

TABLE C
 RESOLUTION SUMMARY of JUNE 3, 2019 CATE STREET EXTENSION TRAFFIC STUDY - MIXED USE PROPOSAL
 TRANSPORTATION PEER REVIEW #2

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
Updated Traffic Study			
1	Regarding the Traffic Impact Study; Study Area, Traffic Counts, Background Growth Used and Crash Data. TEC Concurrs with Traffic Impact Study	Addressed	
2	Regarding the Revised size of the project, Land Use selection and Traffic Generation TEC Concurrs with Traffic Impact Study	Addressed	
3	Regarding the Trip redistribution created by the construction of Cate St. Ext.; TEC Concurrs with Traffic Impact Study	Addressed	
4	Comment is in regard to dedicated Route 1 Bypass northbound right turn lane into Cate St. Ext. instead of Cottage St. as the traffic study shows to work best TEC recommends this be discussed with NHDOT	Addressed Comment to be discussed with NHDOT during permitting	Applicant will discuss with NHDOT
5	Regarding the Cate St. Ext. Westbound lanes configuration, suggest dedicated left turn lane, thru right and rededicated right at Cate St. Ext. /Route 1 bypass intersection TEC recommends Acquisition of NHDOT Access Permit and consultation on Southbound Route 1 left turn lane length	Addressed Comment to be discussed with NHDOT during permitting	Queue data based on synchro, which is know to be overly conservative, NHDOT requires SimTraffic. Queue lengths to be recalculated using SimTraffic. Design being revised according to new queue data and if possible to accommodate suggestion.

TABLE C
 RESOLUTION SUMMARY of JUNE 3, 2019 CATE STREET EXTENSION TRAFFIC STUDY - MIXED USE PROPOSAL
 TRANSPORTATION PEER REVIEW #2

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
6	<p>Regarding the extension of the southbound left turn lane into Cate St. Ext., Current plans not depicting it as proposed</p> <p>TEC recommends Acquisition of NHDOT Access Permit and consultation on Southbound Route 1 left turn lane length</p>	<p>Addressed</p> <p>Comment to be discussed with NHDOT during permitting</p>	<p>Queue data based on synchro, which is know to be overly conservative, NHDOT requires SimTraffic. Queue lengths to be recalculated using SimTraffic.</p> <p>Inclusion of Left turn lane is provided in updated plans</p>
7	<p>Regarding westbound left turn lane on Cate St. Ext, and elimination of the Cottage / Coakley signal by closing the median and not allowing thru traffic from Cottage to Coakley and vice versa</p> <p>TEC acknowledges the elimination of the signal is not part of this project and for the city and NHDOT to work together on.</p> <p>TEC recommends the Cate St. Ext. Westbound left turn lane</p>	<p>Addressed</p> <p>Comment to be discussed with NHDOT during permitting</p>	<p>Queue data based on synchro, which is know to be overly conservative, NHDOT requires SimTraffic. Queue lengths to be recalculated using SimTraffic.</p> <p>Inclusion of Left turn lane is provided in updated plans</p>
8	<p>Regarding the Islington Street / Proposed Cate St. (Existing Bartlett St.) Pharmacy driveway intersection</p>	<p>Continued City Monitoring of queue lengths at intersection recommended to optimize Signal timing</p> <p>No further Development Team action required</p>	

TABLE C
 RESOLUTION SUMMARY of JUNE 3, 2019 CATE STREET EXTENSION TRAFFIC STUDY - MIXED USE PROPOSAL
 TRANSPORTATION PEER REVIEW #2

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
9	Regarding requested updated study at Cate St. / Bartlett St. Intersection	Awaiting review of additional information provided Tuesday, June 11, 2019	Development Team Traffic Engineer provided additional information Tuesday June 11, 2019 to City Staff and TEC
10	Regarding the Operation of the Driveways intersecting Cate St. / Cate St. Extension TEC concurs with finding that they will operate with acceptable levels of services	Addressed	
Site Plan			
11	Sight triangles should be provided at driveway intersections with Cate St / Cate St. Ext. to ensure landscaping (trees) do not interfere with adequate sight distance	Addressed	Sight lines have been added to the driveway locations on the Turning Movement Plans.
12	Applicant shall discuss need for a school bus stop shelter with the School Department and DPW to determine need and, if needed, location		Applicant will contact the School Department and DPW to discuss the need for a School Bus Stop Shelter
13	Turning templates for the SU-40 delivery vehicle and Garbage truck should be revised to show circulation possible without conflict with parked cars or leaving proposed pavement or pavement layout should be revised to accommodate needed turns.	Addressed	Turning Movements have been revised to ensure that there are no conflicts with parked cars
14	Large truck Turning Templates (WB-50) should be revised to show circulation possible without conflict with parked cars or leaving proposed pavement or pavement layout should be revised to accommodate needed turns.	Addressed	WB-50 was originally used as a stand in for the Tower 5 vehicle. This has been replaced.

TABLE C
 RESOLUTION SUMMARY of JUNE 3, 2019 CATE STREET EXTENSION TRAFFIC STUDY - MIXED USE PROPOSAL
 TRANSPORTATION PEER REVIEW #2

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
15	Portsmouth Fire Department Tower 5 turning movements should be provided for the site to ensure it can circulate freely.	Addressed	Tower 5 turning movements have been run and are depicted on sheets CT-202 through CT-204
16	Applicant should coordinate the need for fire lanes with Portsmouth Fire Dept. and the need for fire hydrants on site. TEC notes hydrants are provided on site as shown on the plans.	Addressed	Hydrant locations have been reviewed at TAC Work Sessions with Fire Department and Public Works
17	Applicant should coordinate with Portsmouth fire regarding whether direct access to the rear of building A is needed	Addressed	The project has been before TAC numerous times and the Fire Department has not expressed concern regarding Building A or access to the back side.
18	Addition of crosswalks within the parking area between the center of Commercial building and the parking field should be added as well as any other areas where conflicts could be created between building entrances and parking fields		This will be reviewed and cross walks added in locations that make sense with the curb tipdowns Per Section 10.1110
19	A Sign Summary should be provided depicting the sign legend, sign size and sign lettering dimensions in compliance with the MUTCD	Addressed	A sign Legend has been added to the Road Plan Set and to the Site Plan Set
20	Stop sign and stop bar at easternmost townhouse entrance should be flipped to right side of lane line	Addressed	This has been corrected
21	Parking Calculations for the Apartment buildings should be revisited and revised per Section 10.1112.31	Addressed	Revised parking Calculation on CS-002 note #4
22	Townhouse parking should be clarified to ensure compliance with Section 10.11.12.31 30 resident and 5 visitor spaces required	Addressed	Revised parking Calculation on CS-002 note #4

TABLE C
 RESOLUTION SUMMARY of JUNE 3, 2019 CATE STREET EXTENSION TRAFFIC STUDY - MIXED USE PROPOSAL
 TRANSPORTATION PEER REVIEW #2

Color Code:		Addressed/ Corrected
		Change in progress or confirmation needed

Comment #	Comment	Status	Response
23	<p>Commercial Building Parking should be reviewed / revised to ensure compliance with Section 10.11.12.32</p> <p>Shared parking calcs. Should be done for the entire site per section 10.1112.61 and 10.5B83.20 using a worst case scenario time period of 6:00 PM to Midnight</p>	Addressed	Revised parking Calculation on CS-002 note #4