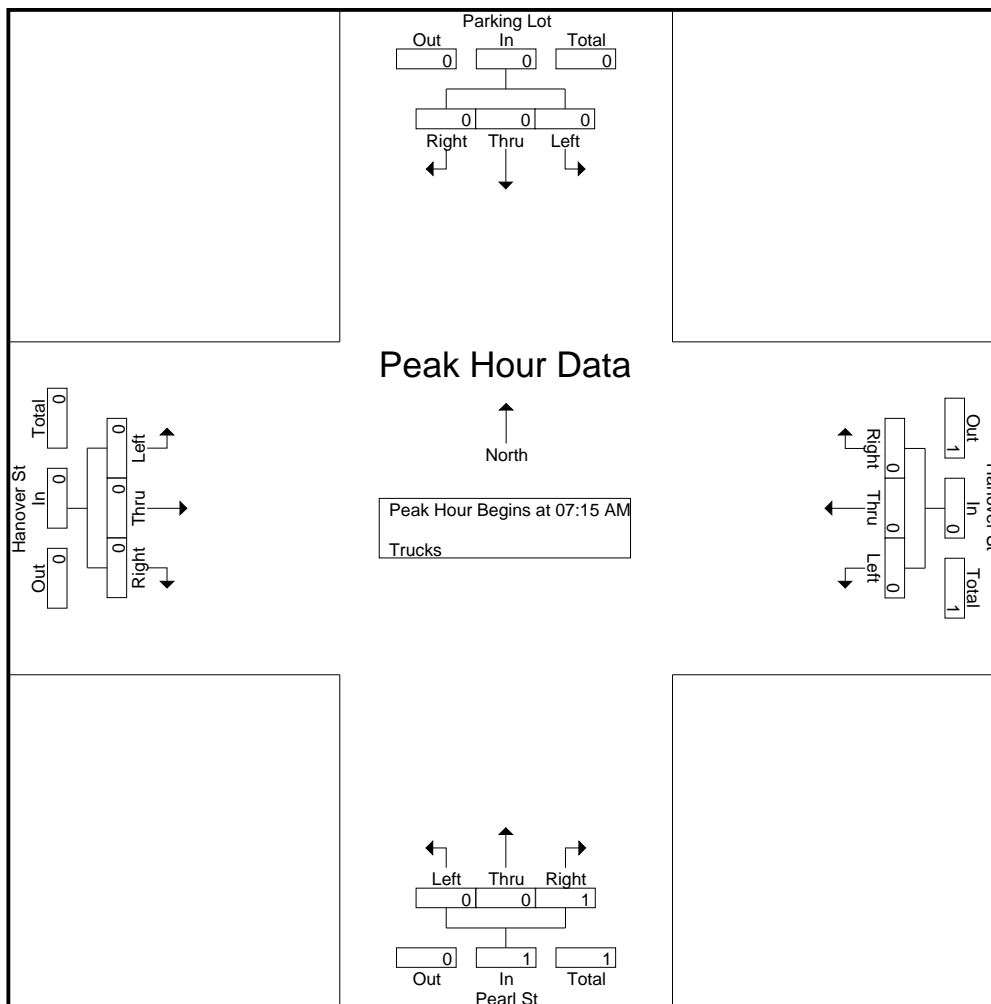
Page No : 8

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

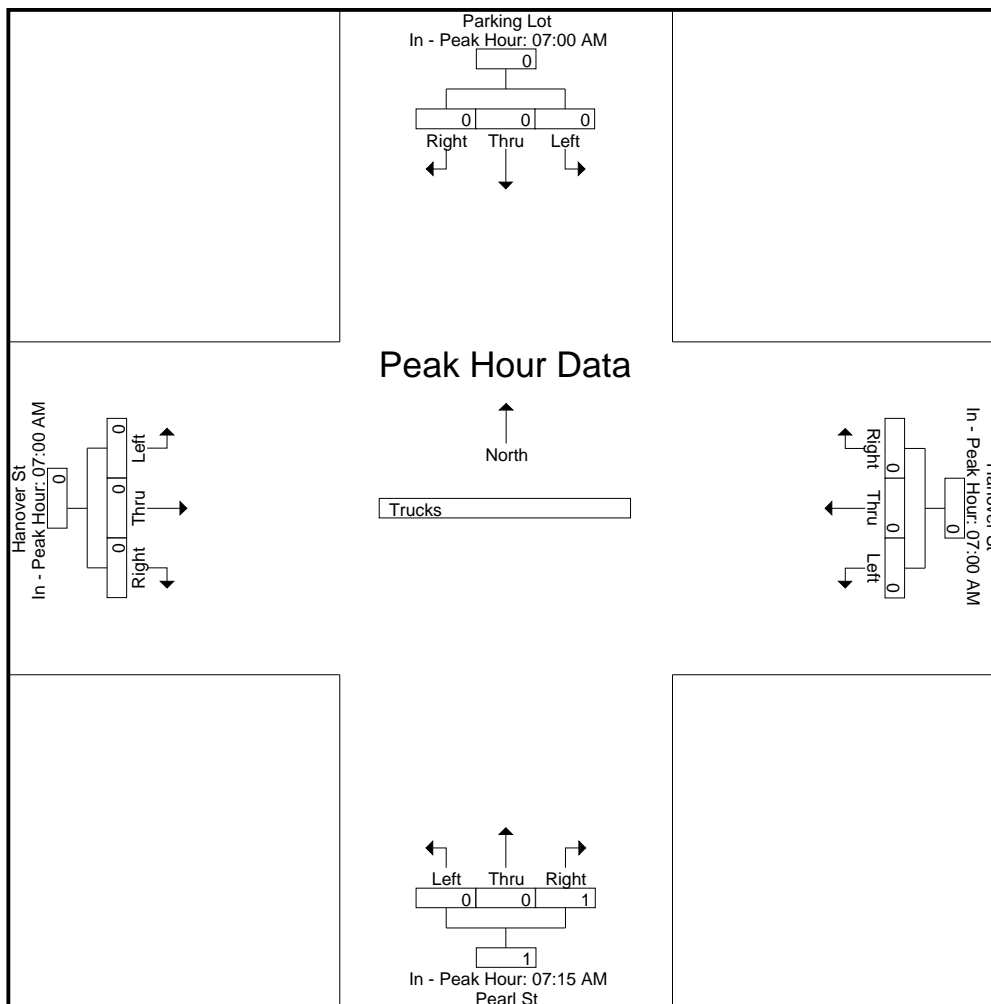
Page No : 9

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

Page No : 10

Groups Printed- Bikes Peds

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

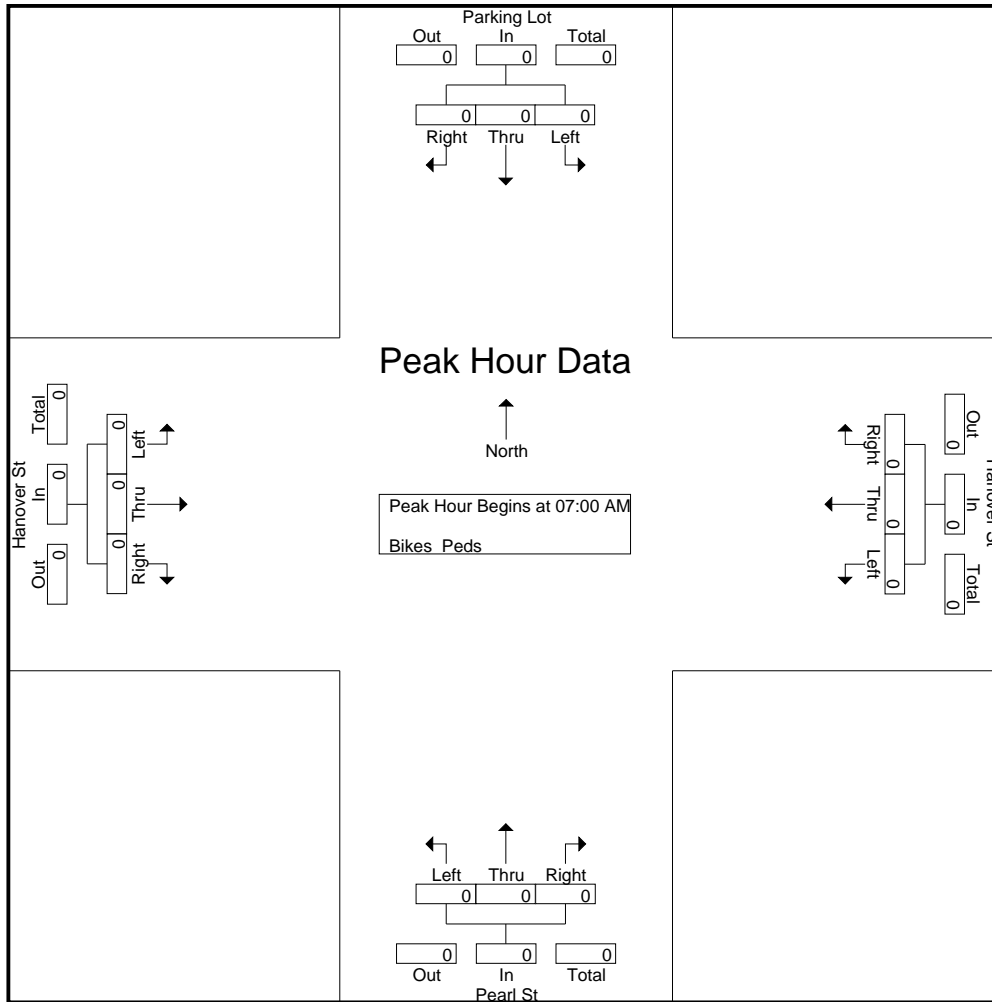
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

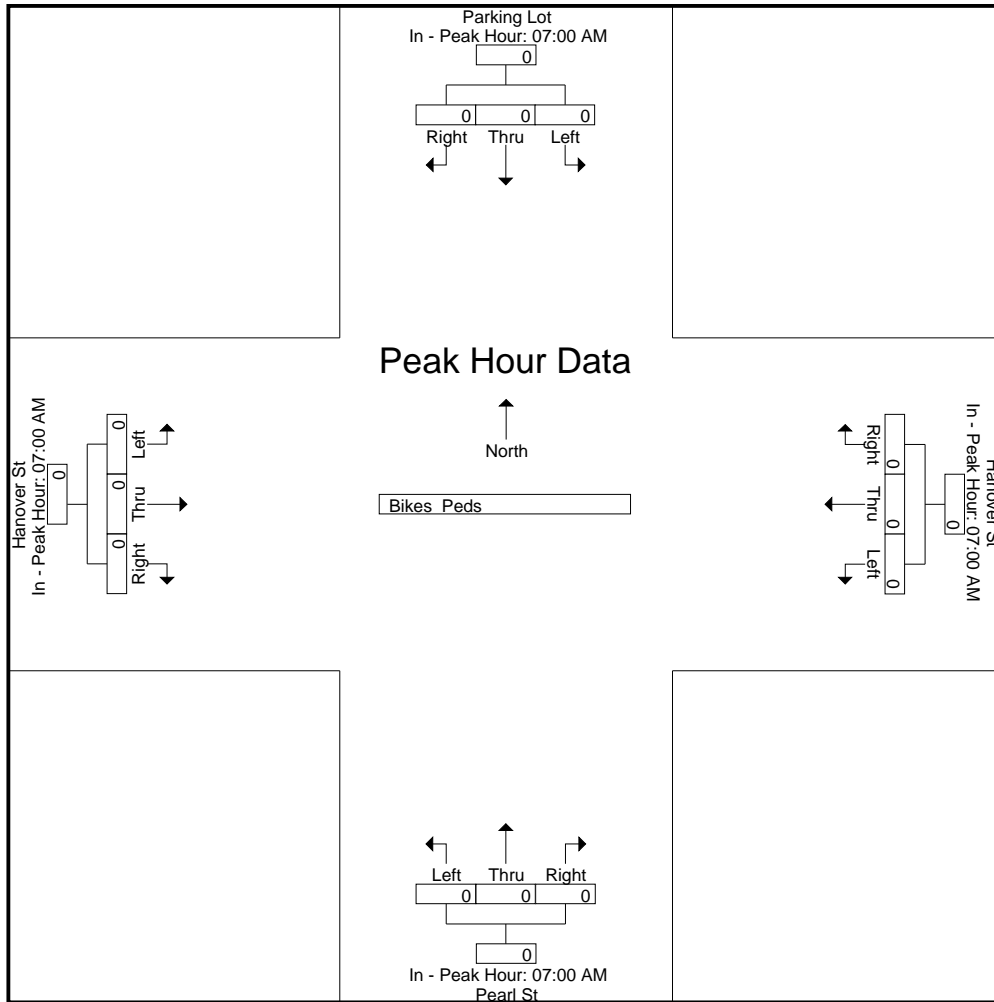
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

Accurate Counts

978-664-2565

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

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



Accurate Counts

978-664-2565

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

Page No : 1

Groups Printed- Cars - Trucks

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

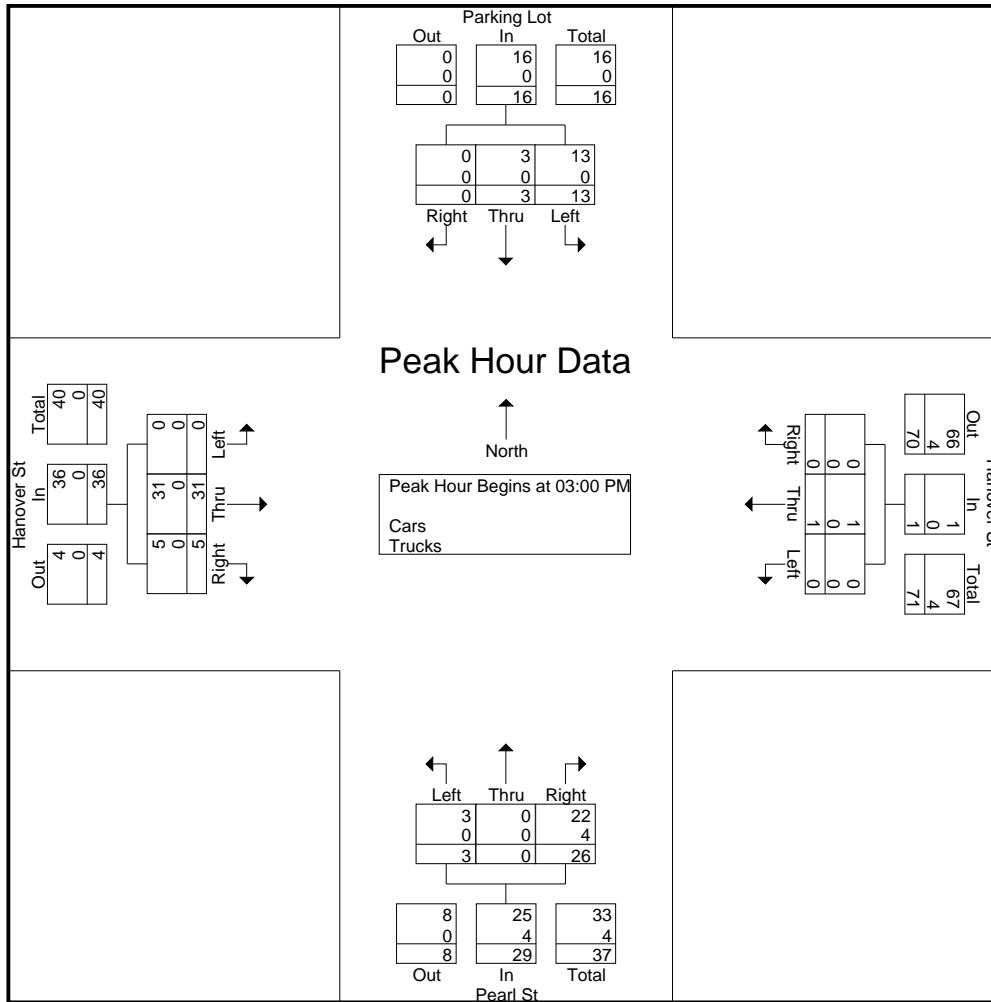
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

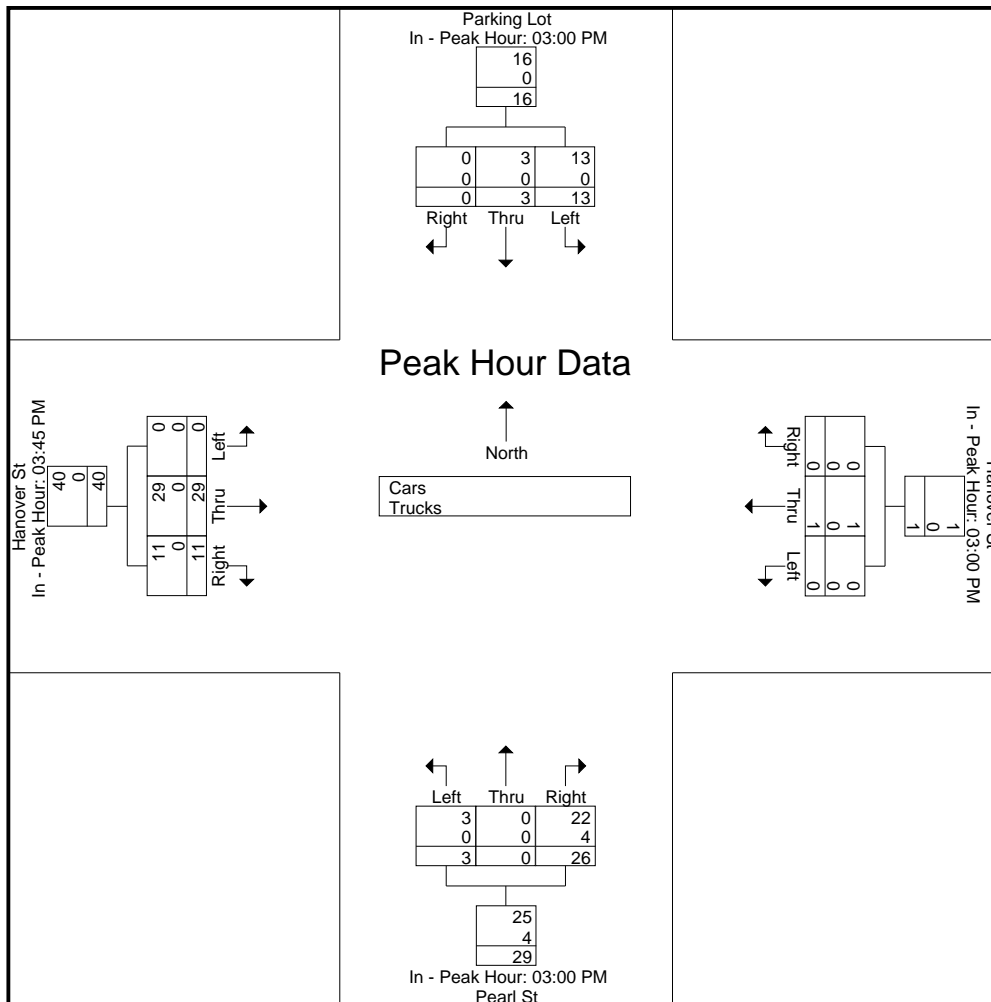
Page No : 3

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

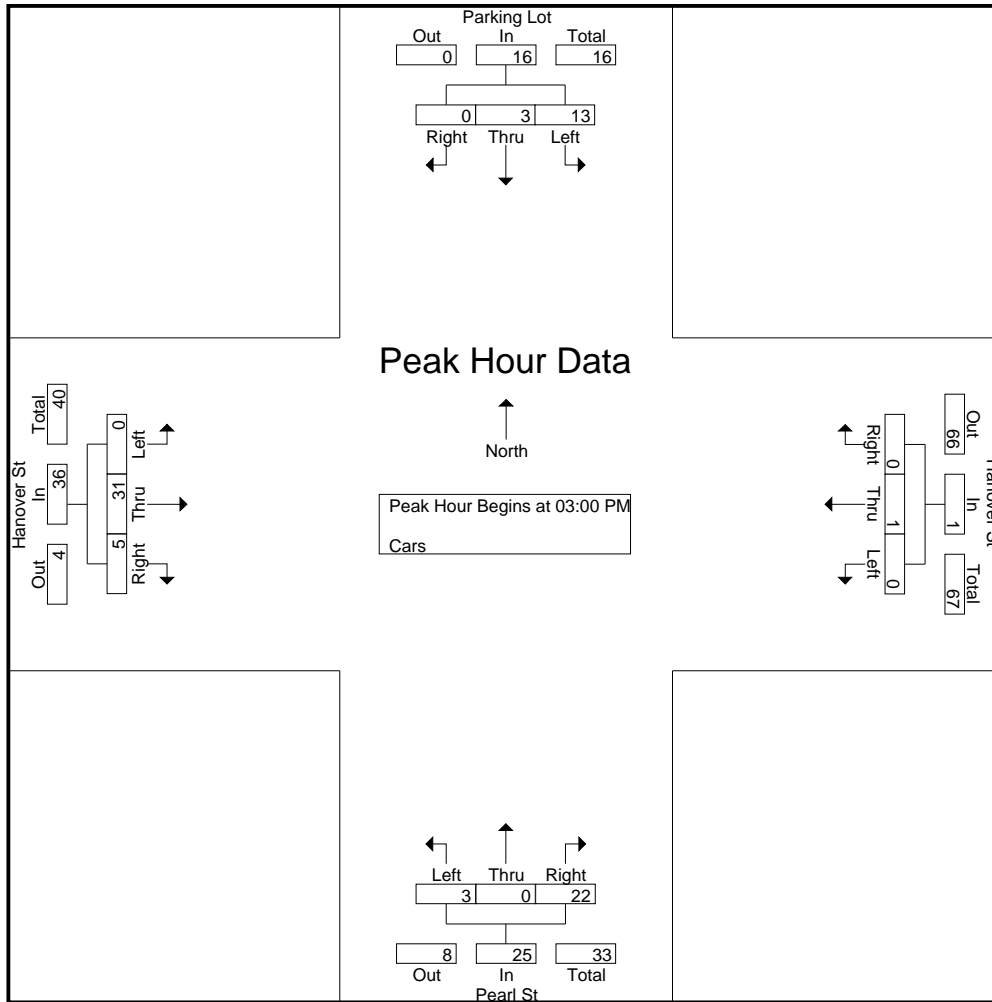
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

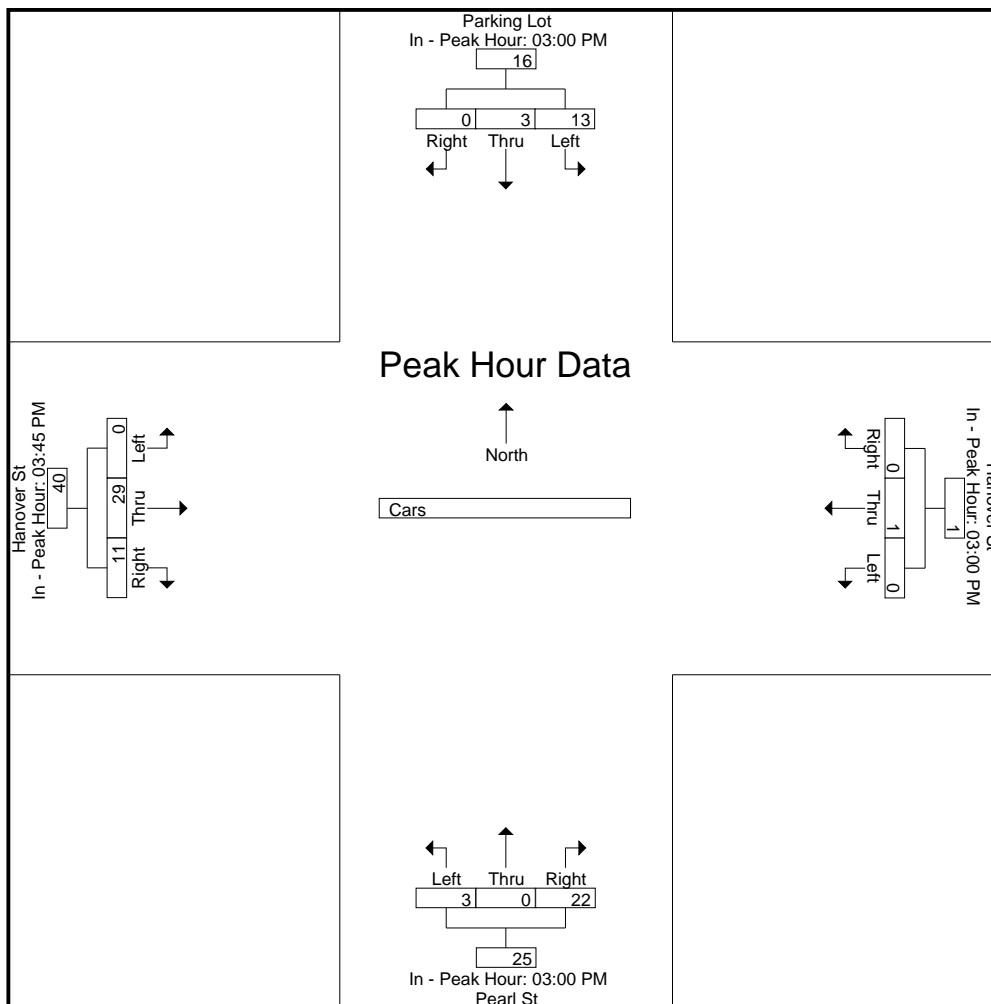
Page No : 6

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

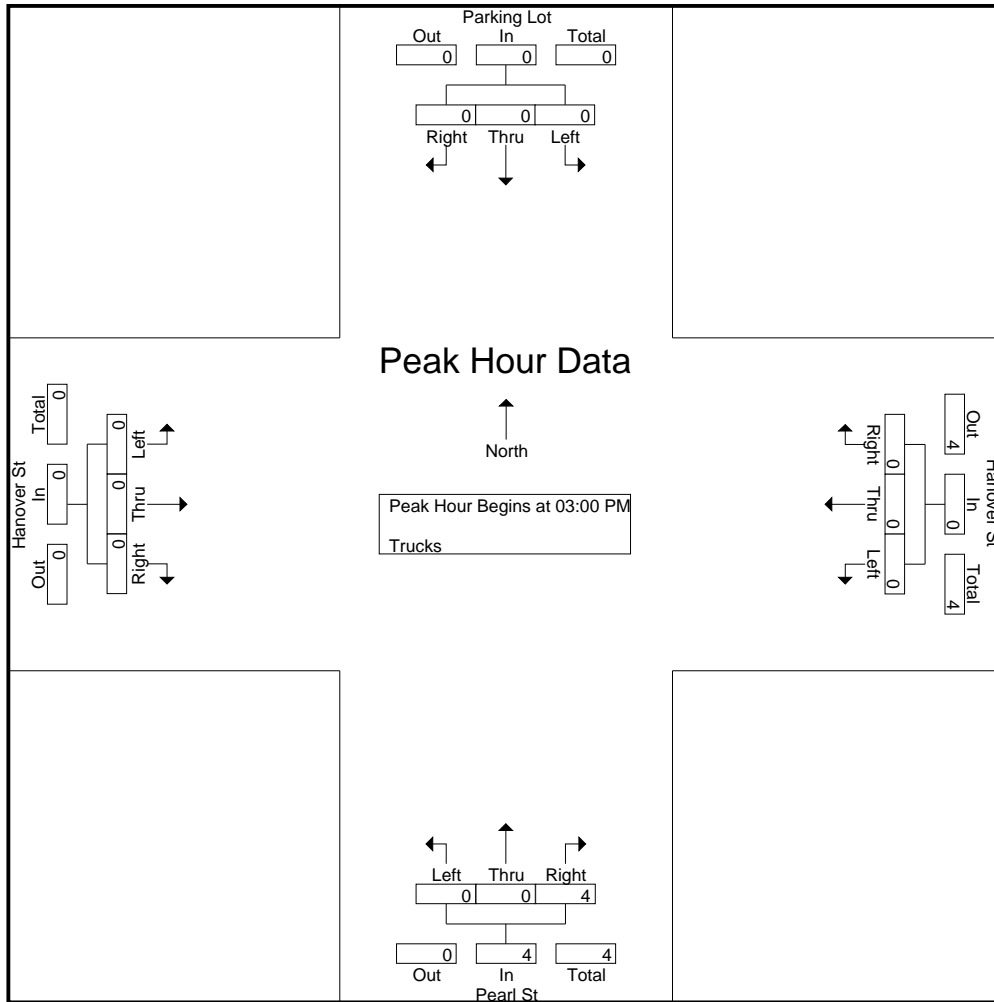
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

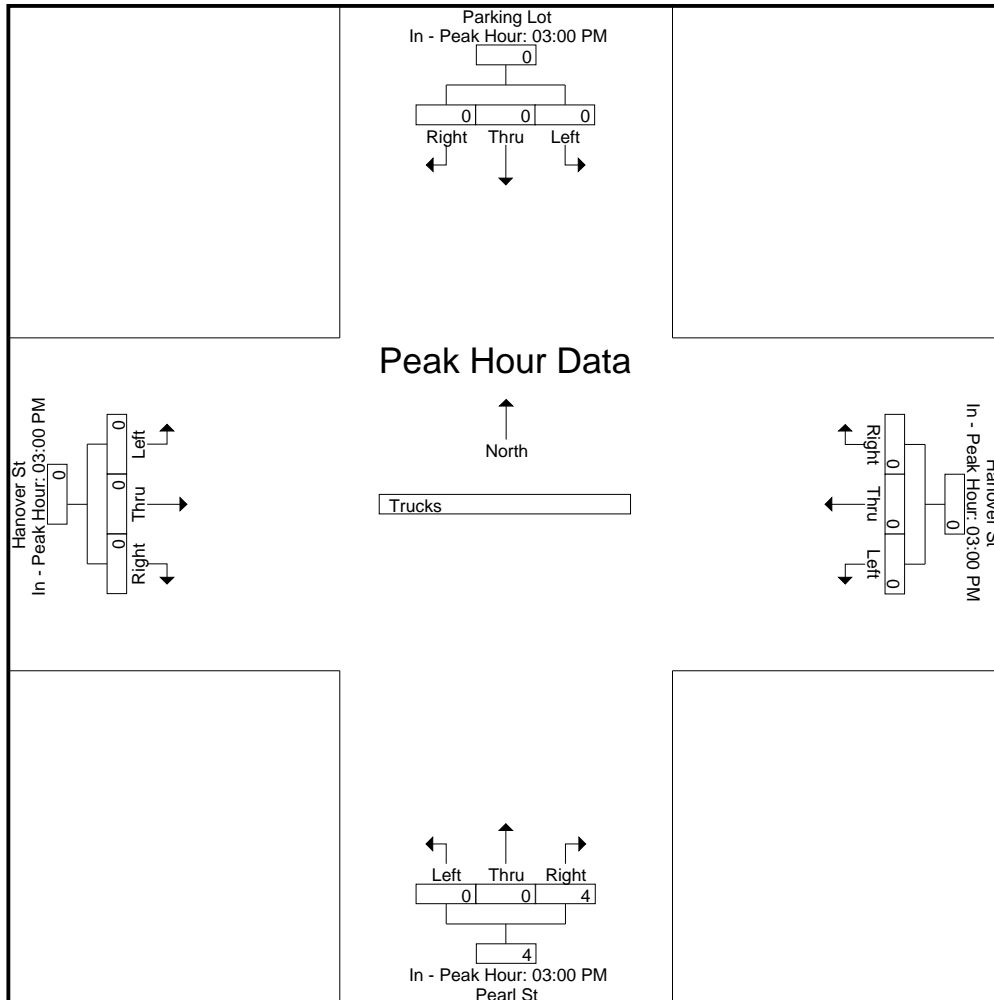
	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100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

Accurate Counts

978-664-2565

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

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

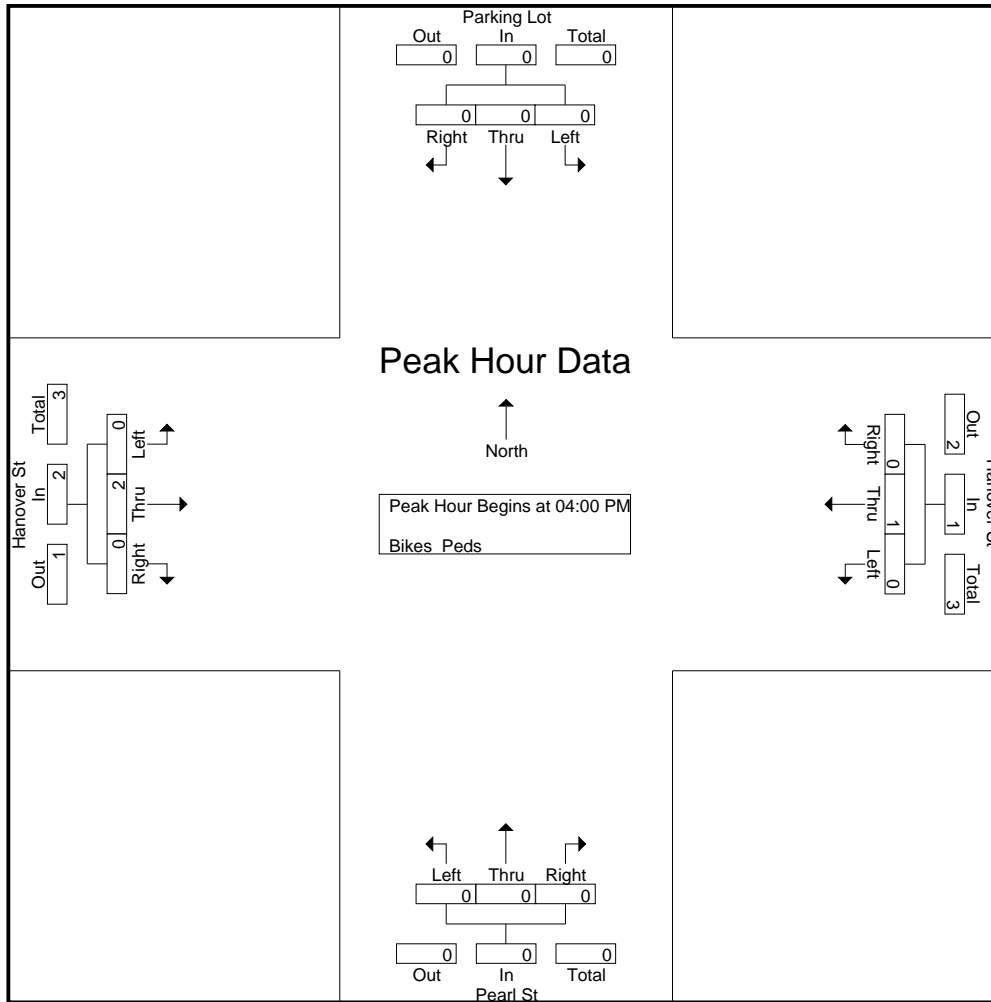
Start Time	Parking Lot From North				Hanover St From East				Pearl St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1											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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

File Name : 10068002

Site Code : 10068002

Start Date : 8/6/2024

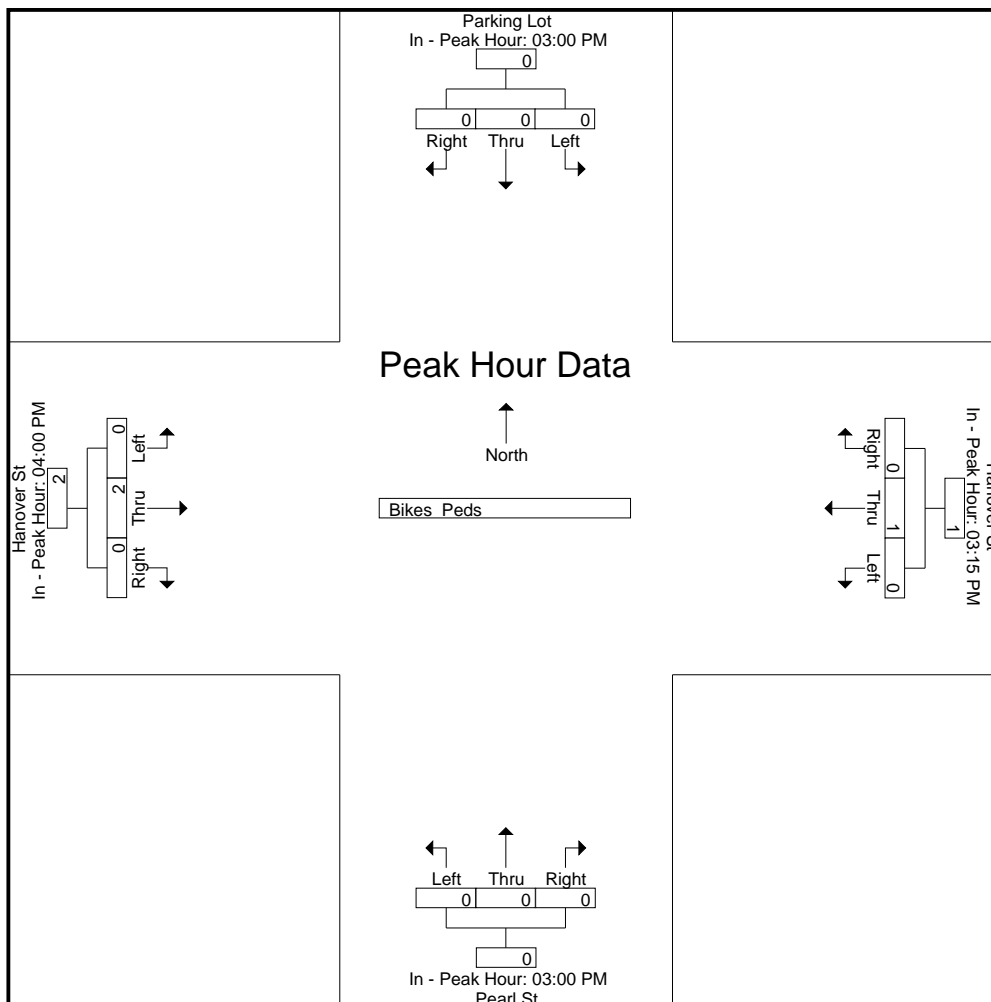
Page No : 12

N/S Street : Parking Lot / Pearl St

E/W Street : Hanover Street

City/State : Portsmouth, NH

Weather : Rain / Cloudy



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars - Trucks

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

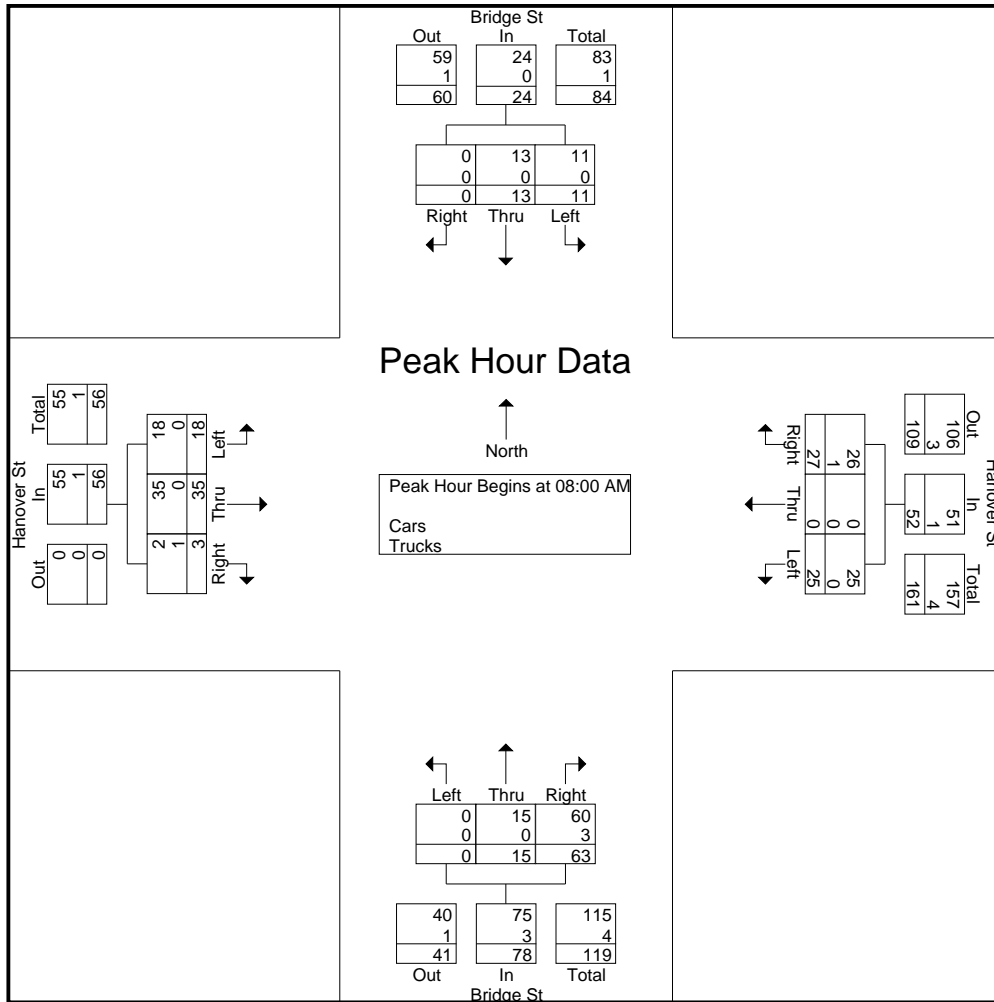
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

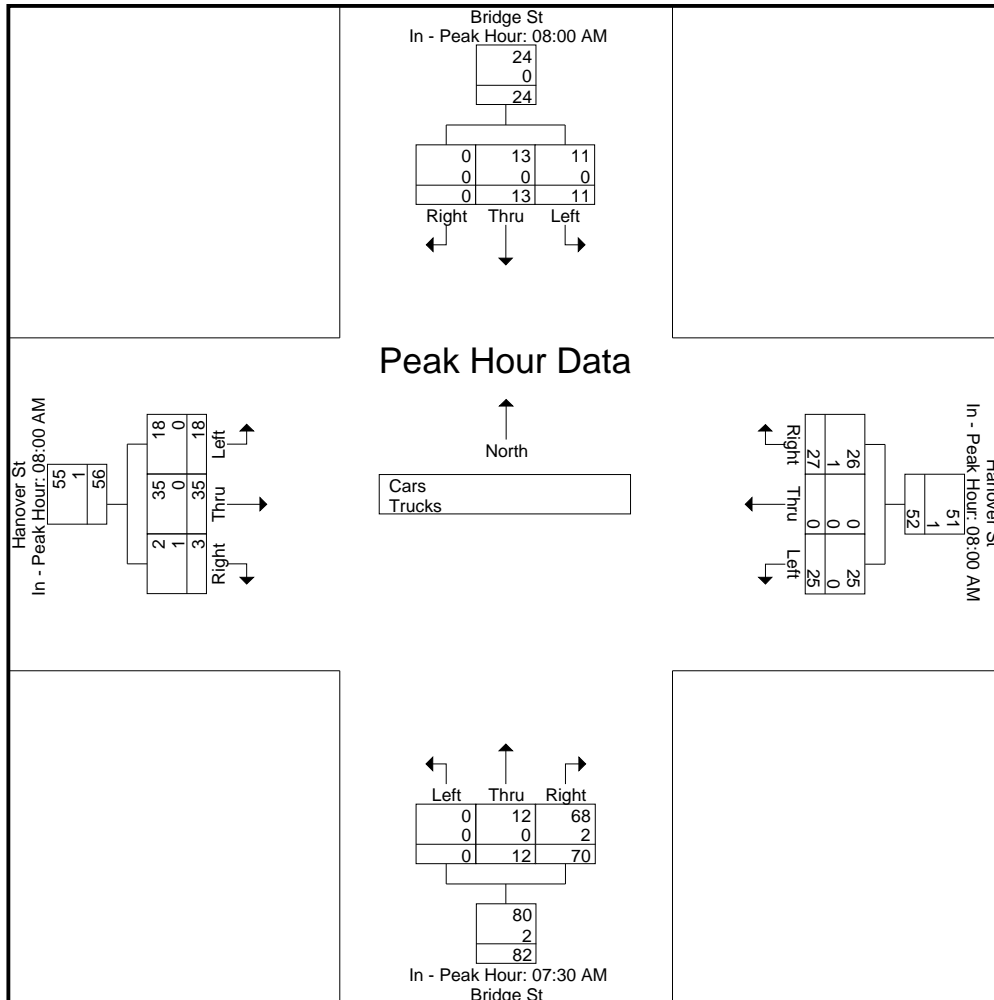
	08:00 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	2	3	0	5	6	0	7	13	0	2	17	19	1	9	1	11
+15 mins.	3	3	0	6	5	0	9	14	0	4	15	19	4	9	1	14
+30 mins.	1	4	0	5	5	0	6	11	0	3	14	17	7	9	0	16
+45 mins.	5	3	0	8	9	0	5	14	0	3	24	27	6	8	1	15
Total Volume	11	13	0	24	25	0	27	52	0	12	70	82	18	35	3	56
% App. Total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

Accurate Counts

978-664-2565

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

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

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

Accurate Counts

978-664-2565

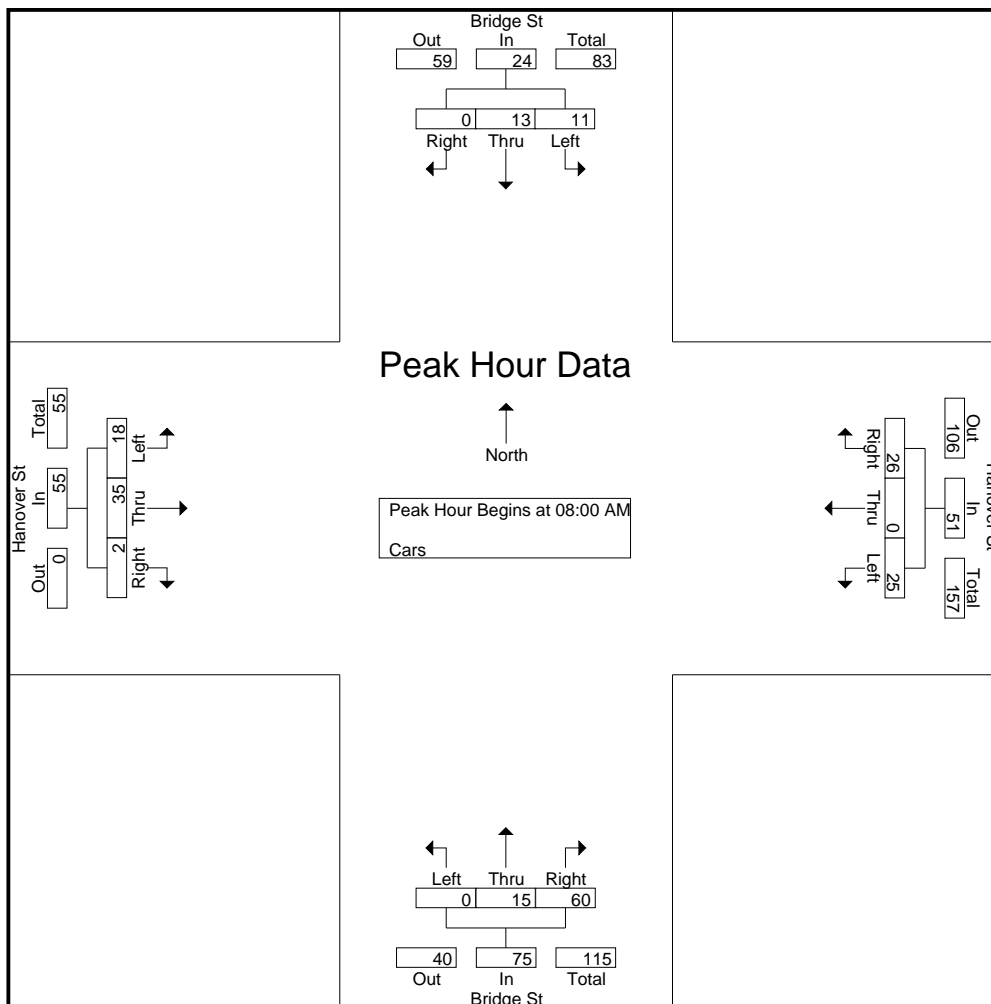
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 5

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

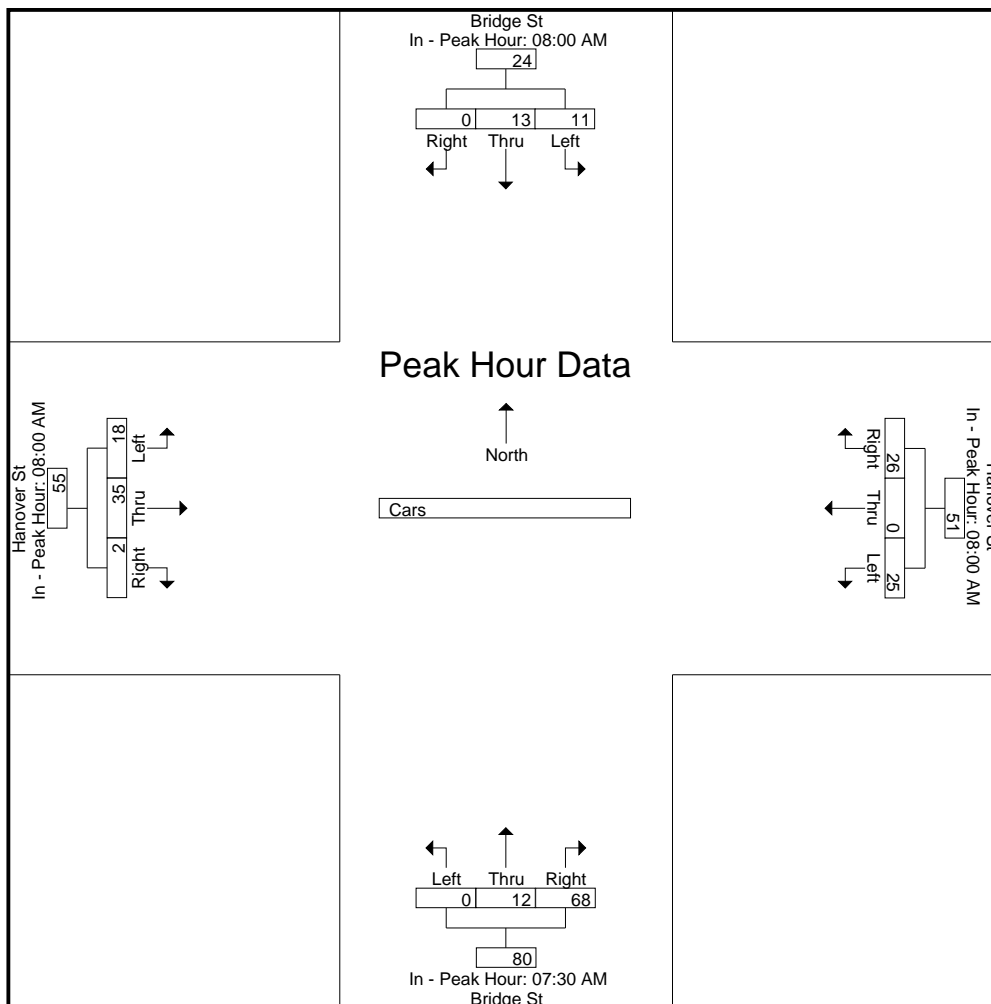
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 6

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

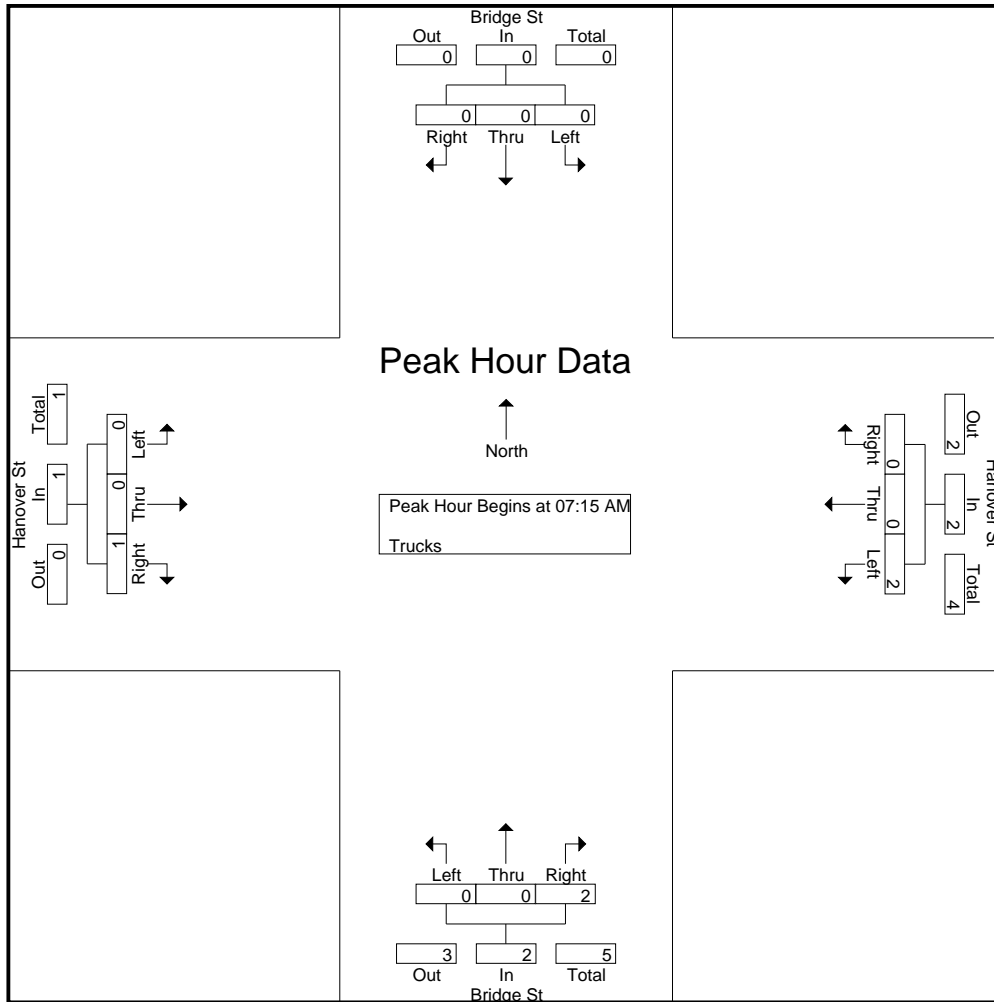
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

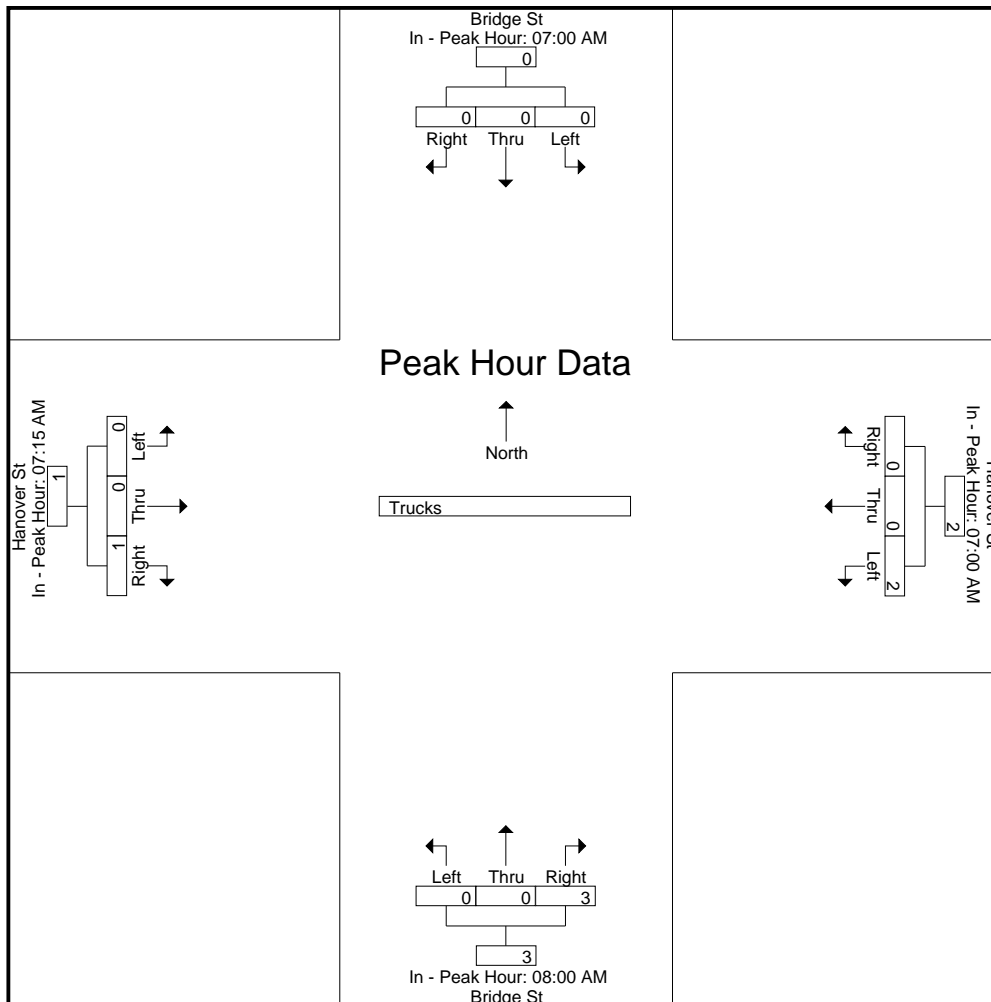
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 9

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

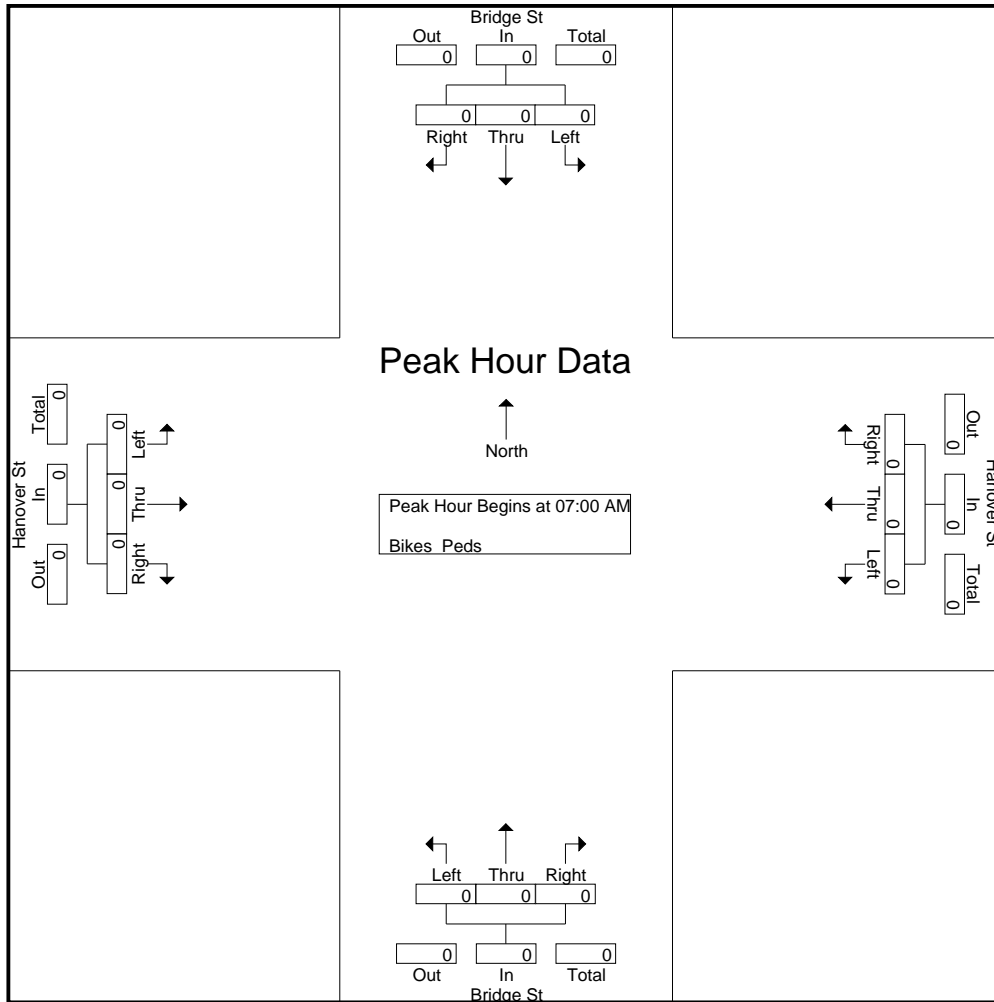
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

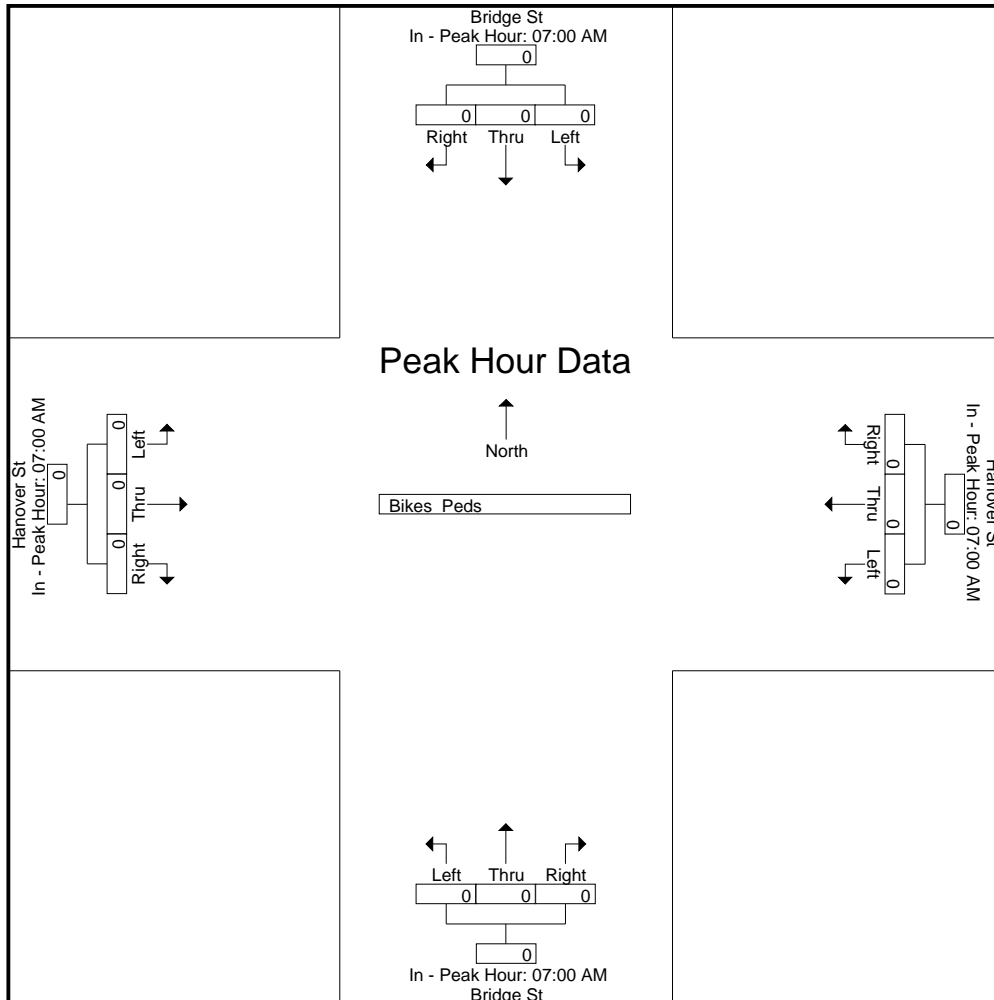
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

Accurate Counts

978-664-2565

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

File Name : 10068003
Site Code : 10068003
Start Date : 8/6/2024
Page No : 12



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars - Trucks

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

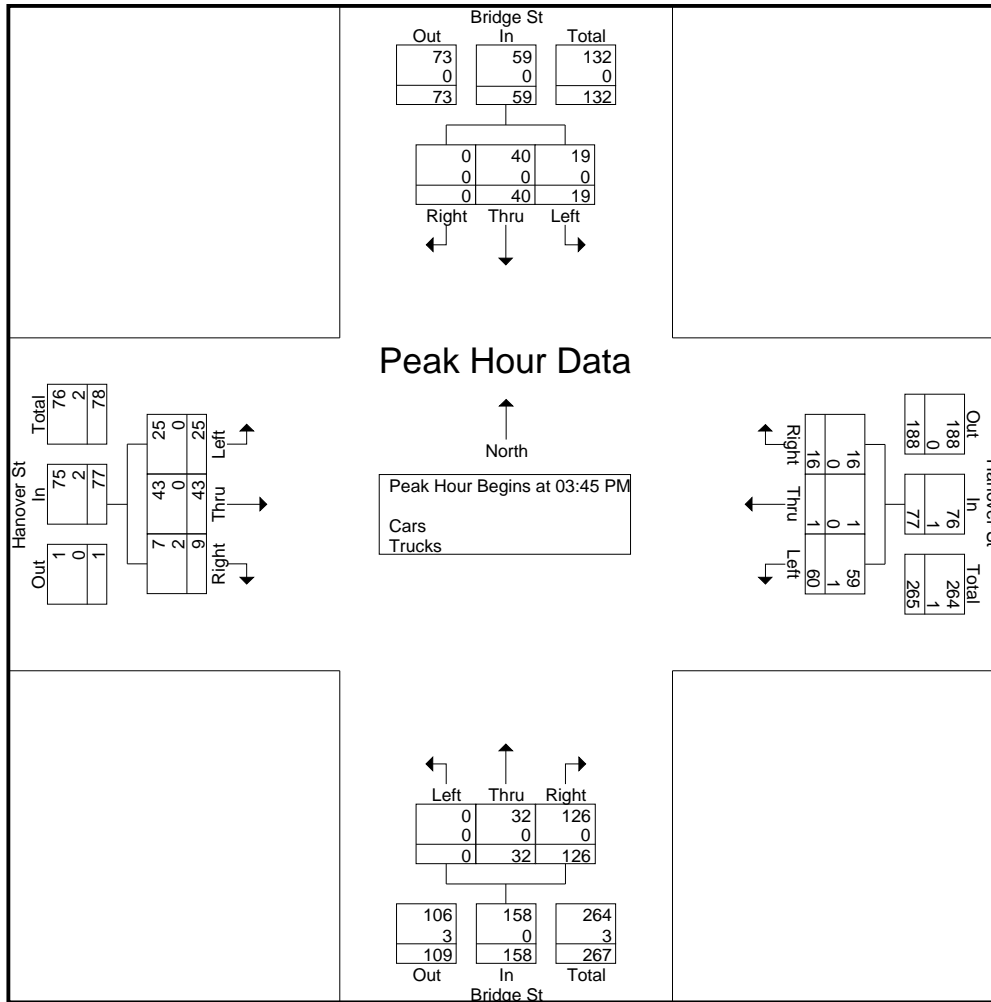
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

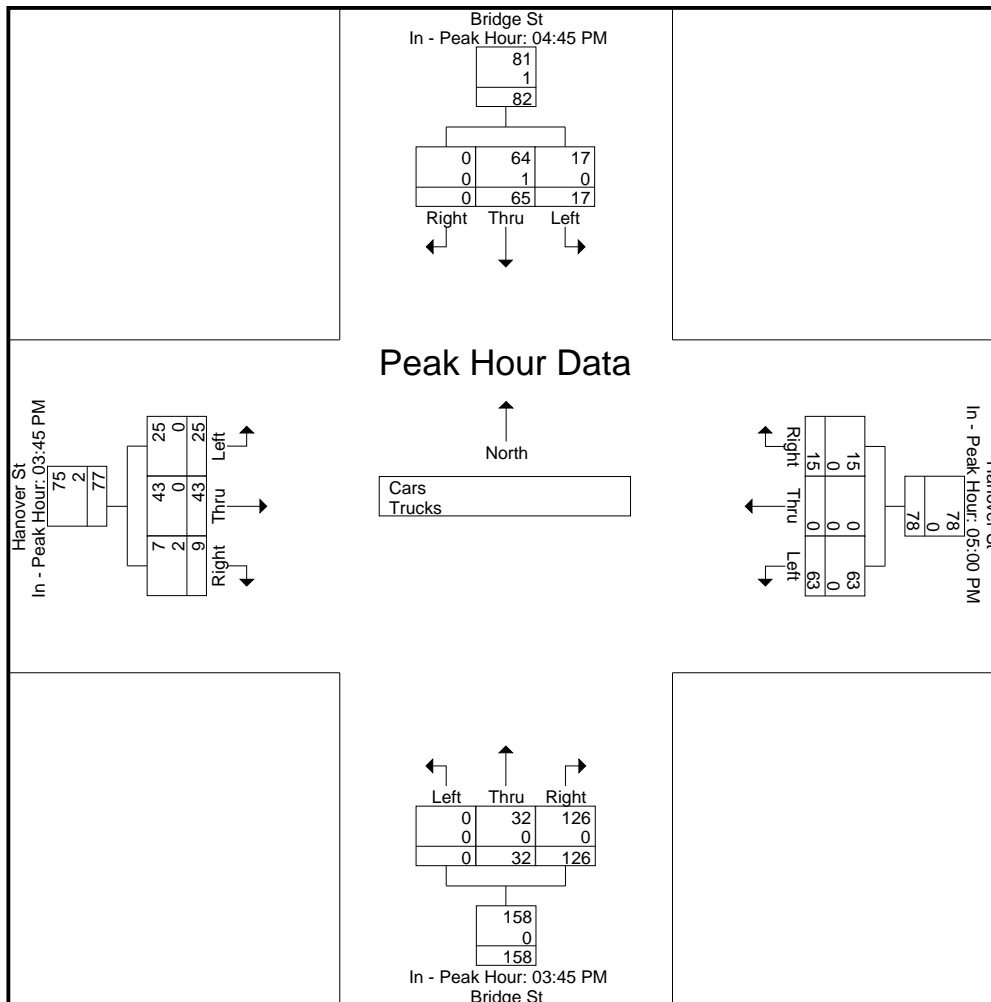
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 3

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

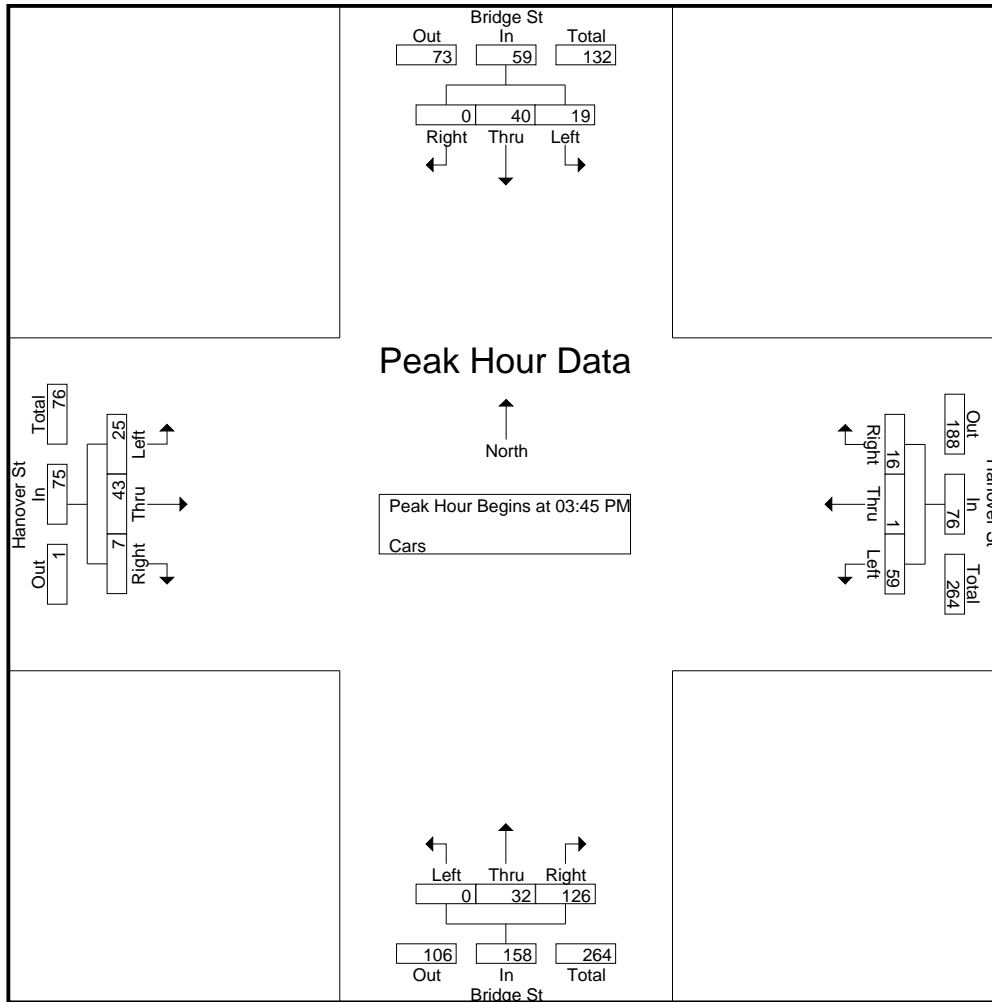
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

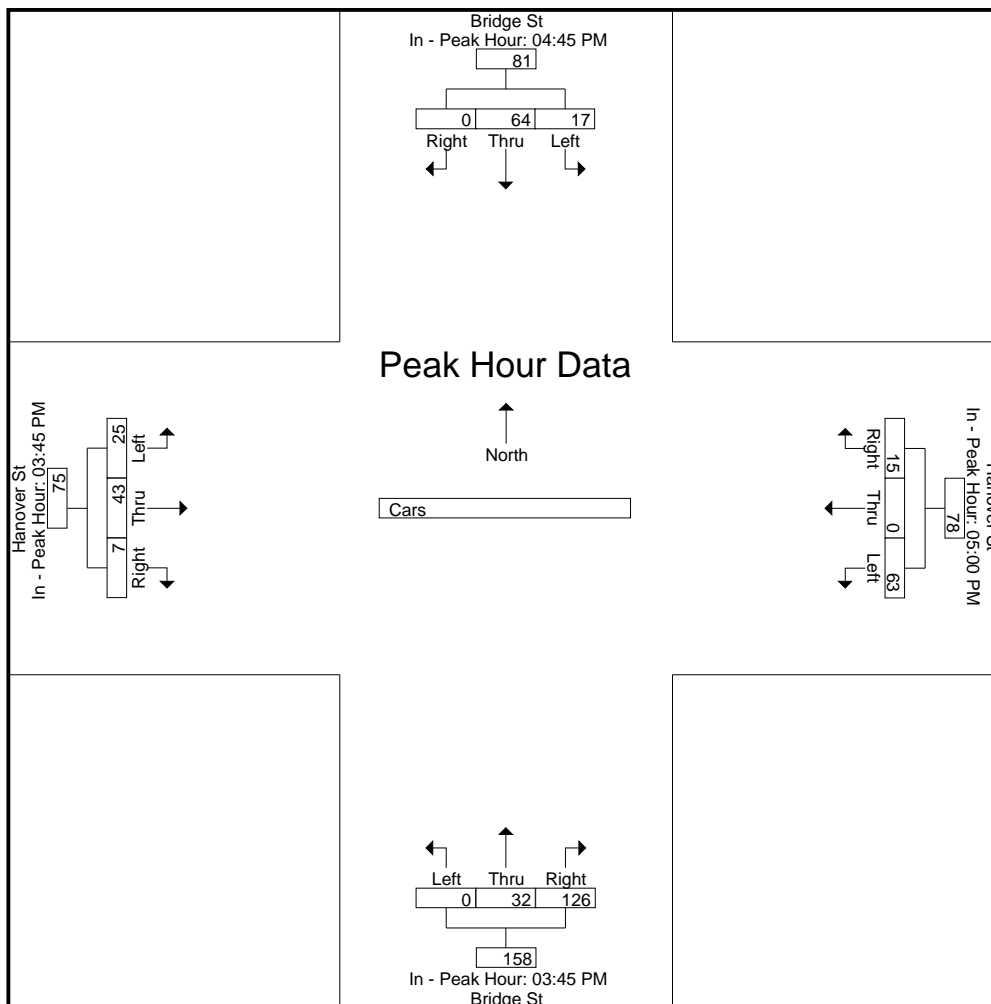
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 6

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

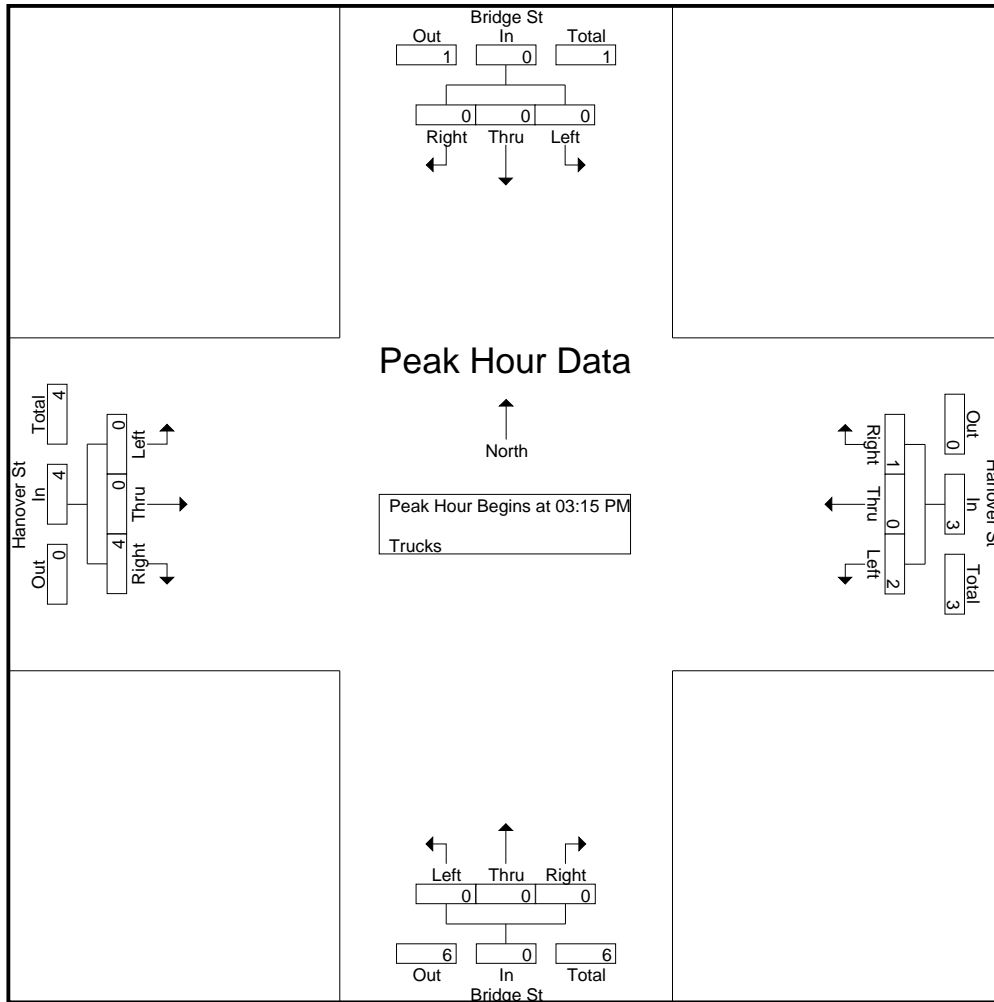
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

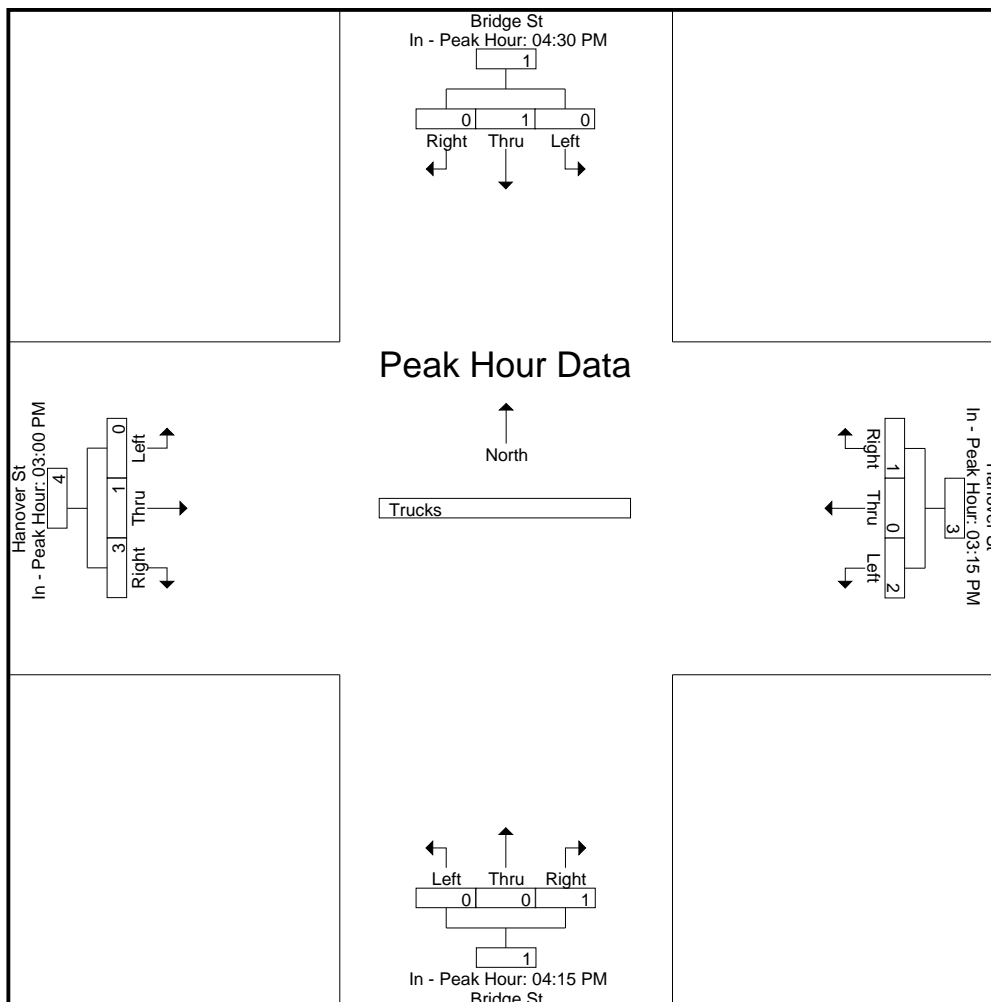
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 9

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

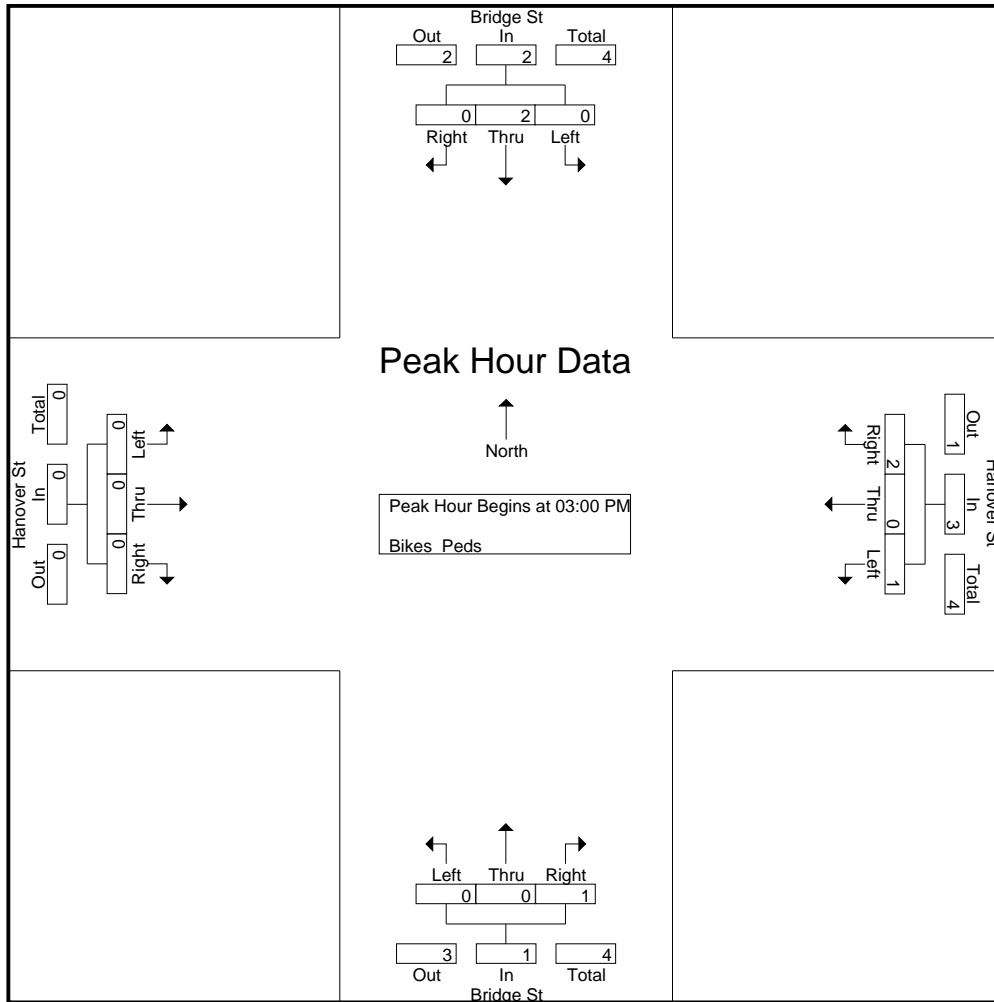
Start Time	Bridge St From North				Hanover St From East				Bridge St From South				Hanover St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1														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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

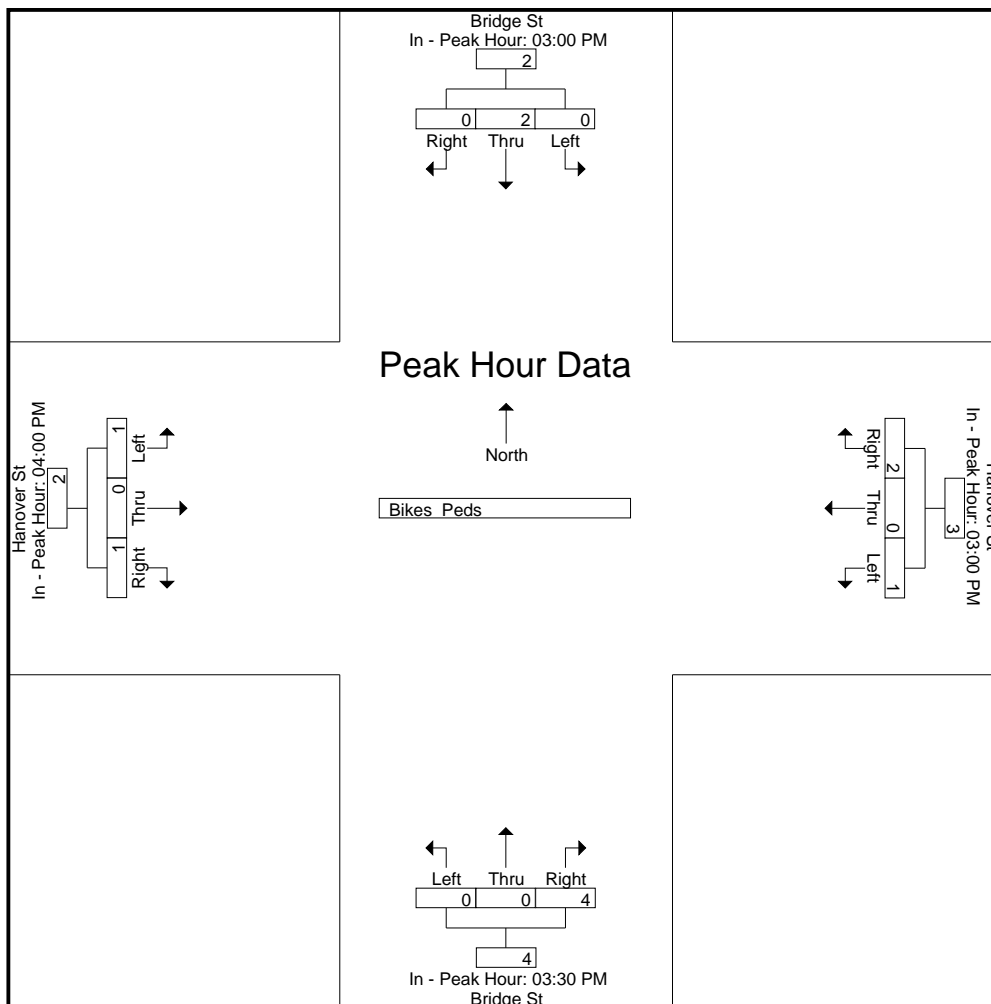
File Name : 10068003

Site Code : 10068003

Start Date : 8/6/2024

Page No : 12

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



Accurate Counts

978-664-2565

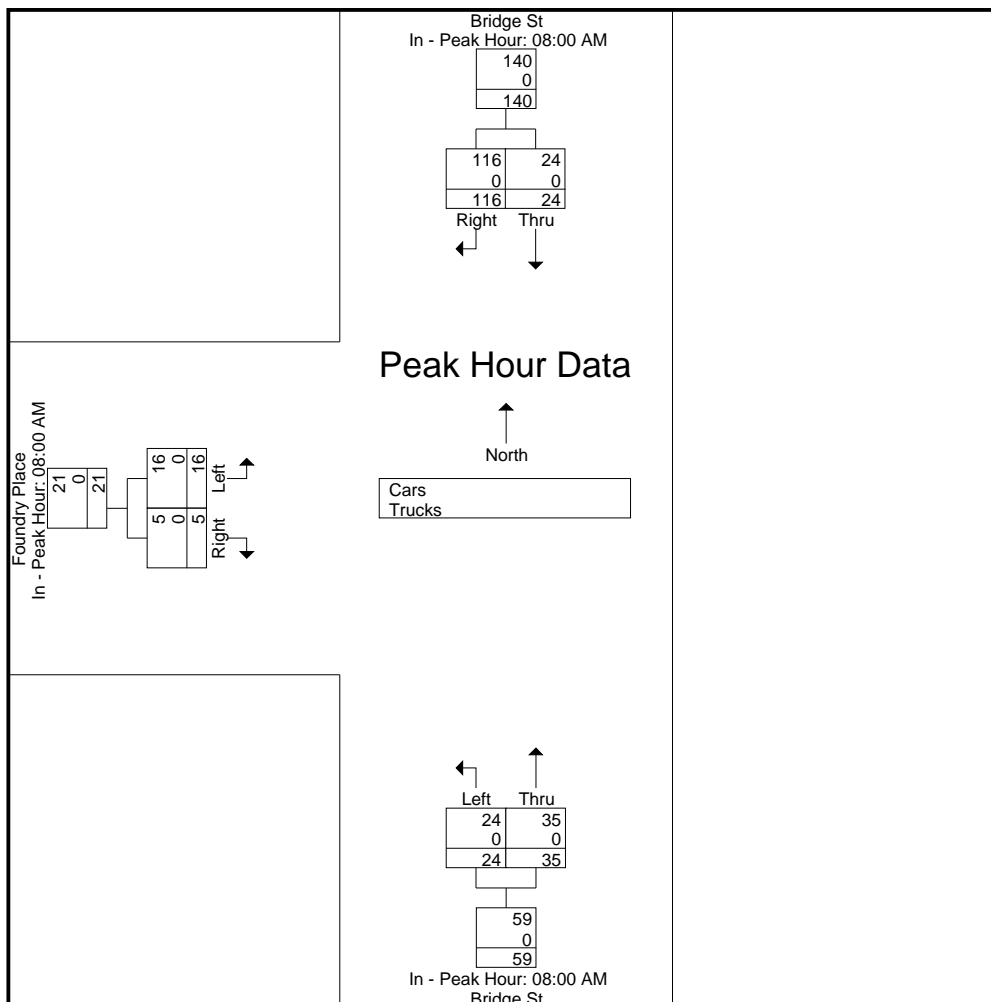
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 3

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

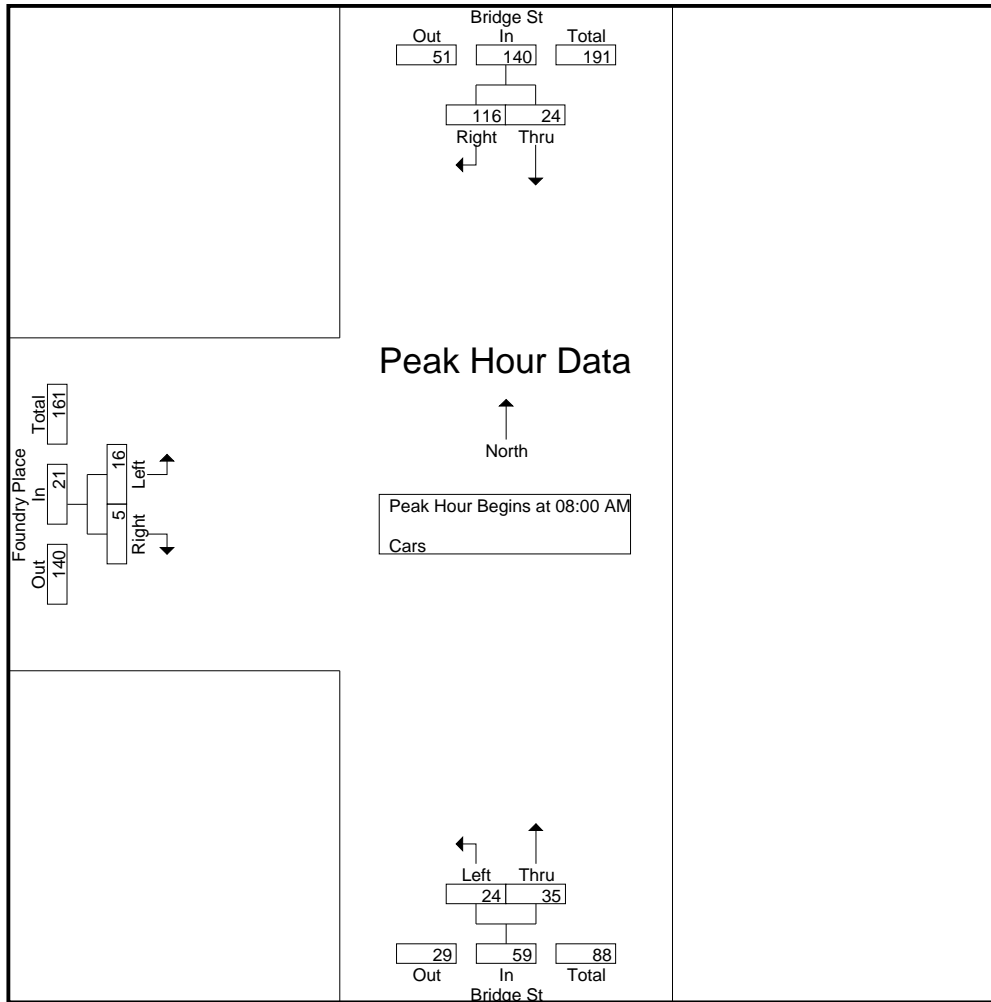
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

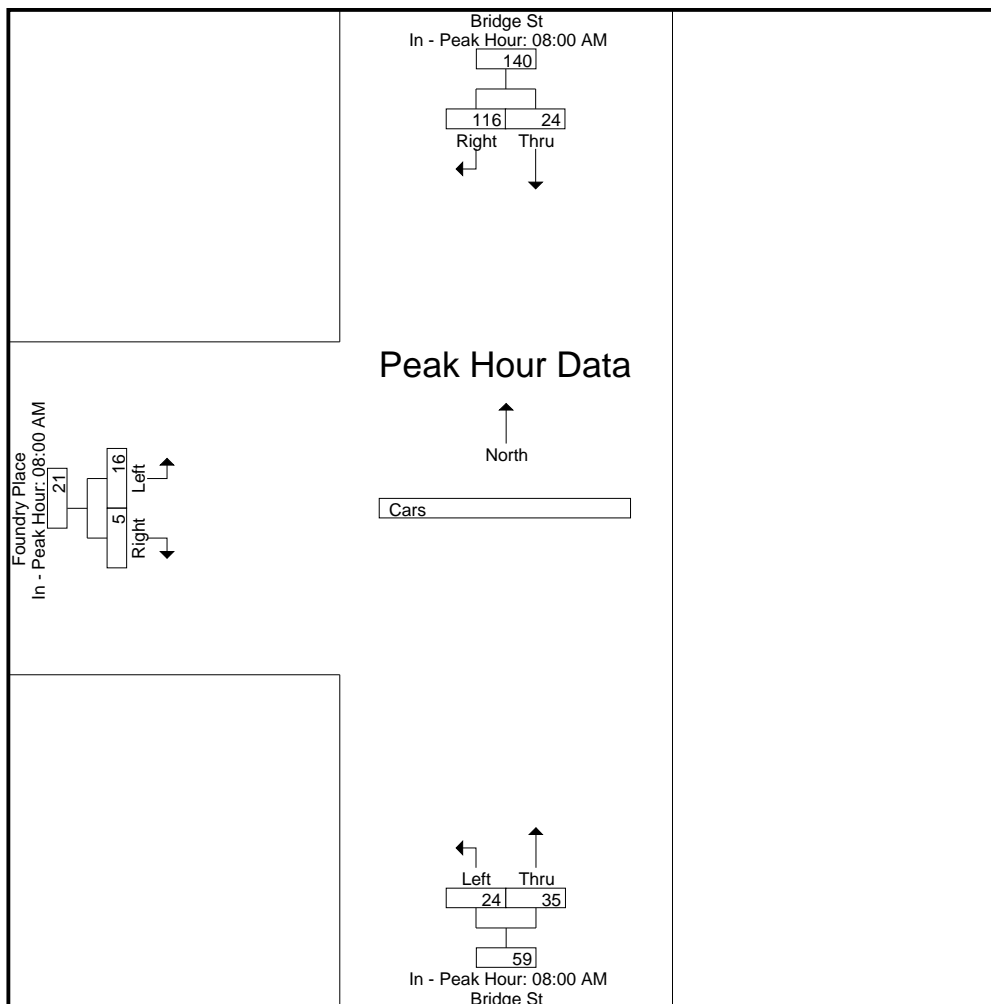
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 6

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

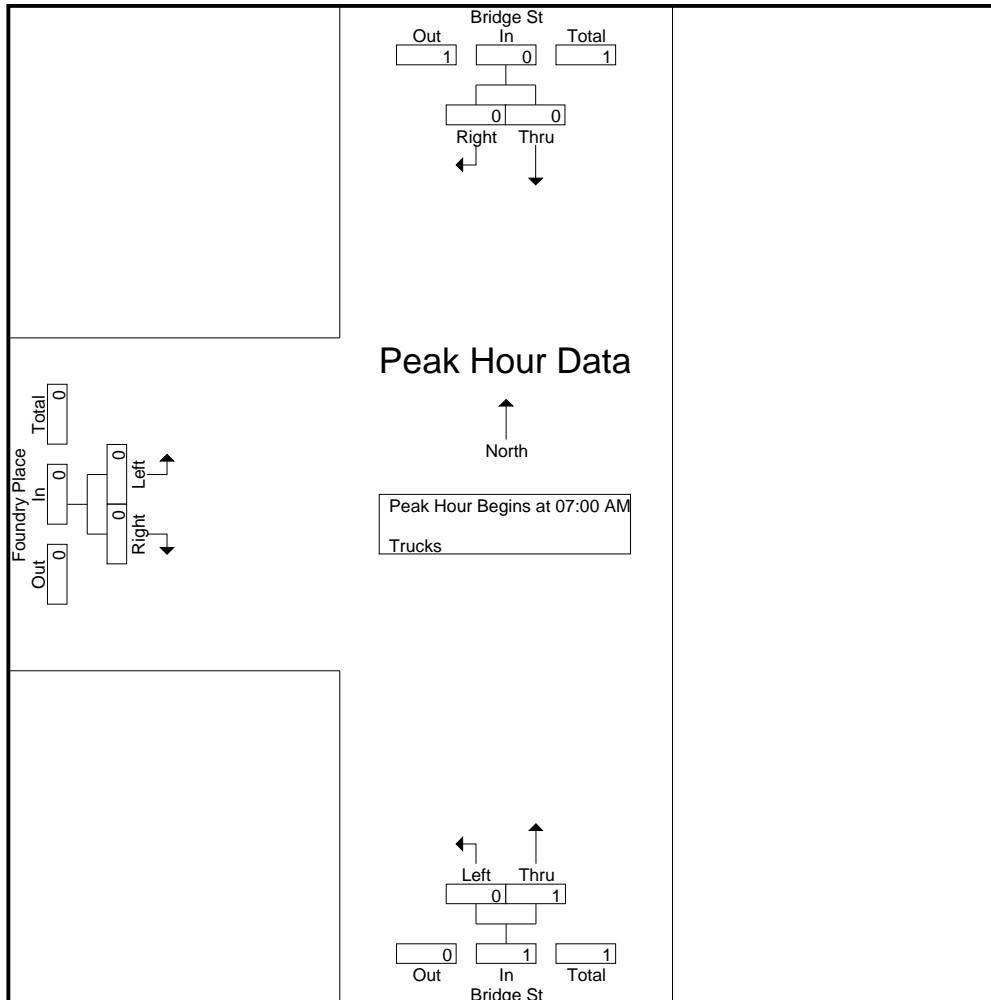
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

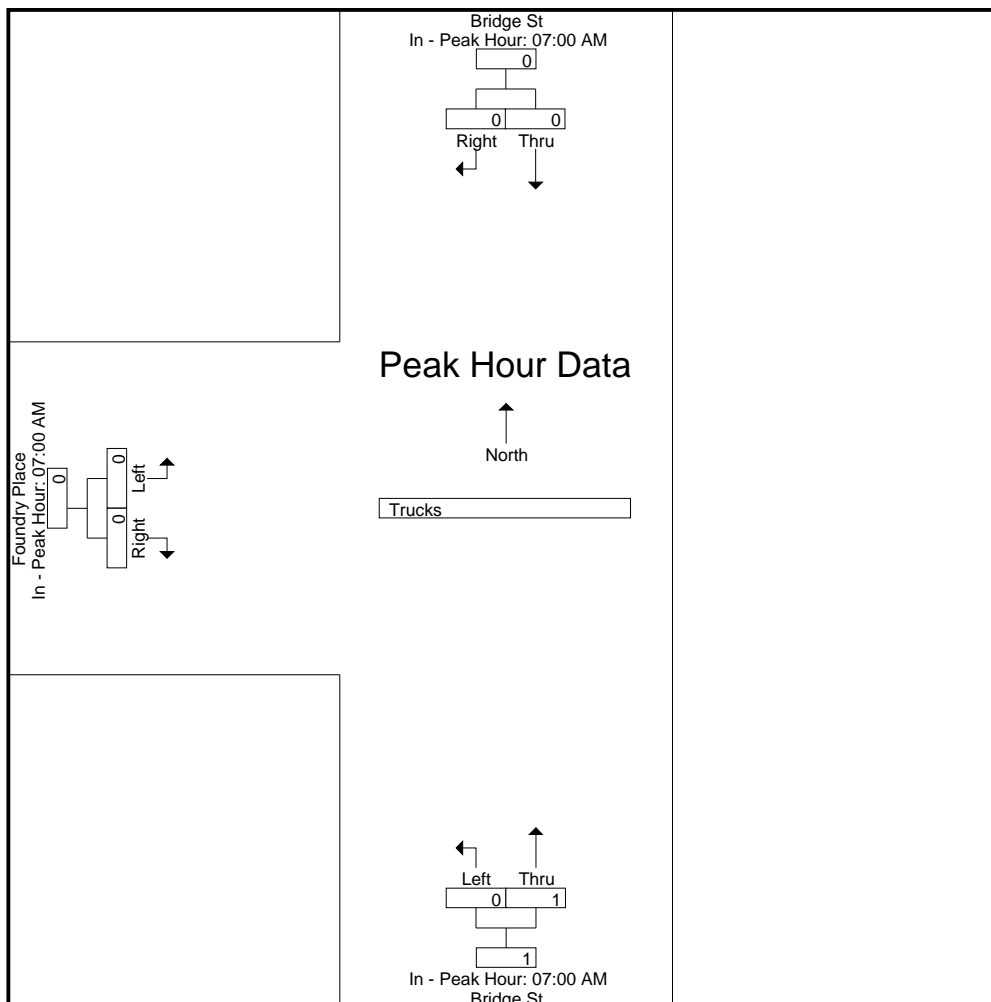
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 9

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

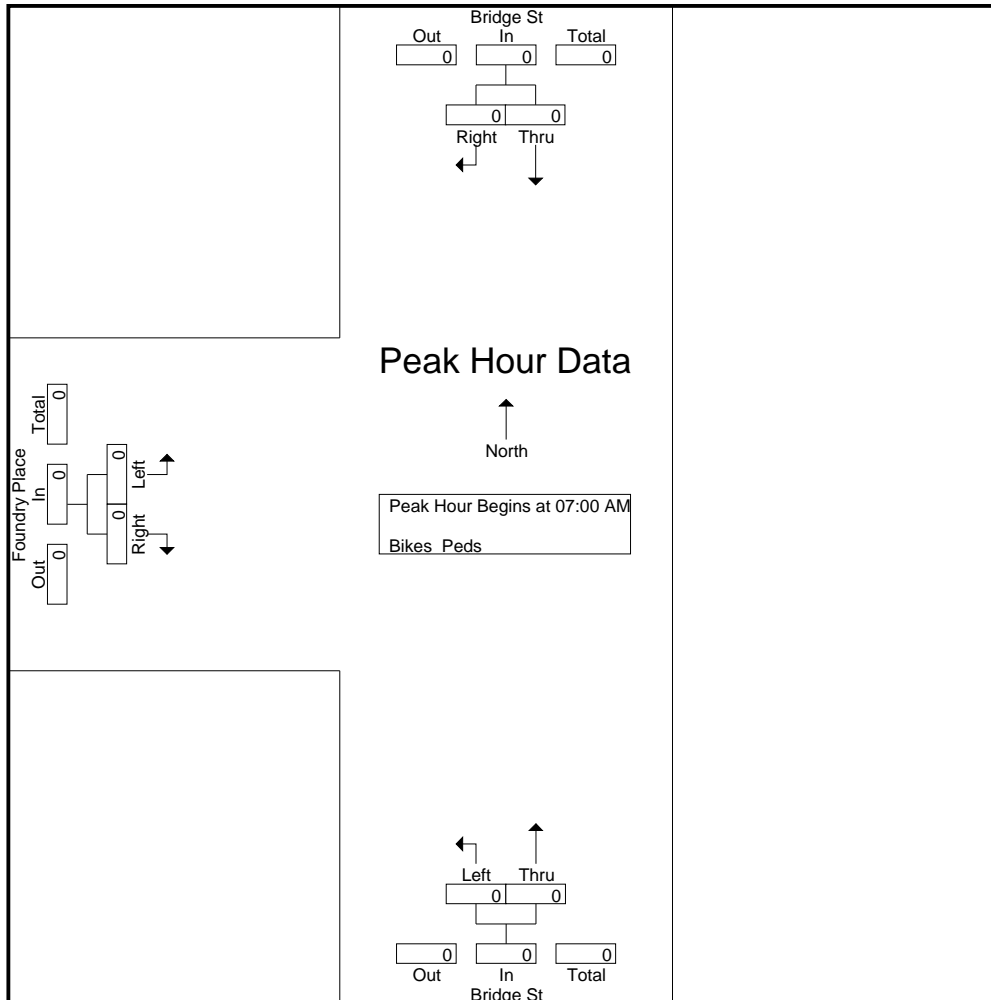


Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

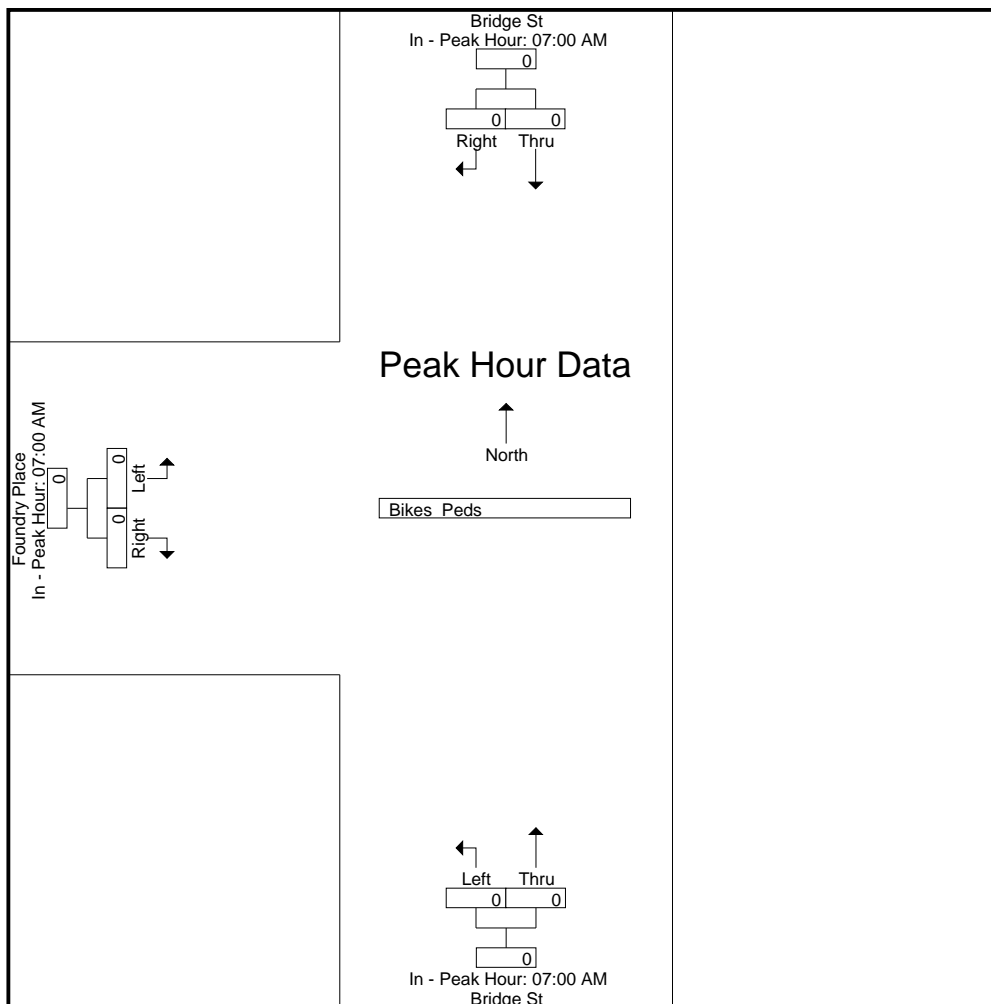
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 12

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



Accurate Counts

978-664-2565

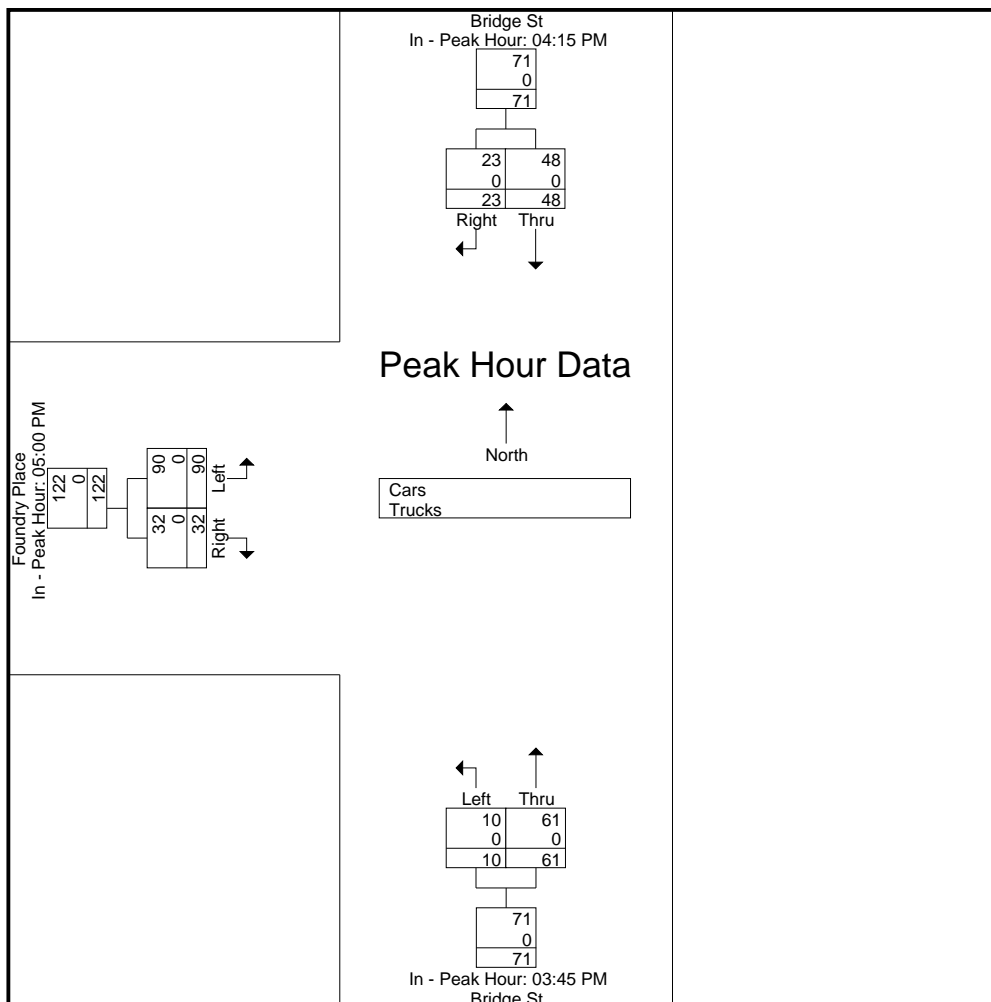
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 3

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Cars

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

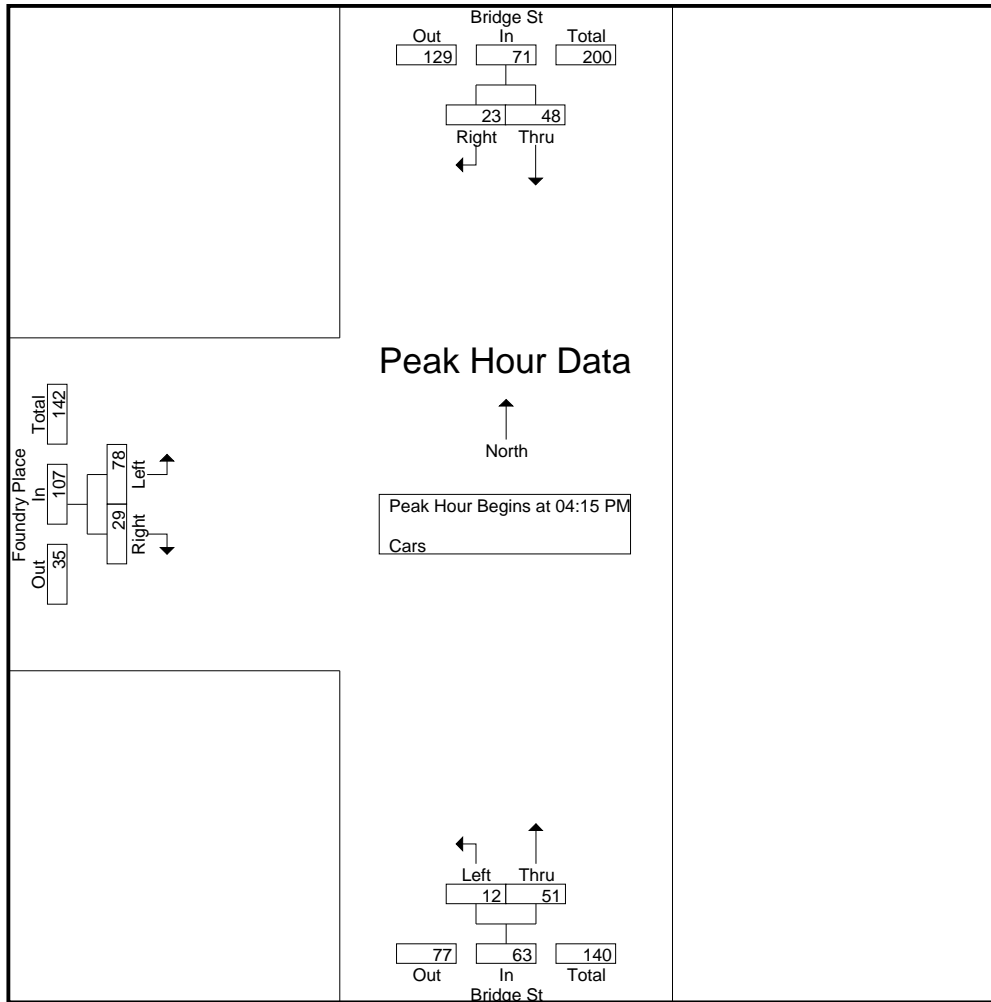
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

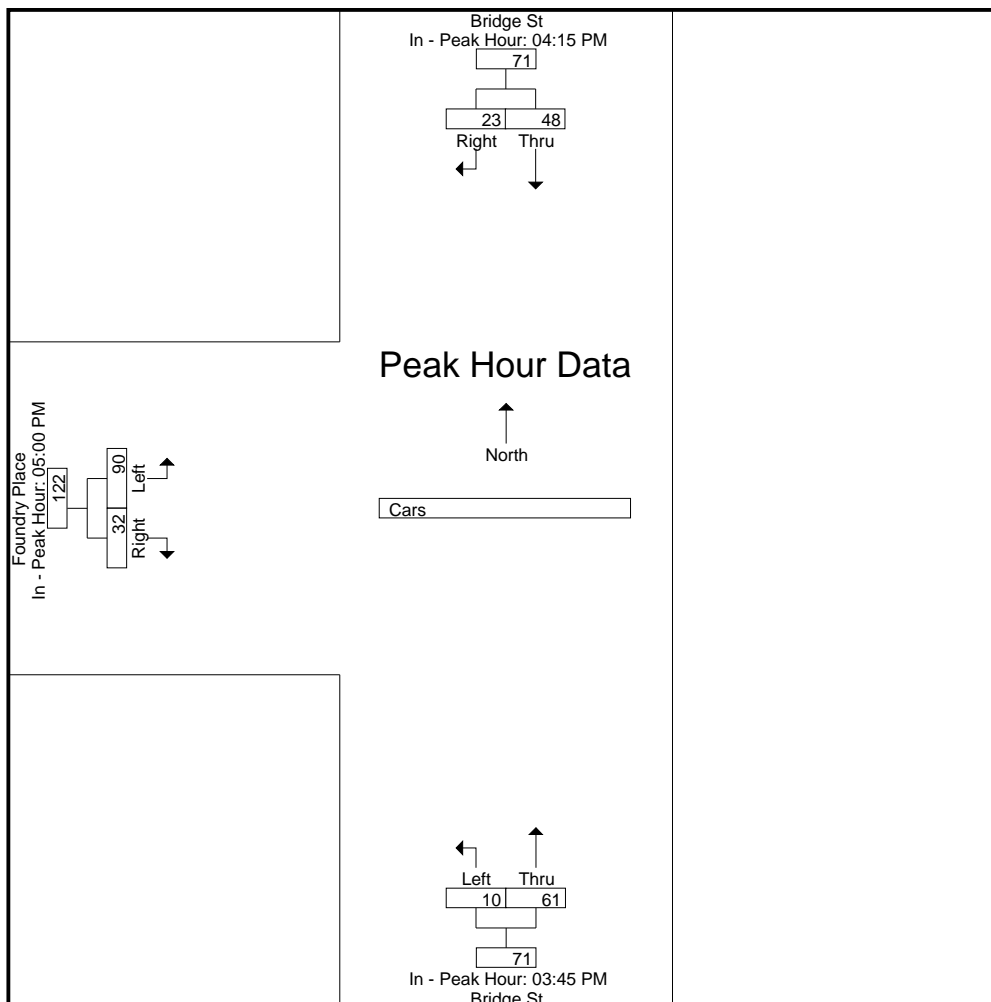
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 6

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Trucks

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

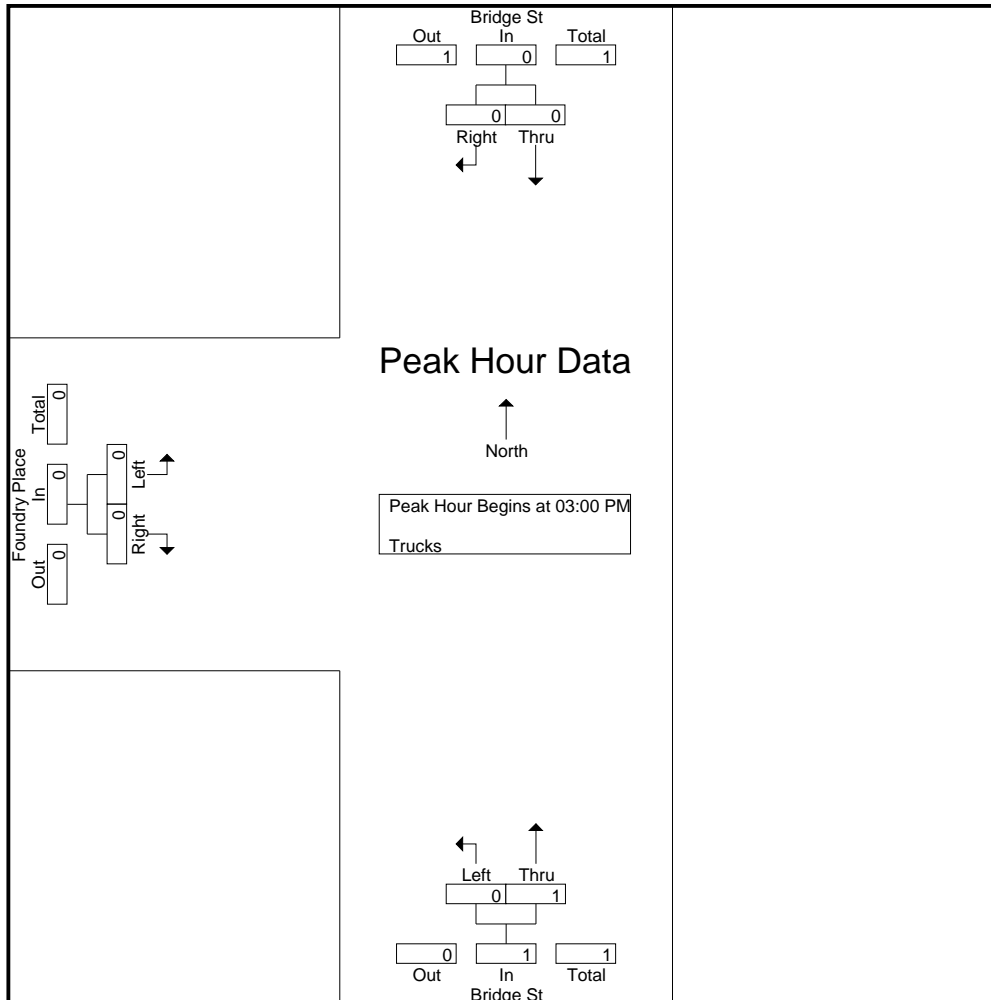
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

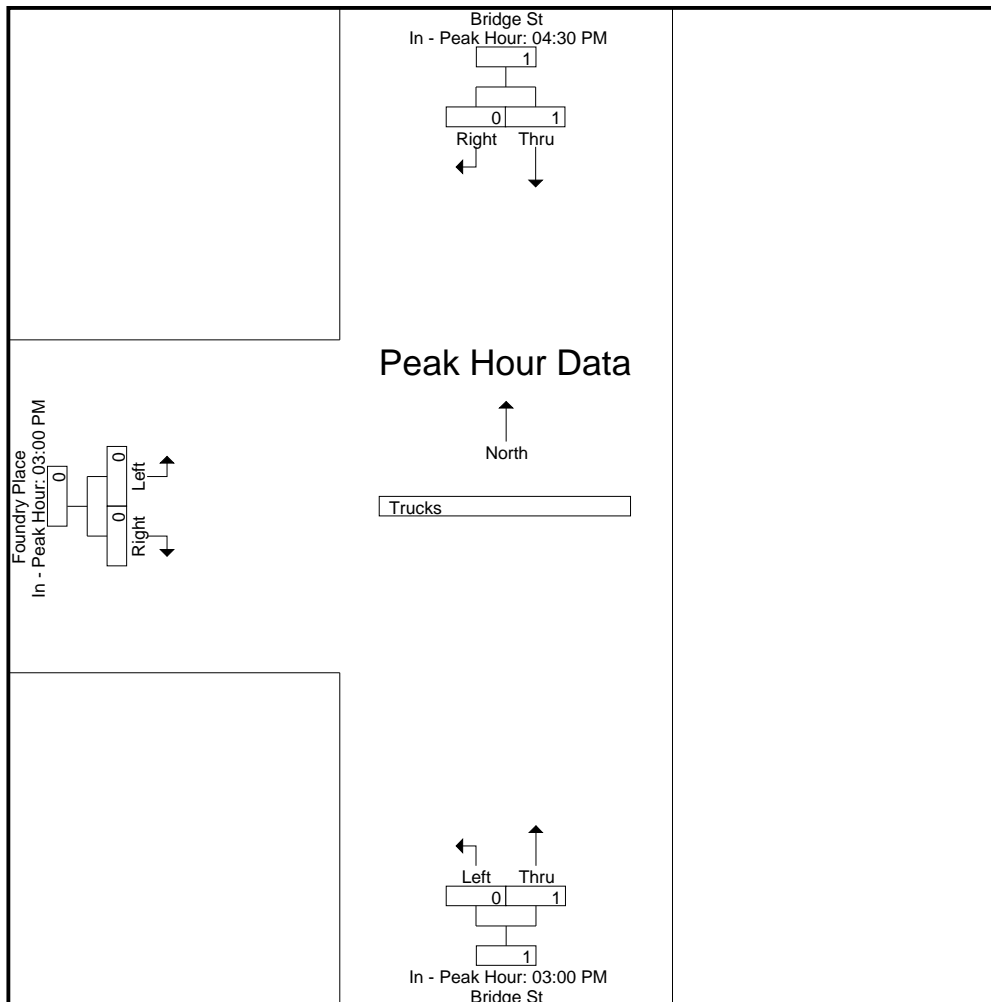
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 9

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



Accurate Counts

978-664-2565

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

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

Groups Printed- Bikes Peds

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

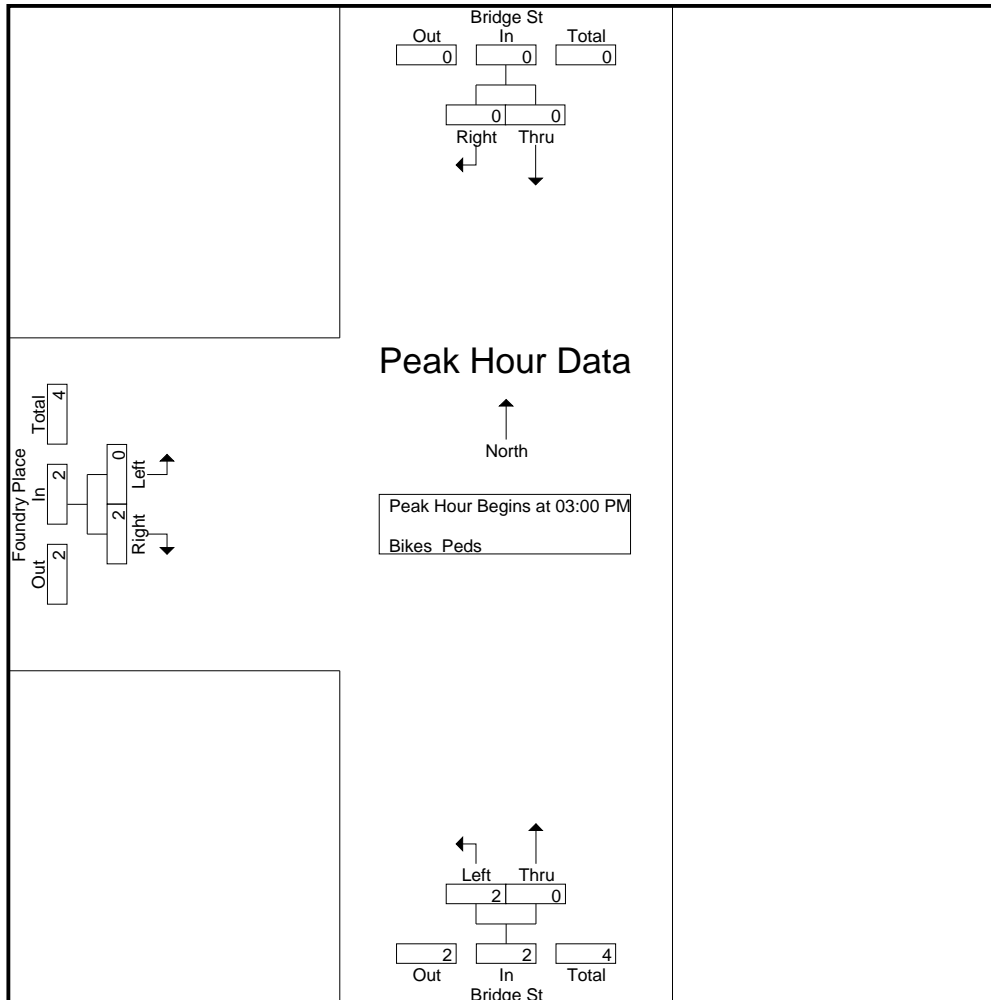
Start Time	Bridge St From North			Bridge St From South			Foundry Place From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM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

Accurate Counts

978-664-2565

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

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



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

Peak Hour for Each Approach Begins at:

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

Accurate Counts

978-664-2565

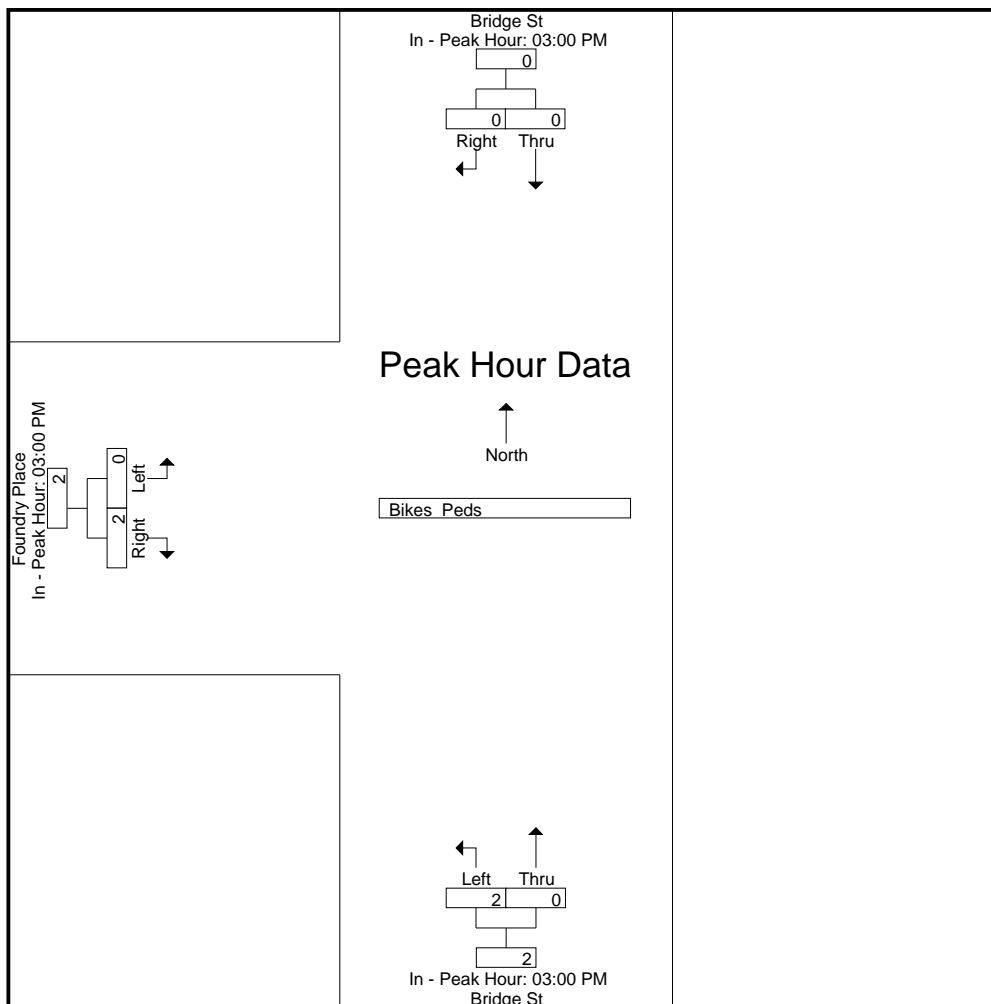
File Name : 10068004

Site Code : 10068004

Start Date : 8/6/2024

Page No : 12

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



SEASONAL ADJUSTMENT DATA

Year 2019 Monthly Data

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

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

AADT: 11,102
Peak Month: 11,849

COVID-19 ADJUSTMENT DATA

August 2019 Average Count Data – Sta. 02125001

ADT: 11,709

Weekday Morning Peak-Hour Traffic: 753

Weekday Evening Peak-Hour Traffic: 1,049

August 2024 Average Count Data – Sta. 02125001

ADT: 11,674

Weekday Morning Peak-Hour Traffic: 731

Weekday Evening Peak-Hour Traffic: 1,075

COVID Adjustment

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

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

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

New Hampshire DOT 02125001: Monthly Hourly Volume for August 2019

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

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

AM Peak-Hour = 753

PM Peak-Hour = 1,049

ADT August = 11,709

New Hampshire DOT 02125001: Monthly Hourly Volume for August 2024

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

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

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

AM Peak-Hour = 731

PM Peak-Hour = 1,075

ADT August 2024 =

11,674

VEHICLE TRAVEL SPEED DATA

Accurate Counts
978-664-2565

Site Code: 10068001

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

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

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

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

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

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

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

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

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

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

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

Accurate Counts
978-664-2565

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

Site Code: 10068001

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

Accurate Counts
978-664-2565

Site Code: 10068001

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

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

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

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

TRANSIT INFORMATION

COAST Routes 12, 13, 14 Bus Stop List

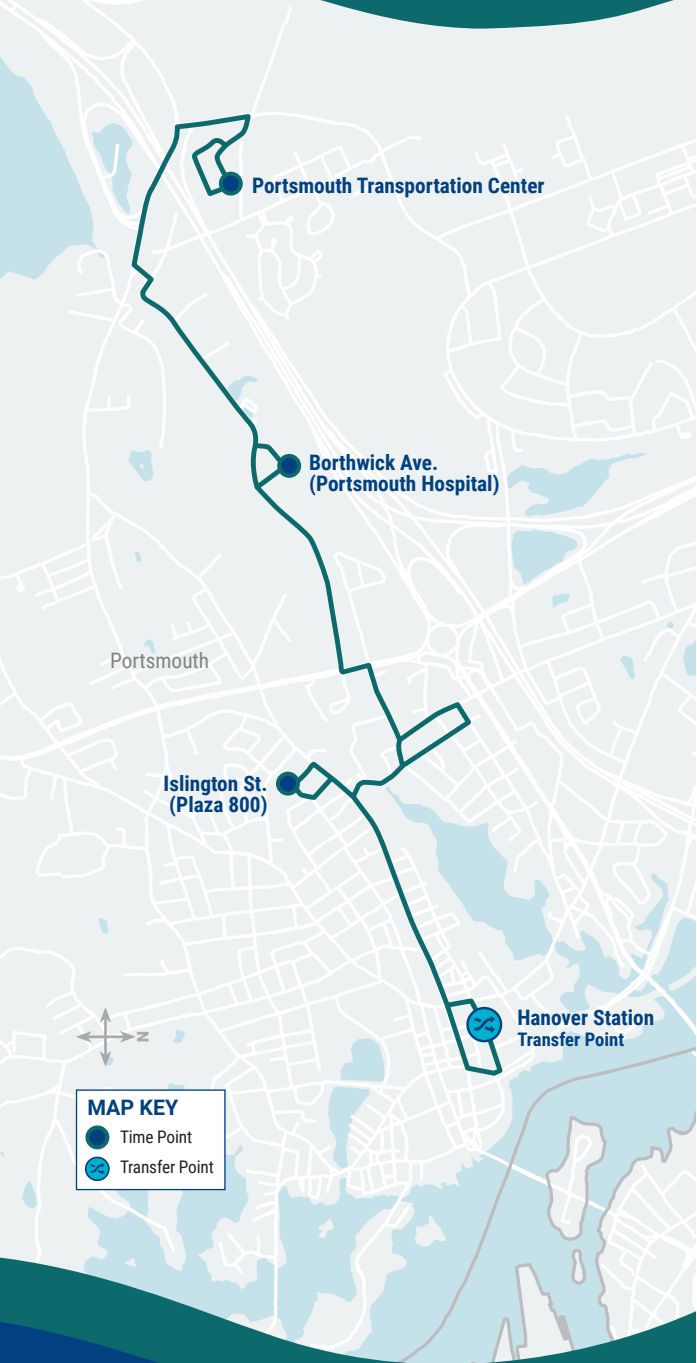
13 North

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

40

Route 40 Map

Portsmouth Islington Borthwick



MAP KEY

- Time Point
- ⊕ Transfer Point



Ride Information

COAST BUS FARES

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

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

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

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

YOUR RIGHTS

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

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

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



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Bus Schedule & Map 40



Effective
09.17.22

ROUTE
40

Portsmouth Islington Borthwick



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

MAP OUT YOUR GAME PLAN

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COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 40

Portsmouth • Islington • Borthwick

How to Read the Schedule

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

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

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

*No Service during the hour of 3pm.

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

*No Service during the hour of 3pm.



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



Making Connections

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

TRANSFER POINTS

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

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

Hanover Station, Portsmouth

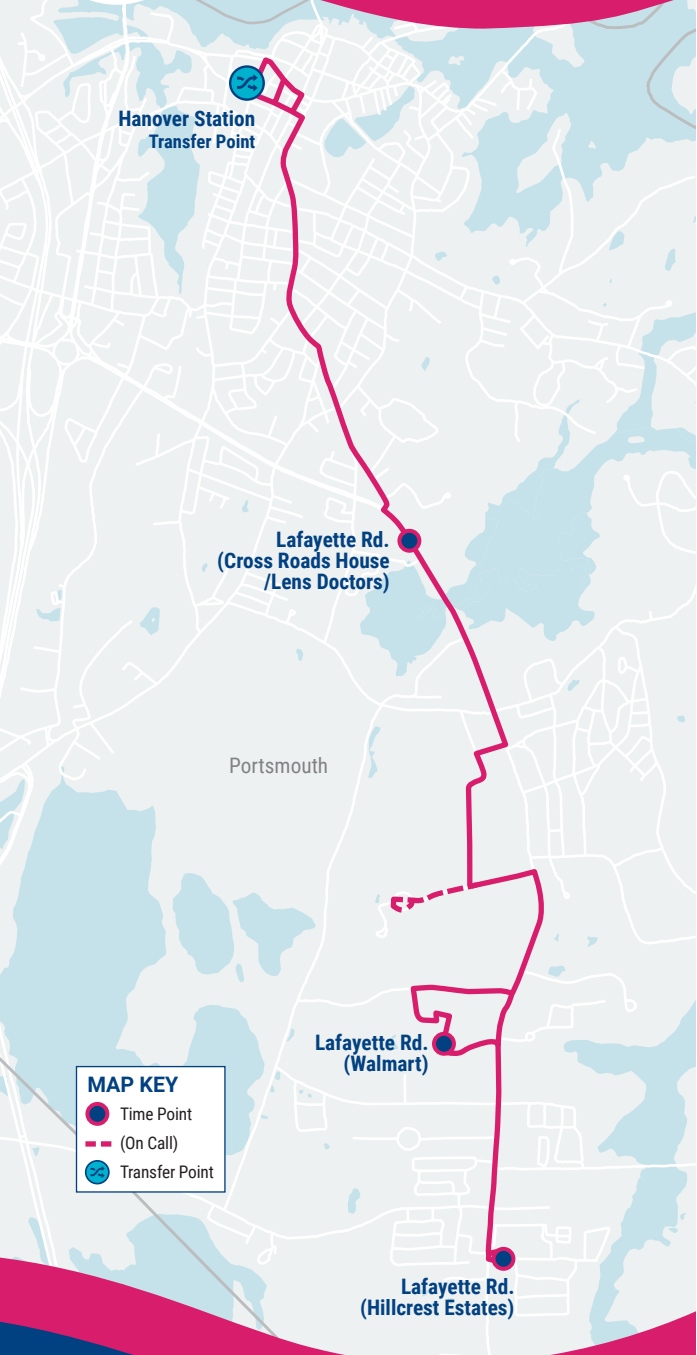


MAP IT!

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

41

Route 41 Map Portsmouth • Lafayette Road



Ride Information

COAST BUS FARES

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

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

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

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

YOUR RIGHTS

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NO SERVICE DAYS

COAST does not operate on the following holidays:

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



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Bus Schedule & Map 41



Effective
09.17.22

ROUTE 41

Portsmouth • Lafayette Road



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MAP OUT YOUR GAME PLAN

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COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 41 Portsmouth • Lafayette Road

How to Read the Schedule

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

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

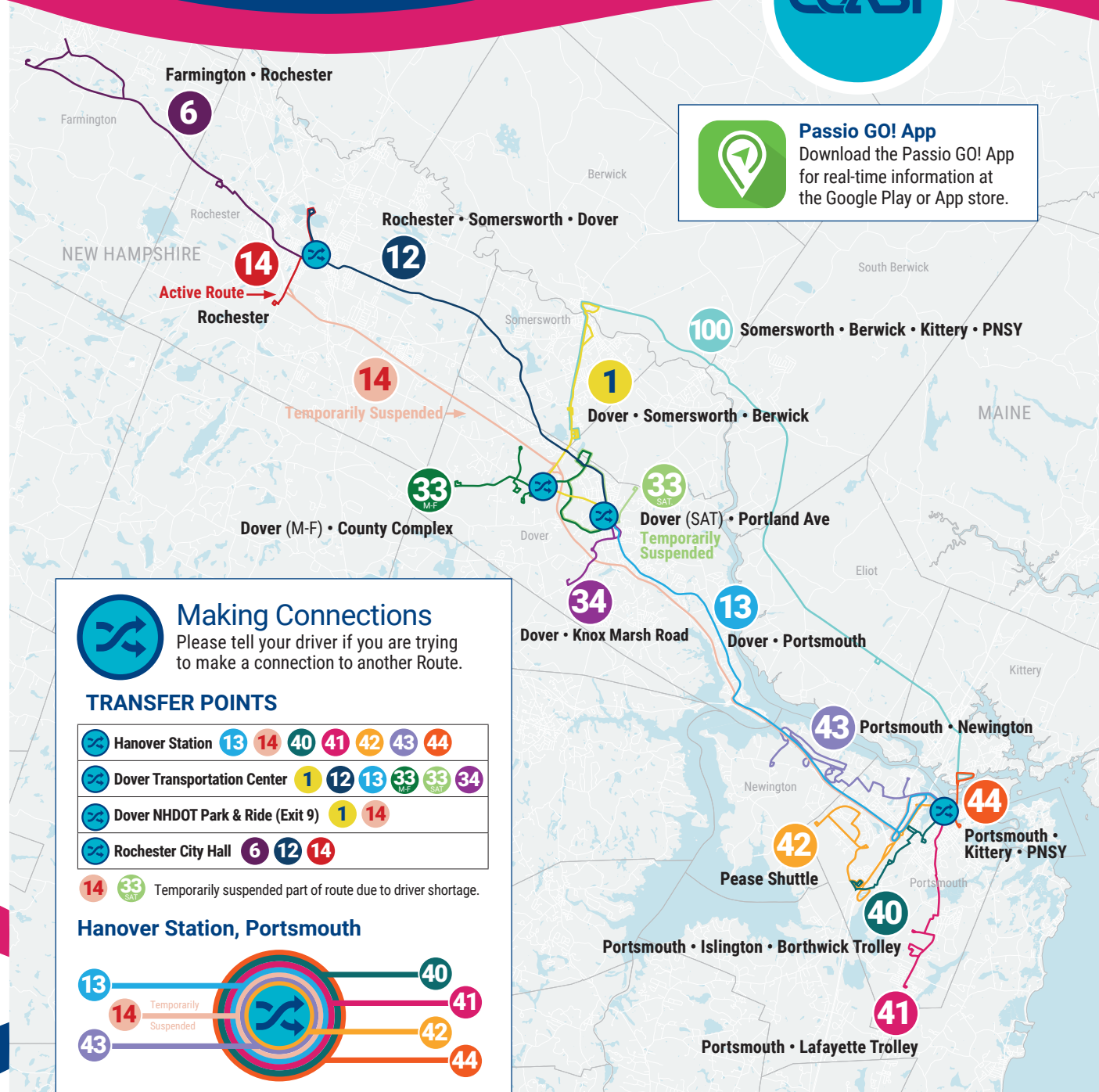
OUTBOUND (M-Sat)	Service On Every Hour		
Hanover Station - Lafayette Rd. (Hillcrest Estates)	First Bus	Minutes Past Hour	Last Bus
• Hanover Station	6:00am	:00	8:00pm
• Lafayette Rd. (Cross Roads House)	6:10am	:10	8:10pm
• Lafayette Rd. (Walmart)	6:20am	:20	8:20pm
• Lafayette Rd. (Hillcrest Estates)	6:29am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

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



MAP IT!

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



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



Making Connections

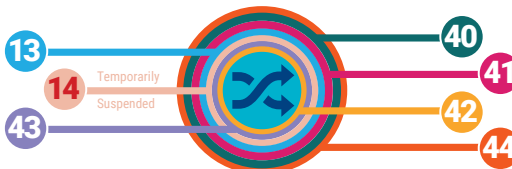
Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

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

Temporarily suspended part of route due to driver shortage.

Hanover Station, Portsmouth



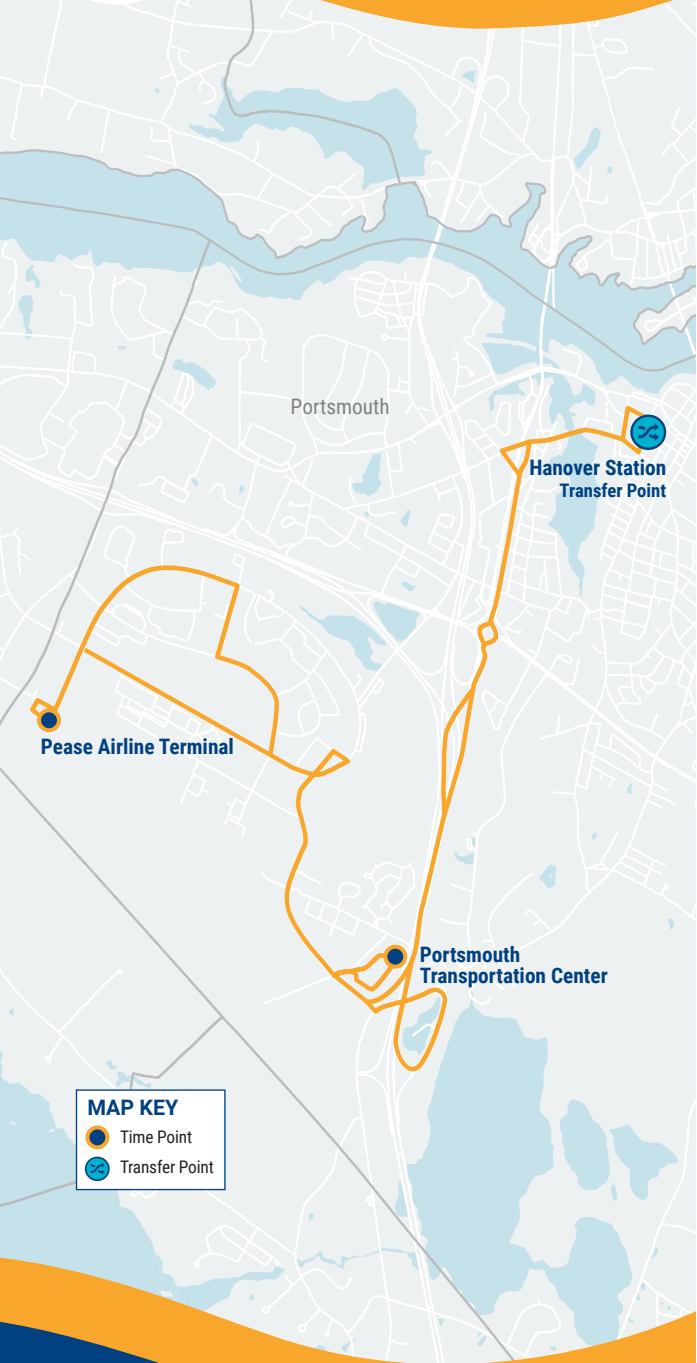
42

Route 42 Map

Portsmouth • Pease Shuttle



Ride Information



COAST BUS FARES

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

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

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

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

YOUR RIGHTS

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NO SERVICE DAYS

COAST does not operate on the following holidays:

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



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Bus Schedule & Map 42



Effective 07.01.22

ROUTE 42

Portsmouth • Pease Shuttle



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

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www.coastbus.org



COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 42 Portsmouth • Pease Shuttle

How to Read the Schedule

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

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

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

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

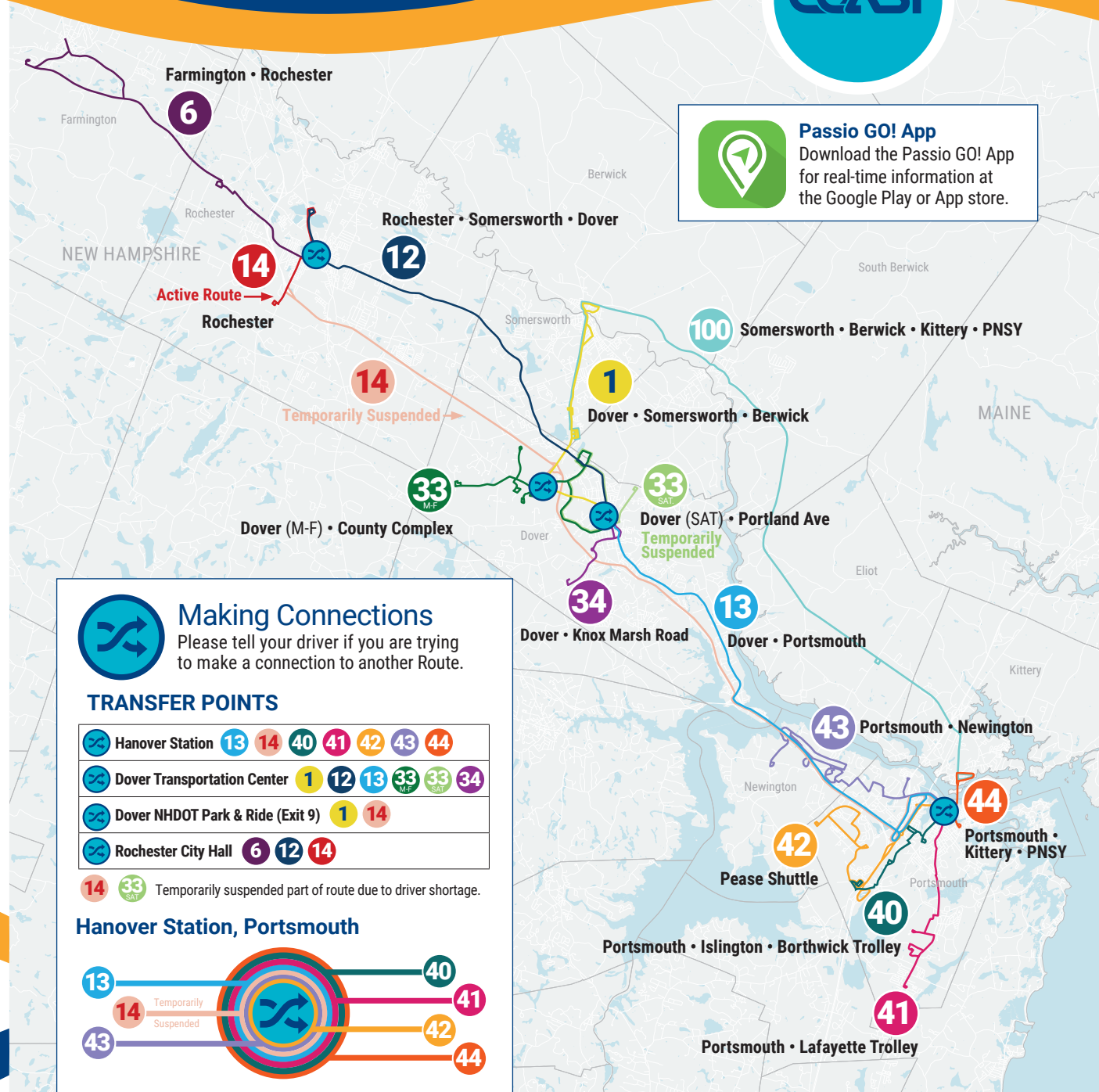
INBOUND (M-F)	Service On Every Hour		
Pease Airline Terminal - Hanover Station	First Bus	Minutes Past Hour	Last Bus
Pease Airline Terminal	6:43am	:21*	6:21pm
Portsmouth Transportation Center	6:47am	:25*	6:25pm
Hanover Station	6:57am	:35*	6:35pm

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



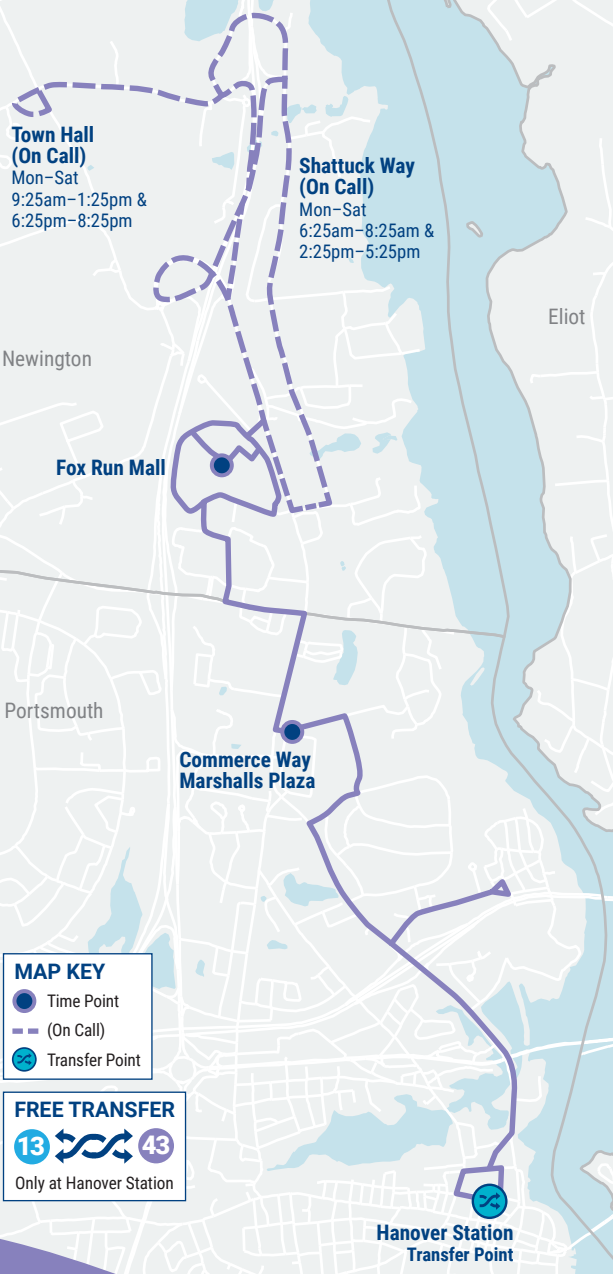
MAP IT!

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



43

Route 43 Map Portsmouth · Newington



Ride Information

COAST BUS FARES

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

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

Multi-Ride Tickets and Passes
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Unlimited Monthly Pass **\$ 52**
Unlimited rides on COAST Routes for the month.

YOUR RIGHTS

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

NO SERVICE DAYS

COAST does not operate on the following holidays:

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



42 Sumner Drive · Dover, NH 03820
603-743-5777 · TTY 711 · www.coastbus.org
This brochure is available in alternative formats upon request.

Bus Schedule & Map 43



Effective
09.17.22

ROUTE 43

Portsmouth · Newington



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

MAP OUT YOUR GAME PLAN

Planning your trip has never been easier!

www.coastbus.org



COAST SYSTEM MAP



EXPRESS • INBOUND • OUTBOUND Route 43 Portsmouth • Newington

How to Read the Schedule

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

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

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

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

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

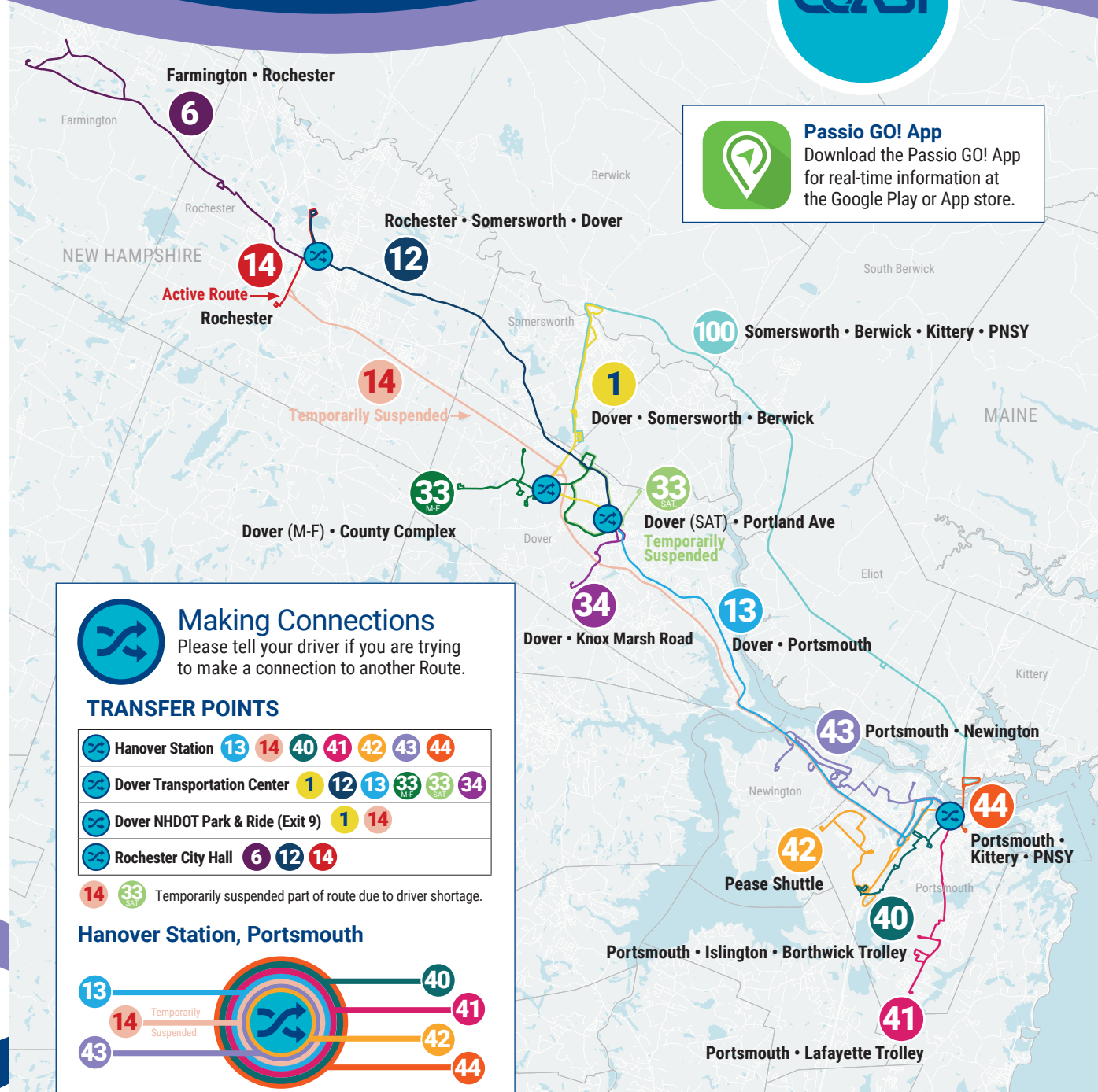


MAP IT!

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



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



Making Connections

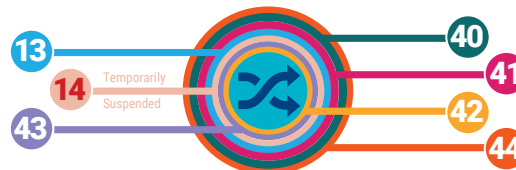
Please tell your driver if you are trying to make a connection to another Route.

TRANSFER POINTS

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

Temporarily suspended part of route due to driver shortage.

Hanover Station, Portsmouth



44

Route 44 Map Portsmouth • Kittery • PNSY



MAP KEY

- Time Point
- Transfer Point



Ride Information

COAST BUS FARES

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

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

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

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

YOUR RIGHTS

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COAST does not operate on the following holidays:

- New Year's Day
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- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Eve Day
- Christmas Day



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Bus Schedule & Map 44



Effective
07.01.22

ROUTE
44

Portsmouth • Kittery • PNSY



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www.coastbus.org



COAST SYSTEM MAP



OUTBOUND • INBOUND

Route 44 Portsmouth • Kittery • PNSY

How to Read the Schedule

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

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

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

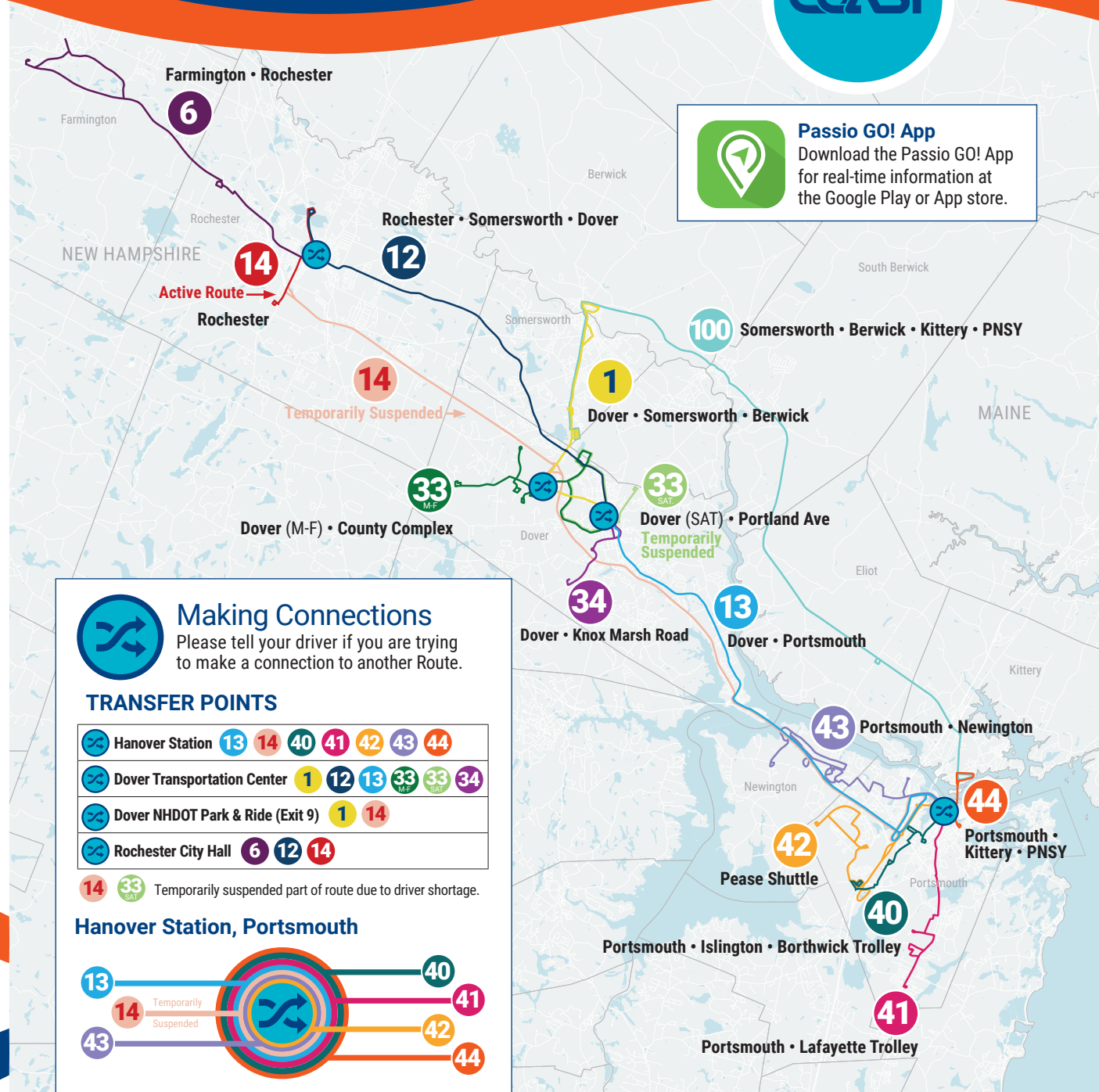
INBOUND (M-F)	Service On Every Hour		
Government St. (PNSY Gate 1) - Hanover Station	First Bus	Minutes Past Hour	Last Bus
• Government St. (PNSY Gate 1)	6:35am	:45*	8:45pm
• Hanover Station	6:42am	:54*	8:54pm

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



MAP IT!

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



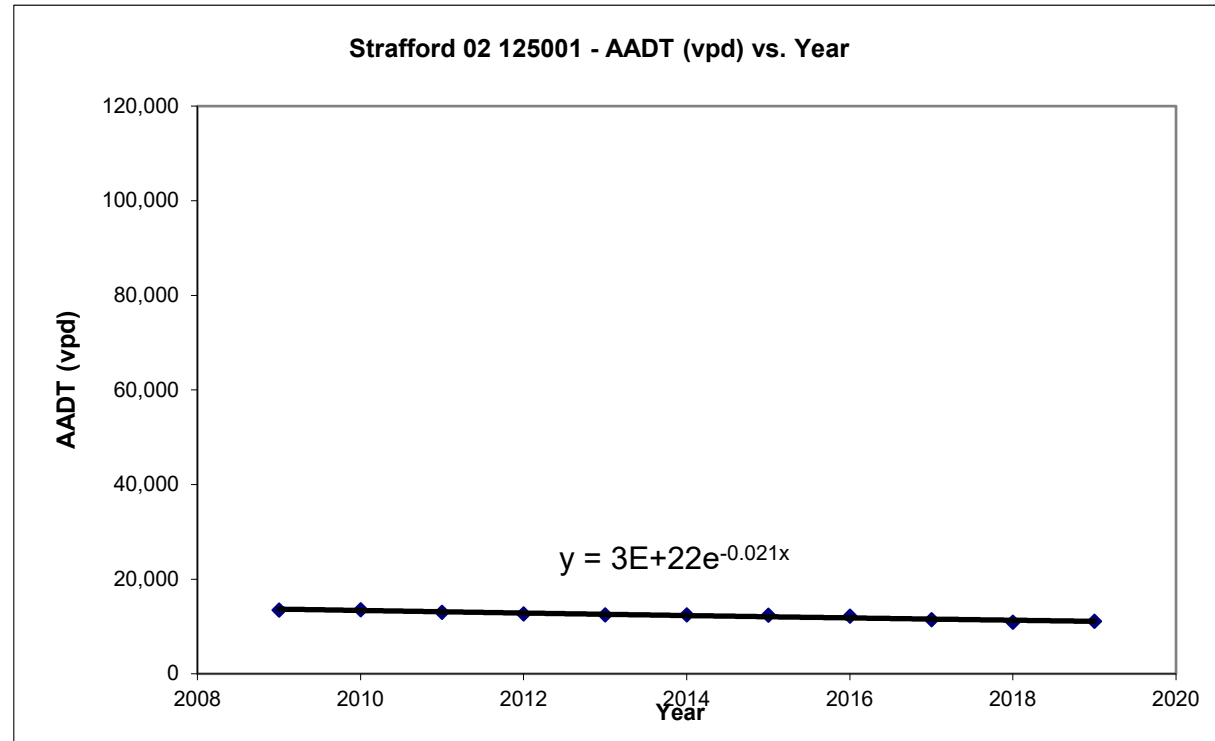
GENERAL BACKGROUND TRAFFIC GROWTH

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

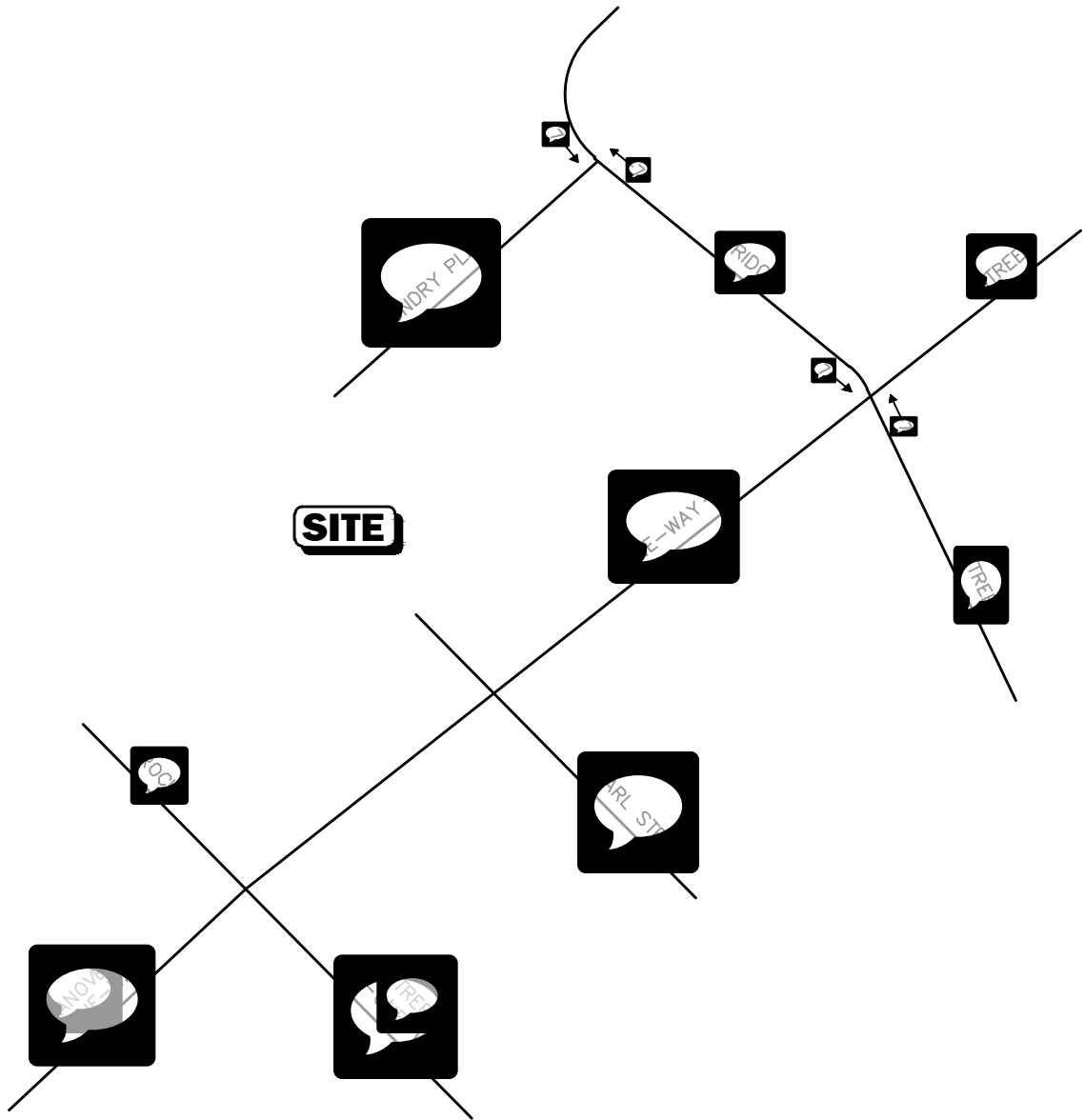
AADT Annual Change

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

CAGR	-1.94%
Exp	1.86%
Avg	-0.04%



BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS

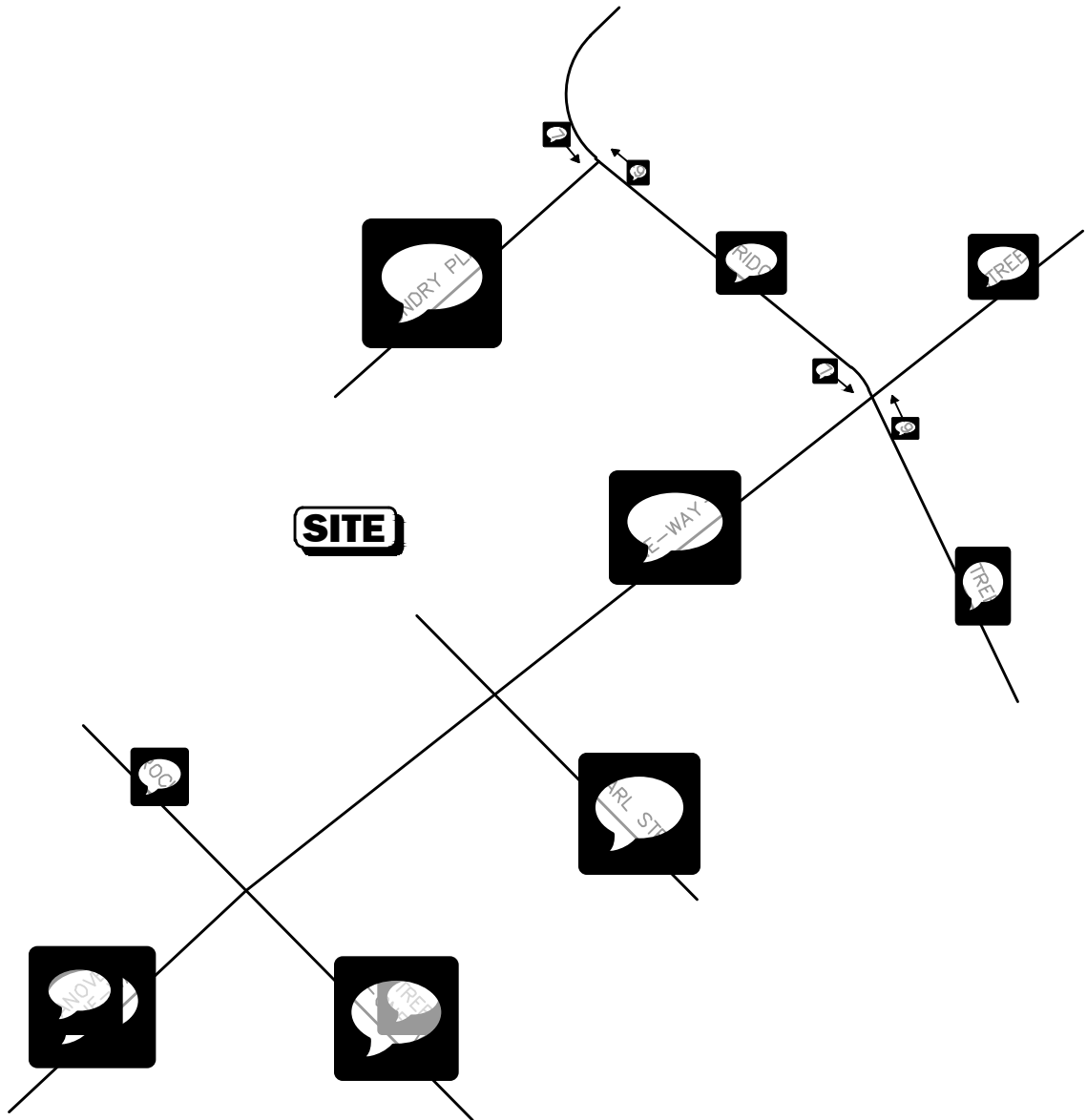


Not To Scale



Figure A-1

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

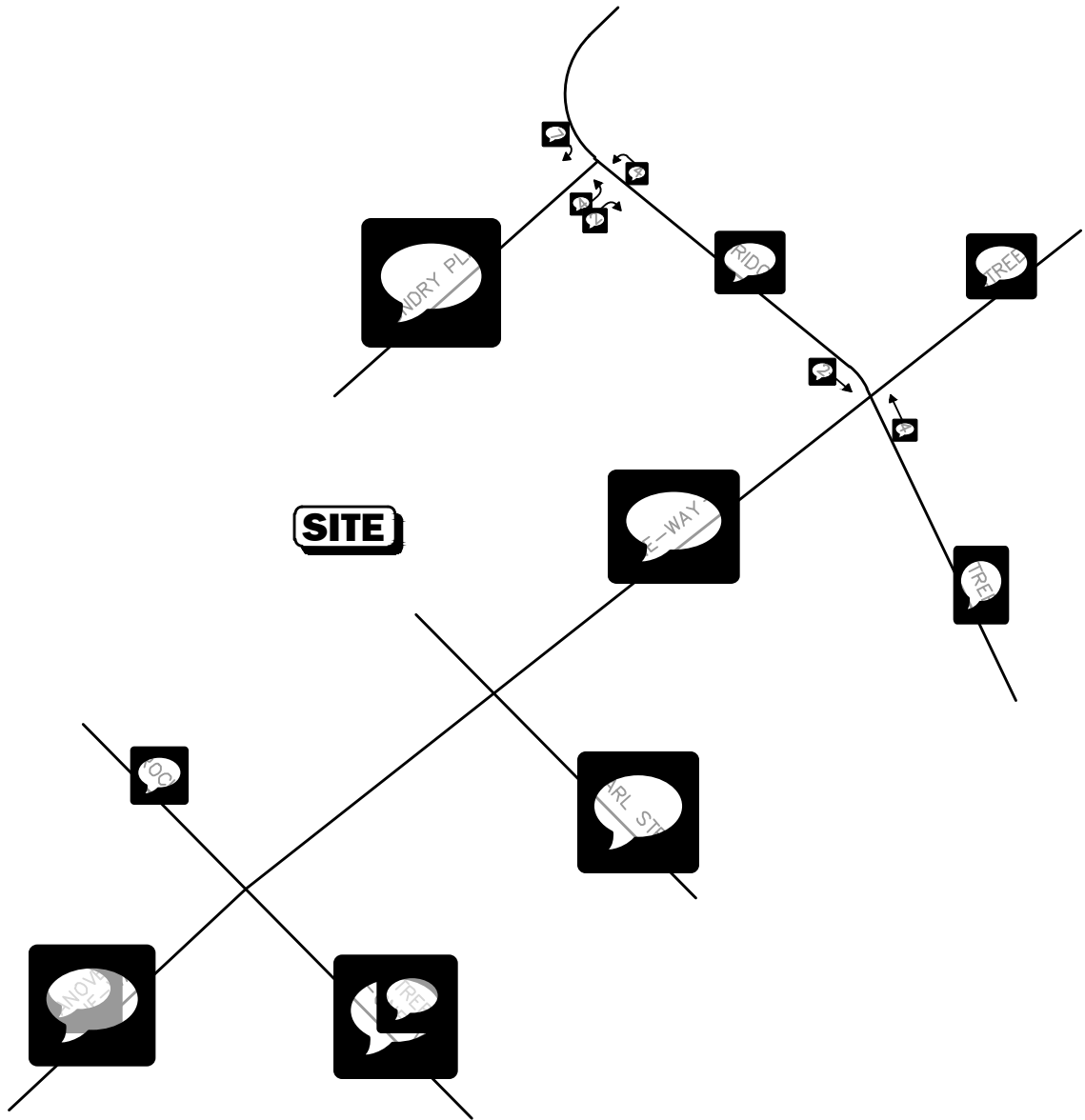


Not To Scale



Figure A-2

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

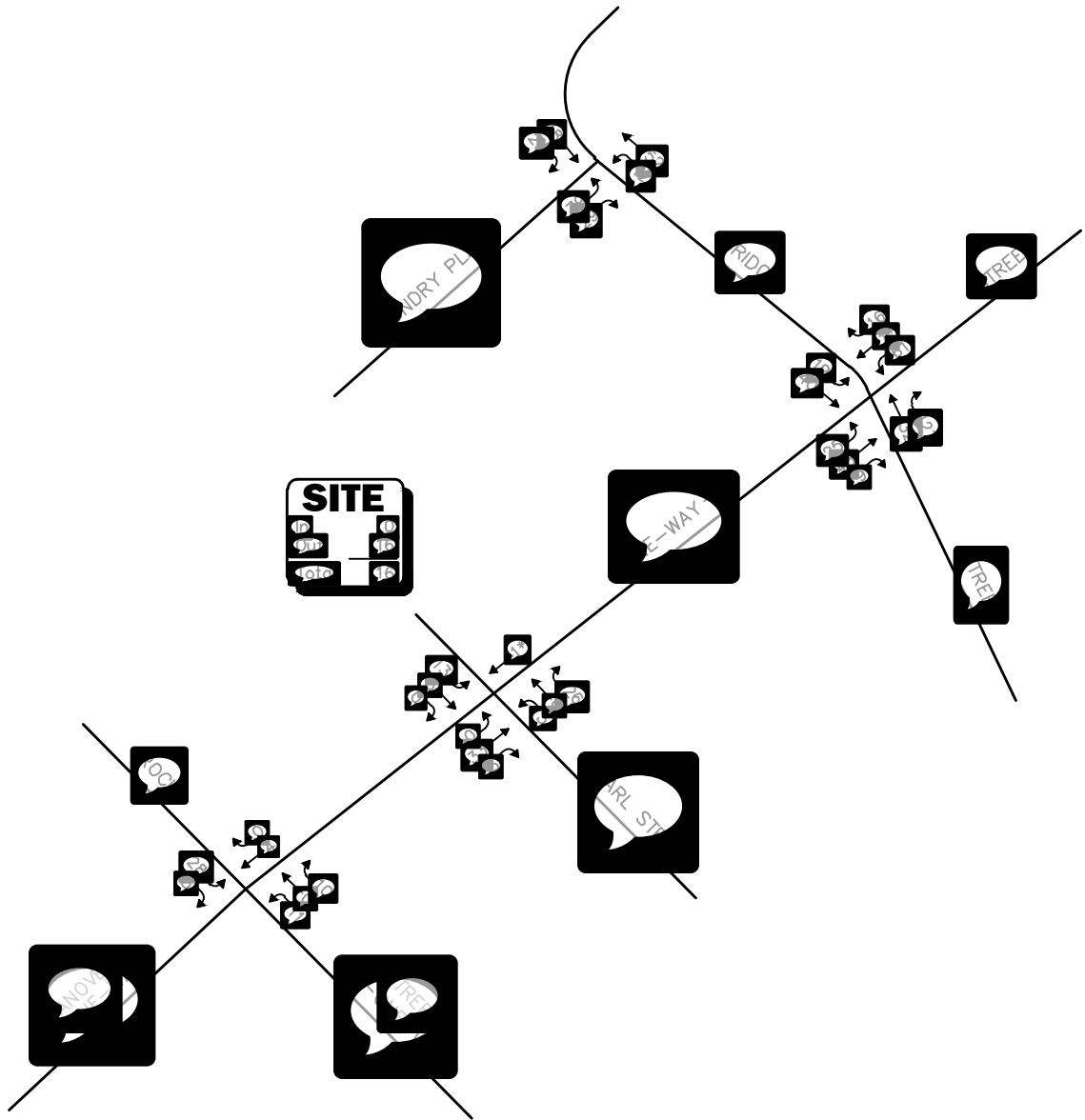


Not To Scale



Figure A-3
Foundry Place Community Space
Lot 2 of Deer Street
Associates Projects
Weekday Morning
Peak-Hour Traffic Volumes

R:\10068\Graphics\TIA\September 2024\10068NT1.dwg, 9/9/2024 8:23:35 AM



*Illegal movement.

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

Not To Scale

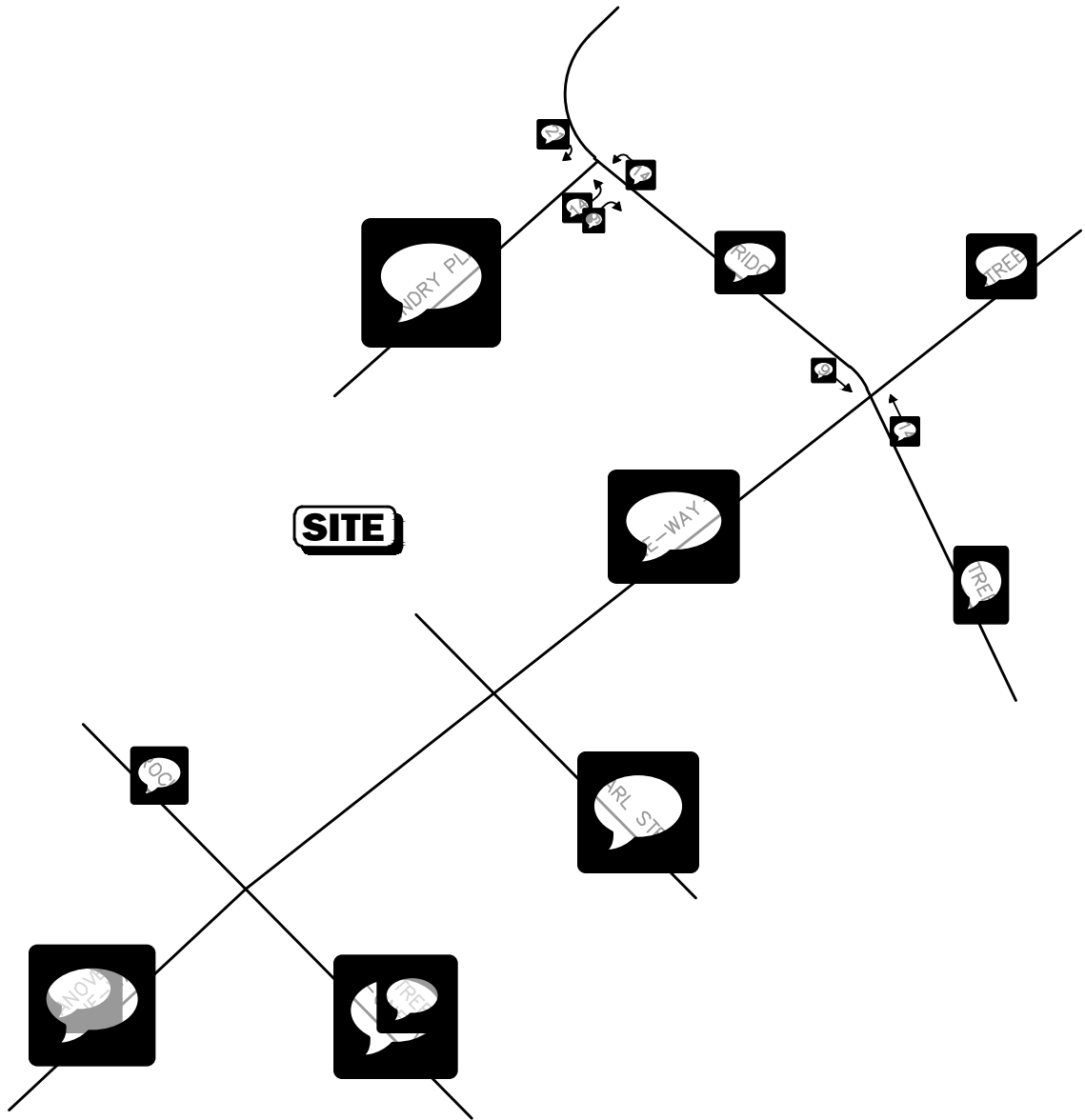


Figure 4

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



R:\10068\Graphics\TIA\August 2024\10068NT1.dwg, 8/23/2024 10:35:09 AM

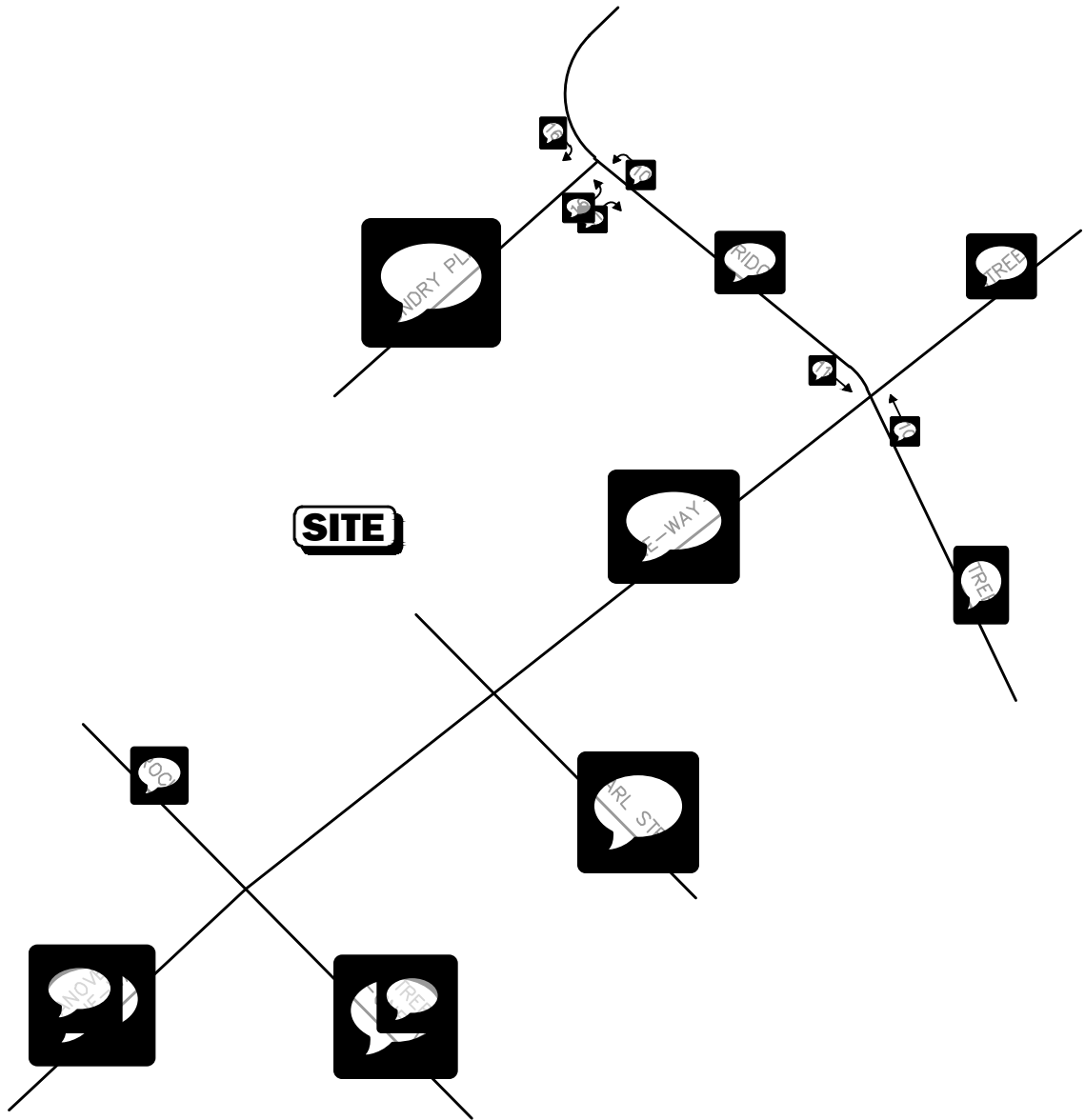


Not To Scale



Figure A-5

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

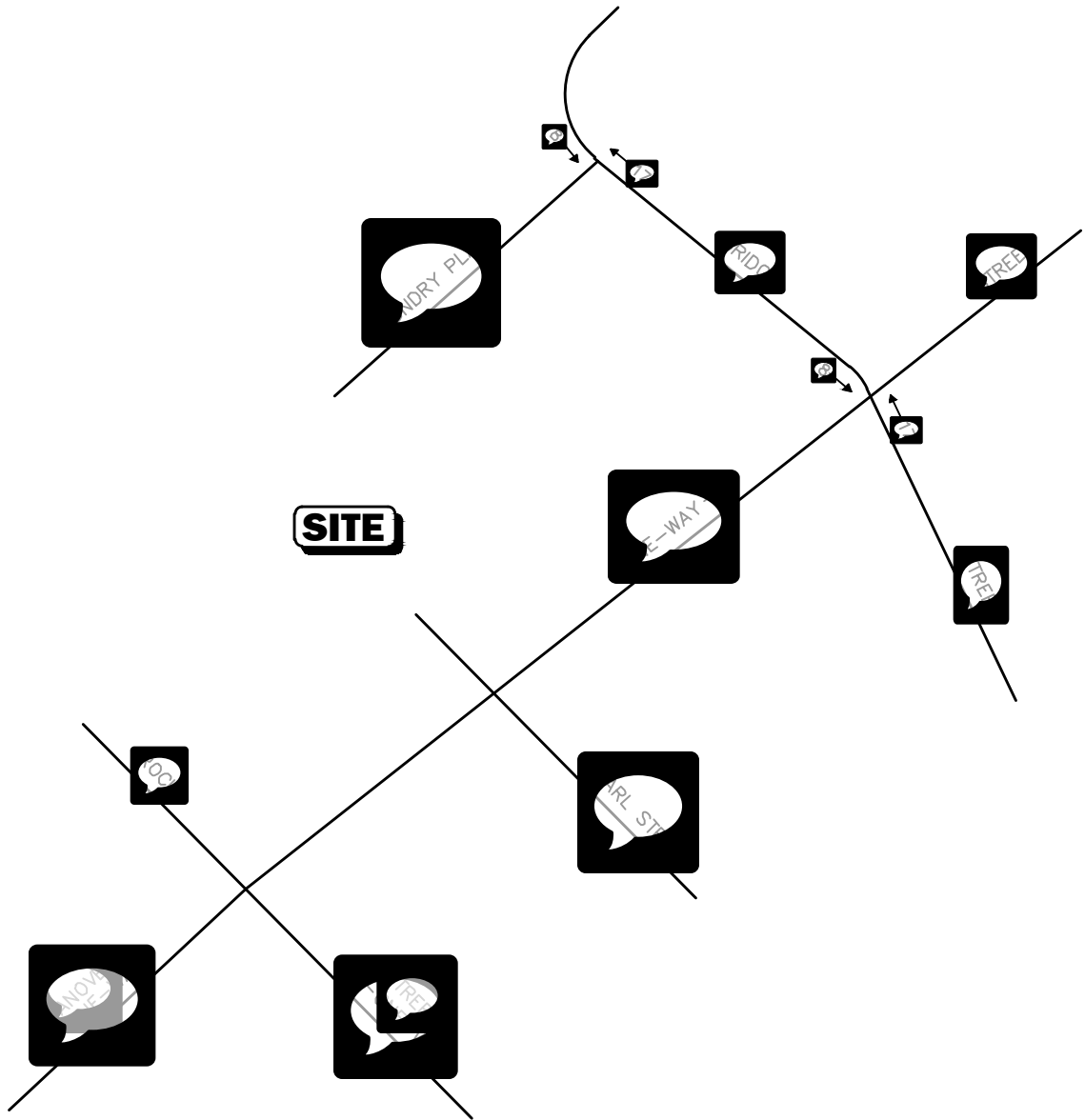


Not To Scale



Figure A-6
165 Deer Street
Lot 3 of Deer Street
Associates Projects
Weekday Evening
Peak-Hour Traffic Volumes

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

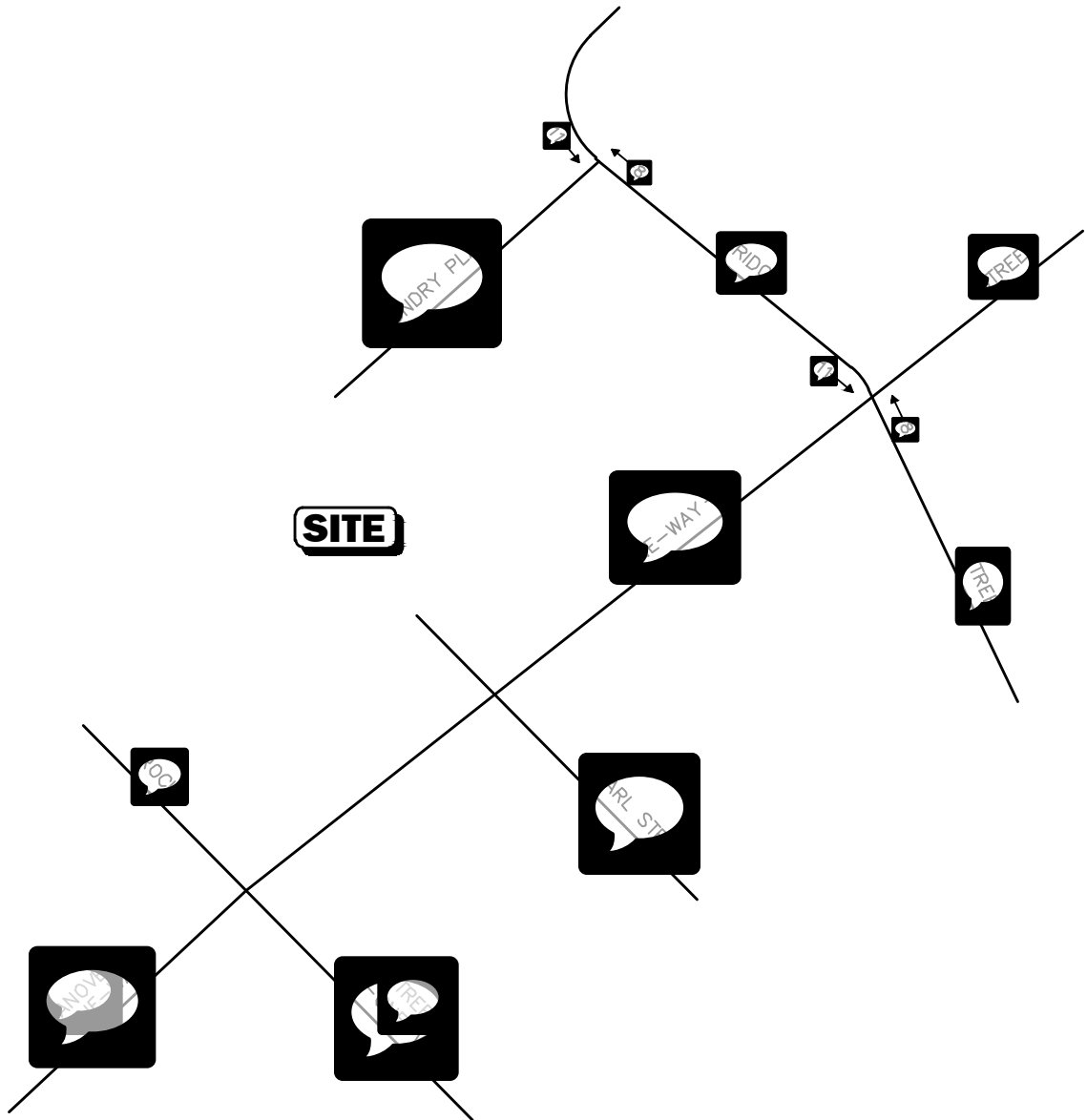


Not To Scale



Figure A-7

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

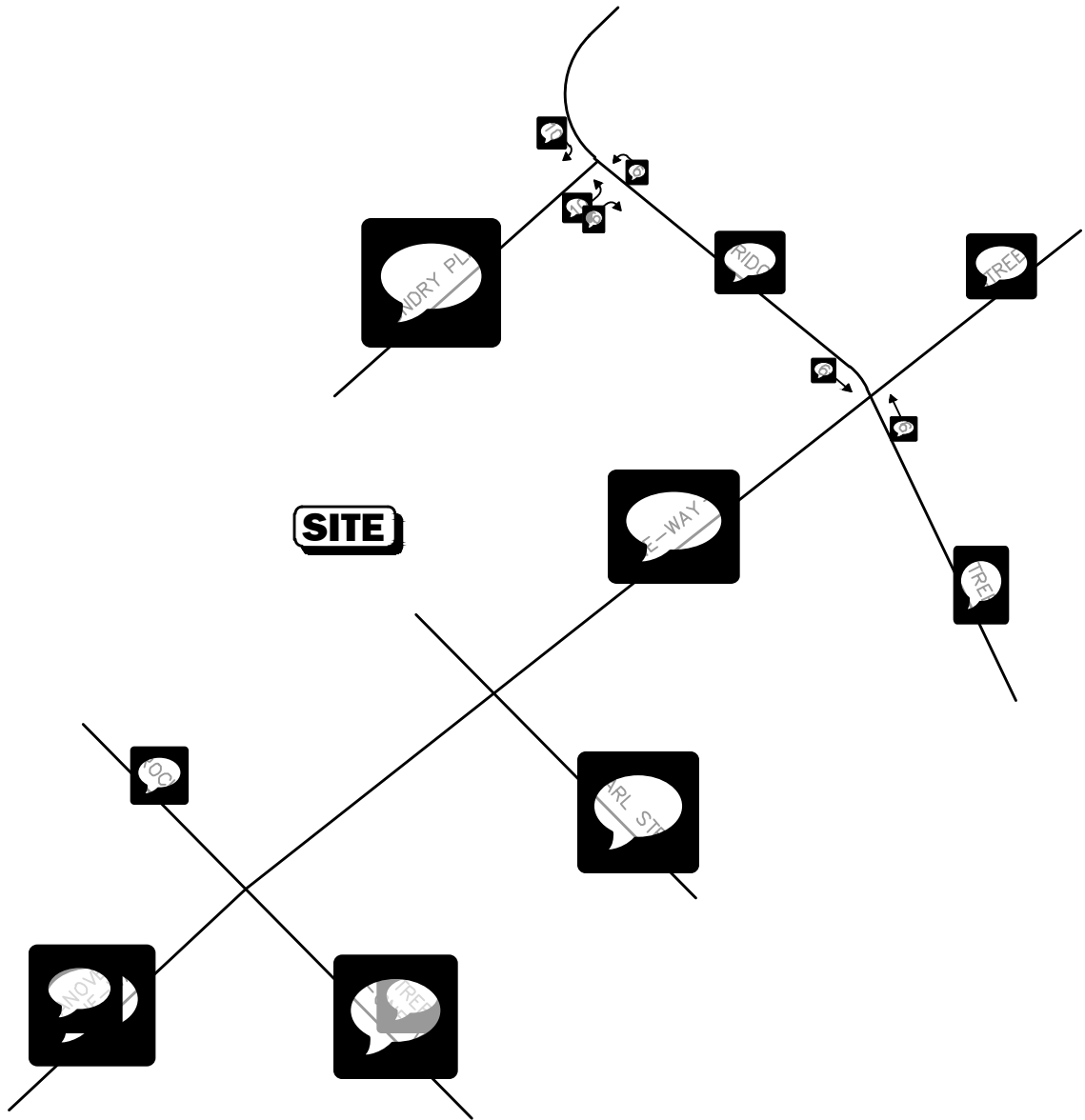


Not To Scale

Figure A-8



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



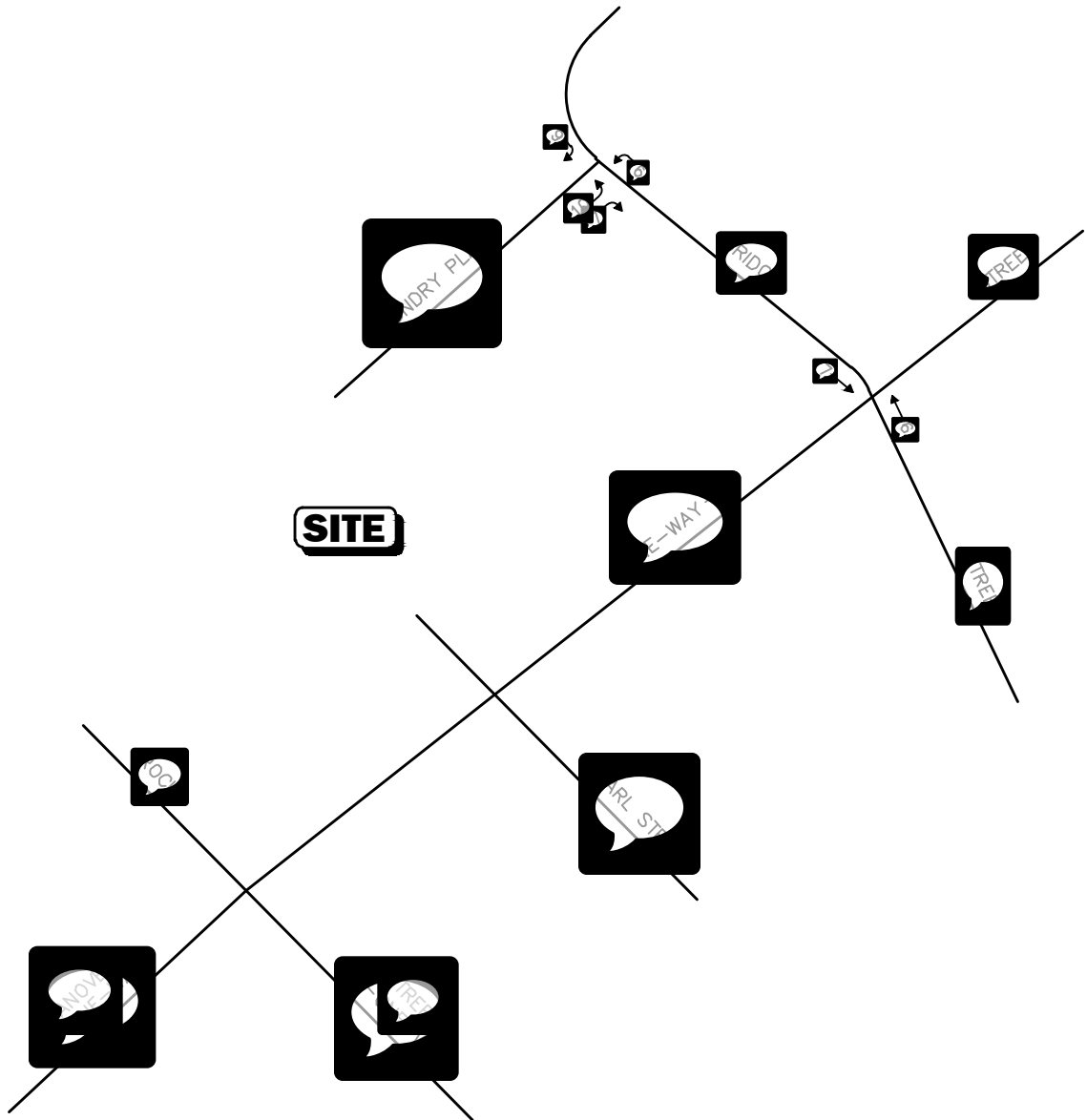
Not To Scale



Figure A-9

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

R:\10068\Graphics\TIA\August 2024\10068NT1.dwg, 8/23/2024 11:09:34 AM

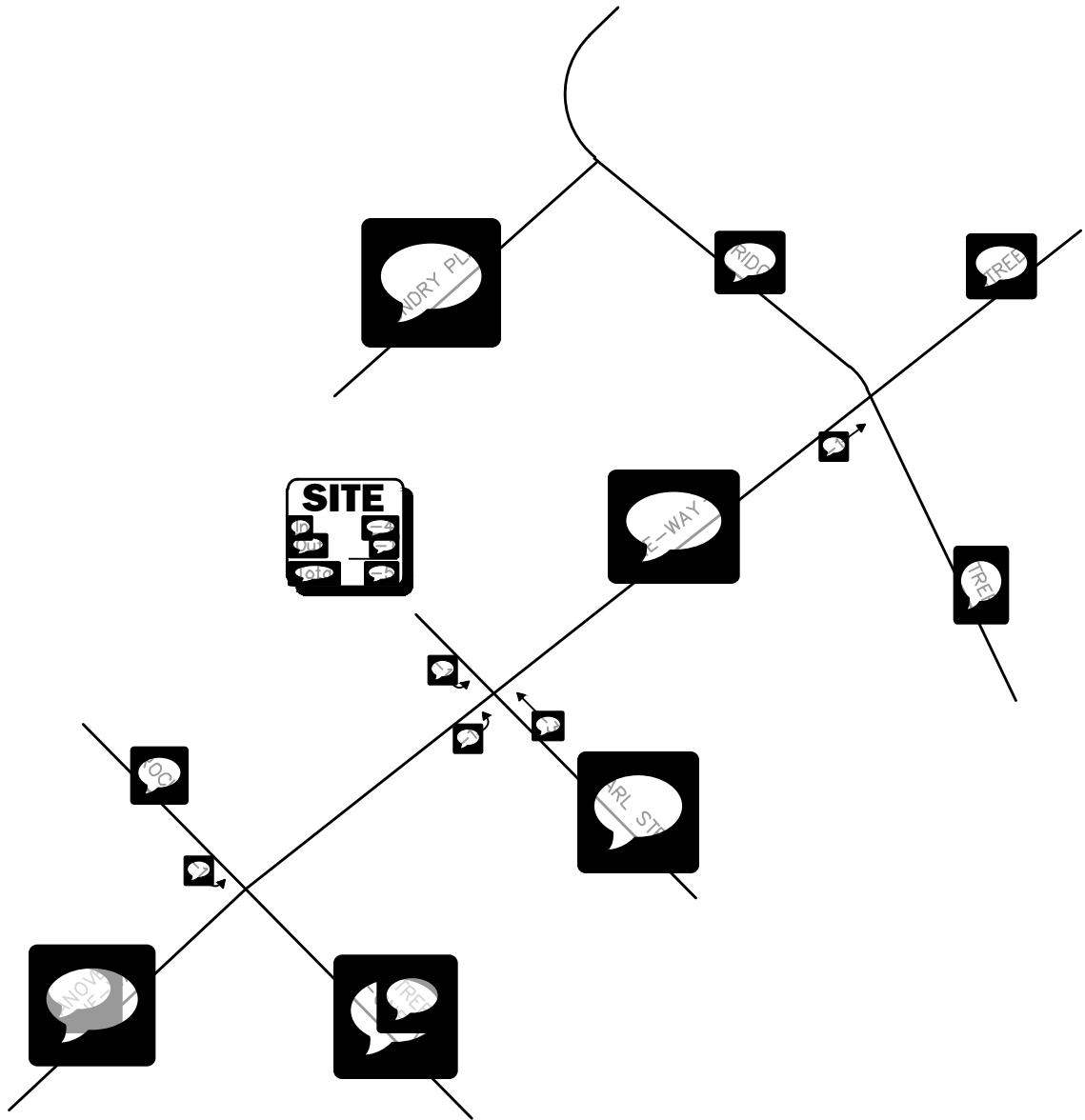


Not To Scale



Figure A-10

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

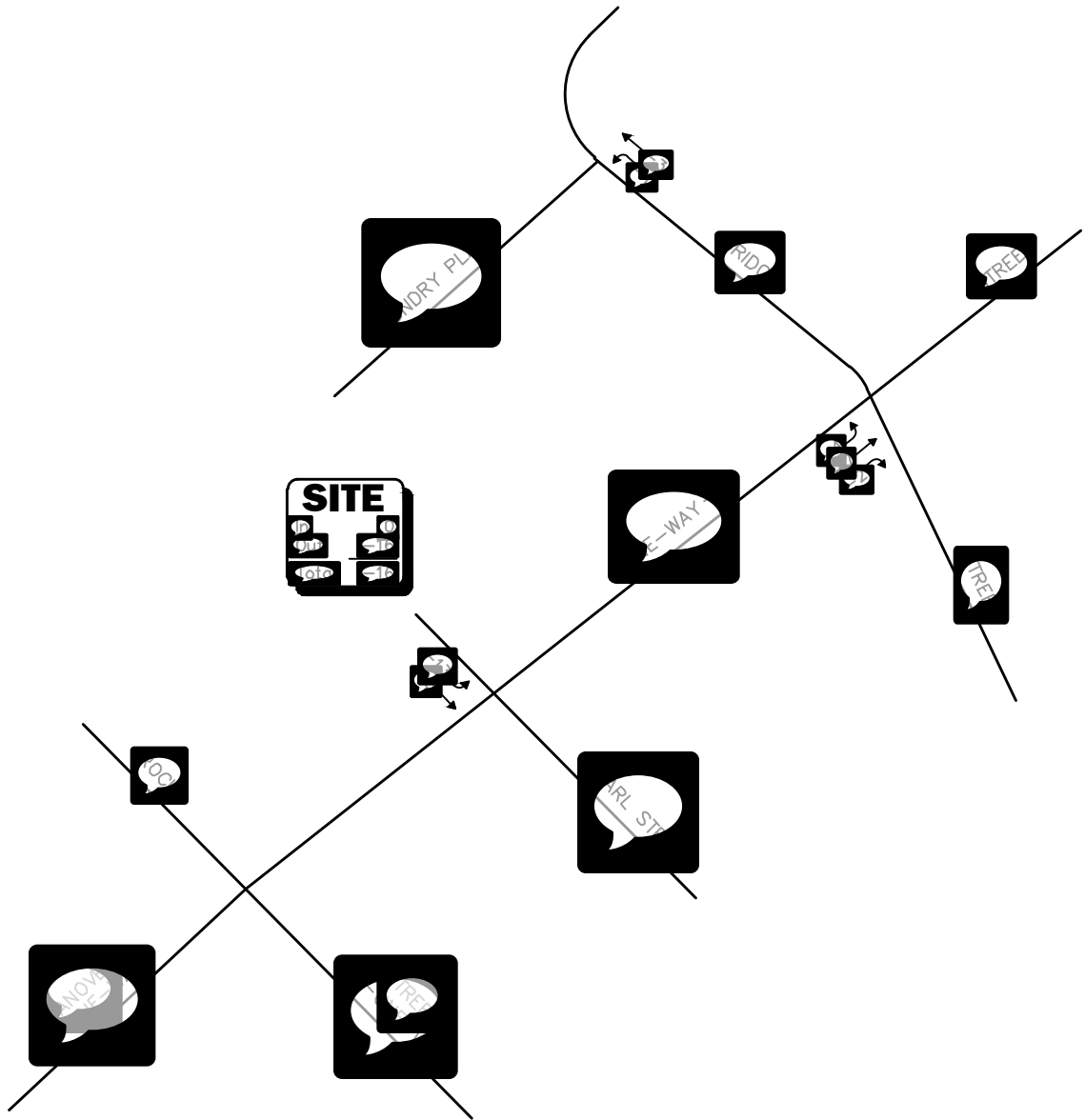


Not To Scale



Figure A-11

Existing Site Trips Removed
Weekday Morning
Peak-Hour Traffic Volumes



Not To Scale



Figure A-12

Existing Site Trips Removed
Weekday Evening
Peak-Hour Traffic Volumes

TRIP-DISTRIBUTION

Kearsarge Mill Residential Development
Portsmouth, New Hampshire

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

Kearsarge Mill Residential Development
Portsmouth, New Hampshire

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

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Portsmouth, New Hampshire

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

TRIP-GENERATION CALCULATIONS

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

220

LAND USE GROUP:

(200-299) Residential

LAND USE :

220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

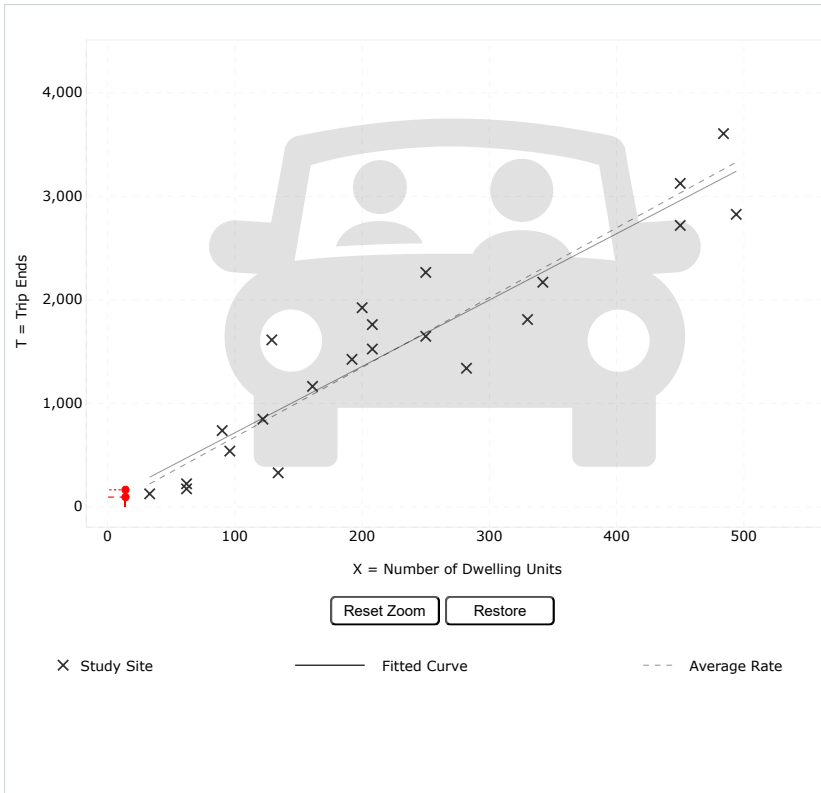
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

14 Calculate

Data Plot and Equation



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

DATA STATISTICS

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

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

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

R²:
0.86

Directional Distribution:
50% entering, 50% exiting

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

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

Graph Look Up

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Query Filter

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Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

220

LAND USE GROUP:

(200-299) Residential

LAND USE :

220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

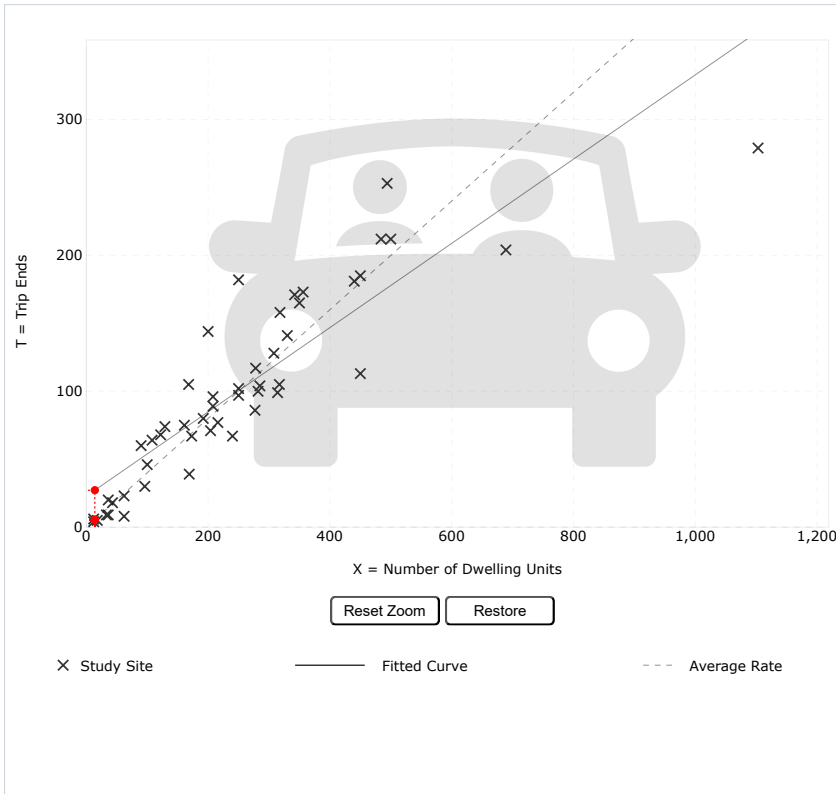
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

14 Calculate

Data Plot and Equation



DATA STATISTICS

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

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

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

R²:
0.79

Directional Distribution:
24% entering, 76% exiting

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

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

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

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

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

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

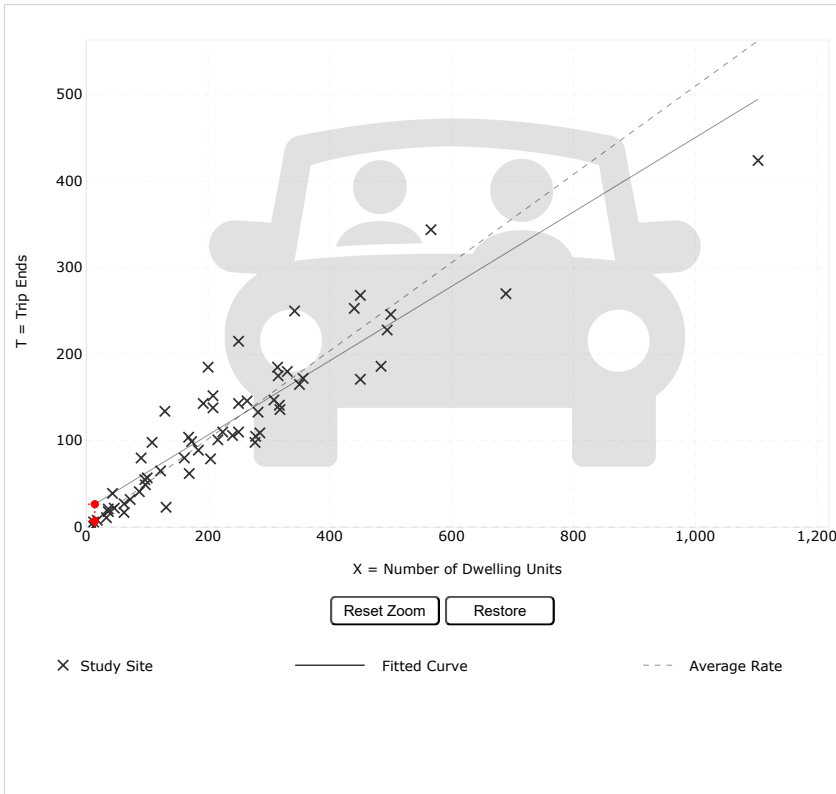
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
14 Calculate

Data Plot and Equation



DATA STATISTICS

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

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

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

R²:
0.84

Directional Distribution:
63% entering, 37% exiting

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

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

Graph Look Up

How to Use ITETripGen

TGM Desk Reference

TGM Appendices

Support Documents

Add Users

Comments

Query Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

221

LAND USE GROUP:

(200-299) Residential

LAND USE :

221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

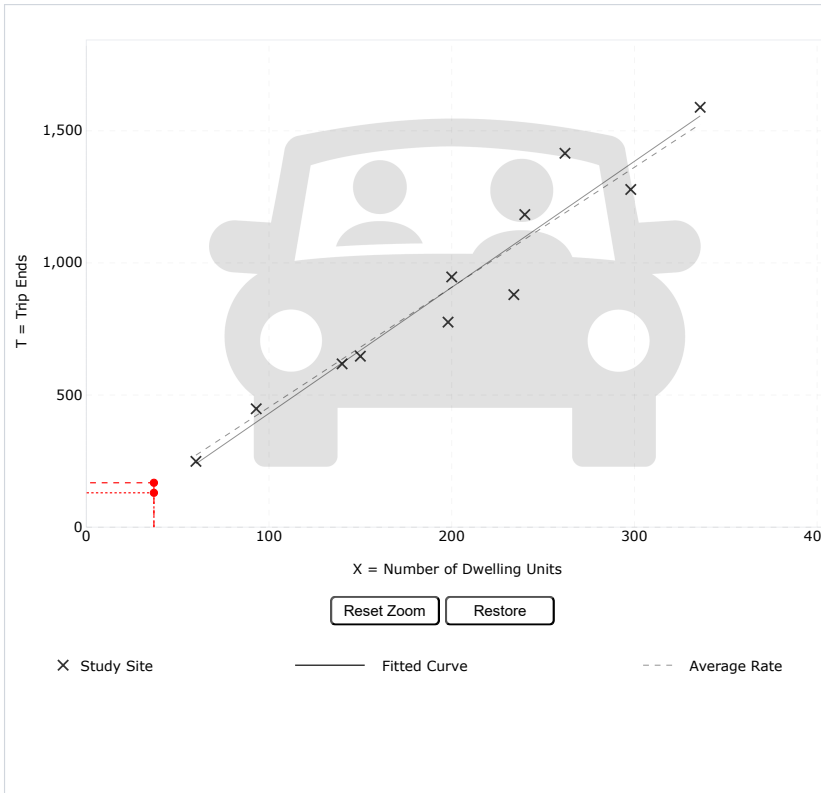
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

37 Calculate

Data Plot and Equation



DATA STATISTICS

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

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
11

Avg. Num. of Dwelling Units:
201

Average Rate:
4.54

Range of Rates:
3.76 - 5.40

Standard Deviation:
0.51

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

R²:
0.93

Directional Distribution:
50% entering, 50% exiting

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

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

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

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

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

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

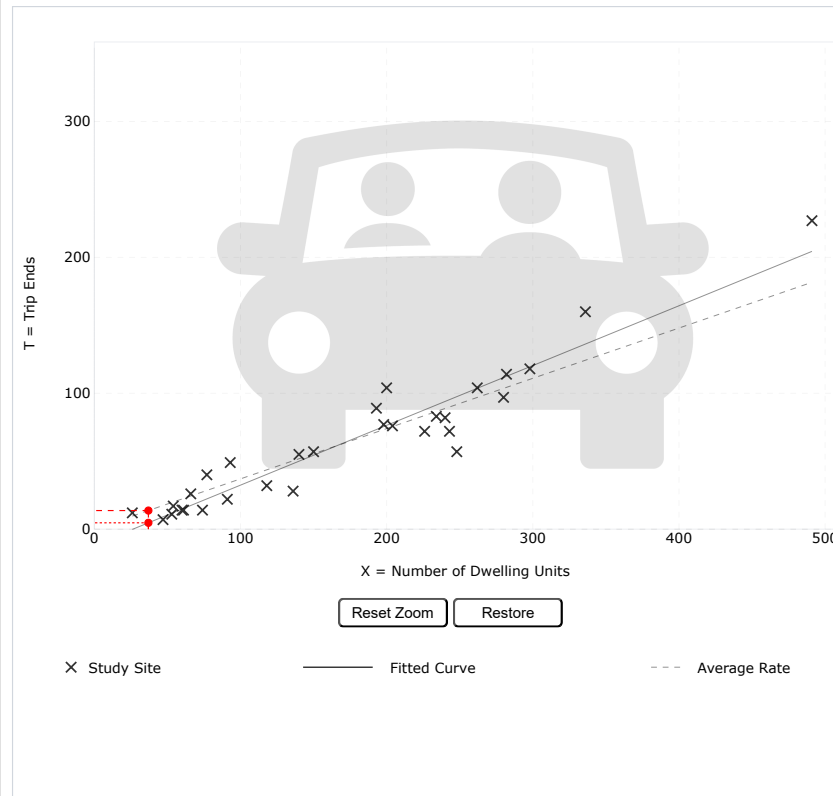
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
37 Calculate

Data Plot and Equation



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

DATA STATISTICS

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

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
30

Avg. Num. of Dwelling Units:
173

Average Rate:
0.37

Range of Rates:
0.15 - 0.53

Standard Deviation:
0.09

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

R²:
0.91

Directional Distribution:
23% entering, 77% exiting

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

Add-ons to do more

Try OTISS Pro

Graph Look Up



ITETripGen Web-based App

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- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

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

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

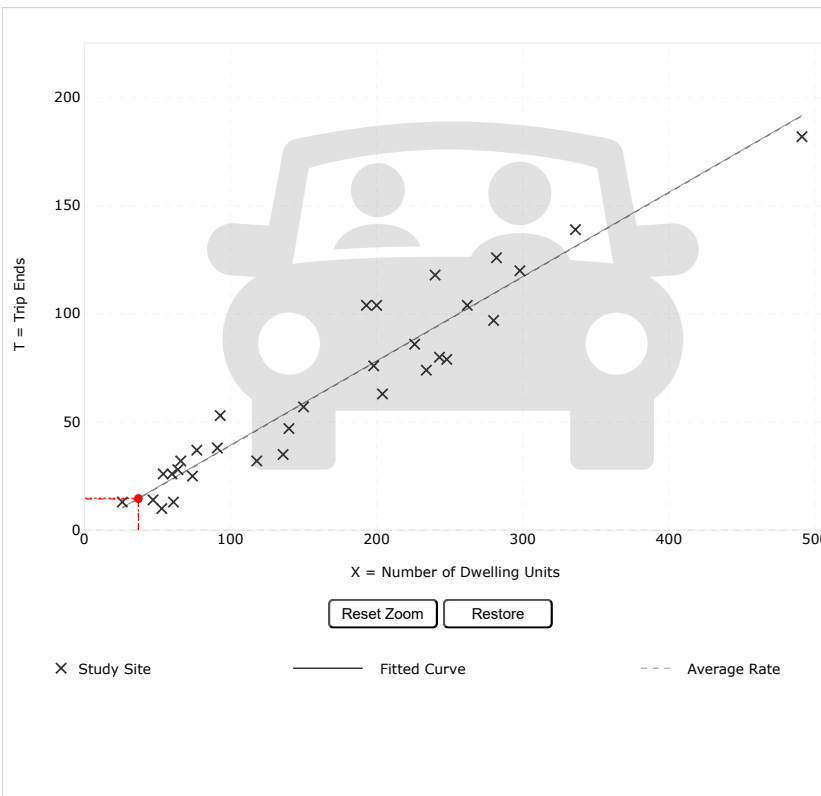
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
37

Data Plot and Equation



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

DATA STATISTICS

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

Independent Variable:
Dwelling Units

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
31

Avg. Num. of Dwelling Units:
169

Average Rate:
0.39

Range of Rates:
0.19 - 0.57

Standard Deviation:
0.08

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

R²:
0.91

Directional Distribution:
61% entering, 39% exiting

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

Add-ons to do more

Try OTISS Pro

CAPACITY ANALYSIS WORKSHEETS

2024 Existing

2025 No-Build

2025 Opening Year Build

2035 No-Build

2035 Build

2024 Existing

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

08/23/2024

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

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

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

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

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

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

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

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

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

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

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

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

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

08/23/2024

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

08/23/2024

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

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

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

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

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

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

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

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

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

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

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

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

2025 No-Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

08/23/2024

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

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

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

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

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

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

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

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

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

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

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

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

2025 Opening Year Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

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

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

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

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

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

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

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

2035 No-Build

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

08/26/2024

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

08/26/2024

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

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

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

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

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

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

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

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

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

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

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

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

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

08/26/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

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

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

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

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

08/26/2024

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

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

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

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

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

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

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

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

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

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

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

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

2025 Build

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

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

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

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

Intersection						
Int Delay, s/veh	1.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	14	2	0	57	2	4
Future Vol, veh/h	14	2	0	57	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	0	62	2	4

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

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

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

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

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

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

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

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

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

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

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

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

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

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

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

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

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

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

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

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

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

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

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

PROPOSED DEVELOPMENT

Exhibit C

361 HANOVER STREET
PORTSMOUTH, NEW HAMPSHIRE

VARIANCE APPLICATION PLAN

OWNER/APPLICANT:

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

CIVIL ENGINEER/LAND SURVEYOR:

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

ARCHITECT:

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

PLANNING CONSULTANT:

NICHOLAS CRACKNELL
TEL. (978) 270-4789

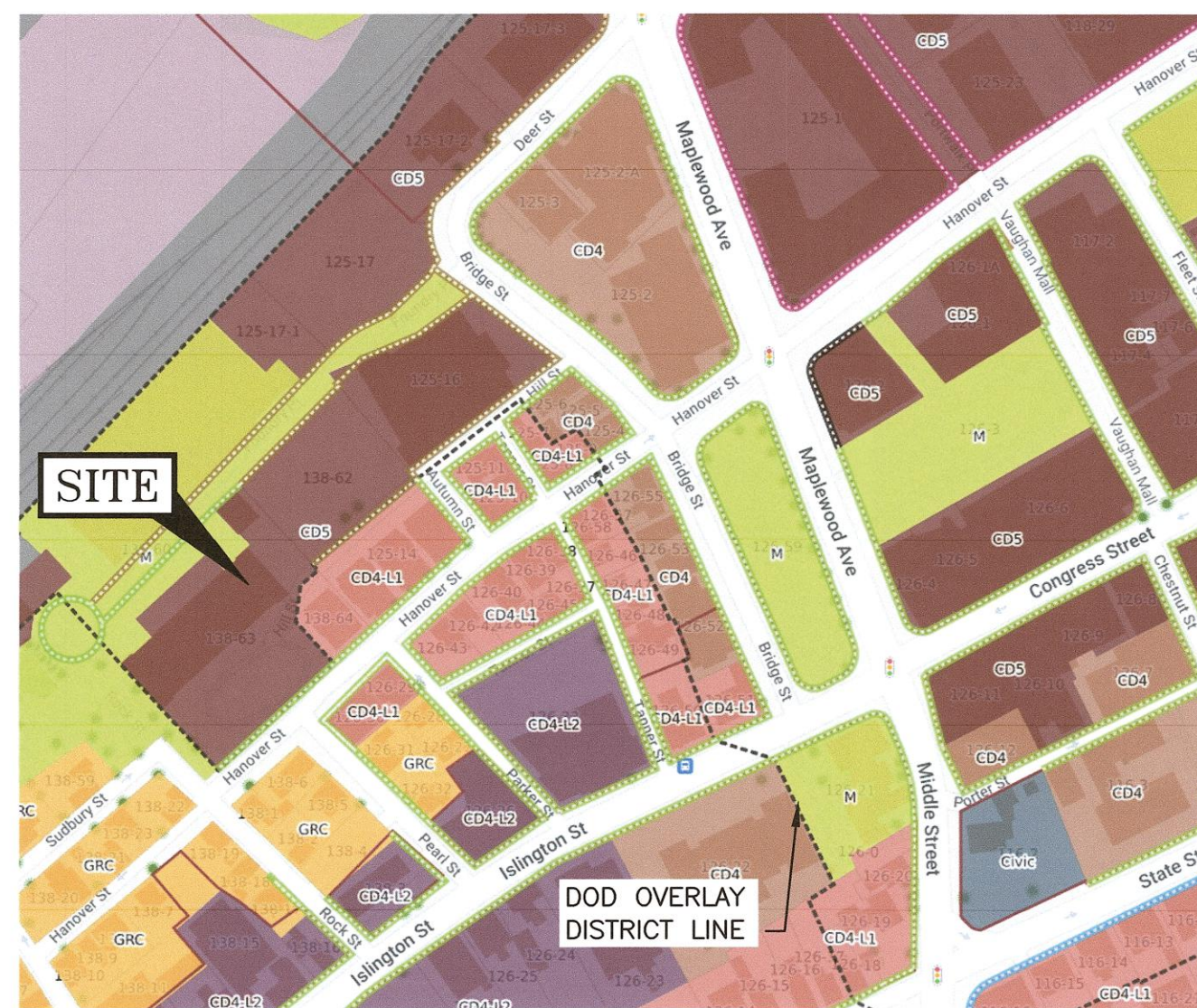
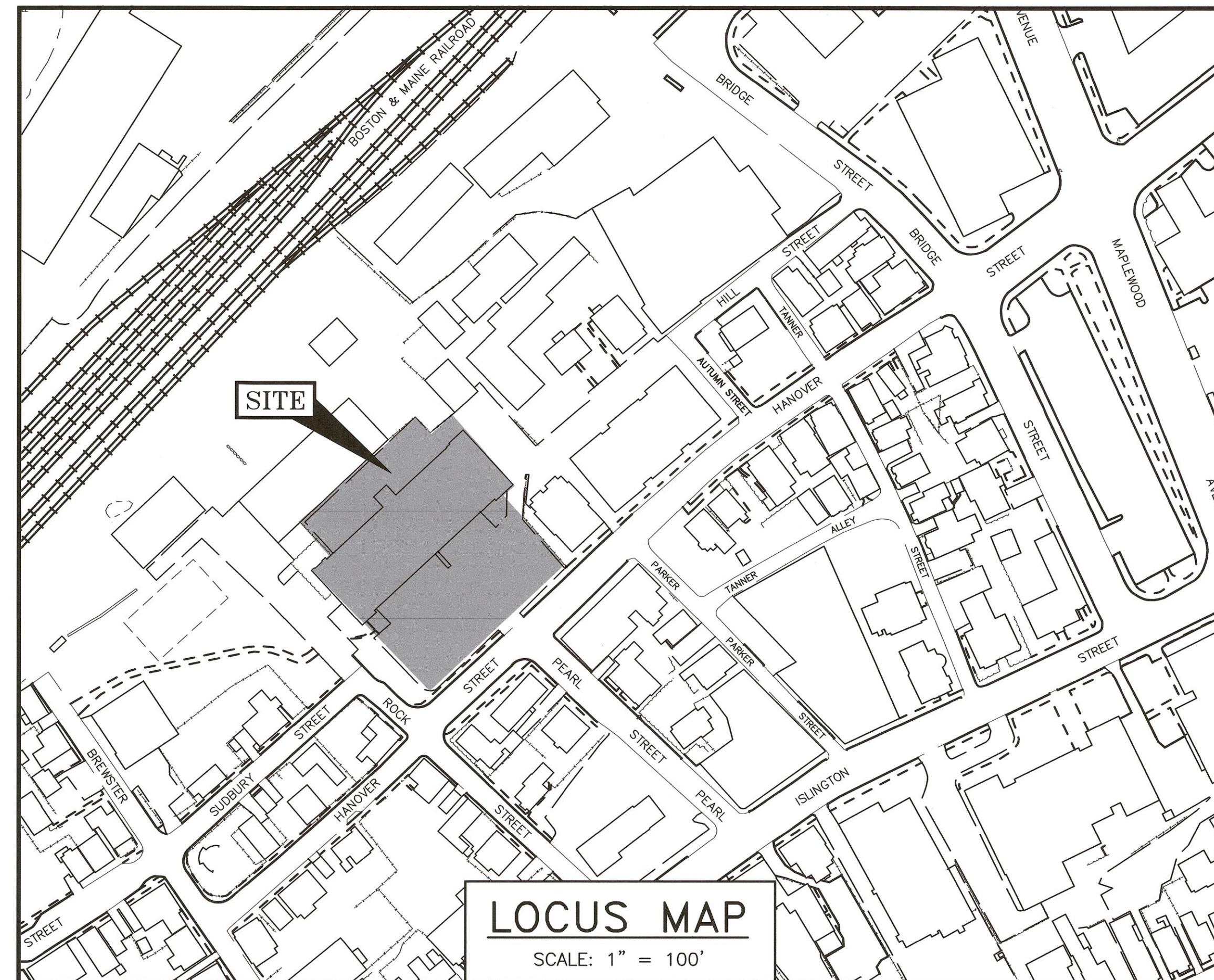
LAND USE ATTORNEY:

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

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

LEGEND:

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



MAP 10.5A21A
CHARACTER DISTRICTS
AND CIVIC DISTRICTS

Character Districts	Civic District	Municipal District	Overlay Districts
CD5 Character District 5	Civic District	Municipal District	OLOD Osprey Landing Overlay District
CD4 Character District 4			Downtown Overlay District
CD4-W Character District 4-W			Historic District
CD4-L1 Character District 4-L1			
CD4-L2 Character District 4-L2			

MAP 10.5A21B
BUILDING HEIGHT
STANDARDS

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

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

INDEX OF SHEETS

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

UTILITY CONTACTS

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

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

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

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

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

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

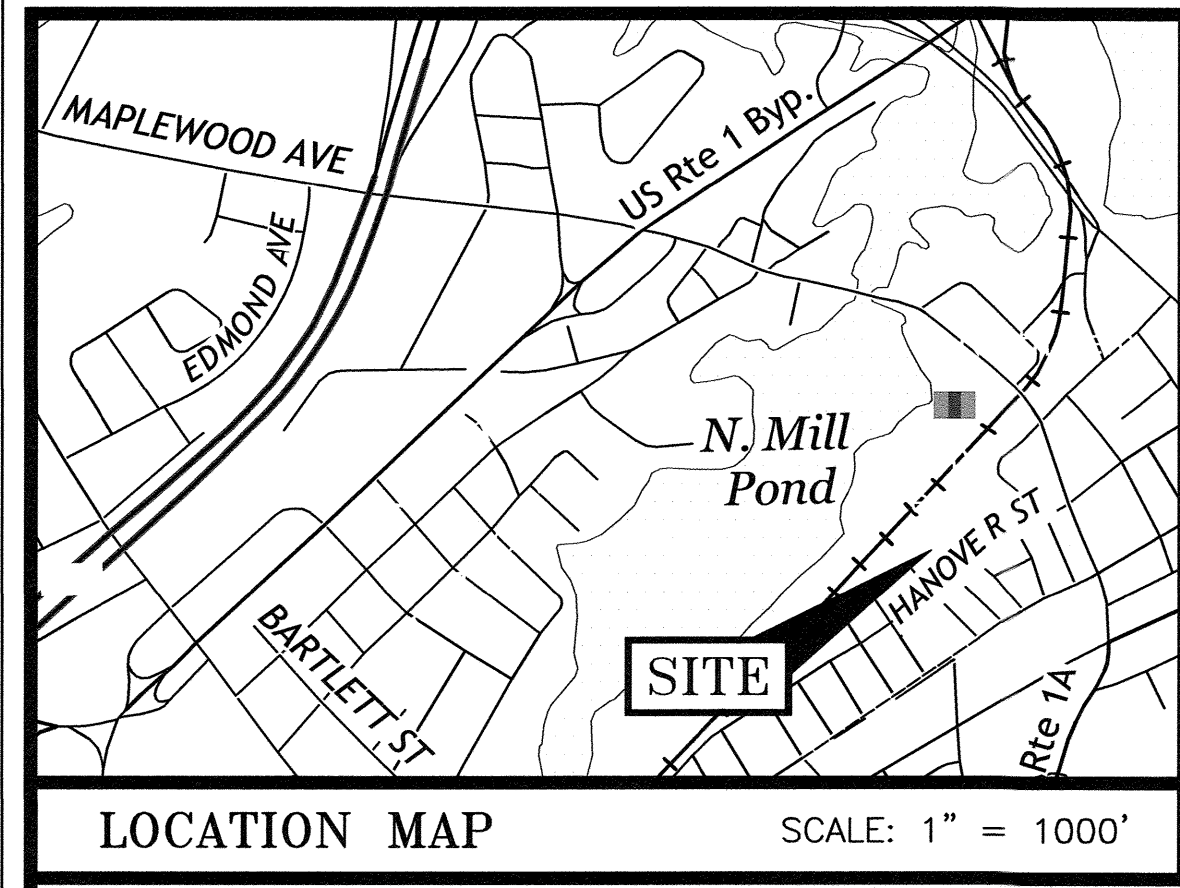
APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN _____ DATE _____

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



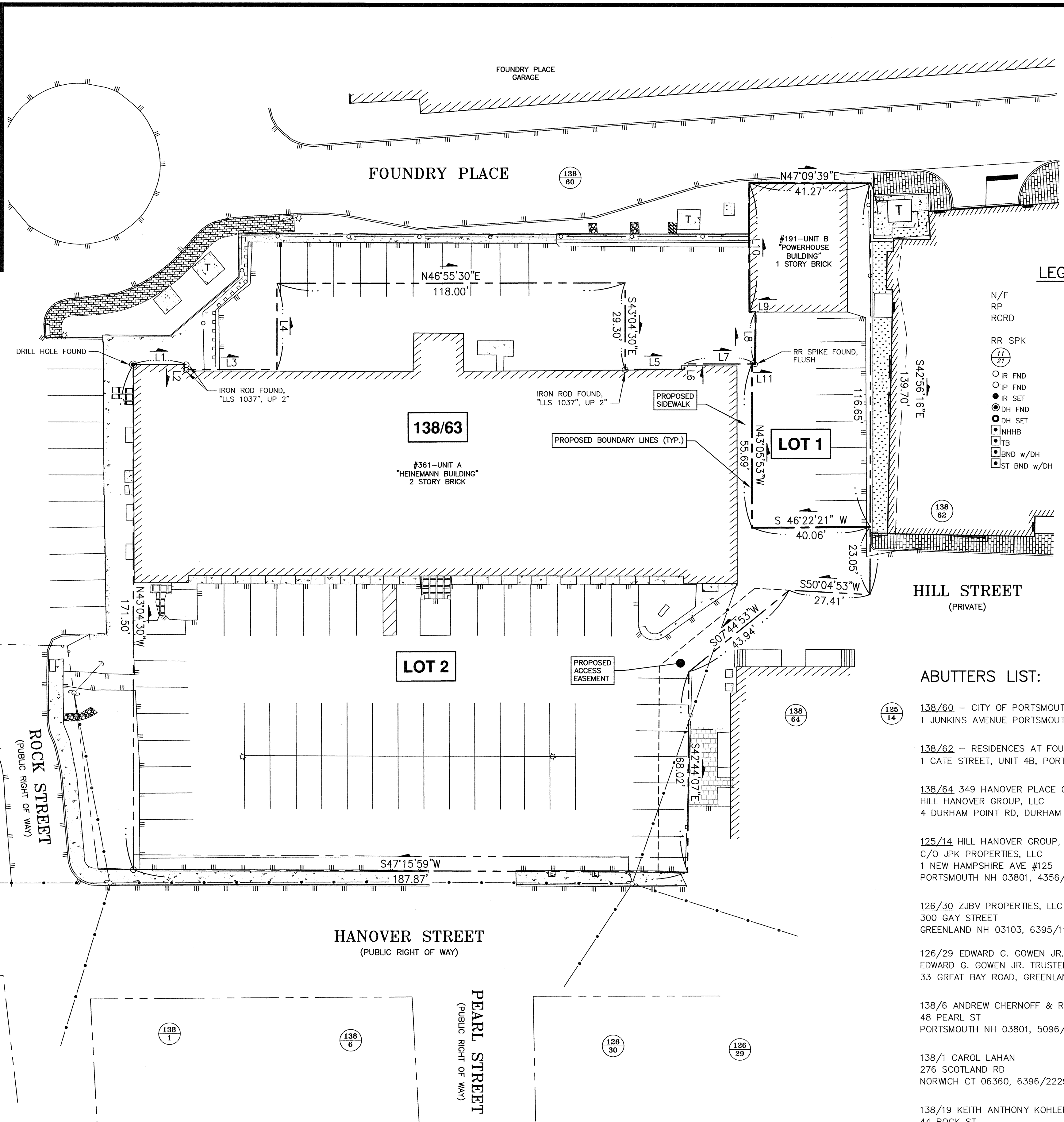
PLAN SET SUBMITTAL DATE: 2 JANUARY 2024



LOCATION MAP SCALE: 1" = 1000'

PLAN REFERENCES:

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



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

HILL STREET (PRIVATE)

ABUTTERS LIST:

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

LENGTH TABLE

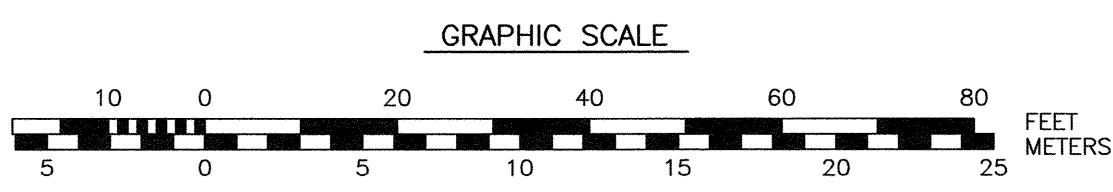
LINE	BEARING	DISTANCE
L1	N47°00'11"E	18.00'
L2	S43°03'50"E	1.78'
L3	N46°55'30"E	30.75'
L4	N43°04'30"W	29.30'
L5	N46°55'30"E	20.00'
L6	N43°04'30"W	1.80'
L7	N46°55'30"E	24.05'
L8	N42°30'12"W	17.65'
L9	S46°42'22"W	2.04'
L10	N43°17'38"W	43.88'
L11	N46°55'30"E	1.12'

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

JOHN R. CHAGNON, LLS DATE 4-3-24

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



NOTES:

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

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

SUBDIVISION PLAN
TAX MAP 138 - LOT 63

KEARSARGE MILL UNIT OWNERS ASSOCIATION
OWNERS: 361 HANOVER STEAM FACTORY, LLC & POWERHOUSE REALTY TRUST
FOUNDRY PLACE & HANOVER STREET
CITY OF PORTSMOUTH
COUNTY OF ROCKINGHAM
STATE OF NEW HAMPSHIRE

SCALE: 1"=20'
JANUARY 2024
FB 444 PG 1
5010135.2977.01



NOTES:

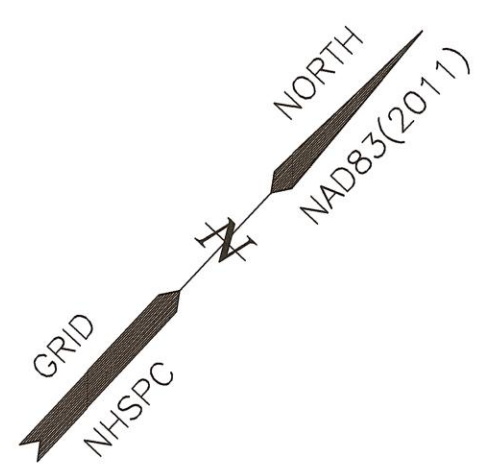
1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 63.

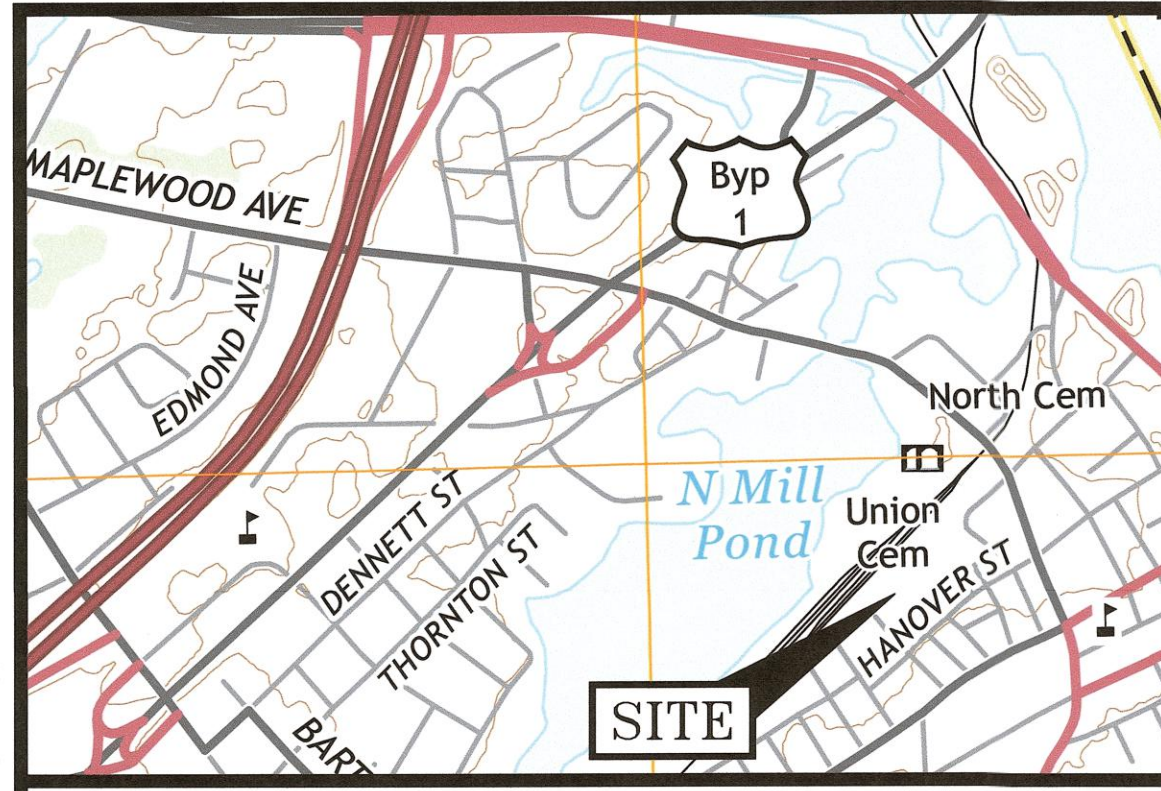
2) APPLICANT:
 361 HANOVER STEAM FACTORY, LLC
 41 INDUSTRIAL DRIVE UNIT 20
 EXETER, NH 03833
 6352/2959

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

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

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



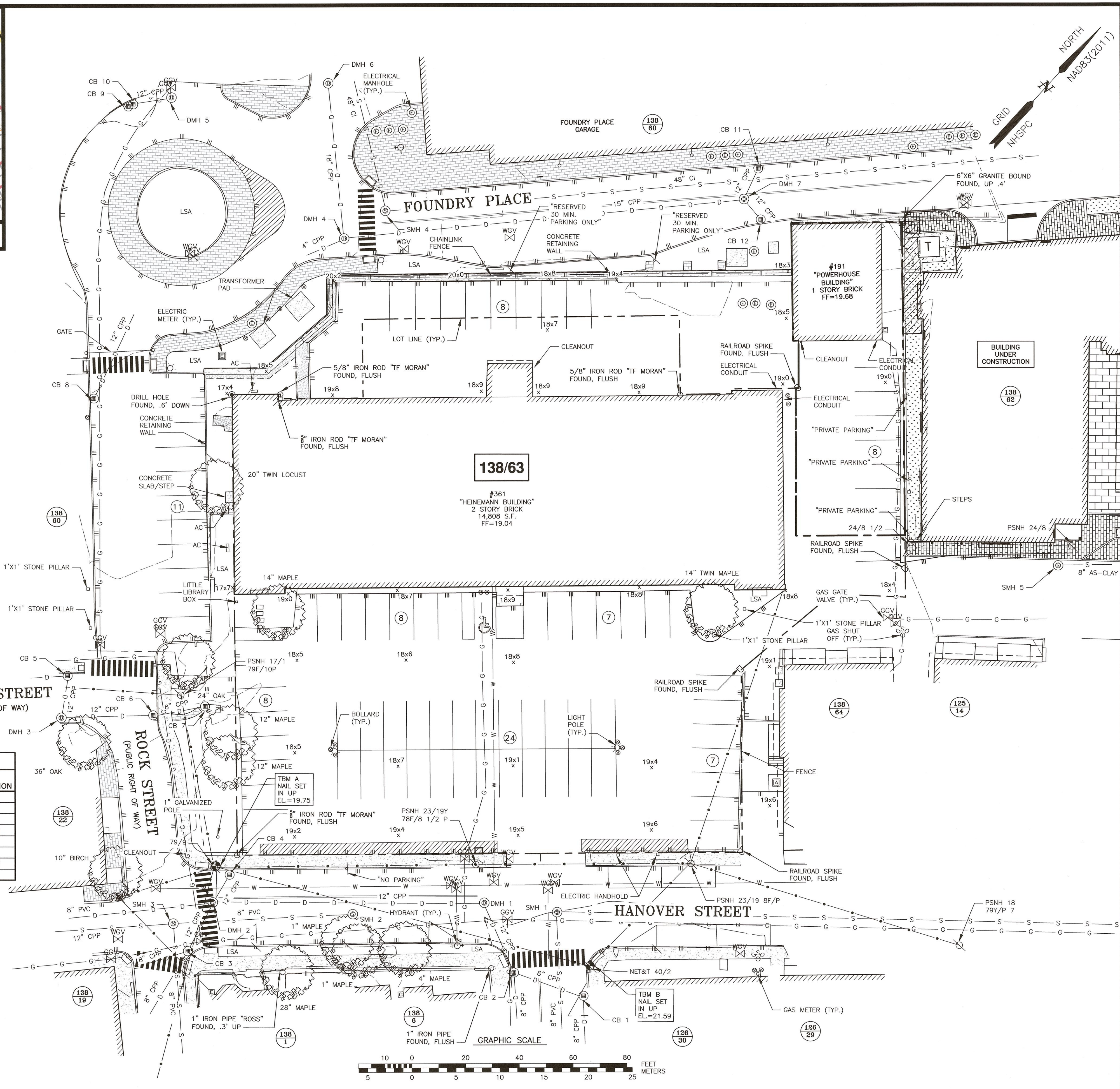


LOCATION MAP SCALE: 1"=1,000'

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

DRAINAGE STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
CB 1	EX	20.66	8" CPP	17.51	17.46	SW
CB 2	EX	20.35	12" CPP	15.80	15.70	SE
CB 3	EX	19.29	8" CPP	16.50	16.54	NE
CB 4	EX	18.90	12" CPP	16.24	15.65	SE
CB 5	EX	15.00	12" CPP	16.29	10.00	SW
CB 6	EX	15.60	8" CPP	13.20	12.85	NE
CB 7	EX	17.43	8" CPP	16.28	16.28	SW
CB 8	EX	12.15	12" CPP	7.45	5.86	NW
CB 9&10	EX	9.76	12" CPP	5.86	5.86	NE
CB 11	EX	10.07	12" CPP	6.17	6.17	SE
CB 12	EX	10.22	12" CPP	6.92	6.92	W
DMH 1	EX	19.81	12" CPP	15.56	15.56	SW
DMH 2	EX	19.08	12" CPP	15.03	15.03	E
DMH 3	EX	15.30	12" CPP	10.65	10.65	NW
DMH 4	EX	11.86	18" CPP	5.46	5.46	NE
DMH 5	EX	9.87	4" PVC	9.36	NO DATA	S
DMH 6	EX	11.84	12" CPP	6.29	NO DATA	SW
DMH 7	EX	10.19	12" CPP	6.44	6.29	NW
			12" CPP	6.39		E

SEWER STRUCTURE TABLE						
STRUCTURE	PROP/EX	RIM	PIPE SIZE/TYPE	INVERT IN	INVERT OUT	DIRECTION
SMH 1	EX	20.06	15" PVC	14.41	14.36	NE
SMH 2	EX	19.31	8" PVC	12.91	12.91	SW
SMH 3	EX	19.15	8" PVC	11.60	11.45	SW
SMH 4	EX	12.23	48" CI	-0.77	-0.77	NE



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

John R. Chagnon 4.3.24
 JOHN R. CHAGNON, LLS DATE

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

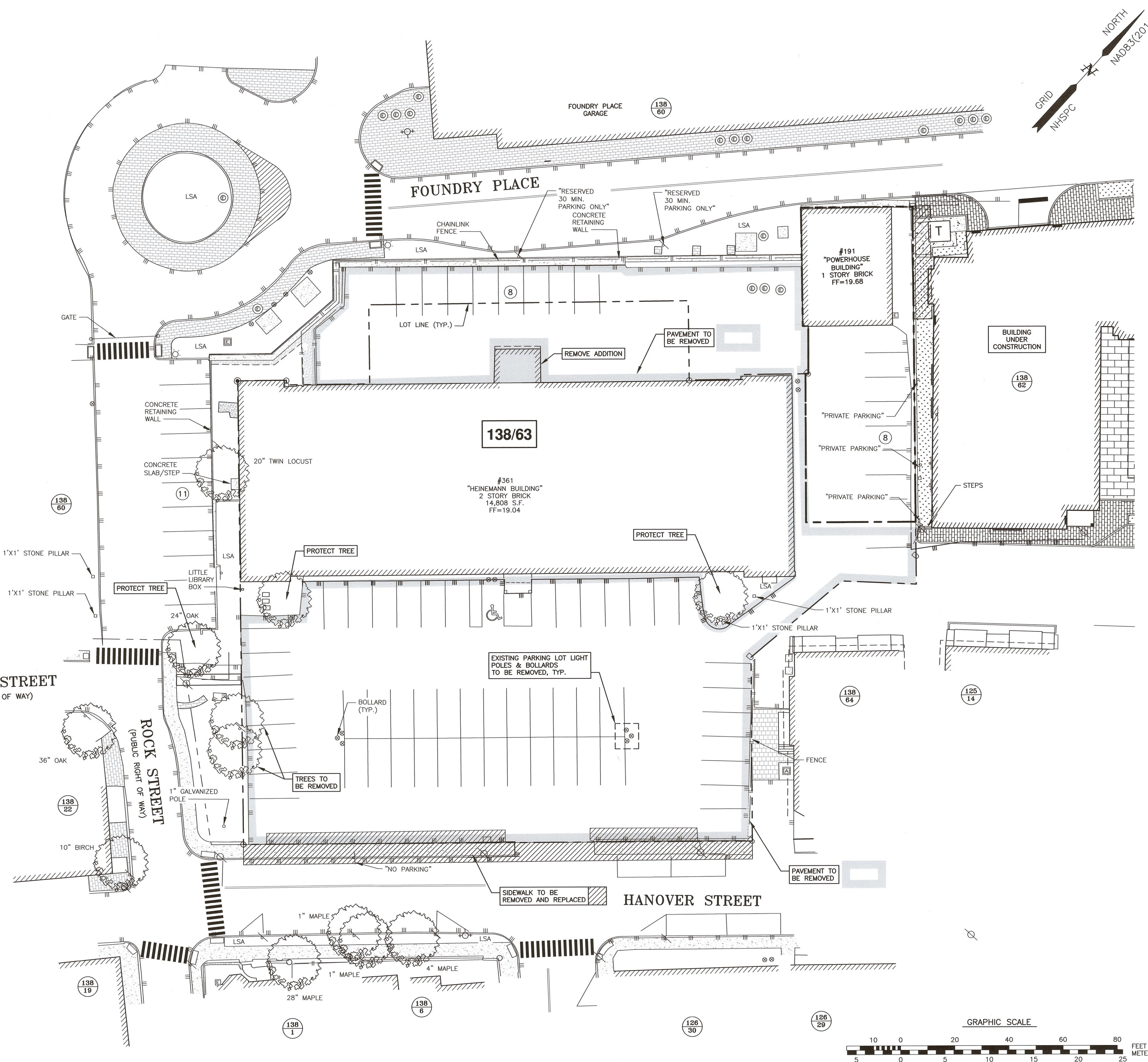
NO.	DESCRIPTION	DATE
2	ISSUED FOR REVIEW	4/3/24
1	UPDATE E.C. & ADD SPOT GRADES	2/28/24
0	ISSUED FOR COMMENT	1/31/24

SCALE: 1"=20' JANUARY 2024

EXISTING CONDITIONS PLAN **C1**

DEMOLITION NOTES

- A) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE DESIGNER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE UTILITIES AND ANTICIPATE CONFLICTS. CONTRACTOR SHALL REPAIR EXISTING UTILITIES DAMAGED BY THEIR WORK AND RELOCATE EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED PRIOR TO COMMENCING ANY WORK IN THE IMPACTED AREA OF THE PROJECT.
- B) ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTORS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES. THE CONTRACTOR SHALL COORDINATE REMOVAL, RELOCATION, DISPOSAL, OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
- C) ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/ DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- D) THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
- E) SAWCUT AND REMOVE PAVEMENT ONE FOOT OFF PROPOSED EDGE OF PAVEMENT TRENCH IN AREAS WHERE PAVEMENT IS TO BE REMOVED.
- F) IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL THE PERMIT APPROVALS.
- G) THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL CONSTRUCTION PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR ANY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK.
- H) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE, UTILITIES, VEGETATION, PAVEMENT, AND CONTAMINATED SOIL WITHIN THE WORK LIMITS SHOWN UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ANY EXISTING DOMESTIC / IRRIGATION SERVICE WELLS IN THE PROJECT AREA IDENTIFIED DURING THE CONSTRUCTION AND NOT CALLED OUT ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER FOR PROPER CAPPING / RE-USE.
- I) PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS WITHIN CONSTRUCTION LIMITS AND MAINTAIN FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE HIGH FLOW SILT SACK BY ACF ENVIRONMENTAL OR APPROVED EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF WARRANTED OR FABRIC BECOMES CLOGGED. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
- J) THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
- K) ANY CONTAMINATED MATERIAL REMOVED DURING THE COURSE OF THE WORK WILL REQUIRE HANDLING IN ACCORDANCE WITH NHDES REGULATIONS. CONTRACTOR SHALL HAVE A HEALTH AND SAFETY PLAN IN PLACE, AND COMPLY WITH ALL APPLICABLE PERMITS, APPROVALS, AUTHORIZATIONS, AND REGULATIONS



- NOTES:**
- 1) THE CONTRACTOR SHALL NOTIFY DIG SAFE AT 1-888-DIG-SAFE (1-888-344-7233) AT LEAST 72 HOURS PRIOR TO COMMENCING ANY EXCAVATION ON PUBLIC OR PRIVATE PROPERTY.
 - 2) UNDERGROUND UTILITY LOCATIONS ARE BASED UPON BEST AVAILABLE EVIDENCE AND ARE NOT FIELD VERIFIED. LOCATING AND PROTECTING ANY ABOVEGROUND OR UNDERGROUND UTILITIES IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND/OR THE OWNER. UTILITY CONFLICTS SHOULD BE REPORTED AT ONCE TO THE DESIGN ENGINEER.
 - 3) CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "NEW HAMPSHIRE STORMWATER MANUAL VOLUME 3. EROSION AND SEDIMENT CONTROLS DURING CONSTRUCTION. (NHDES DECEMBER 2008).
 - 4) COORDINATE ACCESS IN STREET/ROW AREAS ADJACENT TO DEMOLITION TO INSURE SAFE PASSAGE. UTILIZE DETOURS IF NEEDED.
 - 5) EXISTING UTILITIES TO BE ABANDONED SHALL BE REMOVED TO THE UTILITY MAIN AND CAPPED PER THE UTILITY COMPANY REQUIREMENT.

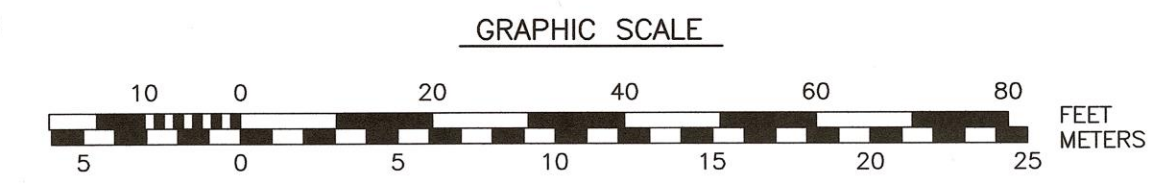
**SITE REDEVELOPMENT
 361 HANOVER STREET
 PORTSMOUTH, N.H.**

REVISIONS		
NO.	DESCRIPTION	DATE
1	UPDATE	7/3/24
0	ISSUED FOR COMMENT	4/3/24



SCALE: 1"=20' JANUARY 2024

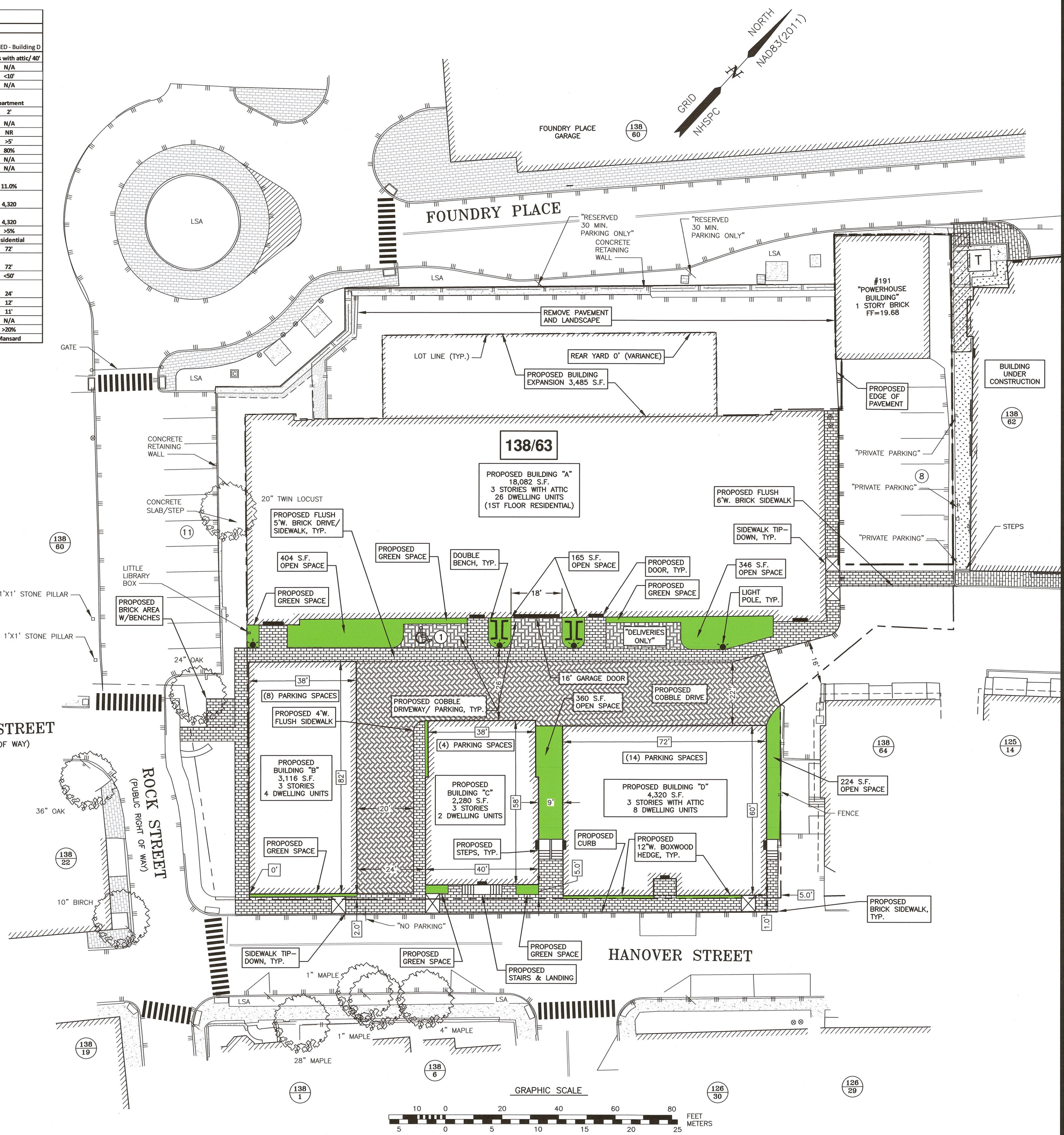
DEMOLITION PLAN **C2**



P:\NH\361 Hanover St. Redevelopment\361 Hanover St. Redevelopment\361 Hanover St. Redevelopment.dwg, 7/2/2024, 10:33:47 AM, Portsmouth, New Hampshire 03801

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

Shaded Boxes = Zoning Relief Required
S/B = Setback



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

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

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

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

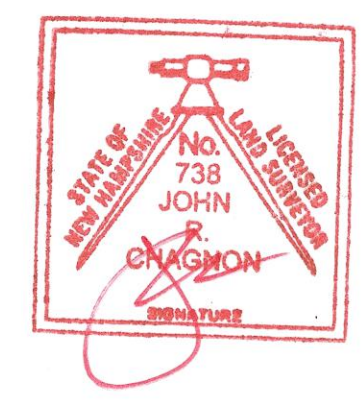
DIMENSIONAL REQUIREMENTS:
*SEE PORTSMOUTH ZONING ORDINANCE AND TABLE.

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

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

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

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



SCALE: 1"=20' JANUARY 2024

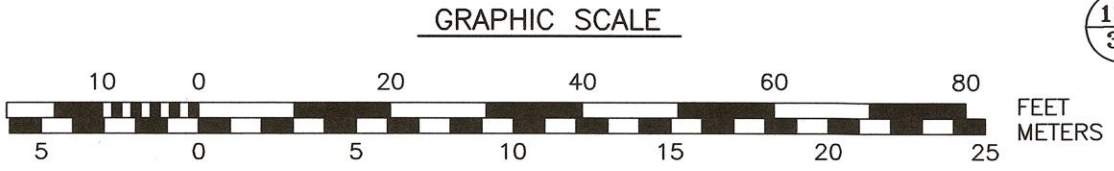
SITE PLAN **C3**

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

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

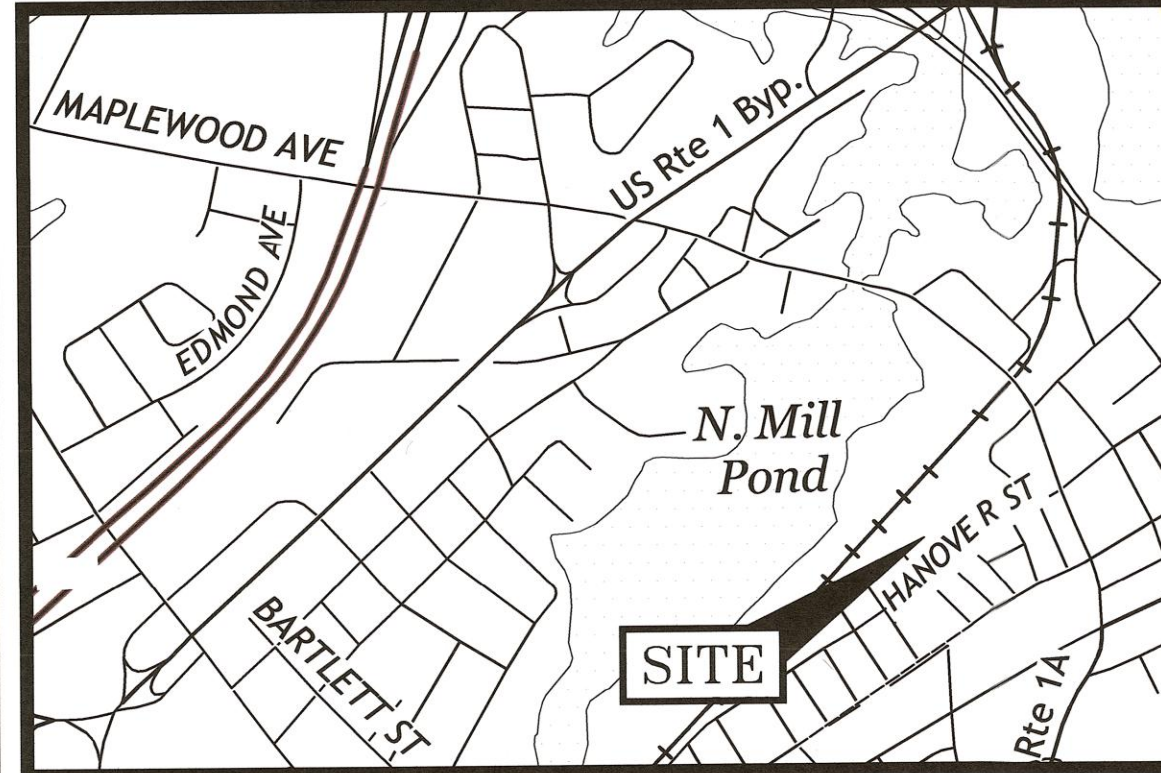
CHAIRMAN _____ DATE _____



NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSORS MAP 138 AS LOT 60.
- 2) OWNERS OF RECORD:
LOT 60
CITY OF PORTSMOUTH
JUNKINS AVENUE
PORTSMOUTH, NH 03801

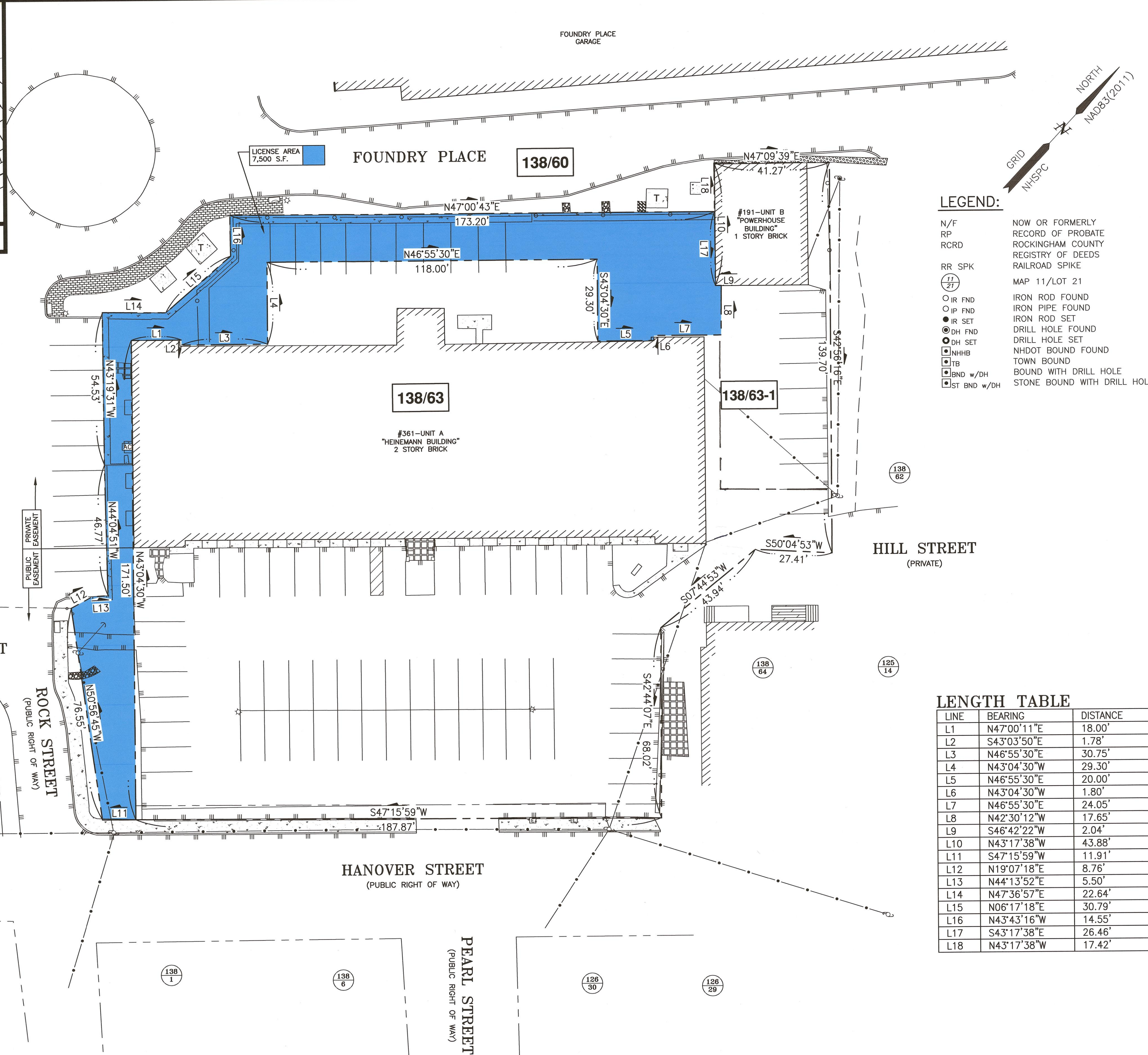
LOT 63 - UNIT A
361 HANOVER STEAM FACTORY, LLC
41 INDUSTRIAL DRIVE UNIT 20
EXETER, N.H. 03833
6352/2959
- 3) PARCEL IS NOT IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FIRM PANEL 33015C0259F. EFFECTIVE JANUARY 29, 2021.
- 4) LOT AREA: 38,528 S.F.
- 5) PARCEL IS LOCATED IN CHARACTER DISTRICT 5 (CD5) AND DOWNTOWN OVERLAY DISTRICT.
- 6) THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED LICENSE AREA ON TAX MAP 138, LOT 60 TO BENEFIT TAX MAP 138, LOT 63 IN PORTSMOUTH, NH.
- 7) THE LICENSE AGREEMENT BETWEEN THE CITY OF PORTSMOUTH AND 361 HANOVER STEAM FACTORY, LLC WILL REPLACE THE EXISTING PARKING LICENSE AGREEMENT RECORDED AT DEED BOOK 4735 PAGE 2971 AND PROVIDE A PUBLIC AND PRIVATE LANDSCAPING EASEMENT TO 361 HANOVER STEAM FACTORY, LLC.



LOCATION MAP SCALE: 1" = 1000'

PLAN REFERENCES:

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

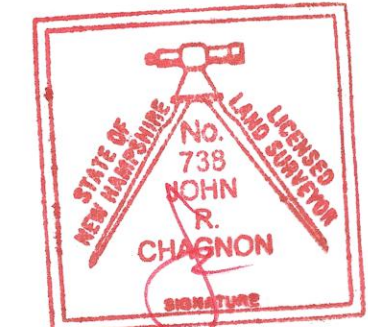


LEGEND:

- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS
- RR SPK RAILROAD SPIKE
- (17/21) MAP 11/LOT 21
- IR FND IRON ROD FOUND
- IP FND IRON PIPE FOUND
- IR SET IRON ROD SET
- DH FND DRILL HOLE FOUND
- DH SET DRILL HOLE SET
- NHFB NHDOT BOUND FOUND
- TB TOWN BOUND
- BND w/DH BOUND WITH DRILL HOLE
- JST BND w/DH STONE BOUND WITH DRILL HOLE

LENGTH TABLE

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

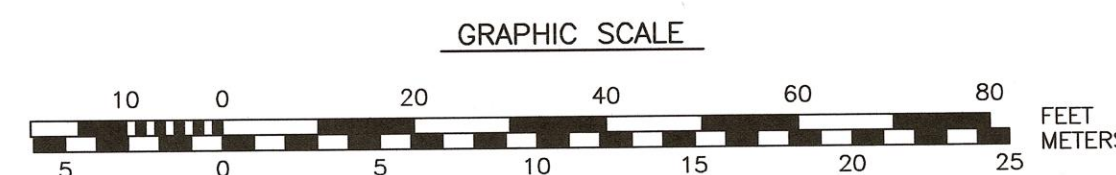


"I CERTIFY THAT THIS PLAN WAS PREPARED UNDER MY DIRECT SUPERVISION, THAT IT IS THE RESULT OF A FIELD SURVEY BY THIS OFFICE AND HAS AN ACCURACY OF THE CLOSED TRAVERSE THAT EXCEEDS THE PRECISION OF 1:15,000."

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

APPROVED BY THE PORTSMOUTH PLANNING BOARD

CHAIRMAN DATE



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

P:\NA\5010135-Hampshire_Development\5010135-Hampshire_Development\5010135-Hampshire_Development.dwg, 7/27/2024 9:40:53 AM, 1/18/2025 10:50:15 AM

III. NEW BUSINESS

A. The request of **111 Front Street LLC (Owner)**, for property located at **65 Griffin Road** whereas relief is needed for after-the-fact construction of a front porch and rear deck which requires the following: 1) Variance from Section 10.521 to a) allow a 21.5 foot front yard setback where 30 feet is required; b) allow a 6.5 foot left side yard setback where 10 feet is required; c) allow a 29 foot rear yard setback where 30 feet is required; and 2) Variance from Section 10.321 to allow a building or structure to be extended, reconstructed or enlarged without conforming to the requirements of the Ordinance. Said property is located on Assessor Map 258 Lot 31 and lies within the Single Residence B (SRB) District. (LU-24-210)

Existing & Proposed Conditions

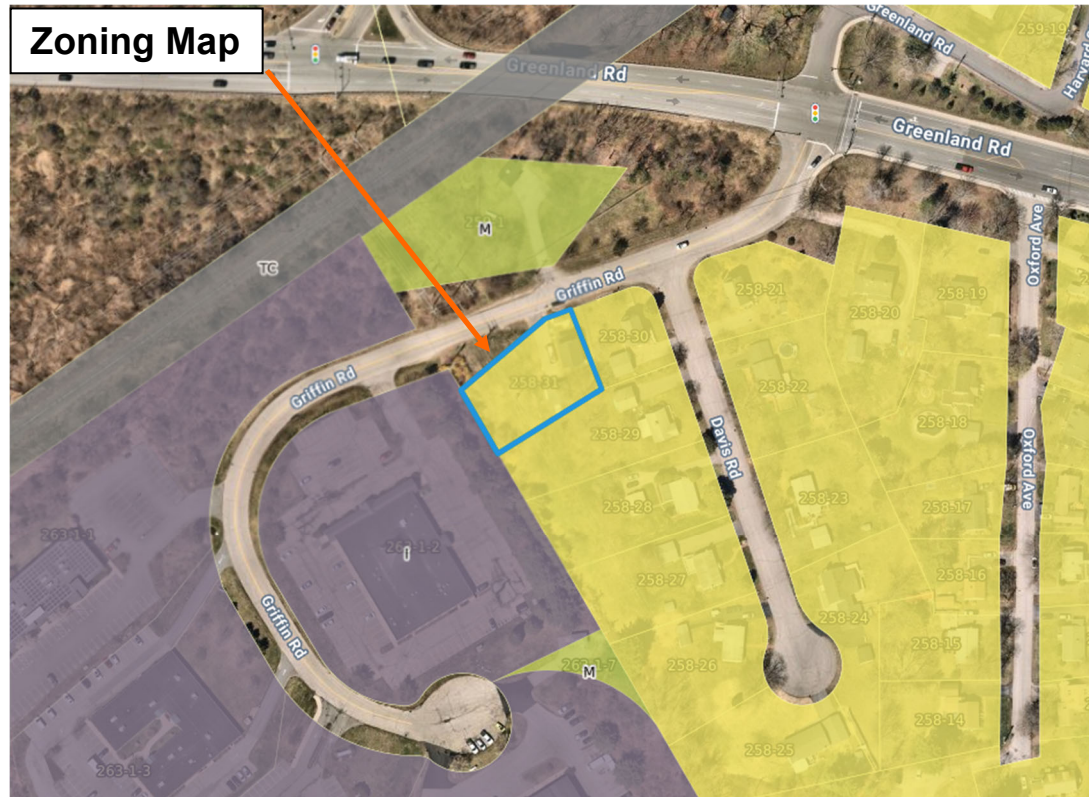
	<u>Existing</u>	<u>Proposed</u>	<u>Permitted / Required</u>
<u>Land Use:</u>	Single-family residence	*Front Porch and Rear Deck	Primarily residential
<u>Lot area (sq. ft.):</u>	16,121	16,121	15,000 min.
<u>Primary Front Yard (ft)</u>	29	21.5	30 min.
<u>Rear Yard (ft.):</u>	41	29	30 min.
<u>Right Yard (ft.):</u>	7	6.5	10 min.
<u>Left Yard (ft.):</u>	>10	>10	10 min.
<u>Height (ft.):</u>	35	35	35 max.
<u>Building Coverage (%):</u>	8	11	20 max.
<u>Open Space Coverage (%):</u>	75	72	40 min.
<u>Parking:</u>	>2	>2	2 min.
<u>Estimated Age of Structure:</u>	1875	Variance request(s) shown in red.	

*Relief needed to construct additions to the already non-conforming primary structure that would further impact the non-conformity.

Other Permits/Approvals Required

- Building Permits already issued

Neighborhood Context



Previous Board of Adjustment Actions

- **September 10, 1985** – A Special Exception as allowed in Article II, Section 10-205 (11) to permit a home occupation, appraisal office, to be established in a single family dwelling. It was voted that your request be **denied**.

Planning Department Comments

The applicant is requesting relief for after-the-fact construction of a front porch and rear deck which will impact the front, rear and right side yard of the property. The construction was properly permitted in May and July 2024 and the zoning review that was conducted for the building permits relied upon a site plan that was provided for a Lot Line Adjustment plan between 49 and 65 Griffin Road recorded in 1977. Since that time, it has been discovered that no deed was ever recorded conveying the subject land to the owners of 65 Griffin Road and therefore the right lot line is actually closer to the existing structure than it appeared from the plan that was provided for permits. A survey plan of the property completed in October 2024 demonstrates that portions of the newly constructed farmer's porch and rear deck encroach into the setbacks and that the house was non-conforming prior to the construction. The applicant is requesting the necessary relief based on the updated plan and zoning review.

Variance Review Criteria

This application must meet all five of the statutory tests for a **variance** (see Section 10.233 of the Zoning Ordinance):

1. *Granting the variance would not be contrary to the public interest.*
2. *Granting the variance would observe the spirit of the Ordinance.*
3. *Granting the variance would do substantial justice.*
4. *Granting the variance would not diminish the values of surrounding properties.*
5. *The "unnecessary hardship" test:*
 - (a) *The property has special conditions that distinguish it from other properties in the area.*

AND

 - (b) *Owing to these special conditions, a fair and substantial relationship does not exist between the general public purposes of the Ordinance provision and the specific application of that provision to the property; and the proposed use is a reasonable one.*

OR

 - (c) *Owing to these special conditions, the property cannot be reasonably used in strict conformance with the Ordinance, and a variance is therefore necessary to enable a reasonable use of it.*

10.235 Certain Representations Deemed Conditions

Representations made at public hearings or materials submitted to the Board by an applicant for a special exception or variance concerning features of proposed buildings, structures, parking or uses which are subject to regulations pursuant to Subsection 10.232 or 10.233 shall be deemed conditions upon such special exception or variance.

BY: VIEWPOINT & HAND DELIVERY

November 20, 2024

City of Portsmouth
Attn: Stefanie Casella, Planner
Zoning Board of Adjustment
1 Junkins Avenue
Portsmouth, NH 03801

**RE: Variance Application of 111 Front Street, LLC
65 Griffin Road (Tax Map 258, Lot 31)**

Dear Stefanie,

Please find a copy of the following submission materials in connection with the variance application filed on behalf of 111 Front Street, LLC.

- 1) Landowner Letter of Authorization;
- 2) Narrative to Variance Application;
- 3) Surveyed Site Plan;
- 4) Photographs of Property.

A copy of the above application materials is being delivered to the Planning Department today. Should you have any questions or concerns regarding the enclosed application materials, do not hesitate to contact me at your convenience.

Sincerely,



Derek R. Durbin, Esq.

LANDOWNER LETTER OF AUTHORIZATION

111 Front Street, LLC, owner of property located at 65 Griffin Road, Portsmouth, NH (the "Property"), hereby authorizes **Durbin Law Offices, PLLC** to file any zoning board, planning board, historic district commission or other municipal permit applications with the City of Portsmouth for said Property and to appear before its land use boards. This Letter of Authorization shall be valid until expressly revoked in writing.

111 Front Street, LLC

Paul Godbout dotloop verified
11/19/24 3:22 PM EST
KP8E-Y7KK-NNVH-GLPQ

Paul Godbout, Member, Duly Authorized

September 25, 2024

**CITY OF PORTSMOUTH
ZONING BOARD OF ADJUSTMENT
APPLICATION NARRATIVE**

111 Front Street, LLC
(Owner/Applicant)
Tax Map 258, Lot 31
65 Griffin Road
Portsmouth, NH 03801

INTRODUCTORY STATEMENT

The Property

The Property at 65 Griffin Road is a 16,121 square foot lot located in the SRB Zoning District (the “Property or “Applicant’s Property”). The Property contains a single-family residence. The Property is bordered to the West by a commercial complex consisting primarily of medical and professional offices, and to the North by land owned by the City of Portsmouth. The properties to the East and South contain single-family homes.

Renovation/Additions to Home

The home on the Property was recently renovated. As part of the renovation, a farmer’s porch was added to the front of the home and a deck was added to the rear. The owner received building permits for construction of both features. A building permit was issued allowing for the construction of the front porch on May 17, 2024. **Exhibit A**. A building permit was issued for the rear deck construction on July 23, 2024. **Exhibit B**.

Mistaken Boundaries/Setbacks

Following substantial completion of the work, Brian Allen, who acted as the general contractor for the renovation and has an ownership interest in the Property, discovered that the easterly boundary of the Property was in a different location than he believed it to be when he applied for the permits. When he measured the building setbacks for purposes of his permit applications, he used a fence running along the Easterly side of the Property and some rebar and an iron pin near the street as his reference points. At the time, the neighboring landowner to the East (49 Griffin Road) also confirmed their belief that the fence represented the common boundary.

Mr. Allen’s belief that the fence ran along the easterly boundary of the Property was also consistent with a Lot Line Adjustment plan recorded in the Rockingham County Registry of Deeds between the properties at 49 and 65 Griffin Road. **Exhibit C**. Much to Mr. Allen’s chagrin, he discovered that no deed was ever recorded conveying the subject land to the owners of 65 Griffin Road. Mr. Allen subsequently met with the Planning Department, knowing that his findings would likely render the front porch non-conforming. He agreed to conduct a survey of the Property and apply for any zoning relief needed.

Setback Encroachments

A survey of the Property was completed in October. The survey demonstrates that portions of the farmer's porch and rear deck encroach in the setbacks. It also demonstrates that the house was non-conforming prior to construction of the front porch and rear deck, as more specifically discussed below.

Preexisting Non-conformities

The house was lawfully non-conforming with respect to the front and left side yard setbacks prior to construction of the farmer's porch and rear deck. The right front corner of the house and former stairs accessing the front door encroached into the front yard setback. **Exhibit D**. Much of the left side of the house, including a bulkhead, encroach into the left side yard setback. In addition, much of the existing garage is located within the rear yard setback.

Honest Mistake

In retrospect, Mr. Allen is regretful of his decision to proceed with construction on the Property without having a survey done first. The mistake he made, however, was an honest one that not even anyone in the Inspections Department picked up on before issuing the building permits. Mr. Allen now seeks after-the-fact variance relief for the front porch and rear deck non-conformities.

SUMMARY OF VARIANCE RELIEF

The Applicants seek the following variances from the Portsmouth Zoning Ordinance (the "Ordinance") relative to the front porch and rear deck:

Section 10.521 (Table of Dimensional Regulations)

Front Porch

1. To allow 21.9' front yard setback where 30' is the minimum required.
2. To allow a 6.6' left side yard setback where 10' is the minimum required.

Rear Deck

3. To allow a 29.3'+/- rear yard setback where 30' is the minimum required.

Section 10.321 (Non-Conforming Structures)

4. To allow a building or structure to be extended, reconstructed or enlarged without conforming to the requirements of the Ordinance.

Granting the variances will not be contrary to the public interest and will observe the spirit of the Ordinance.

In the case of *Chester Rod & Gun Club, Inc. v. Town of Chester*, the Court observed that the requirements that a variance not be "contrary to the public interest" or "injure the public rights of others" are coextensive and are related to the requirement that the variance be consistent with the spirit of the ordinance. 152 N.H. 577 (2005). The Court noted that since the provisions of all ordinances represent a declaration of public interest, any variance will, in some measure, be contrary to the ordinance, but to be contrary to the public interest or injurious to public rights of others, "the variance must 'unduly, and in a marked degree' conflict with the ordinance such that it violates the ordinance's 'basic zoning objectives.'" Id. "There are two methods of ascertaining whether granting a variance would violate an ordinance's basic zoning objectives: (1) examining whether granting the variance would alter the essential character of the neighborhood or, in the alternative; and (2) examining whether granting the variance would threaten the public health, safety, or welfare." *Harborside Assoc v. Parade Residence Hotel*, 162 N.H. 508, 514 (2011)

A general objective behind requiring minimum building setbacks is to protect abutting properties from unreasonable encroachments into their light, air and space.

Rear Deck

Only a small corner of the rear deck, approximately 8" in length, encroaches into the rear yard setback. **Exhibit E**. The encroachment is so de minimis that it almost falls within the plus/minus margin of error afforded to permit applicants. It does not intrude upon the light, air and space of the abutting property to the rear.

Front Porch

In addition to protecting abutting properties from unreasonable intrusions into their light, air and space, front yard setback restrictions are intended to regulate the location of structures in relation to the street (not the ROW). There is an area of land associated with the Griffin Road ROW that is assimilated into the Applicant's front yard. While the farmer's porch encroaches into the front yard setback, it is more than 30' from the street itself. It does not have any tangible impact upon the light, air and space of surrounding properties. The property across Griffin Road is owned by the City and remains mostly undeveloped. It is a considerable distance from the farmer's porch. **Exhibit F**. The farmer's porch enhances the appearance of the Property and is consistent with the character of the residential properties surrounding it.

For the foregoing reasons, granting the variances requested will not alter the essential character of the neighborhood or otherwise threaten the public's health, safety or welfare.

Substantial justice will be done by granting the variances.

Any loss to the individual that is not outweighed by a gain to the general public is an injustice. *New Hampshire Office of State Planning, The Board of Adjustment in New Hampshire, A Handbook for Local Officials* (1997); *Malachy Glen Assocs., Inc. v. Town of Chichester*, 155 N.H. 102 (2007).

The public does not benefit from requiring the Applicant to tear off the front porch and reconstruct a small section of the rear deck to bring the house into greater compliance with the Ordinance. The home was an eyesore in its prior condition that detracted from surrounding properties. The farmer's porch and rear deck additions have improved the appearance of the house and have added elements of functionality to it that did not previously exist. The improved appearance of the Property is a benefit to the neighborhood. Requiring removal of the porch and deck will result in a financial hardship to the Applicant that is not outweighed by any corresponding gain to the public.

The values of surrounding properties will not be diminished by granting the variances.

Aesthetically, the appearance of the Property has been significantly improved with the front porch and rear deck additions. If anything, these improvements have added to surrounding property values, not diminished them.

Literal enforcement of the provisions of the Ordinance would result in unnecessary hardship.

There are several special conditions of the Property that distinguish it from surrounding properties such that there is no fair and substantial relationship between the general purposes of the setback provisions of the Ordinance and their application to the farmer's porch and rear deck.

Farmer's Porch

For one, the owners of 49 and 65 Griffin Road have always treated the fence as the boundary between their properties and the area between the house and the fence as the side yard of the Applicant's Property. The common belief that the fence is the boundary between the properties is derived from an agreement that was entered into by the prior owners of the two properties to adjust their lot lines, as evidenced by the recorded Lot Line Adjustment Plan attached as **Exhibit C**. The fence follows the adjusted boundary line shown on the plan. Unfortunately, no deed was ever conveyed memorializing the lot line adjustment. Had the land been conveyed, the home (other than the bulkhead) and the farmer's porch would conform to the left side yard setback requirement.

A second special condition relates to the land associated with the Griffin Road ROW that has been assimilated into the Applicant's Property. This land area cannot be utilized when measuring the setback of the farmer's porch. In the present case, the farmer's porch is located more than 30' from the street at its closest angle, which is consistent with the spirit and intent of the front setback restriction.

Rear Deck

Only a small corner of the newly constructed rear deck approximately 8” in length encroaches into the rear setback. Most of the deck conforms to the 30’ setback requirement. This non-conforming aspect of the deck does not create any impact upon the nearest abutting property, nor does it render the Property more non-conforming than it already is. There is already a detached garage situated almost entirely within the rear yard setback. The garage presumably has a much greater impact upon the nearest abutting Property.

The proposed use of the Property is reasonable. The Property will continue to be used for single-family residential purposes, consistent with the objectives of SRB Zoning.

CONCLUSION

In conclusion, for the reasons set forth herein, the application satisfies the five (5) criteria for each of the variances being requested. Accordingly, the Applicants respectfully request that the Board approve their Variance Application.

Respectfully Submitted,

Dated: November 20, 2024

111 Front Street, LLC

By:



Derek R. Durbin, Esq.
DURBIN LAW OFFICES PLLC
144 Washington Street
Portsmouth, NH 03801
(603)-287-4764
derek@durbinlawoffices.com



**City of Portsmouth
Building Permit**

Inspection Department
1 Jenkins Avenue
Portsmouth, NH 03801
603-610-7243

EXHIBIT B.

Permit Number:
BLDG-24-520
Date of Issue:
July 23, 2024
Expires:
July 23, 2025
Const. Cost:
\$ 8,000

Owner: 111 front st llc
Applicant: Brian Allen
Contractor: Brian Allen , Allen Properties **Phone #:** 6034986994
Location: 65 GRIFFIN RD

Description of Work: Add rear 16x12 deck on 12" sono tubes with a carrying beam that the deck will cantilever, replace siding.

Map/Lot: 0258--0031--0000-

Occupancy Classification: Residential Other- (See R-3) Single Family

Design Occupancy Load: N/A

Total # of Dwelling Units: 0

Use Group: Addition

Constr. Type: Type V-B

Bldg. Code: IRC **Edition:** 2018

Remarks: * Per City Ord. Sec. 11.502 (F) Street/Unit Number must be affixed to Main Structure as to be plainly visible from the street. Construction sites must post the address clearly on the property. No site activity allowed before 7:00AM or after 6:00PM. No weekend construction allowed.

Please call the office @603-610-7243 and the front staff will assist you in scheduling an inspection.

Residential Renovation, some structural change, no change in occupancy classification.

*LINK TO THE CODES <https://www.nh.gov/safety/boardsandcommissions/bldgcode/nhstatebldgcode.html>

STREET NUMBER

* Per City Ord. Sec. 11.502 (F) Street/Unit Number must be affixed to Main Structure as to be plainly visible from the street. Construction sites must post the address clearly on the property. No site activity allowed before 7:00AM or after 6:00PM. No weekend construction allowed.

* Separate Electric Permit May Be Required

* All stairs, handrails and guard systems shall be constructed to building code requirements for strength, geometry, graspability, fall protection and other code required dimensional features. NOTE: Contractor assumes all responsibility for code conformance.

* R311.7.6 Landings for stairways. There shall be a floor or landing at the top and bottom of each stairway. The minimum width perpendicular to the direction of travel shall be no less than the width of the flight served. Landings of shapes other than square or rectangular shall be permitted provided the depth at the walk line and the total area is not less than that of a quarter circle with a radius equal to the required landing width. Where the stairway has a straight run, the minimum depth in the direction of travel shall be not less than 36 inches (914 mm).

* Deck ledger shall be attached to house band joists per IRC Section R507 and Table R507.2.1(1) or shall be freestanding and structurally independent of house.

*Flashing shall not be aluminum or have aluminum separated from contact with pressure treated lumber

*Frost protection of a minimum of 48 inches below grade is required for all non-freestanding or for decks that serve the required egress, the use of any alternative method of frost protected footings, such as pile, screws or steel bearing pin methods may limit the future ability to convert the deck/porch space to an interior living space without modifications to the frost protection method.

* Vent terminations- Deck addition cannot cover or alter existing vent terminations. If required venting shall be relocated to meet minimum code clearances. Separate review and permitting required.

Construction Safeguards

* Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work, per IBC Section 3307

*Required means of egress shall be maintained at all times during construction, demolition, remodeling or alterations and additions to any building.

* Structures under construction, alteration or demolition shall be provided with no fewer than one approved portable fire extinguisher in accordance with Section 906, and located in accordance with IBC § 3309

*Pedestrians shall be protected during construction, remodeling and demolition activities as required by IBC § 3306

*Any blocking of street or sidewalk will require an **Encumbrance Permit** from the Department of Public Works at 603-427-1530

GENERAL NOTES

* The administrative agency responsible for performing inspections has, to the best of its ability, verified governing code compliance for this project. However, issuance of this Certificate of Occupancy or Certificate of Completion, does not relieve the contractor of any obligation as outlined under NH RSA 155-A:2 VII for governing code compliance issues that may be discovered after the issuance date of this document.

* Please tell us about your experience with our Inspection Team. Email comments to Shanti R. Wolph, Inspection Director at srwolph@cityofportsmouth.com or to Jessica Griffin, assistant to the City Manager at jsgriffin@cityofportsmouth.com . We would love to hear from you with accolades, or learn how we can improve.

TABLE R507.2
DECK LEDGER CONNECTION TO BAND JOIST^{a, b}
 (Deck live load = 40 psf, deck dead load = 10 psf, snow load ≤ 40 psf)

CONNECTION DETAILS	JOIST SPAN						
	6' and less	6'1" to 8'	8'1" to 10'	10'1" to 12'	12'1" to 14'	14'1" to 16'	16'1" to 18'
	On-center spacing of fasteners						
1/2-inch diameter lag screw with 1/2-inch maximum sheathing ^d	30	23	18	15	13	11	10
1/2-inch diameter bolt with 1/2-inch maximum sheathing ^d	36	36	34	29	24	21	19
1/2-inch diameter bolt with 1-inch maximum sheathing ^e	36	36	29	24	21	18	16

For SI: 1 inch = 25.4 mm, 1 foot = 304.8 mm, 1 pound per square foot = 0.0479 kPa.

- a. Ledgers shall be flashed in accordance with Section R703.4 to prevent water from contacting the house band joist.
- b. Snow load shall not be assumed to act concurrently with live load.
- c. The tip of the lag screw shall fully extend beyond the inside face of the band joist.
- d. Sheathing shall be wood structural panel or solid sawn lumber.
- e. Sheathing shall be permitted to be wood structural panel, gypsum board, fiberboard, lumber or foam sheathing. Up to 1/2-inch thickness of stacked washers shall be permitted to substitute for up to 1/2 inch of allowable sheathing thickness where combined with wood structural panel or lumber sheathing.

TABLE R507.2.1
PLACEMENT OF LAG SCREWS AND BOLTS IN DECK LEDGERS AND BAND JOISTS

	MINIMUM END AND EDGE DISTANCES AND SPACING BETWEEN ROWS			
	TOP EDGE	BOTTOM EDGE	ENDS	ROW SPACING
Ledger ^a	2 inches ^d	3/4 inch	2 inches ^b	1 5/8 inches ^b
Band Joist ^c	3/4 inch	2 inches	2 inches ^b	1 5/8 inches ^b

For SI: 1 inch = 25.4 mm.

- a. Lag screws or bolts shall be staggered from the top to the bottom along the horizontal run of the deck ledger in accordance with Figure R507.2.1(1).
- b. Maximum 5 inches.
- c. For engineered rim joists, the manufacturer's recommendations shall govern.
- d. The minimum distance from bottom row of lag screws or bolts to the top edge of the ledger shall be in accordance with Figure R507.2.1(1).

The PERMIT HOLDER has read this permit, the permit application, and the Building Official's marked-up plans and agrees to perform the work authorized including any conditions or requirements indicated thereon; and any stipulations imposed by a Land Use Board in conjunction with the project. The CONTRACTOR shall be responsible for notifying the Inspection Department 48 hours in advance, for FOUNDATION, FRAMING, and FINAL inspections. A Certificate of Occupancy is required for all Building Permits. Buildings shall not be occupied until ALL inspections (BUILDING, ELECTRICAL, PLUMBING, MECHANICAL, and FIRE) are complete and Occupancy has been issued. By signing this permit, the owner or his/her representative (Permit Holder), authorizes property access by city officials to conduct interior and exterior inspections and property tax assessments during and/or after the construction process.

The Permit Card Shall Be Posted and Visible From the Street During Construction.

* Per City Ord. Sec. 11.502 (F) Street/Unit Number must be affixed to Main Structure as to be plainly visible from the street. Construction sites must post the address clearly on the property. No site activity allowed before 7:00AM or after 6:00PM. No weekend construction allowed.

Code Official:



This is an e-permit. To learn more, scan this barcode or visit portsmouthnh.viewpointcloud.com/#/records/83741



EXHIBIT D



EXHIBIT E



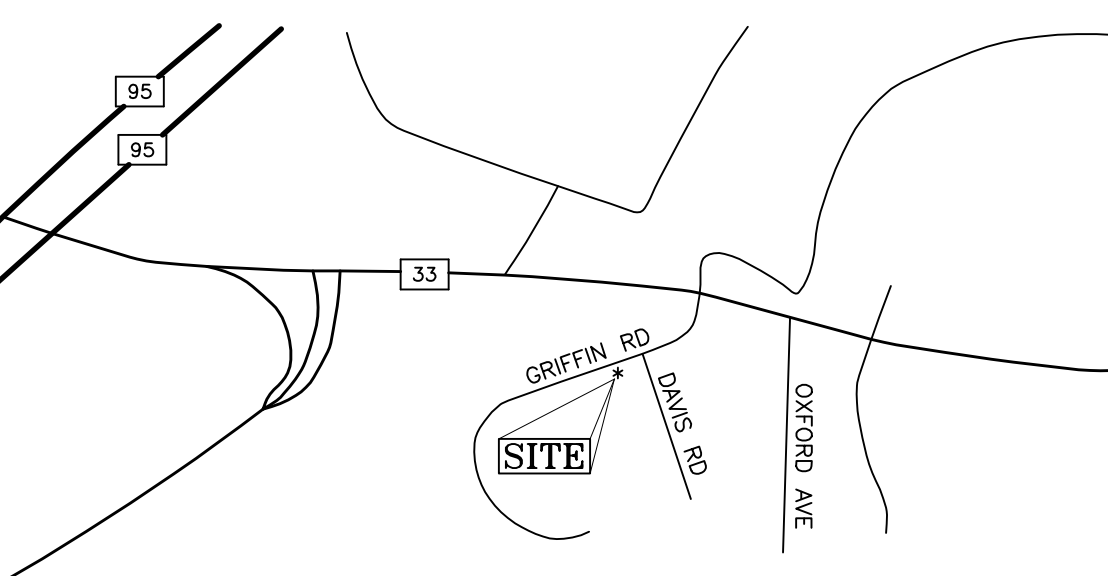
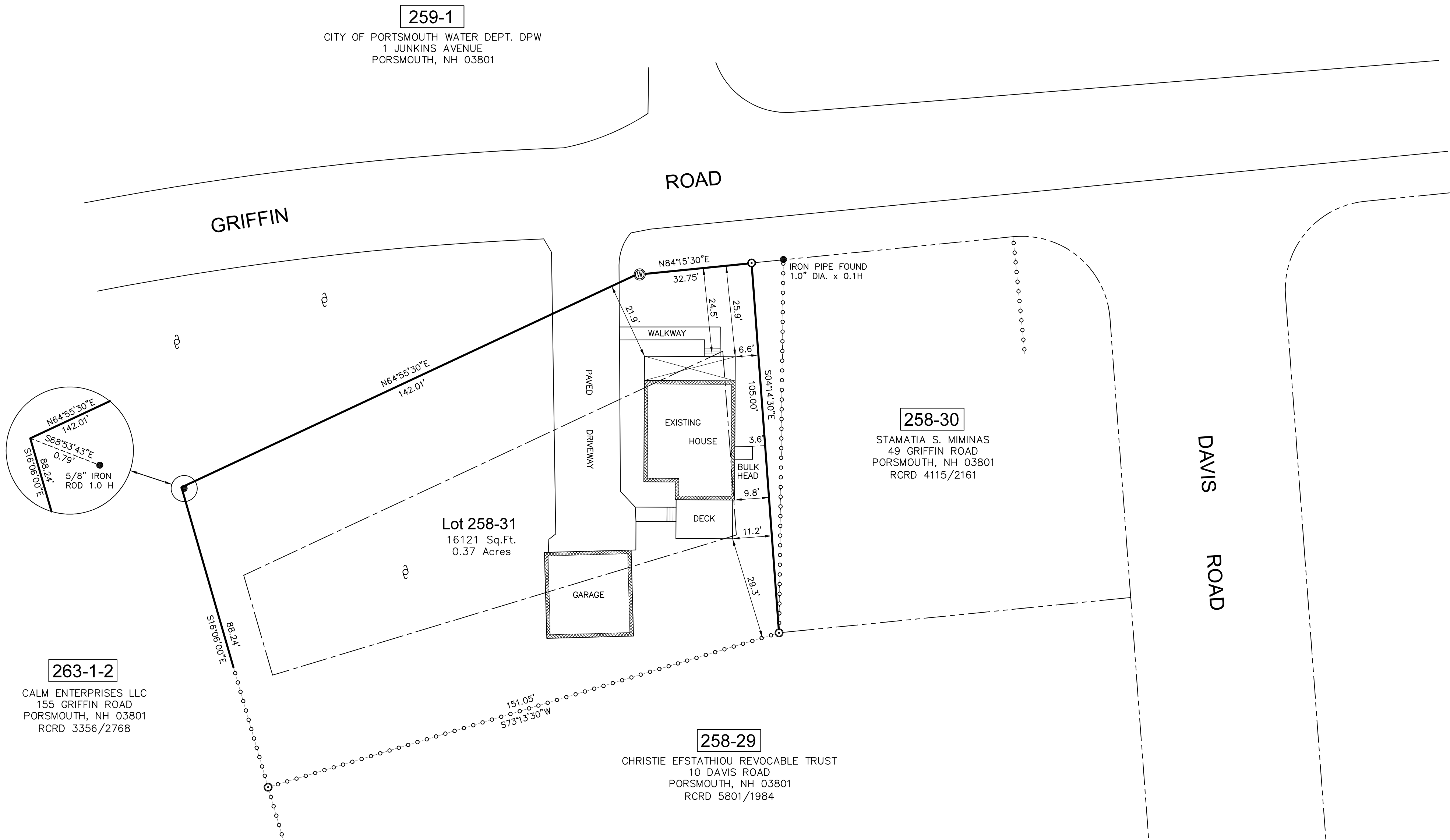
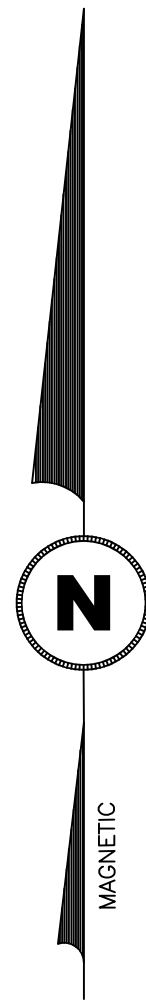


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 09/26/2024

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.



LOCATION PLAN

263-1-2
 CALM ENTERPRISES LLC
 155 GRIFFIN ROAD
 PORTSMOUTH, NH 03801
 RCRD 3356/2768

259-1
 CITY OF PORTSMOUTH WATER DEPT. DPW
 1 JUNKINS AVENUE
 PORTSMOUTH, NH 03801

258-30
 STAMATIA S. MIMINAS
 49 GRIFFIN ROAD
 PORTSMOUTH, NH 03801
 RCRD 4115/2161

258-29
 CHRISTIE EFSTATHIOU REVOCABLE TRUST
 10 DAVIS ROAD
 PORTSMOUTH, NH 03801
 RCRD 5801/1984

Lot 258-31
 16121 Sq.Ft.
 0.37 Acres

NOTES

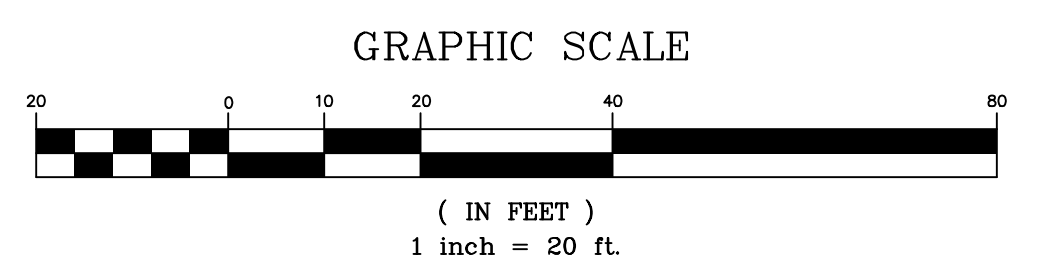
1. RANDOM TRAVERSE ERROR OF CLOSURE IS LESS THAN 1 PART IN 10,000.
2. OWNER OF RECORD:
 111 FRONT STREET LLC
 111 FRONT STREET
 MANCHESTER, NH 03102
 PROPERTY LOCATION:
 65 GRIFFIN ROAD
 PORTSMOUTH, NH 03801
 TAX MAP 258, LOT 31
 R.C.R.D. BOOK 6534, PAGE 797
3. REFERENCE PLAN:
 "PLAN OF LOTS-PORTSMOUTH, N.H. FOR RALPH R. & ELINOR L. DAVIS"
 BY JOHN W. DURGIN DATED MAY 1970.
 R.C.R.D. PLAN No. D-1778
4. ZONING DIMENSIONAL AND DENSITY REQUIREMENTS ARE AS FOLLOWS:
 - a. ZONING DISTRICT: SRB
 - b. MINIMUM LOT SIZE IS 15,000 S.F.
 - c. MINIMUM LOT FRONTAGE IS 100 FT.
 - d. BUILDING SETBACKS:
 FRONT: 30'
 REAR: 30'
 SIDE: 10'
 - e. BUILDING COVERAGE MAXIMUM: 20%
 BUILDING COVERAGE ACTUAL: 1,790 S.F./16,121 S.F. = 11%
 - f. OPEN SPACE MINIMUM: 40%
 OPEN SPACE ACTUAL: 4,490 S.F./16,121 S.F. = 28%

LEGEND

- 5/8" IRON ROD w/ID CAP TO BE SET
- IRON ROD OR PIPE AS NOTED
- ⊕ UTILITY POLE
- ⊗ WATER SHUT-OFF
- R.C.R.D. ROCKINGHAM COUNTY REGISTRY OF DEEDS
- BUILDING SETBACK LINE
- - - - - ABUTTERS APPROXIMATE LOT LINE
- CHAIN LINKED FENCE

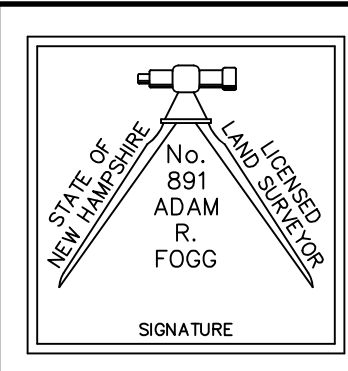
**TOWN of PORTSMOUTH
 ZONING BOARD APPROVAL**

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.



ATLANTIC
 SURVEY CO, LLC
 25 Nute Road, Dover, New Hampshire 03820

PREPARED BY:
 SURVEYORS
 PLANNERS
 SEPTIC DESIGNERS
 603-659-8939



DATE: October, 2024

FIELDWORK BY:	AF
DESIGNED BY:	AF
CAD FILE:	24132
PROJECT No.:	24132
SHEET 1 OF 1	

PLAN of LAND
 PREPARED FOR
111 Front Street LLC
 Tax Map 258 Lot 31 - R.C.R.D. Book 6534 Page 797
 LOCATED AT
 65 Griffin Road, Portsmouth, N.H.



Front View of House



Left Side Yard



Rear Yard View of Deck

III. NEW BUSINESS

B. The request of **N. E. Marine and Industrial Inc (Owner)**, for property located at **200 Spaulding Turnpike** whereas relief is needed to install a freestanding sign 2 feet from the front property line which requires the following: 1) Variance from Section 10.1241 for a 30 square foot freestanding sign where freestanding signs are not allowed. Said property is located on Assessor Map 237 Lot 56 and lies within the Gateway Corridor (G1) and Single Residence B (SRB) Districts. (LU-24-208)

Existing & Proposed Conditions

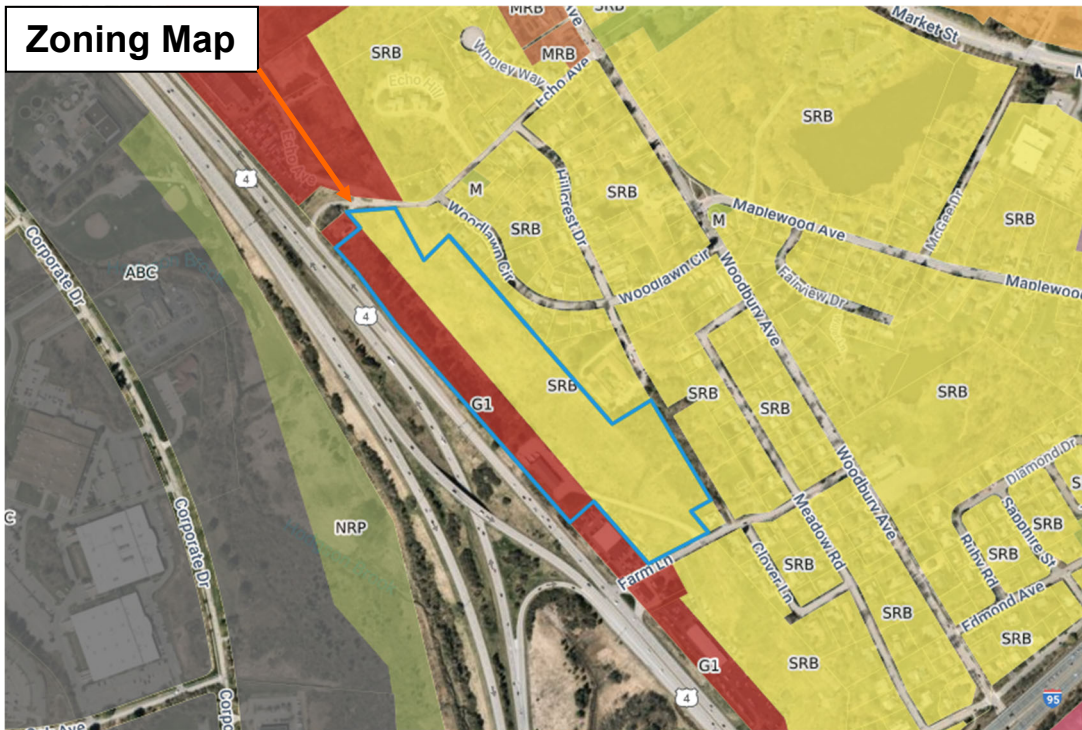
	<u>Existing</u>	<u>Proposed</u>	<u>Permitted / Required</u>
<u>Land Use:</u>	Commercial Store and Warehouse	Add freestanding sign*	Commercial and Residential Uses
<u>Lot area (acres):</u>	22.23	22.23	G1: NR SRB: 15,000SF min.
<u>Street Frontage (ft.):</u>	1,661.9	1,661.9	G1: 100 SRB: 100 min.
<u>Wall Sign (SF)</u>	G1: 144 SRB: 0	G1: 144 SRB: 0	G1: 200 SRB: 4 max.
<u>Freestanding Sign (SF)</u>	G1: 0 SRB: 0	G1: 0 SRB: 30	G1: 100 max. SRB: Not Permitted
<u>Aggregate Sign area (SF)</u>	G1: 144 SRB: 0	G1: 144 SRB: 30	G1: 300 max. SRB: 0
		Variance request(s) shown in red.	

*A freestanding sign is not a permitted sign type in Sign District 1 per Section 10.1241

Other Permits/Approvals Required

- Sign Permit

Neighborhood Context



Previous Board of Adjustment Actions

- **May 20, 2014** - A Variance from Section 10.591 to allow a structure in a nonresidential district to be located within 100 feet of a property zoned residentially. 2. A Variance from Section 10.592.20 to permit an automotive use within 200 feet of a residential district. 3. A Variance from Section 10.1113.31 to permit off-street parking areas, accessways, maneuvering areas and traffic aisles serving uses in a Business District to be set back less than 100 feet from a residential district. 4. A Variance from Section 10.1124.20 to permit off-street loading or maneuvering areas to be located less than 100 feet from a residential district. The Board voted to **deny** the petition as presented and advertised.

Planning Department Comments

The 22 acre property is the site of New England Marine and Industrial, Inc., a commercial store and warehouse and is split-zoned Gateway Corridor (G1) and Single-Residence B (SRB). The building is sited along Spaulding Turnpike entirely within the G1 zone on the property and the driveway extends out to Farm Lane within the SRB District. The applicant is requesting relief for a freestanding sign sited 2 feet from the front property line at the driveway entrance (30 SF including a 10 SF changeable track panel) where it is not an allowed sign type in sign district 1.

Variance Review Criteria

This application must meet all five of the statutory tests for a **variance** (see Section 10.233 of the Zoning Ordinance):

1. *Granting the variance would not be contrary to the public interest.*
2. *Granting the variance would observe the spirit of the Ordinance.*
3. *Granting the variance would do substantial justice.*
4. *Granting the variance would not diminish the values of surrounding properties.*
5. *The “unnecessary hardship” test:*
 - (a) *The property has special conditions that distinguish it from other properties in the area.*
AND
 - (b) *Owing to these special conditions, a fair and substantial relationship does not exist between the general public purposes of the Ordinance provision and the specific application of that provision to the property; and the proposed use is a reasonable one.*
OR
Owing to these special conditions, the property cannot be reasonably used in strict conformance with the Ordinance, and a variance is therefore necessary to enable a reasonable use of it.

10.235 Certain Representations Deemed Conditions

Representations made at public hearings or materials submitted to the Board by an applicant for a special exception or variance concerning features of proposed buildings, structures, parking or uses which are subject to regulations pursuant to Subsection 10.232 or 10.233 shall be deemed conditions upon such special exception or variance.

MEMORANDUM

TO: Portsmouth Zoning Board of Adjustment (“ZBA”)
FROM: R. Timothy Phoenix, Esquire
Stephanie J. Johnson, Esquire
DATE: November 18, 2024
RE: New England Marine and Industrial, Inc.
200 Spaulding Turnpike
Tax Map 237, Lot 56
Gateway Corridor/Single Residence B

Dear Chair Eldridge and Zoning Board Members:

On behalf of New England Marine and Industrial, Inc. (“NE Marine”), we are pleased to submit this memorandum and attached exhibits in support of NE Marine’s request for zoning relief to be considered by the Zoning Board of Adjustment (“ZBA”) at its December 17, 2024 meeting.

I. EXHIBITS

1. Zoning Relief Plan – issued by TF Moran.
2. Design Proof – issued by Portsmouth Sign Company
3. Site Photographs.
 - Satellite Views.
 - Street Views.
4. Portsmouth Zoning Map.
5. Tax Map 237.

II. PROPERTY/PROJECT

200 Spaulding Turnpike is a 928,223 s.f. lot within both the commercially-permitted Gateway Corridor and Single Residence District B (“SRB”) (the “Property”). A commercial store and warehouse are situated on the northwestern portion of the lot, within the Gateway Corridor, and close to the Spaulding Turnpike. The building is accessed by a long driveway extending from Farm Lane in the SRB Zone. Due to the location of the building, and its address being 200 Spaulding Turnpike, customers often have difficulty locating and accessing the building. Accordingly, NE Marine proposes to install a 20 s.f. freestanding sign by its Farm Lane entrance identifying its business and phone number with a 10 s.f. changeable track sign below (“the Project”). Because the proposed location for the sign is within the SRB, with no

reasonable alternative location that is close to NE Marine’s Farm Lane driveway and outside the SRB, planning staff have opined that the following relief is required:

III. RELIEF REQUIRED:

<u>Variance Section/Requirement</u>	<u>Existing</u>	<u>Proposed</u>
<u>PZO §10.1241: Freestanding Signs Prohibited in Residential Zones</u>	No Sign	20 s.f. Freestanding Sign with 10 s.f. Track Sign Below

IV. OTHER PERMITS REQUIRED

V. VARIANCE REQUIREMENTS

- 1. The variances will not be contrary to the public interest.**
- 2. The spirit of the ordinance is observed.**

The first step in the ZBA’s analysis is to determine whether granting a variance is not contrary to the public interest and is consistent with the spirit and intent of the ordinance, considered together pursuant to Malachy Glen Associates, Inc. v. Town of Chichester, 155 N.H. 102 (2007) and its progeny. Upon examination, it must be determined whether granting a variance “would unduly and to a marked degree conflict with the ordinance such that it violates the ordinance’s basic zoning objectives”. Id. “Mere conflict with the zoning ordinance is not enough”. Id.

In considering whether variances “in a marked degree conflict with the ordinance such that they violate the ordinance’s basic zoning objectives”. Malachy Glen, supra, also held:

One way to ascertain whether granting the variance would violate basic zoning objectives is to examine whether it would alter the essential character of the locality.... . Another approach to [determine] whether granting the variance violates basic zoning objectives is to examine whether granting the variance would threaten the public health, safety or welfare. (emphasis added)

The Property is in two districts – the large SRB, where the driveway from Farm Lane is located, and the narrow Gateway Corridor, which is where the warehouse and store are located, adjacent to the Spaulding Turnpike and other commercial properties in close proximity. NE Marine’s store and warehouse are separated from most of the Farm Lane residences by several hundred feet of open space containing native plants and powerlines. The sign is proposed within the SRB Zone, adjacent to the existing Farm Lane driveway. The proposed sign is meant to

identify the business and direct its customers to the proper location. The sign identifying the business, placed at the driveway entrance on Farm Lane, directing customers to NE Marine, will likely decrease traffic from vehicles unintentionally driving through the residential area of Farm Lane while looking for the business. A freestanding sign directing motorists to the Port City Nissan dealership is located across the street a short distance away from NE Marine's proposed sign location, and is also within the SRB Zone (Exhibits 3, 4). There are primarily businesses located between NE Marine's driveway and the Spaulding Turnpike, and no known commercial properties between NE Marine's driveway and the residential area of Farm Lane. As a result, NE Marine's driveway and property serve as an informal buffer between the commercial area of the Farm Lane nearest to the Spaulding Turnpike and the residential area of Farm Lane. Because the Property is in this transition area between residential properties within the SRB Zone and commercial properties within the Gateway Corridor, installing a freestanding sign in the proposed location will neither "alter the essential character of the locality nor threaten the public health, safety or welfare."

3. Substantial justice will be done by granting the variance.

If "there is no benefit to the public that would outweigh the hardship to the applicant" this factor is satisfied. Harborside Associates, L.P. v. Parade Residence Hotel, L.L.C, 162 N.H. 508 (2011). That is, "any loss to the [applicant] that is not outweighed by a gain to the general public is an injustice". Malachy Glen, supra at 109. NE Marine is constitutionally entitled to the use of the lot as it sees fit; including adding a relatively small, tasteful sign to identify its business. "The right to use and enjoy one's property is a fundamental right protected by both the State and Federal Constitutions." N.H. CONST. pt. I, arts. 2, 12; U.S. CONST. amends. V, XIV; Town of Chesterfield v. Brooks, 126 N.H. 64 (1985) at 68. Part I, Article 12 of the New Hampshire Constitution provides in part that "no part of a man's property shall be taken from him, or applied to public uses, without his own consent, or that of the representative body of the people." Thus, our State Constitutional protections limit the police power of the State and its municipalities in their regulation of the use of property. L. Grossman & Sons, Inc. v. Town of Gilford, 118 N.H. 480, 482 (1978). "Property" in the constitutional sense has been interpreted to mean not the tangible property itself, but rather the right to possess, use, enjoy and dispose of it. Burrows v. City of Keene, 121 N.H. 590, 597 (1981). (emphasis added). The Supreme Court has held that zoning ordinances must be reasonable, not arbitrary and must rest upon some ground of

difference having fair and substantial relation to the object of the regulation. Simplex Technologies, Inc. v. Town of Newington, 145 N.H. 727, 731 (2001); Chesterfield at 69.

The proposed sign is reasonably sized and designed, consistent with the appearance of the surrounding properties and is similar to the sign installed across the street at Port City Nissan (Exhibit 3, 4). The proposed location is the only viable option for an identification sign directing customers to the business as virtually all commercial establishments do. Installation of the sign as proposed will protect the residential area from accidental vehicle traffic caused by NE Marine customers being unable to find the business. Thus, there is no benefit to the public from denying the variance. In comparison, if denied, NE Marine will suffer great harm because they will be unable to install a sign at the Property's entrance, directing their customers to their business. Clearly, there is no benefit to the public outweighing the hardship to the applicant if the variance is denied.

4. Granting the variance will not diminish surrounding property values.

NE Marine is located in both the Gateway Corridor and SRB Zone, adjacent to the Spaulding Turnpike. Most if not all of the properties accessed from Farm Lane that are situated between NE Marine and the Spaulding Turnpike are commercial properties (Exhibits 3, 4). The area proposed for the sign is an informal buffer area between the residences situated on Farm Lane and NE Marine and other commercial properties located on the Spaulding Turnpike with access from Farm Lane. Adding a tasteful, freestanding sign of approximately 30 s.f. will not disrupt the residential-to-commercial transition area that already exists on Farm Lane. Under these circumstances, there is no evidence to suggest that granting a variance to allow a reasonably-sized identification sign to be installed at the entrance to NE Marine's driveway will diminish surrounding property values.

5. Denial of the variances results in an unnecessary hardship.

a. **Special conditions distinguish the property/project from others in the area.**

NE Marine is located in two distinct zones with several commercial properties located between its Farm Lane driveway and the Spaulding Turnpike. The store and warehouse building are located on the back portion of the lot, adjacent to the Spaulding Turnpike, within the Gateway Corridor, but the business is accessed by a driveway from Farm Lane, situated within the SRB Zone. Because the Property is accessed from Farm Lane, which is in the SRB Zone, there is no way to comply with the Portsmouth Zoning Ordinance's prohibition on freestanding

signs within the SRB Zone. There is no alternative site available outside of the SRB Zone to install the proposed sign identifying the business and directing its customers. Even though the driveway is located within the SRB Zone, the closest residence is relatively far away from the driveway and the proposed sign location. There is open space separating NE Marine's property from the closest residence, thus the presence of a tasteful, freestanding identification sign will not detract from the residential neighborhood. Customers have difficulty locating the business due to its lack of an identification sign, resulting in more inadvertent traffic being directed into the residential neighborhood. These circumstances combine to create special conditions and drive the request for relief.

- b. No fair and substantial relationship exists between the general public purposes of the ordinance and its specific application in this instance.

Sign prohibitions in certain zones are meant to maintain consistency in the use and appearance of property and ensure that the residential character of residential zones is preserved. In this case, however, the Property is uniquely located in both a commercial and residential zone. While the commercial building is within the Gateway Corridor, the access driveway from Farm Lane is located within the SRB Zone. The surrounding properties located on Farm Lane between the driveway and the Spaulding Turnpike are mostly commercial properties. Because the Property bridges these two zones, its driveway is located within a residential zone, and a freestanding sign is located in the same zone across the street from the proposed sign location (Exhibit 3), specific application of the prohibition on freestanding signs in this case does not further the general public purpose of the ordinance.

- c. The proposed use is reasonable.

NE Marine proposes a freestanding sign with changeable track sign underneath installed at the top of their driveway entrance to identify their business. Signs to advertise a business are commonplace. The sign is tasteful in size and design and will not detract from the residential character of the nearby neighborhood. The proposed location of the sign is at the southern portion of the lot, close to Farm Lane, situated on the side of the driveway approaching the Gateway Corridor rather than the side approaching the residential neighborhood. The proposed sign is similar in size to the existing freestanding sign directing Port City Nissan customers to their business (Exhibit 3). The location blends in with the transition area between the residences

on Farm Lane and businesses on Farm Lane closer to the Spaulding Turnpike. Accordingly, the use is reasonable.

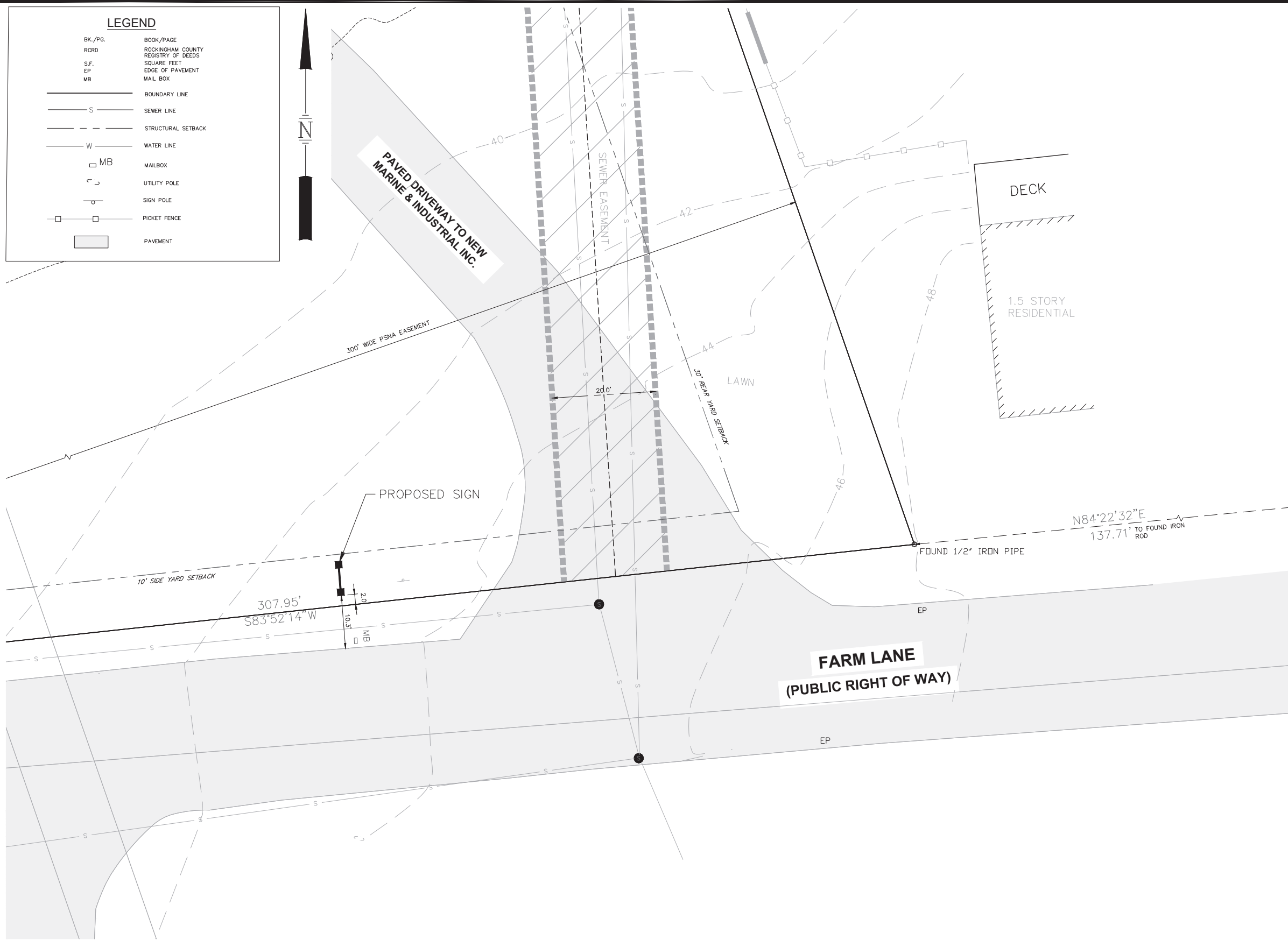
VI. CONCLUSION

For all of the reasons stated, NE Marine respectfully requests that the Portsmouth Zoning Board of Adjustment grant the requested relief.

Respectfully submitted,
New England Marine & Industrial, Inc.

A handwritten signature in blue ink, appearing to read 'R. Timothy Phoenix', is written over a horizontal line.

By: R. Timothy Phoenix
Stephanie J. Johnson



LEGEND

BK./PG.	BOOK/PAGE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
EP	EDGE OF PAVEMENT
MB	MAIL BOX
—	BOUNDARY LINE
—S—	SEWER LINE
- - -	STRUCTURAL SETBACK
—W—	WATER LINE
□ MB	MAILBOX
⋈	UTILITY POLE
⊙	SIGN POLE
□—□	PICKET FENCE
▭	PAVEMENT

SITE DATA

OWNER OF RECORD OF MAP 237 LOT 56: NE MARINE & INDUSTRIAL, INC.
 DEED REFERENCE TO PARCEL IS BK 3285 PG 2577
 AREA OF PARCEL = 928,223± SF OR 21.3± ACRES

ZONED: G1 + SRB
 EXISTING USE: RETAIL
 PROPOSED USE: RETAIL

THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSAL SIGN LOCATION WHICH REQUIRES A VARIANCE PURSUANT TO ARTICLE 12 SECTION 10.1221.10 OF THE PORTSMOUTH ZONING ORDINANCE.

DIMENSIONAL REQUIREMENTS (CURRENT ZONING)

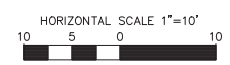
	REQUIRED:	EXISTING/PROVIDED:
MINIMUM LOT DIMENSIONS:	G1: 100'	SRB: 100'
LOT AREA	**43,560 S.F.	15,000 S.F.
LOT FRONTAGE	200'	100'
LOT DEPTH	100'	100'
MINIMUM SETBACKS/BUFFER:		
BUILDING FRONT	30'	30'
BUILDING SIDE	30'	10'
BUILDING REAR	50'	30'
MINIMUM OPEN SPACE	20%	40%

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 48 Constitution Drive, Bedford, N.H. 03110

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.

CONTACT US 24 HOURS A DAY, 72 BUSINESS HOURS PRIOR TO CONSTRUCTION



REV	DATE	DESCRIPTION	DR	CK
1	10/24/24	REVISE SIGN LOCATION		

ZONING RELIEF PLAN
 TAX MAP 237 LOT 56

PROPOSED SIGN
 200 SPAULDING TURNPIKE
 PORTSMOUTH, NH 03801

OWNED BY & PREPARED FOR
NE MARINE AND INDUSTRIAL INC

1"=20' (11"X17')
SCALE: 1"=10' (22"X34') **SEPTEMBER 4, 2024**

Civil Engineers
 Structural Engineers
 Traffic Engineers
 Land Surveyors
 Landscape Architects
 Scientists

170 COMMERCE WAY
 PORTSMOUTH, NH 03801
 Phone (603) 432-2222
 Fax (603) 431-0910
 www.tfmoran.com

FILE: 47111.05
 DR: DKS
 CK: JCC
 FB: CADFILE



**NEW ENGLAND MARINE
AND INDUSTRIAL**

NAME:

New England Marine & Industrial
Freestanding Sign

ADDRESS:

200 Spaulding Tpke GPS:, 90 Farm Ln,
Portsmouth, NH 03801 United States

SALES PERSON:

Ryan Fischer

DESIGNER:


Junior / SS

DATE:

04.22.2024

CONTACT PRIOR TO ARRIVAL:
Shannon McNally - 603-436-2836
Shannon@newenglandmarine.com

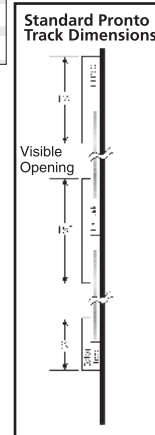
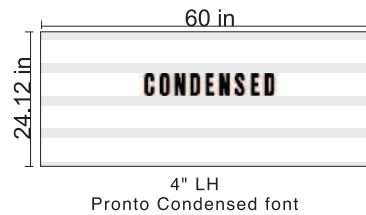
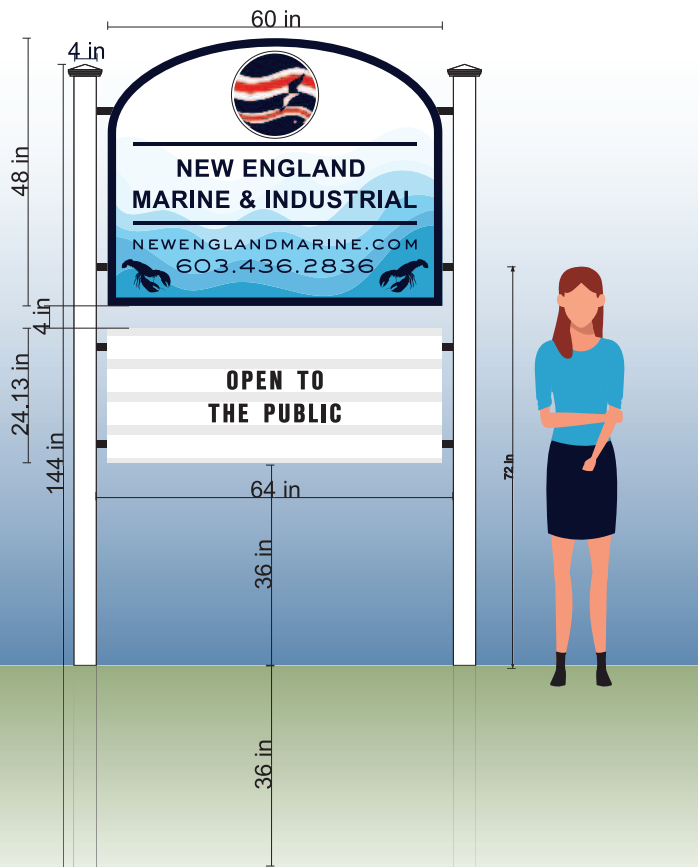
PG	ITEM	REV	DATE
1.0	A	FREESTANDING SIGN	5 11.4.24
1.1	A	PROPOSED PHOTOS	5 11.4.24
1.2	A	SITE MAP	5 11.4.24

 <p>PortsmouthSign.com 603-436-0047</p>	<p>REVISION: All orders under \$250 include 1 revision only. All orders over \$250 include 2 revisions only. Additional revisions will be charged at \$25 per revision.</p> <p>PLEASE NOTE: Designs are NOT actual size and color may vary depending on printer and/or monitor.</p>	<p>RETURN SIGNED TO: service@portsmouthsign.com</p> <p>I understand this design is the final production order and replaces all previous drawings, notes and verbal instructions to this job. Standard vinyl & paint colors will be unless otherwise specified. I have carefully reviewed this proof and verify that it contains all necessary specifications and represents my order. I authorize fabrication according to this approval.</p> <p>SIGNATURE: _____ Date: _____</p>
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A



SEE PAGE 1.1 FOR PROPOSED LOCATION / PHOTOS
SEE PAGE 1.2 FOR SITE MAP / EXACT LOCATIONS

CONTACT PRIOR TO ARRIVAL:
Shannon McNally - 603-436-2836
Shannon@newenglandmarine.com

NEW FREESTANDING SIGN

SIZE (Width x Height x Depth): 60" x 48" \ Logo 0.5" raised

SQUARE FOOTAGE: 20

QUANTITY: 1

SUBSTRATE: 3/4 PVC 1/8 Dibond Backer

Double Sided

CONTENT: Logo New England Marine & Industrial- website phone number lobsters

GRAPHIC/TEXT COLOR: Full color- white lettering

FABRICATION NEEDED: Painting, welding

SIGN MOUNTING: Internal Framing

POSTS & HARDWARE:
(2) 12 ft 4 x 4 Pressure treated posts pvc wrap

Changeable Track Sign:

SIZE: 60" x 24.125"

SQUARE FOOTAGE: 10

4 Lines of copy

DOUBLE SIDED

Letter Height 4"

Substrate: 3/4 pvc outsourced track & letters

Below the Freestanding sign

Content: Hours + store sales

INSTALLATION:

LOCATION DIRECTIONS: Top of the driveway in the grass

MOUNTING SURFACE: between two posts

INSTALL MAX. HEIGHT: 6'

PERMITS NEEDED: NO

SITE SURVEY NEEDED surveyed by Ryan F :

DIG SAFE: YES

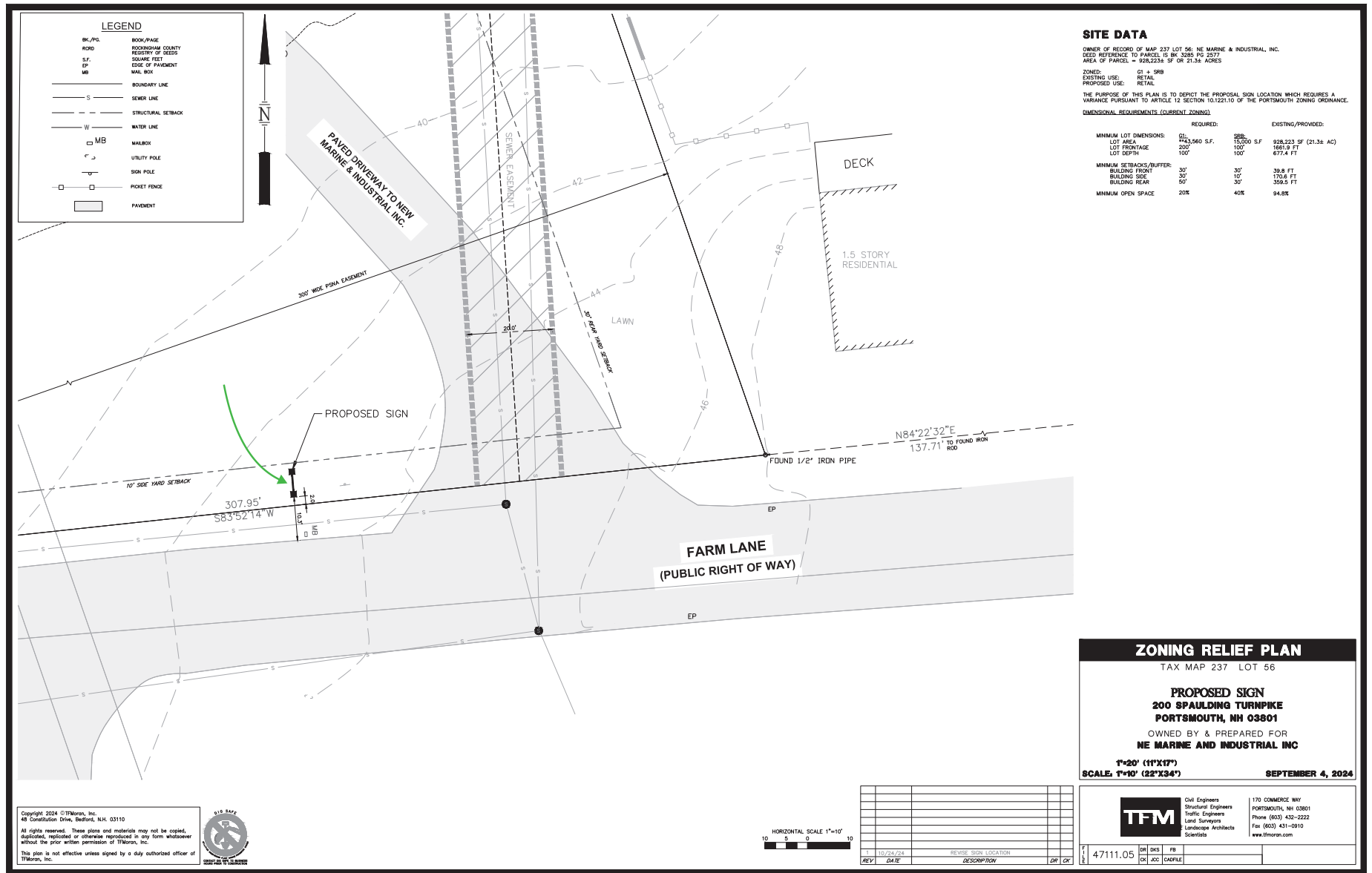
A

PROPOSED LOCATION:



SEE PAGE 1.0 FOR DESIGN SPECS
SEE PAGE 1.2 FOR SITE MAP / EXACT LOCATIONS

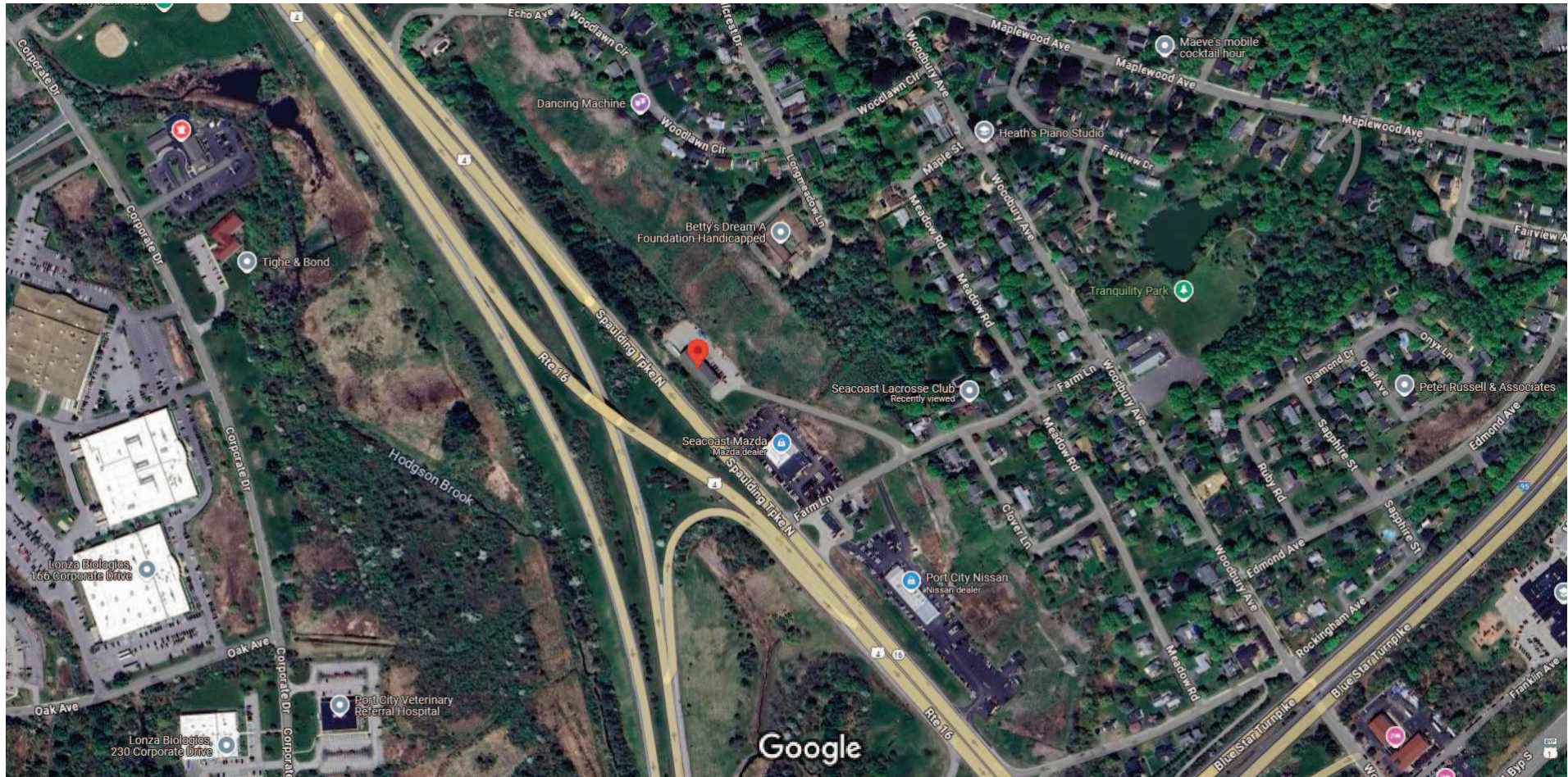
SITE MAP:



SEE PAGE 1.0 FOR DESIGN SPECS
 SEE PAGE 1.1 FOR PROPOSED PHOTOS



200 Spaulding Tpke N



Imagery ©2024 Airbus, Maxar Technologies, USDA/FPAC/GEO, Map data ©2024 200 ft





Image capture: Sep 2011 © 2024 Google





Image capture: Sep 2011 © 2024 Google

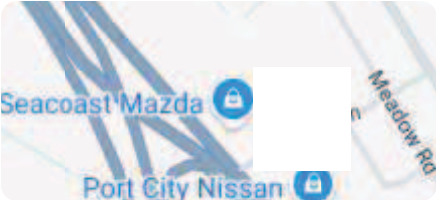




Image capture: Sep 2024 © 2024 Google





Image capture: Sep 2024 © 2024 Google





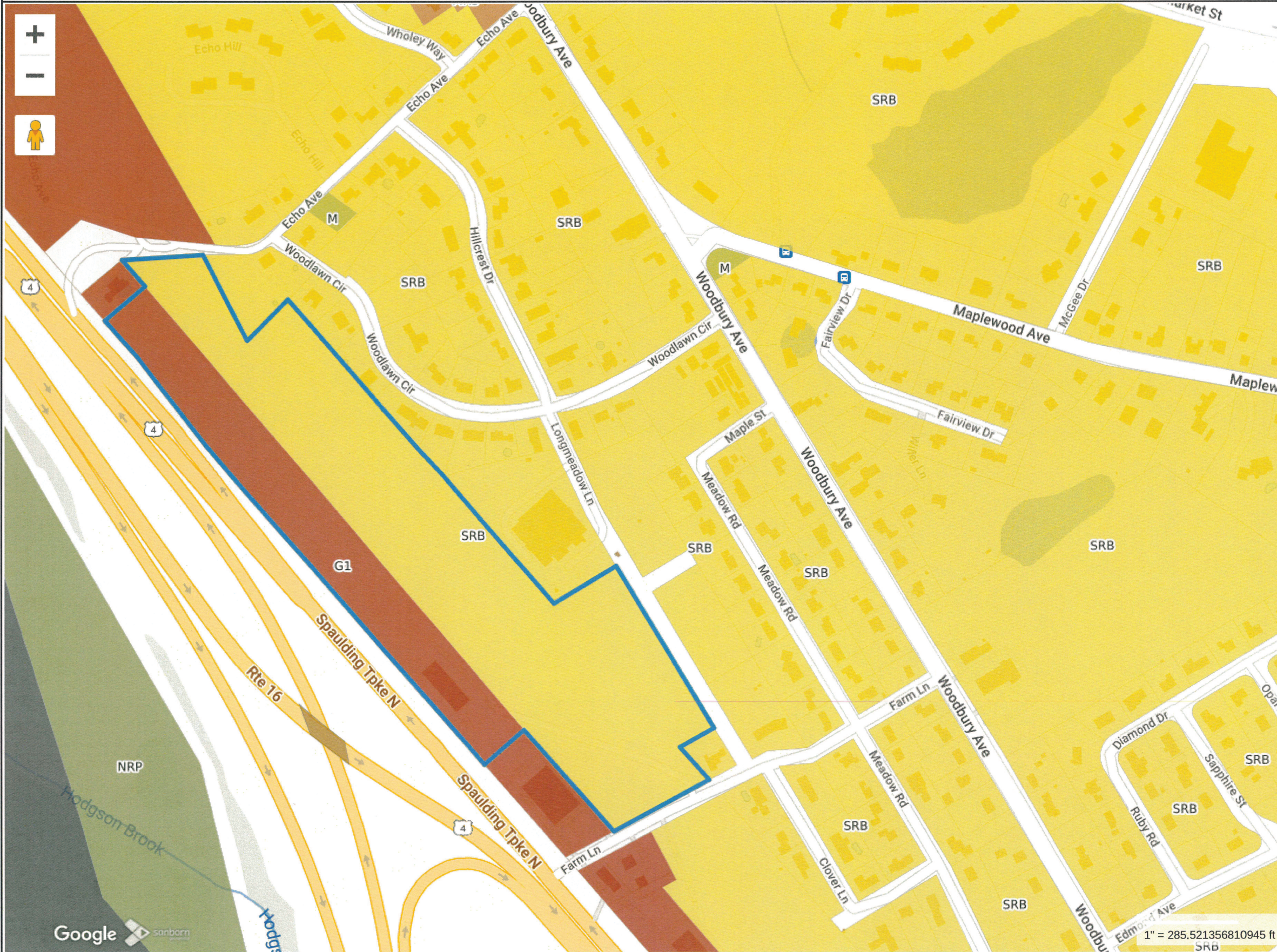








EXHIBIT 4



Property Information
Property ID 0237-0056-0000
Location 200 SPAULDING TPKE
Owner N E MARINE AND INDUSTRIAL INC



**MAP FOR REFERENCE ONLY
 NOT A LEGAL DOCUMENT**

City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 09/26/2024

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

1" = 285.521356810945 ft
 SRB

Map Theme Legends

Zoning

- Residential Districts**
 - R Rural
 - SRA Single Residence A
 - SRB Single Residence B
 - GRA General Residence A
 - GRB General Residence B
 - GRC General Residence C
 - GA/MH Garden Apartment/Mobile Home Park
- Mixed Residential Districts**
 - MRO Mixed Residential Office
 - MRB Mixed Residential Business
 - G1 Gateway Corridor
 - G2 Gateway Center
- Business Districts**
 - GB General Business
 - B Business
 - WB Waterfront Business
- Industrial Districts**
 - OR Office Research
 - I Industrial
 - WI Waterfront Industrial
- Airport Districts**
 - AIR Airport
 - AI Airport Industrial
 - PI Pease Industrial
 - ABC Airport Business Commercial
- Conservation Districts**
 - M Municipal
 - NRP Natural Resource Protection
- Character Districts**
 - CD5 Character District 5
 - CD4 Character District 4
 - CD4W Character District 4-W
 - CD4-L1 Character District 4-L1
 - CD4-L2 Character District 4-L2
- Civic District**
 - Civic District
- Municipal District**
 - Municipal District
- Overlay Districts**
 - OLOD Osprey Landing Overlay District
 - Downtown Overlay District
 - Historic District

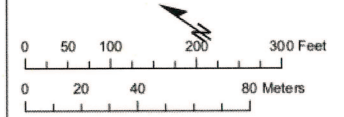
City of Portsmouth

EXHIBIT 5

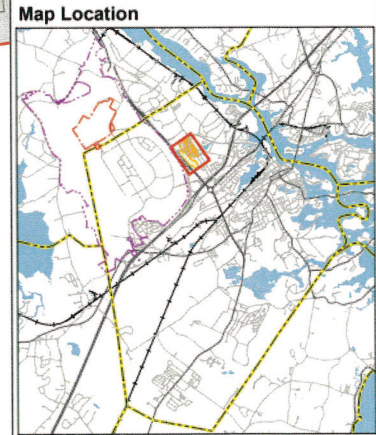
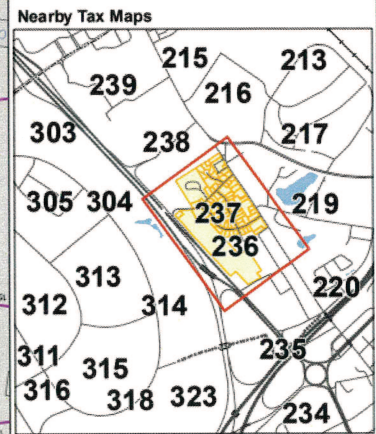
Partial Legend

See the cover sheet for the complete legend.

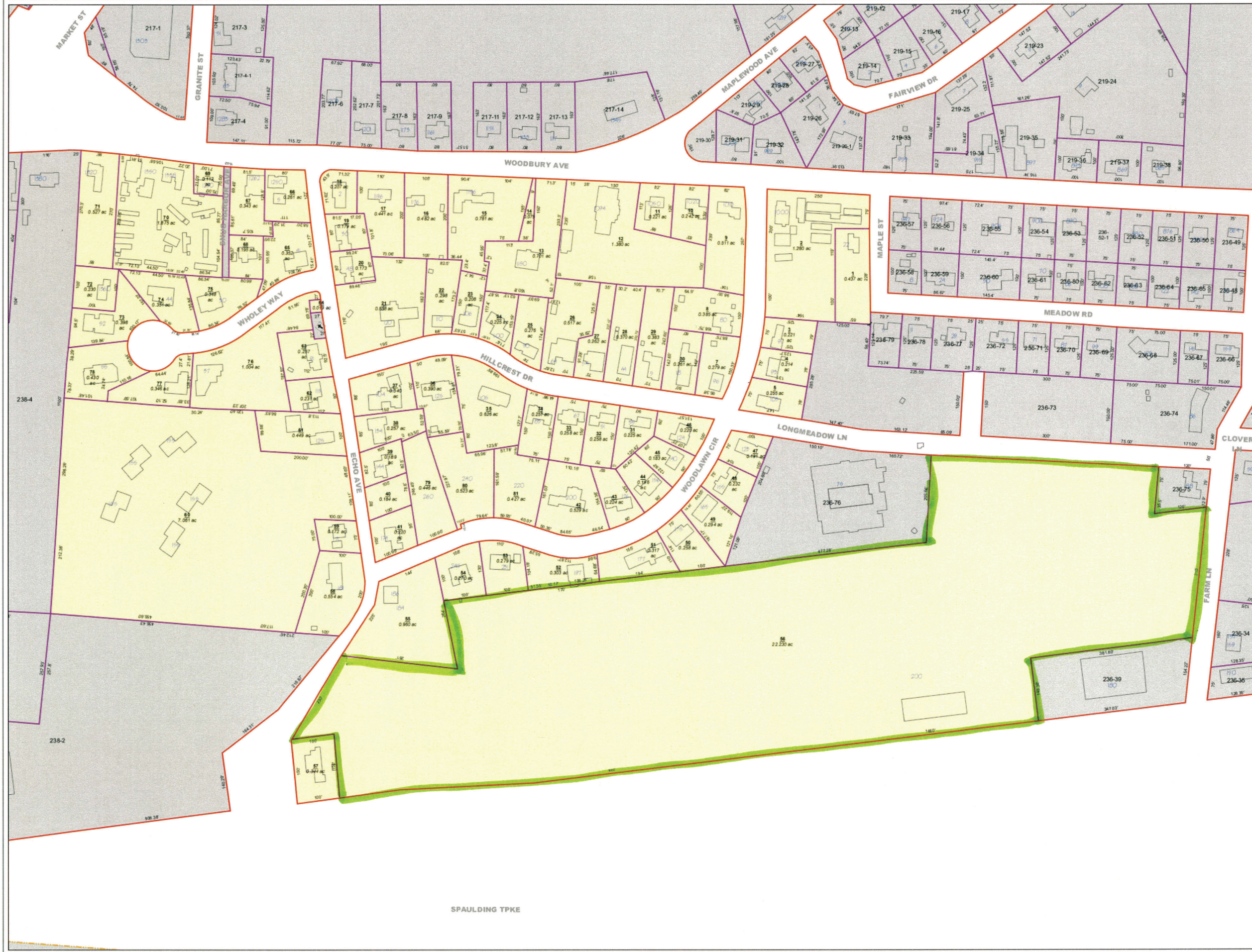
- 7-5A** Lot or lot-unit number
- 2.56 ac** Parcel area in acres (ac) or square feet (sf)
- 1234** Address number
- 233-137** Parcel number from a neighboring map
- 68'** Parcel line dimension
- SIMS AVE** Street name
- Parcel/Parcel boundary
- Parcel/ROW boundary
- Water boundary
- Structure (1994 data)
- Parcel covered by this map
- Parcel from a neighboring map (see other map for current status)

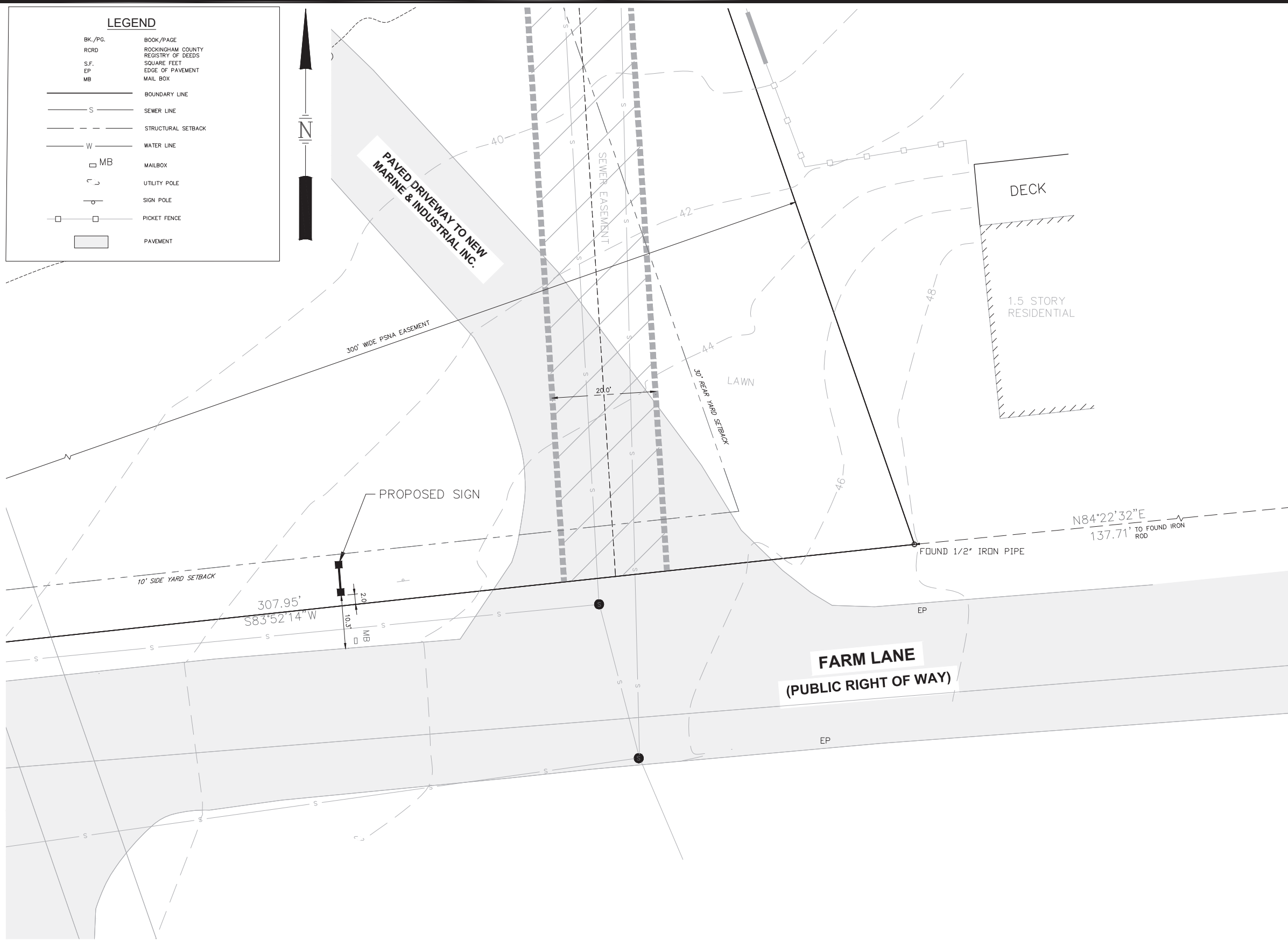


This map is for assessment purposes only. It is not intended for legal description or conveyance. Parcels are mapped as of April 1. Building footprints are 2006 data and may not represent current structures. Streets appearing on this map may be paper (unbuilt) streets. Lot numbers take precedence over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



Portsmouth, New Hampshire
2024
Tax Map 237





LEGEND

BK./PG.	BOOK/PAGE
RCRD	ROCKINGHAM COUNTY REGISTRY OF DEEDS
S.F.	SQUARE FEET
EP	EDGE OF PAVEMENT
MB	MAIL BOX
—	BOUNDARY LINE
—S—	SEWER LINE
- - -	STRUCTURAL SETBACK
—W—	WATER LINE
□ MB	MAILBOX
⊕	UTILITY POLE
⊙	SIGN POLE
□	PICKET FENCE
▭	PAVEMENT

SITE DATA

OWNER OF RECORD OF MAP 237 LOT 56: NE MARINE & INDUSTRIAL, INC.
 DEED REFERENCE TO PARCEL IS BK 3285 PG 2577
 AREA OF PARCEL = 928,223± SF OR 21.3± ACRES

ZONED: G1 + SRB
 EXISTING USE: RETAIL
 PROPOSED USE: RETAIL

THE PURPOSE OF THIS PLAN IS TO DEPICT THE PROPOSAL SIGN LOCATION WHICH REQUIRES A VARIANCE PURSUANT TO ARTICLE 12 SECTION 10.1221.10 OF THE PORTSMOUTH ZONING ORDINANCE.

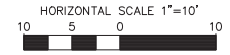
DIMENSIONAL REQUIREMENTS (CURRENT ZONING)

	REQUIRED:	EXISTING/PROVIDED:
MINIMUM LOT DIMENSIONS:	G1: 100'	SRB: 100'
LOT AREA	**43,560 S.F.	15,000 S.F.
LOT FRONTAGE	200'	100'
LOT DEPTH	100'	100'
MINIMUM SETBACKS/BUFFER:		
BUILDING FRONT	30'	30'
BUILDING SIDE	30'	10'
BUILDING REAR	50'	30'
MINIMUM OPEN SPACE	20%	40%

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 48 Constitution Drive, Bedford, N.H. 03110

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This plan is not effective unless signed by a duly authorized officer of TFMoran, Inc.



REV	DATE	DESCRIPTION	DR	CK
1	10/24/24	REVISE SIGN LOCATION		

ZONING RELIEF PLAN

TAX MAP 237 LOT 56

PROPOSED SIGN
200 SPAULDING TURNPIKE
PORTSMOUTH, NH 03801

OWNED BY & PREPARED FOR
NE MARINE AND INDUSTRIAL INC

1"=20' (11"X17')
SCALE: 1"=10' (22"X34') **SEPTEMBER 4, 2024**

TFM	Civil Engineers	170 COMMERCE WAY
	Structural Engineers	PORTSMOUTH, NH 03801
	Traffic Engineers	Phone (603) 432-2222
	Land Surveyors	Fax (603) 431-0910
	Landscape Architects	www.tfmoran.com
	Scientists	

FILE #	47111.05	DR	DKS	FB
REV		CK	JCC	CADFILE

III. NEW BUSINESS

C. The request of **Millport INC (Owner)**, for property located at **1001 Islington Street** whereas relief is needed for a change of use to extend the existing health club into the adjacent unit wherein relief is required from the Zoning Ordinance including the following special exception from Section 10.440, Use #4.42 to allow a health club greater than 2,000 s.f. of gross floor area. Said property is located on Assessor Map 172 Lot 4 and lies within the Character District 4-W (CD4-W). (LU-24-209)

Existing & Proposed Conditions

	<u>Existing</u>	<u>Proposed</u>	<u>Permitted / Required</u>
<u>Land Use:</u>	Health Club /Apartments	*Convert 960 SF to yoga room >2,000 sq.ft. GFA	Primarily Mixed-Use
<u>Parking</u>	109	109	10 (1 space per 250 GFA)
		Variance request(s) shown in red.	

*Special Exception for a health club use greater than 2,000 SF GFA

Other Permits/Approvals Required

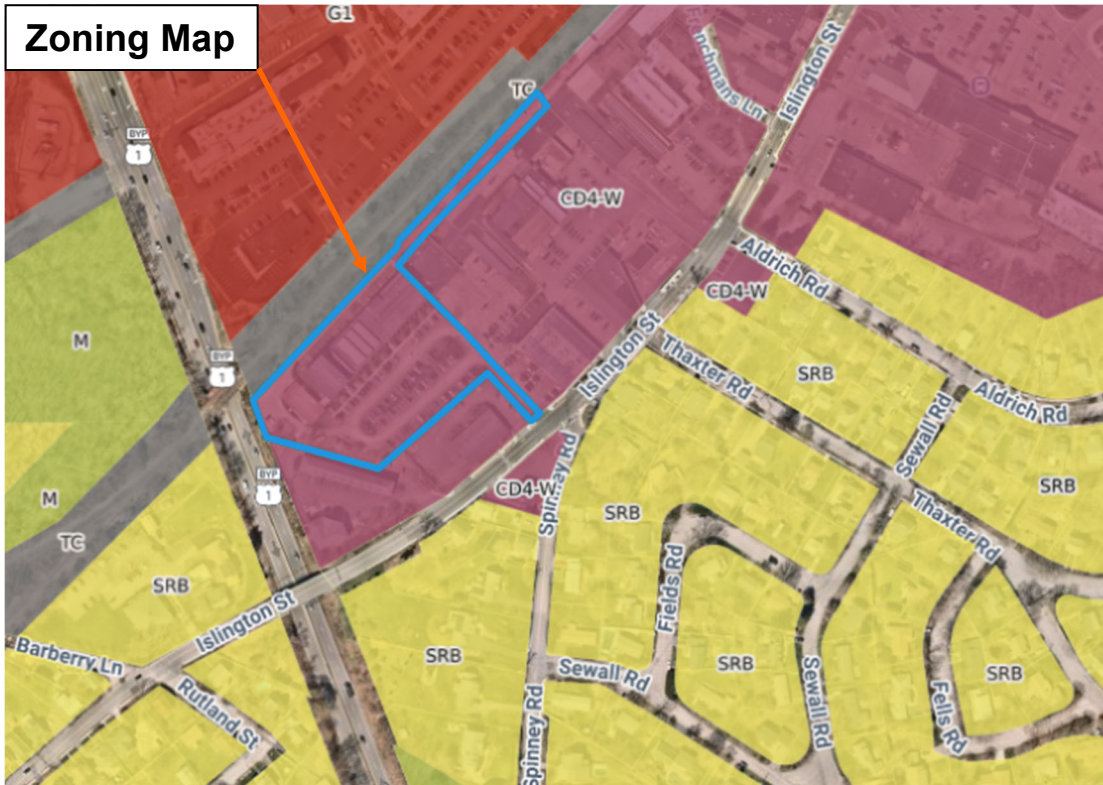
- Building Permit

Neighborhood Context

Aerial Map



Zoning Map



Previous Board of Adjustment Actions

- **November 21, 1978** – A Variance from Article III, Section 10-302 to allow construction of an addition to an existing building, 40' from the left and rear property lines where 50' is required for each. It was voted that your request be **granted**.
- **January 21, 1997** – A Variance from Article IX, Section 10-908 Table 14 to allow a 6' x 9' sign with a 1" side yard where 7' is the minimum required. The Board **denied** the request. They found that the request was excessive to allow a 1" side yard setback.
- **September 16, 1997** – A request is being made to eliminate the stipulation allowing only one and two bedroom apartments as part of the previous Variance request, thus allowing 2 three bedroom apartments. It was voted that your request be **granted** to remove the stipulation that only one and two bedroom apartments be allowed, thus allowing 2 three bedroom apartments.
- **March 21, 2000** – A Special Exception as allowed in Article II, Section 10-208[51] to install an un-manned internet switching station in an existing brick building to the rear of the apartment building. It was voted that your request be **granted** as presented and advertised.
- **April 7, 2020** – A Variance from Section 10.1530 to allow an accessory use as defined in this section to be conducted on a lot adjacent to the lot containing the principal use or building. The Board voted to **postpone** your request until the April 21, 2020, meeting.
- **April 21, 2020** – A Variance from Section 10.1530 to allow an accessory use as defined in this section to be conducted on a lot adjacent to the lot containing the principal use or building. The Board voted to **grant** your petition as presented.

Planning Department Comments

The applicant is requesting a special exception to convert 960 SF of existing commercial space into a yoga room for workout studio space. The 3,600 SF building is sited on the property with a 63-unit apartment building and consists of 2 commercial units. The health club and yoga studio was approved for their current 1,440 SF space in 2023. The 960 SF expansion into the adjoining space requires a Special Exception as it would create a health club larger than 2,000 Square feet.

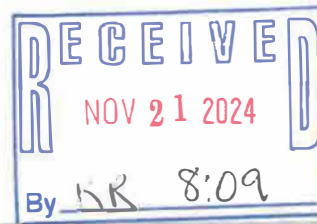
Special Exception Review Criteria

The application must meet all of the standards for a **special exception** (see Section 10.232 of the Zoning Ordinance).

- 1. Standards as provided by this Ordinance for the particular use permitted by special exception;*
- 2. No hazard to the public or adjacent property on account of potential fire, explosion or release of toxic materials;*
- 3. No detriment to property values in the vicinity or change in the essential characteristics of any area including residential neighborhoods or business and industrial districts on account of the location or scale of buildings and other structures, parking areas, accessways, odor, smoke, gas, dust, or other pollutant, noise, glare, heat, vibration, or unsightly outdoor storage of equipment, vehicles or other materials;*
- 4. No creation of a traffic safety hazard or a substantial increase in the level of traffic congestion in the vicinity;*
- 5. No excessive demand on municipal services, including, but not limited to, water, sewer, waste disposal, police and fire protection and schools; and*
- 6. No significant increase of stormwater runoff onto adjacent property or streets.*

10.235 Certain Representations Deemed Conditions

Representations made at public hearings or materials submitted to the Board by an applicant for a special exception or variance concerning features of proposed buildings, structures, parking or uses which are subject to regulations pursuant to Subsection 10.232 or 10.233 shall be deemed conditions upon such special exception or variance.



November 21, 2024

Ms. Stephanie Casella
City of Portsmouth
1 Junkins Ave
Portsmouth, NH 03801

Re: 1001 Islington Street

Dear Stephanie:

Please find the following attachments:

- 1) Letter offering permission of representation by CSNH
- 2) Photos of existing exterior and interior of proposed space
- 3) Locus map
- 4) Zoning map
- 5) Plans supporting existing conditions and proposed changes
- 6) Estimate of scope of work and costing

We are asking for a special exception to increase the usable sf of the unoccupied space.

The original space that Form Fitness was approved for was 2000sf of which these occupy 1440sf with the yoga room it would add 960sf leaving a deficit of 400sf.

10-232-20 Special exception requirements

10-232-21 This property is currently a fitness center and the exception only adds 400 additional sf to existing space

10-232-22 This exception will not cause any hazardous situations to any abutting property owners as it is only internal renovation of existing space

10-232-23 This exception will not have any negative affect on abutting property value as the exception is for an extension of current use of property

10-232-24 There will not be any additional traffic as this space will be for existing customers that frequent the existing space currently

10-232-25 There will be not impact on storm water run off as the exterior nor site will change

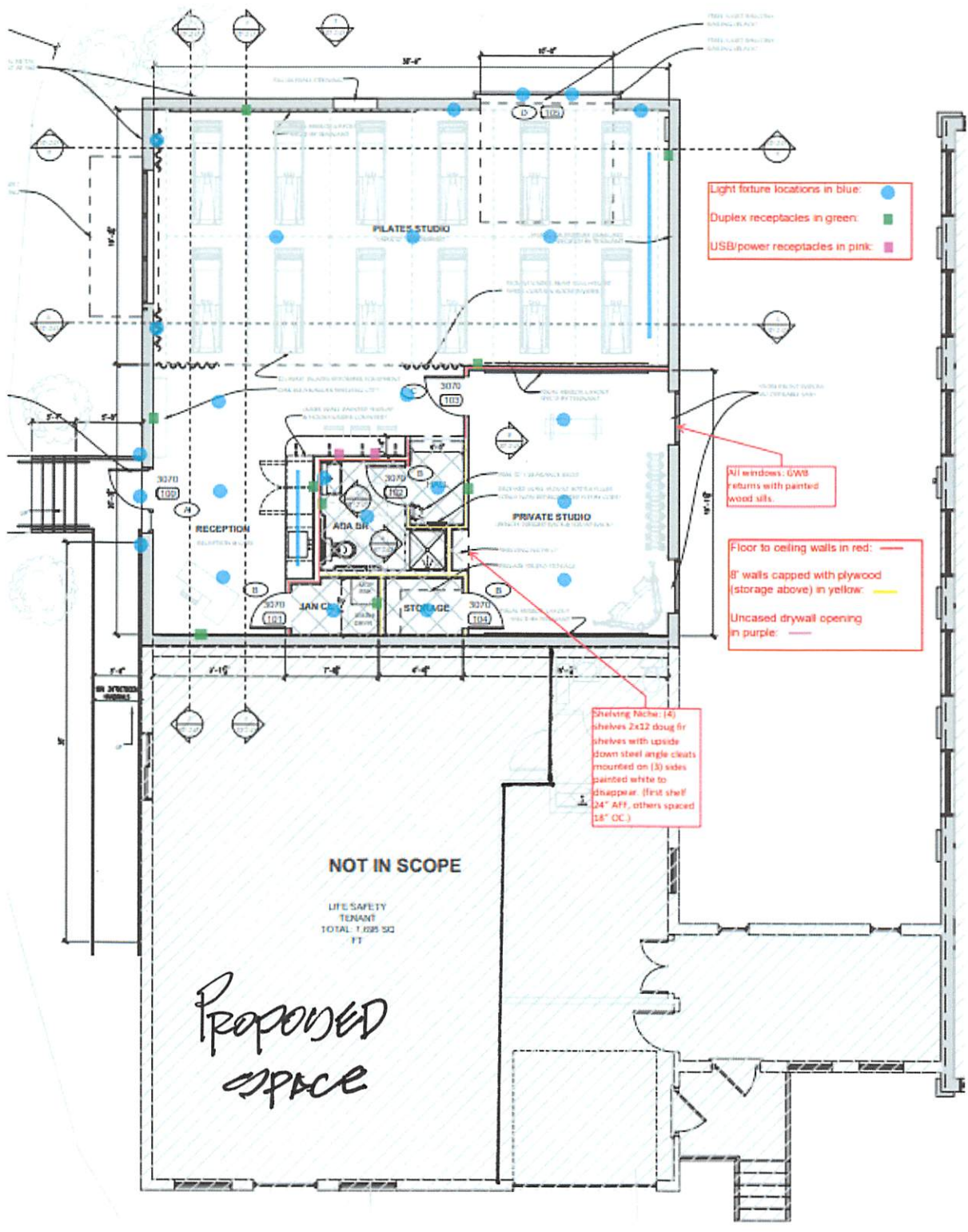


Please feel free to reach out to me with any questions.

Thank you for your time and consideration regarding this matter.

Sincerely

Denis Cloutier



Light fixture locations in blue: ●
 Duplex receptacles in green: ■
 USB/power receptacles in pink: ■

All windows: GWB
 Returns with painted wood sills.

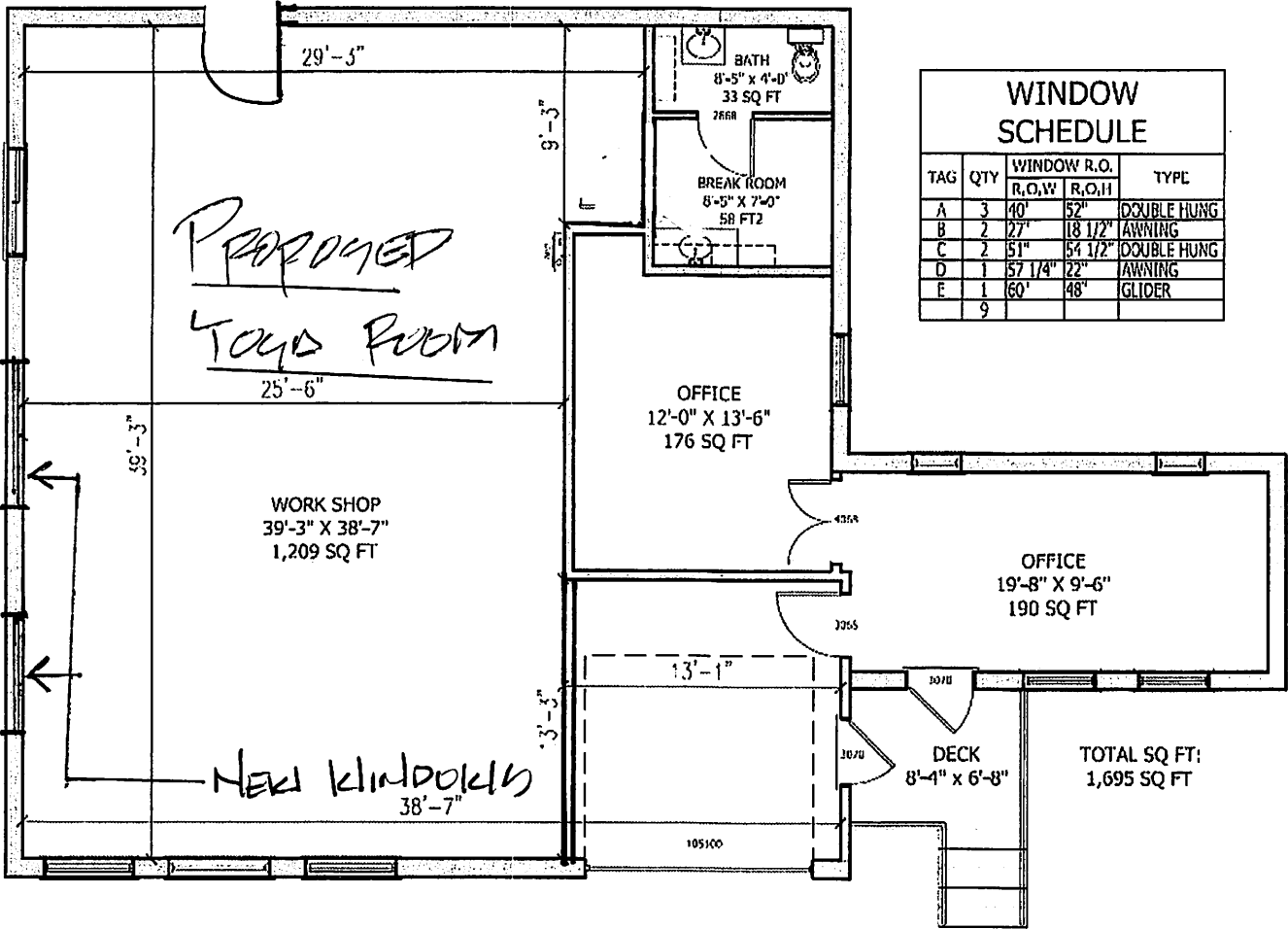
Floor to ceiling walls in red: —
 B' walls capped with plywood (storage above) in yellow: —
 Uncased drywall opening in purple: —

Shelving racks: (4) shelves 2x12 Doug fir shelves with upside down steel angle cleats mounted on (3) sides painted white to shapper. (first shelf 24" AFF, others spaced 18" OC.)

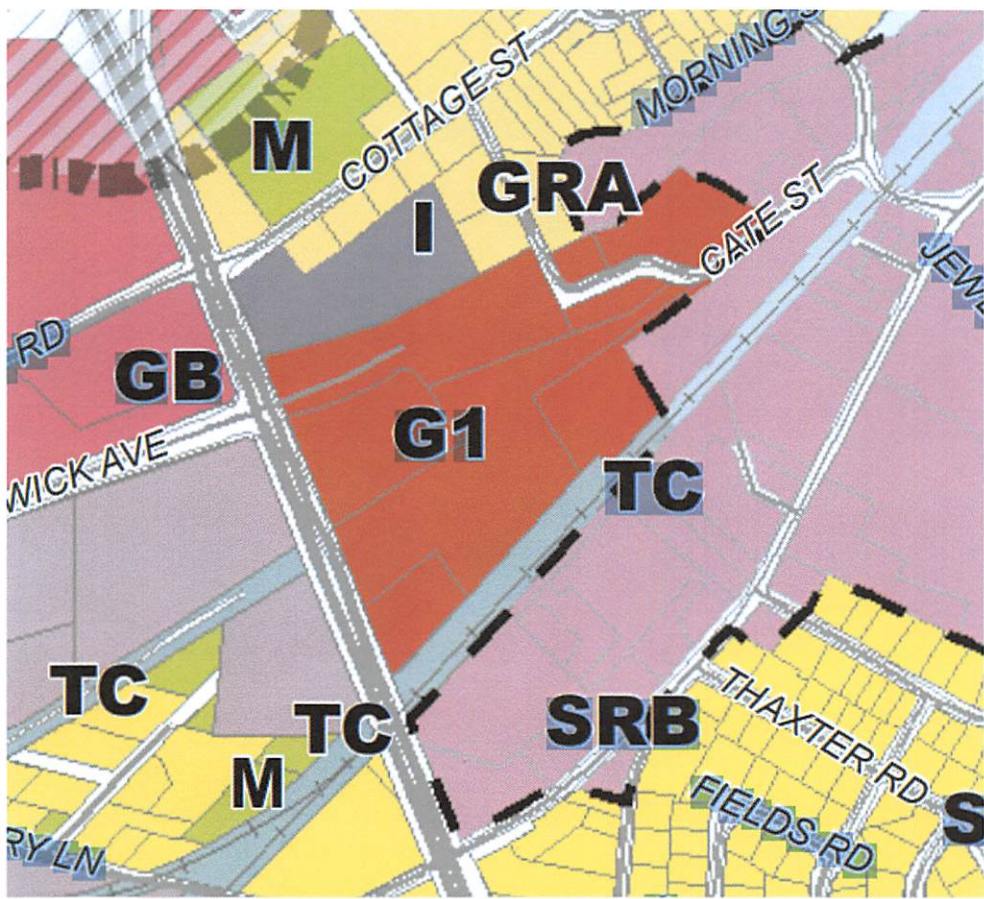
NOT IN SCOPE

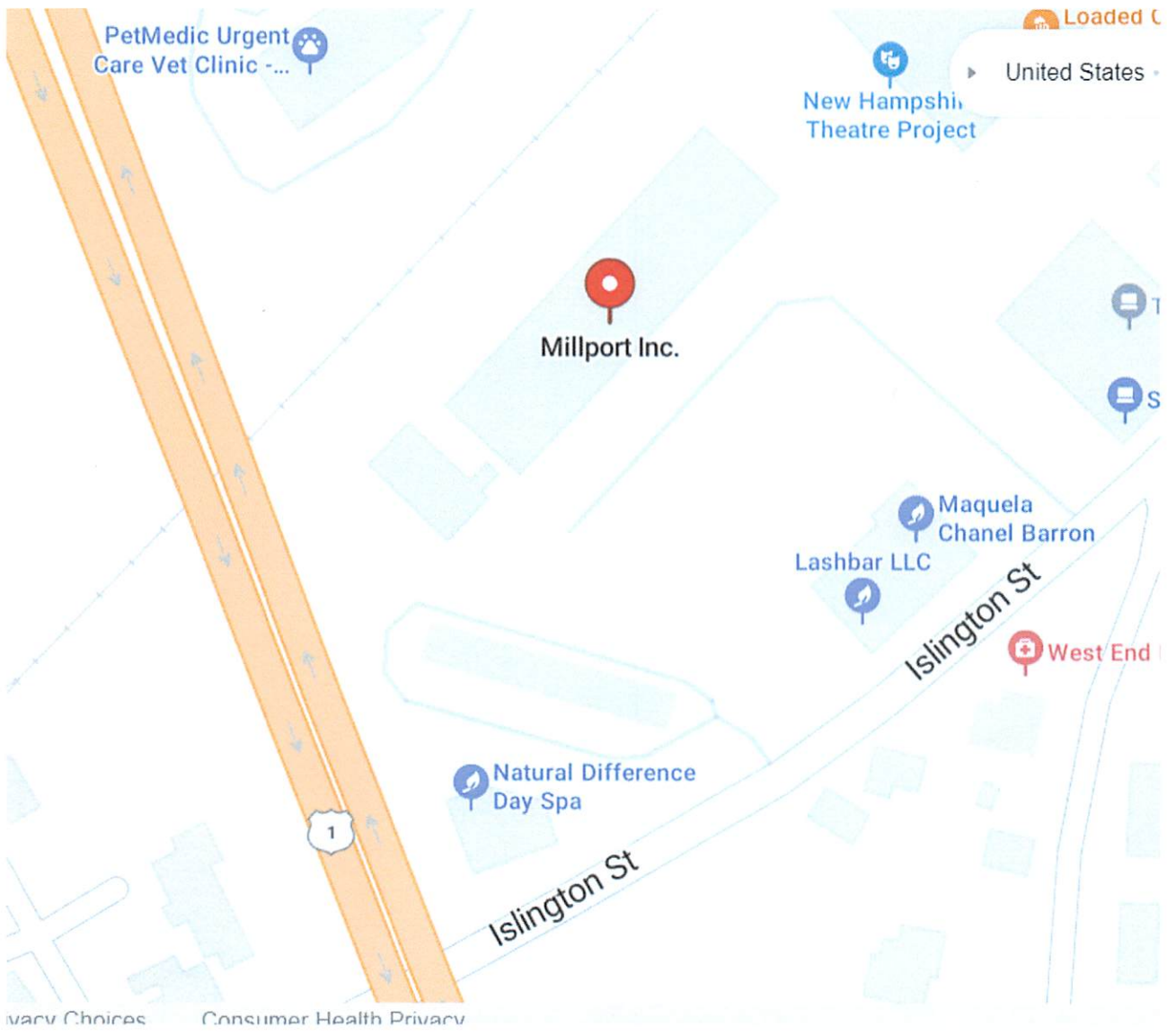
LIFE SAFETY
 TENANT
 TOTAL: 1,035 SQ
 FT

Proposed
 space



WINDOW SCHEDULE				
TAG	QTY	WINDOW R.O.		TYPE
		R.O,W	R.O,H	
A	3	40"	52"	DOUBLE HUNG
B	2	27"	18 1/2"	AWNING
C	2	51"	54 1/2"	DOUBLE HUNG
D	1	57 1/4"	22"	AWNING
E	1	60'	48"	GLIDER
	9			







CSNH

333 Pleasant St
Epping, NH
03042

2024-277

Studio

LxWxH 39' 4" x 24' 2" x 15' 3"

Subroom 1: Offset 1

LxWxH 8' 9" x 4' 4" x 15' 3"

DESCRIPTION	QTY	UNIT PRICE	TOTAL
1. R&R Metal studding, 3 5/8" wide, 24" OC, 25 gauge	3,324.26 SF @	3.47 =	11,535.18
4. R&R 5/8" drywall - hung, taped, with smooth wall finish	3,324.26 SF @	4.15 =	13,795.68
5. Seal/prime (1 coat) then paint (2 coats) the walls and ceiling	3,324.26 SF @	2.16 =	7,180.40
28. Rework sprinkler system as required	1.00 EA @	6,120.00 =	6,120.00
7. Vinyl cove - 4" wrap	240.00 LF @	3.65 =	876.00
12. Supply heat units for floor	1,060.00 EA @	6.56 =	6,953.60
14. Installation of heat units	1,060.00 EA @	2.95 =	3,127.00
15. Interior door unit	1.00 EA @	1,265.00 =	1,265.00
17. Paint door slab only - 2 coats (per side)	2.00 EA @	62.45 =	124.90
18. Door opening (jamb & casing) - 32"to36"wide - stain grade	2.00 EA @	218.04 =	436.08
19. Paint door/window trim & jamb - 2 coats (per side)	2.00 EA @	53.35 =	106.70
20. Finish Carpenter - labor to cut in new door opening	8.00 HR @	70.58 =	564.64
11. Vinyl plank flooring	1,060.00 SF @	7.95 =	8,427.00

Exterior

DESCRIPTION	QTY	UNIT PRICE	TOTAL
21. Windows - Provide and install 5 new window units	1.00 EA @	16,023.11 =	16,023.11
22. Carpenter - Labor to cut window in exterior wall	40.00 HR @	69.81 =	2,792.40
24. MAterial for install of windows	1.00 EA @	428.00 =	428.00

General Conditions

DESCRIPTION	QTY	UNIT PRICE	TOTAL
9. Dumpster load - Approx. 30 yards, 5-7 tons of debris	1.00 EA @	1,425.00 =	1,425.00
10. PERMITS AND FEES, Allowance	1.00 EA @	1,000.00 =	1,000.00
26. Scaffolding (Bid Item)	1.00 EA @	800.00 =	800.00
27. Electrical (Bid Item), allowance	1.00 EA @	25,000.00 =	25,000.00
30. Heat, Vent, & Air Conditioning allowance	1.00 EA @	15,000.00 =	15,000.00

Labor Minimums Applied



CSNH

333 Pleasant St
Epping, NH
03042

DESCRIPTION	QTY	UNIT PRICE	TOTAL
29. Plumbing labor minimum	1.00 EA @	222.02 =	222.02

Grand Total Areas:

2,335.79 SF Walls	988.47 SF Ceiling	3,324.26 SF Walls and Ceiling
988.47 SF Floor	109.83 SY Flooring	153.17 LF Floor Perimeter
733.27 SF Long Wall	434.63 SF Short Wall	153.17 LF Ceil. Perimeter
0.00 Floor Area	0.00 Total Area	0.00 Interior Wall Area
0.00 Exterior Wall Area	0.00 Exterior Perimeter of Walls	
0.00 Surface Area	0.00 Number of Squares	0.00 Total Perimeter Length
0.00 Total Ridge Length	0.00 Total Hip Length	



CSNH

333 Pleasant St
Epping, NH
03042

Summary for Dwelling

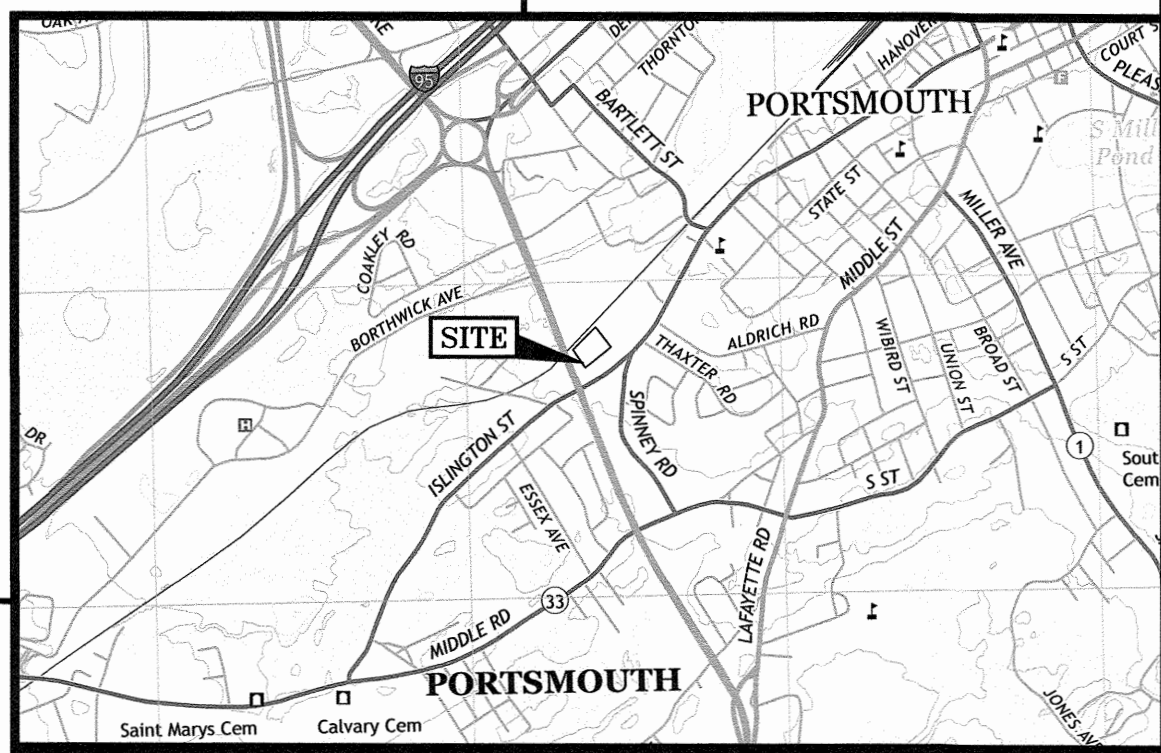
Line Item Total	123,202.71
Overhead	12,320.27
Profit	12,320.27
Replacement Cost Value	\$147,843.25
Net Claim	\$147,843.25

Denis Cloutier



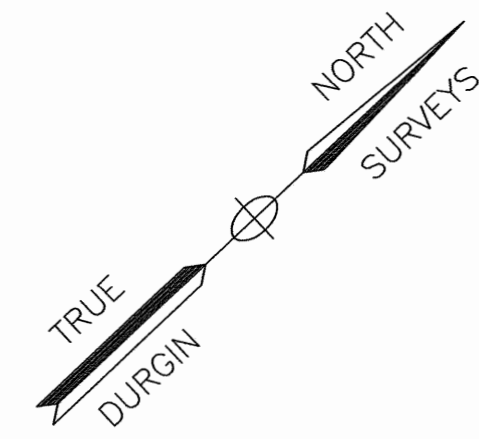
FORM





PLAN REFERENCES:

1) ALTA/ACSM LAND TITLE SURVEY TAX MAP 172 LOT 4, OWNER OF RECORD: MILLPORT, LLC 3 PENSTOCK WAY NEWMARKET, NH 03857
 PROPERTY LOCATED AT: 1001 ISLINGTON STREET PORTSMOUTH, NH 03801
 CITY OF PORTSMOUTH, COUNTRY OF ROCKINGHAM STATE OF NEW HAMPSHIRE DATED FEBRUARY 2013 PREPARED BY AMBIT ENGINEERING, INC.



NOTES:

- 1) PARCEL IS SHOWN ON THE CITY OF PORTSMOUTH ASSESSOR'S MAP 172 AS LOT 4.
- 2) OWNERS OF RECORD:
MILLPORT INC.
3 PENSTOCK WAY
NEWMARKET, NH 03857
- 3) PARCEL IS NOT IN A FLOOD HAZARD ZONE AS SHOWN ON FIRM PANEL 33015C0259F, EFFECTIVE 1/29/2021.
- 4) EXISTING LOT AREA:
116,363 S.F.
2.671 ACRES
- 5) PARCEL IS LOCATED IN DISTRICT B: BUSINESS DISTRICT.
- 6) DIMENSIONAL REQUIREMENTS:
MIN. LOT AREA: 20,000 S.F.
(PER DWELLING) 2,500 S.F.
FRONTAGE: 100 FEET
SETBACKS:
FRONT: 20 FEET
SIDE: 15 FEET
REAR: 15 FEET

MAXIMUM STRUCTURE HEIGHT: 50 FEET
MAXIMUM BUILDING COVERAGE: 30%
MINIMUM OPEN SPACE: 15%
- 7) THE PURPOSE OF THIS PLAN IS TO SHOW A CHANGE OF USE AND THE PROPOSED ENTRY AND ADDITIONAL PARKING SPACES ON ASSESSOR'S MAP 172 LOT 4 IN THE CITY OF PORTSMOUTH.
- 8) PARKING CALCULATION:
PROPOSED DEVELOPMENT-63 RESIDENTIAL UNITS
63 X 1.5 = 94.5
3,600 S.F. COMMERCIAL
3,600 X 4 SPACES/1,000 S.F. = 14.4

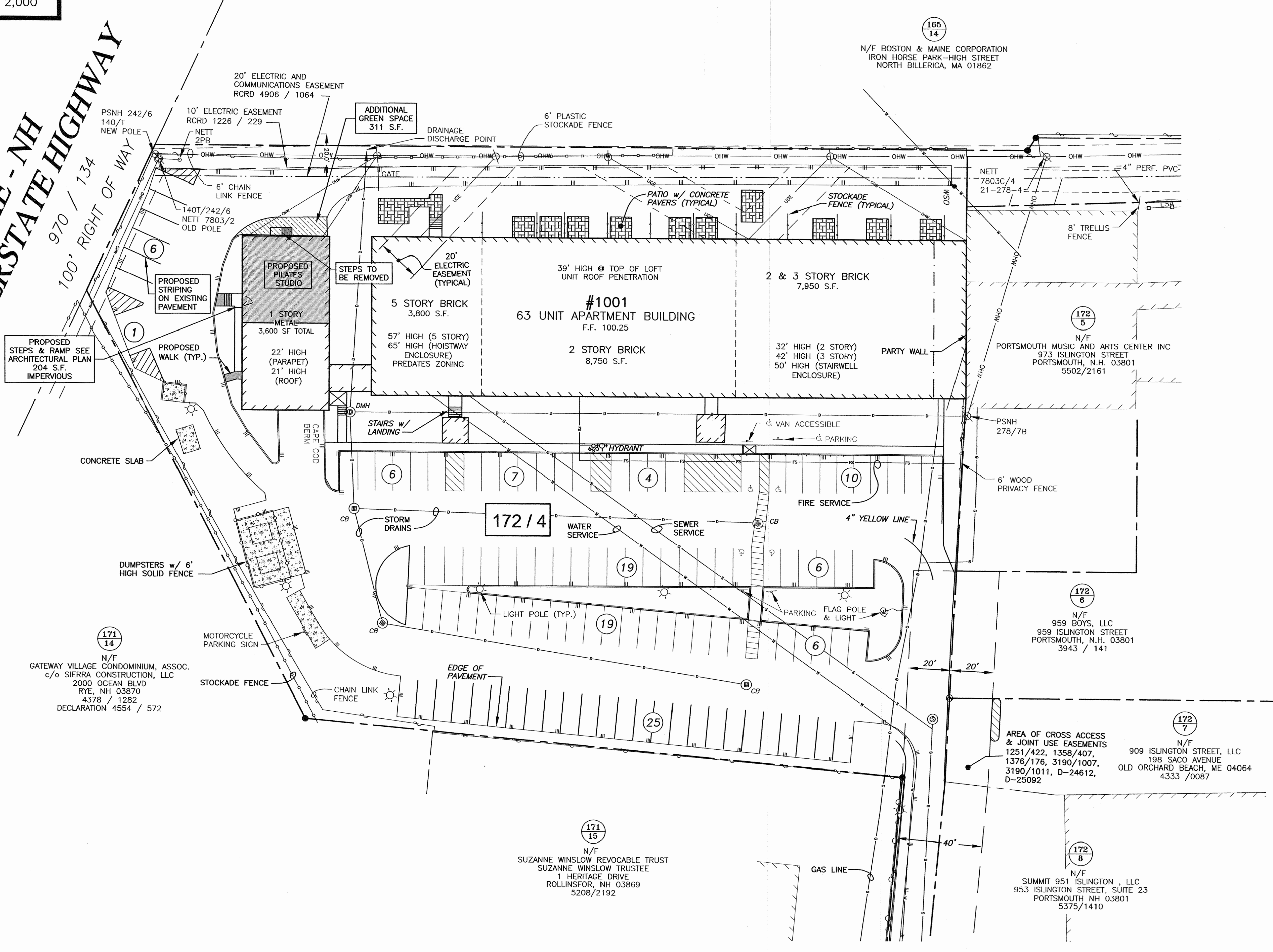
TOTAL REQUIRED: 94.5 + 14.4 = 109 REQUIRED.
PROVIDED PARKING: 109 PROVIDED.

LOCATION MAP SCALE: 1" = 2,000'

LEGEND:

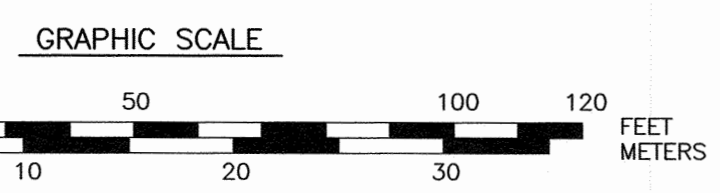
- N/F NOW OR FORMERLY
- RP RECORD OF PROBATE
- RCRD ROCKINGHAM COUNTY REGISTRY OF DEEDS MAP 11 / LOT 21
- BOUNDARY
- SETBACK
- IRON ROD/PIPE FOUND
- IRON ROD SET
- SEWER LINE
- GAS LINE
- STORM DRAIN
- WATER LINE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC/WIRES
- CONTOUR
- SPOT ELEVATION
- EDGE OF PAVEMENT (EP)
- WOODS / TREE LINE
- UTILITY POLE (w/ GUY)
- GAS SHUT OFF
- WATER SHUT OFF/CURB STOP
- GATE VALVE
- HYDRANT
- METER (GAS, WATER, ELECTRIC)
- CATCH BASIN
- TELEPHONE MANHOLE
- SEWER MANHOLE
- DRAIN MANHOLE
- SIGNS
- ELEVATION
- FINISHED FLOOR
- INVERT
- TYP. TYPICAL

ME - NH INTERSTATE HIGHWAY
 970 / 134
 100' RIGHT OF WAY

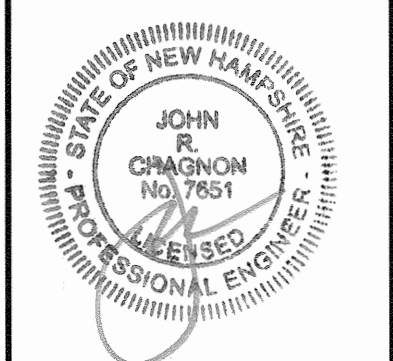


CITY OF PORTSMOUTH APPROVAL

PLANNING DIRECTOR _____ DATE _____



1	2023.08.14	ISSUED FOR COMMENT	OMS	JRC
No.	DATE	DESCRIPTION	BY	CHK.
DRAWING ISSUE STATUS				
NOT FOR CONSTRUCTION				
AMBIT ENGINEERING, INC. A DIVISION OF HALEY WARD, INC.				
200 Griffin Road, Unit 3 Portsmouth, NH 03801 603.430.9282				
WWW.HALEYWARD.COM				
PROJECT				
CHINBURG BUILDERS 1001 ISLINGTON STREET, PORTSMOUTH, NH 03801				
TITLE				
SITE PLAN - CHANGE OF USE				
DATE		SCALE		
2023.08.04		1"=30'		
DRAWN BY	DESIGNED BY	CHECKED BY		
DJT / OMS	DJT	JRC		
PROJECT No.		FB 262 PG 1		
5010220.395.05				
DRAWING No.				
SHEET 1		C1		



III. NEW BUSINESS

D. The request of **Custom House LLC, (Owner)**, for property located at **40 Pleasant Street** whereas relief is needed to install a projecting sign which requires the following:
 1) Variance from Section 10.1251.20 for a 20 square foot projecting sign where 12 square feet is the maximum allowed. Said property is located on Assessor Map 107 Lot 81 and lies within the Character District 5 (CD5), Historic and Downtown Overlay Districts. (LU-24-206)

Existing & Proposed Conditions

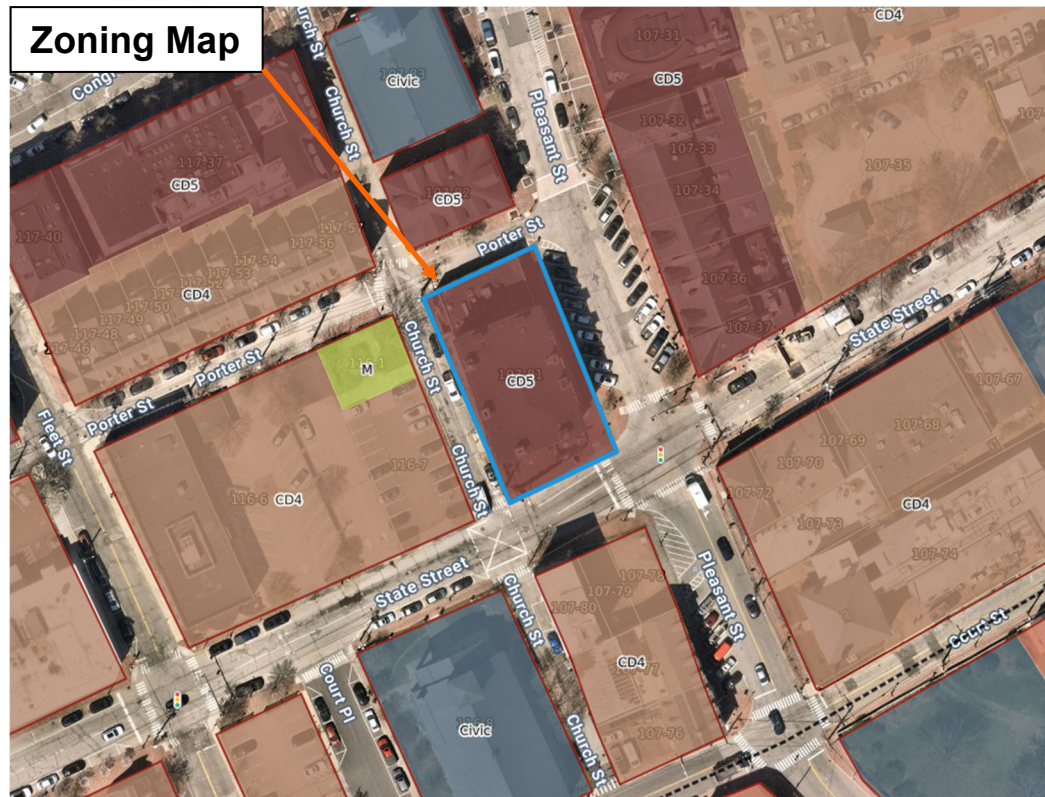
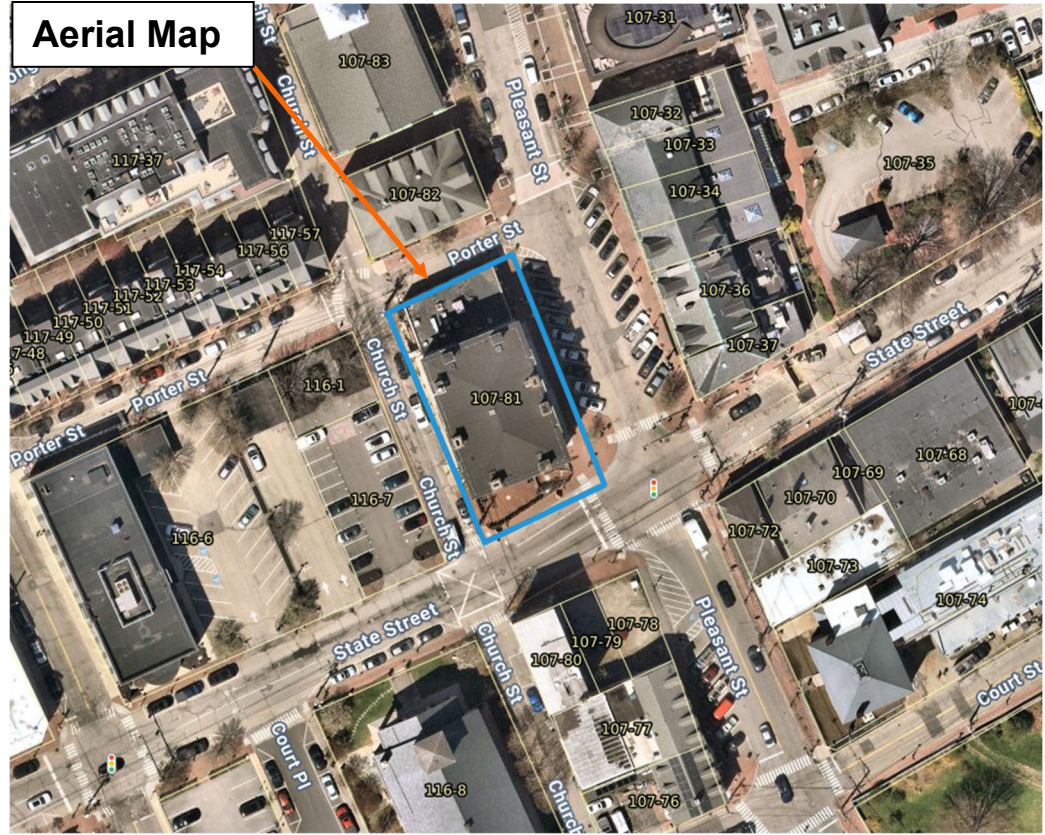
	<u>Existing</u>	<u>Proposed</u>	<u>Permitted / Required</u>
<u>Land Use:</u>	Mixed-Use	Replace projecting sign*	Mixed-Use
<u>Lot area (SF):</u>	9,148	9,148	NR
<u>Min. Front Lot Line Buildout (%.):</u>	>80	>80	80 min.
<u>Wall Sign (SF)</u>	26	26	40 Max.
<u>Projecting Sign (SF)</u>	20	20	12 Max.
<u>Aggregate Sign area (SF)</u>	46	46	310 Max.
		Variance request(s) shown in red.	

*A nonconforming sign shall be brought into conformity with the Ordinance if it is altered, reconstructed, replaced or relocated per Section 10.1281.

Other Permits/Approvals Required

- Sign Permit

Neighborhood Context



Previous Board of Adjustment Actions

- **July 16, 1991** – a Special Exception as allowed in Article II, Section 10-206(25) to permit the placing of 10 pushcarts for retail sales (temporary structures) to the front and side of the existing commercial building. It was voted that your request be **granted** as advertised and presented with the stipulation that a \$500.00 bond be issued to the City to ensure of the removal of the temporary structures within the allowed 90 days.
- **April 18, 1995** – a Special Exception as allowed in Article II, Section 10-206(25) to allow two portable hand carts for the sale of hot & cold drinks, various ice creams, hot dogs, popcorn, etc. for 90 days. It was voted that your request be **granted** as advertised and presented with the following stipulations:
 - That the two portable hand carts not extend more than 12' from the front of the building; and,
 - That this operation be granted for 90 days commencing on May 13, 1995.
- **May 22, 2012** – Variance from Section 10.1115.21 and the requirements of 10.1115.30 to allow no off-street parking spaces to be provided where 1 space per 100 s.f. Gross Floor Area is required. The Board voted to **grant** the petition as presented and advertised.

Planning Department Comments

The applicant is requesting relief for a projecting sign (20 SF) that is greater than the maximum 12 sq.ft. allowed in sign district 3. The existing nonconforming projecting sign for the previous tenant is being replaced and therefore requires relief to be greater than the maximum size permitted per Section 10.1281 for nonconforming signs.

Variance Review Criteria

This application must meet all five of the statutory tests for a **variance** (see Section 10.233 of the Zoning Ordinance):

1. *Granting the variance would not be contrary to the public interest.*
2. *Granting the variance would observe the spirit of the Ordinance.*
3. *Granting the variance would do substantial justice.*
4. *Granting the variance would not diminish the values of surrounding properties.*
5. *The "unnecessary hardship" test:*
 - (a) *The property has special conditions that distinguish it from other properties in the area.*

AND

 - (b) *Owing to these special conditions, a fair and substantial relationship does not exist between the general public purposes of the Ordinance provision and the specific application of that provision to the property; and the proposed use is a reasonable one.*

OR

Owing to these special conditions, the property cannot be reasonably used in strict conformance with the Ordinance, and a variance is therefore necessary to enable a reasonable use of it.

10.235 Certain Representations Deemed Conditions

Representations made at public hearings or materials submitted to the Board by an applicant for a special exception or variance concerning features of proposed buildings, structures, parking or uses which are subject to regulations pursuant to Subsection 10.232 or 10.233 shall be deemed conditions upon such special exception or variance.

Dear Members of the Historical District Commission,

We recently took over the Book and Bar space at 40 Pleasant Street and opened Howling Wolf Taqueria. We are seeking a variance to allow use a sign that is 60"x48".

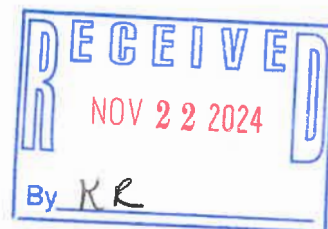
With signage, our objective was to keep all the existing infrastructure in place, simply replacing their signage with updated signs of the same size. This would allow us to utilize all the current hardware, so we did not have to make any more changes than necessary as we know this is in a historic district. After submitting the initial application, we were notified that signage that had been in place for at least the last 6 years (most likely longer, we just do not have any dated pictures of the sign prior to that) was a non-conforming sign.

As a restaurant owner, I am not as versed in responding to specifics in codes, so I will defer to the enclosed letter from Portsmouth Sign company for more details.

Thank you very much for your time and consideration.

Eric Holstein

Howling Wolf Taqueria





Variance Planning Department
Town of Portsmouth
1 Junkins Avenue
Portsmouth, NH 03801

Subject: Request for Variance for Projecting Sign at 40 Pleasant Street (Howling Wolf)

Dear Members of the Planning Board,

I am writing on behalf of Portsmouth Sign, representing the Howling Wolf, which recently relocated to 40 Pleasant Street in Portsmouth. We are requesting a variance to hang a projecting sign of the same size as the previous sign that was located at this space for Book & Bar. This new sign is intended to be an exact replacement, both in size and design, to the original sign that was previously permitted and installed.

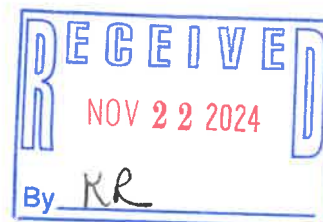
We were informed that, under the current interpretation of the ordinance, the new sign would only be allowed to be half the size of the original sign, which we respectfully feel would be detrimental to the visibility of the business. We are therefore seeking a variance to install the same size sign (approximately [insert dimensions]) in the same exact location, utilizing the same bracket that supported the previous sign.

In accordance with Section 10.233.20 of the Portsmouth Zoning Ordinance, we believe that our request meets all of the criteria for a variance, as outlined below:

- 10.233.21 - The variance will not be contrary to the public interest:**
The new sign for Howling Wolf will not alter the character of the neighborhood. The sign is an exact replica of the previous sign that was in place for several years, and it will not affect public health, safety, or welfare. The proposed sign will continue to serve as a clear, attractive marker for the business without causing any disruption or concern to the public.
- 10.233.22 - The spirit of the Ordinance will be observed:**
The spirit of the ordinance is intended to maintain the aesthetic and functional integrity of signage within the city. The new sign maintains this intent, as it mirrors the size and design of the previous sign, and its installation will not negatively impact the visual quality or safety of the surrounding area.
- 10.233.23 - Substantial justice will be done:**
Allowing the new sign to be installed in the same size and location as the previous sign ensures that no injustice will be done to the property owner or the business. The new sign was specifically produced to match the previous sign, and altering its size would create unnecessary inconvenience and additional costs for the business. The surrounding public will not be impacted by this change.
- 10.233.24 - The values of surrounding properties will not be diminished:**
The proposed sign is consistent with the previous sign that has been in place for several years. It has not caused any reduction in the value of surrounding properties, and we do not foresee any negative impact from reinstalling a sign of the same size. In fact, this type of consistent signage contributes positively to the character of the neighborhood.
- 10.233.25 - Literal enforcement of the provisions of the Ordinance would result in an unnecessary hardship:**
The sign for Howling Wolf has already been produced, and the installation of the sign in its original size and location is ready to proceed. Any further delays or changes to the sign would cause unnecessary hardship, as the new design and permitting process would take months to complete. This delay would create a financial burden on the business and impact its ability to effectively communicate with potential customers.

For these reasons, we respectfully request that the Planning Board grant a variance to allow Howling Wolf to install the same size projecting sign that was previously permitted for Book & Bar. We believe this request aligns with the intent of the ordinance, respects the surrounding community, and will not negatively impact public safety or property values.

Thank you for your time and consideration. We are happy to provide any additional information or attend the upcoming meeting to further discuss this request.



Michelle Gilmore

Chief Operating Officer
Mobile 603-866-1167

Web northsouthnh.com

Email michelle@northsouthnh.com

19 Nimble Hill Road, Suite 2, Newington NH 03801



A family of companies



City of Portsmouth Sign Permit

Inspection Department
1 Junkins Avenue
Portsmouth, NH 03801
603-610-7243

Permit Number:
SIGN-24-70
Date of Issue:
October 16, 2024
Expires:
October 16, 2025

Owner: CUSTOM HOUSE LLC
Applicant: Marc Gagnon
Contractor: , Portland Sign Company Phone #: (603) 436-0047
Location: 40 PLEASANT ST ,,
Description of Project: Signage for the Howling Wolf Taqueria located at 40 Pleasant Street
NOTE: Separate Permit Approval Required for Projecting Sign
Signage to Include:
Projecting Sign A- NOT APPROVED UNDER THIS PERMIT APPLICATION

WALL SIGNS- (26.28 SF Total)

Wall Sign B:
Remove Existing Book & Bar Signage and install One (1) New Non-Illuminated 144.75" (W) x 24.5" (H) Wall Sign. No Change to Existing External Lighting Authorized. (24.62 SF)

Wall Sign C:
Remove Existing Book & Bar Signage and Install One (1) New Non-Illuminated 24" (W) x 10" (H) Wall Sign (1.66 SF)

Signage as per rendering by Portsmouth Sign Company, labelled Howling Wolf Taqueria, dated 07/30/2024
No Exterior Changes Authorized without prior Historic Commission Written Authorization

Sign Type(s):

- Wall / Attached
Wall / Attached

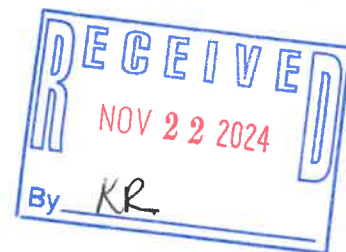
Total Sign Area: 27
Total Number of New Signs: 2

Remarks:

The PERMIT HOLDER has read this permit, the permit application, and the Building Official's marked-up plans and agrees to perform the work authorized including any conditions or requirements indicated thereon; and any stipulations imposed by a Land Use Board in conjunction with the project.

Code Official:

This is an e-permit. To learn more, scan this barcode or visit portsmouthnh.viewpointcloud.com/#!/records/85608





HOWLING WOLF

t a q u e r i a

REQUESTED COMPLETION DATE:
Opening 1st Week of September 2024

Survey for measurements and to confirm access to
State St. Wall Mounted sign completed on 7/22/24

NAME:
Howling Wolf
Exterior Signage_Portsmouth

ADDRESS:
40 Pleasant Street
Portsmouth, NH 03801 United States

SALES PERSON:
Carrie Vaughn

DESIGNER:
SS

DATE:
07.30.2024

CONTACT PRIOR TO ARRIVAL:
Eric Holstein
914-484-2853
eric@streetlightventures.com

PG	ITEM	REV	DATE
1.0	A HANGING SIGN - OPT 1	6	10.17.24
1.1	ITEM REMOVED HANGING SIGN - OPT 2	ITEM REMOVED	10/17/24
1.2	ITEM REMOVED MOUNTED SIGN	ITEM REMOVED	10/17/24
1.3	ITEM REMOVED MOUNTED PLAQUE	ITEM REMOVED	10/17/24
1.4	ITEM REMOVED BOW DECAL	ITEM REMOVED	10/17/24



REVISION:
All orders under \$250 include 1 revision only.
All orders over \$250 include 2 revisions only.
Additional revisions will be charged at \$25 per revision.
PLEASE NOTE:
Designs are NOT actual size and color may vary depending on printer and/or monitor.

RETURN SIGNED TO: service@portsmouthsign.com
I understand this design is the final production order and replaces all previous drawings, notes and verbal instructions to this job. Standard vinyl & paint colors will be unless otherwise specified. I have carefully reviewed this proof and verify that it contains all necessary specifications and represents my order. I authorize fabrication according to this approval.
SIGNATURE: _____ Date: _____

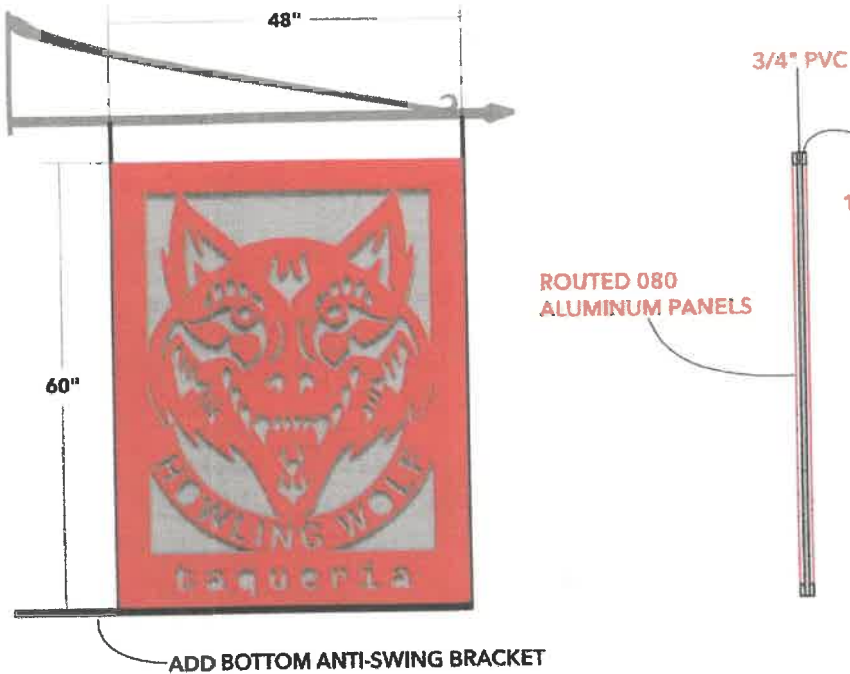
©COPYRIGHT 2023, BY PORTSMOUTH SIGN COMPANY. All designs and custom artwork remain the property of Portsmouth Sign Company until the order is complete and paid in full.



A

SCALE: 1/2"=1'

REQUESTED COMPLETION DATE:
Opening 1st Week of September 2024



HANGING SIGN:

SIGN TYPE: using existing bracket, add bottom anti-swing bracket, existing 48" x 48" with 48" x 14" drop sign

SIZE (Width x Height x Depth): 48" x 60"

QUANTITY: 1

VINYL TYPE: n/a

SUBSTRATE: 3/4" PVC, routed 080 aluminum panels to each side with 1/2" framing/spacers to give the shadow effect

DOUBLE SIDED

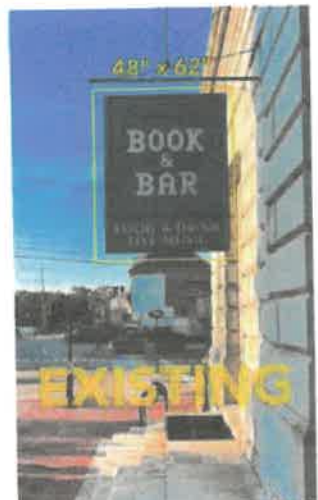
CONTENT: wolf logo, Howling Wolf Taqueria

GRAPHIC/TEXT COLOR:
Red (PMS 7621), Grey (PMS Cool Gray 3)

FABRICATION NEEDED: CNC Router, welding, paint

SIGN MOUNTING: side straps and bottom anti-swing bracket

POSTS & HARDWARE: existing bracket, hooks at 48"



INSTALLATION:

INSTALL MAX. HEIGHT:
approx. 16' to above door panel

REPLACING EXISTING OR NEW: replacing existing

EXISTING SIGN REMOVAL AND DISPOSAL:
removal and disposal of all except going over existing for above door panel

SITE SURVEY NEEDED: completed on 7/22

PERMITS NEEDED: Customer to acquire

INSPECTION NEEDED: no

DIG SAFE: n/a

SUBCONTRACTORS NEEDED: n/a

CONTACT PRIOR TO ARRIVAL:

Eric Holstein

914-484-2853

eric@streetlightventures.com

RECEIVED
NOV 22 2024
BY KR

COLOR SCHEDULE (CLIENT TO VERIFY)

PMS 7621 C
PMS COOL GRAY 3 C
BLACK

Projecting Sign Location



RECEIVED
 NOV 22 2024
 By *KE*



MAP FOR REFERENCE ONLY
 NOT A LEGAL DOCUMENT

City of Portsmouth, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 09/26/2024

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.



Eric Holstein <eric@streetlightventures.com>

Sign Authorization

5 messages

Eric Holstein <eric@streetlightventures.com>
To: Dave Schleyer <dschleyer@chinburg.com>

Tue, Aug 27, 2024 at 12:06 PM

Hey Dave,

We finally have sign designs. Hoping we can get a written authorization from you.

Let me know if you have any questions happy to review.

Best,
Eric **240915-03 Proposal Howling Wolf - Exterior.pdf**
102K**David Schleyer** <dschleyer@chinburg.com>
To: Eric Holstein <eric@streetlightventures.com>

Tue, Aug 27, 2024 at 12:11 PM

Hey Eric,
Did they give you renderings? Owner typically asks for it.

Dave Schleyer

Chinburg Properties

Phone: (603) 502-5987**Email:** dschleyer@chinburg.com

Sent from mobile device.

From: Eric Holstein <eric@streetlightventures.com>
Sent: Tuesday, August 27, 2024 12:06:34 PM
To: David Schleyer <dschleyer@Chinburg.com>
Subject: Sign Authorization

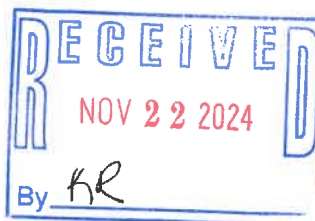
[Quoted text hidden]

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.**Eric Holstein** <eric@streetlightventures.com>
To: David Schleyer <dschleyer@chinburg.com>

Tue, Aug 27, 2024 at 12:30 PM

That would help, sorry, I attached the wrong file.

See Attached





STREETLIGHT

VENTURES



www.streetlightventures.com

+1 (914) 484-2853

[Quoted text hidden]

 **240915 - Howling Wolf - Exterior Signage_Portsmouth-Rev2.pdf**
5297K

Eric Holstein <eric@streetlightventures.com>
To: David Schleyer <dschleyer@chinburg.com>

Tue, Aug 27, 2024 at 12:31 PM

Sorry, I meant to attach the simpler file with the specific signs. Please use this.

Eric



STREETLIGHT

VENTURES



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+1 (914) 484-2853

[Quoted text hidden]

 **Howling Wolf Portsmouth Signage.pdf**
1243K

David Schleyer <dschleyer@chinburg.com>
To: Eric Holstein <eric@streetlightventures.com>

Tue, Aug 27, 2024 at 1:14 PM

Approved.

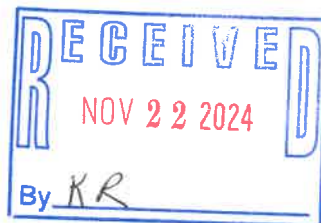
Thanks

Dave Schleyer

Commercial Operations and Leasing

Chinburg Properties

Phone: (603) 502-5987



Email: dschleyer@chinburg.com

From: Eric Holstein <eric@streetlightventures.com>

Sent: Tuesday, August 27, 2024 12:31 PM

To: David Schleyer <dschleyer@Chinburg.com>

Subject: Re: Sign Authorization

Sorry, I meant to attach the simpler file with the specific signs. Please use this.

Eric



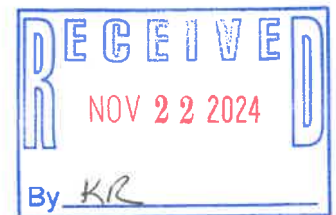
www.streetlightventures.com

+1 (914) 484-2853

On Tue, Aug 27, 2024 at 12:30 PM Eric Holstein <eric@streetlightventures.com> wrote:

That would help, sorry, I attached the wrong file.

See Attached



www.streetlightventures.com

11/21/24, 10:17 PM

Streetlight Ventures Mail - Sign Authorization
+1 (914) 484-2853

[Quoted text hidden]





PROPOSAL

240915-03

19 Nimble Hill Rd, Newington, NH 03801

Date: 08/26/2024
Expires: 09/10/2024
Drawing Numbers: 240915-05

Project: Howling Wolf - Exterior Signage_Portsmouth
40 Pleasant Street
Portsmouth, NH 03801

Client: Howling Wolf
40 Pleasant Street
Portsmouth, NH 03801

Contact: Eric Holstein 914 484 2853 eric@streetlightventures.com

repairs are not included unless specifically stated.

TERMS: The terms of this contract shall be subject to and enforceable under the laws of the state of New Hampshire. The parties expressly waive their rights to enforce their rights hereunder in any jurisdiction other than New Hampshire and agree and consent that any dispute arising out of this contract shall be decided by a New Hampshire Court and that trial by jury is specifically waived by each party hereto for themselves or their assigns. In the event a lawsuit for collection of funds unpaid is filed, the debtor agrees that the contract interest rate of 18% shall prevail over any statutory interest rate. The debtor agrees to pay all costs of collection, including reasonable attorneys' fees.

UTILITY/DIG SAFE SERVICES: If Dig Safe is required customer can arrange or request Portsmouth Sign to coordinate. Any costs incurred for services provided to cover overhead lines or verify location of underground utility/sewer/water/phone/gas or other obstructions will be an additional charge at time of billing.

WARRANTY: Signage furnished is warranted to be free of manufacturing defects for 1 year, effective from the date of installation. The warranty does not apply due to damage caused by power failure, surges, or lightning strikes. Warranty is VOID if account is delinquent.



Salesperson: Michelle Gilmore

Buyer's Acceptance _____ Title _____ Date _____

Seller's Acceptance _____ Title _____ Date _____