

MEMORANDUM

Ref: 1960A

To: James Phippard
Brickstone Masons, Inc.

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Residential Development
Spofford, New Hampshire

Date: September 23, 2019

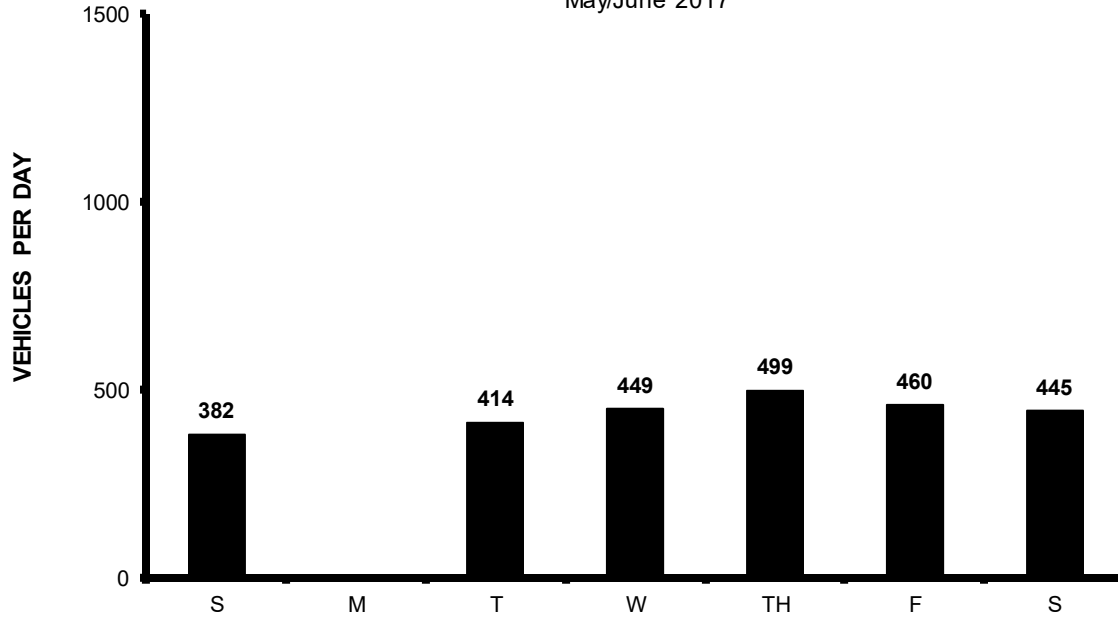
As requested, Pernaw & Company, Inc. has conducted a trip generation analysis for the proposed residential development located on NH Route 9A (NH9A) in Spofford, New Hampshire and conducted a traffic count at the subject site. The purpose of this memorandum is to summarize the results of our trip generation analyses, our research of available traffic count data, and the new August 2019 count data. To summarize:

Proposed Development – According to the plan entitled “*Conceptual Subdivision Plan*” prepared by Brickstone Masons, Inc. (see Attachment 1), the proposed development involves the construction of five single-family dwellings on the former Spofford Hall Property on NH9A in Spofford, New Hampshire. The site is located on both sides of NH9A approximately 500-feet west of the Pine Grove Springs Golf Course. The residences will be located on the north side of the highway. Access to the development will be provided via one new two-way private road on NH9A.

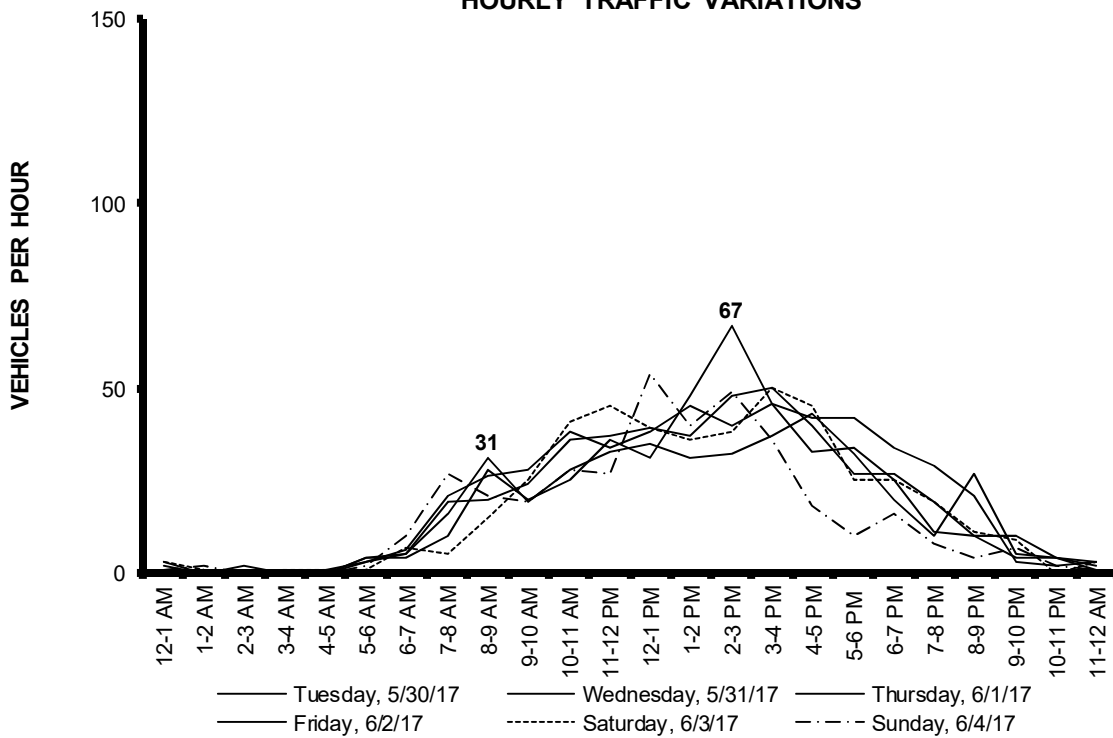
Existing Traffic Volumes – Research at the NHDOT revealed that there is a short-term Automatic Traffic Recorder count station located approximately 1,700-feet west of the proposed site on NH9A. According to the NHDOT reports, that section of NH9A (west of Butler Road) carried an Annual Average Daily Traffic (AADT) volume of approximately 421 vehicles per day (vpd) in 2018, up slightly from 417 vpd in 2017 (see Attachment 2).

This data demonstrates that weekday traffic volumes in the area typically reach peak levels from 8:00 to 9:00 AM and from 3:00 to 4:00 PM or 4:00 to 5:00 PM, thus corresponding to the typical commuter periods. The diagrams on Page 2 summarize the daily and hourly variations in traffic demand along NH9A. The detail sheets pertaining to these counts are attached (see Attachment 3).

DAILY TRAFFIC VARIATIONS
 Chesterfield, NH - NH9A (West of Butler Road)
 May/June 2017



HOURLY TRAFFIC VARIATIONS

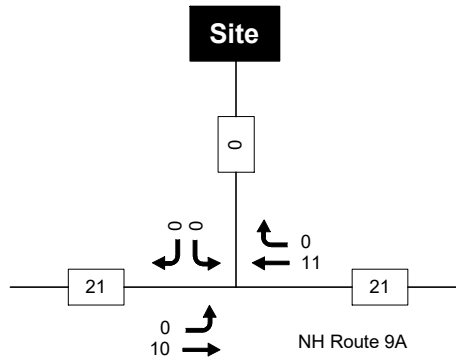


To supplement this data, Pernaw & Company, Inc. conducted Automatic Traffic Recorder counts on Thursday, August 22, 2019, Friday, August 23, 2019 and Saturday, August 24, 2019 in the general vicinity of the existing site driveway on NH9A. These counts were conducted from 2:00 to 6:00 PM on Thursday, from 7:00 to 9:00 AM on Friday and from 10:00 AM to 5:00 PM on Saturday. The new 2019 count data for the study area is summarized on Figure 1. Several facts and conclusions are evident from this data.

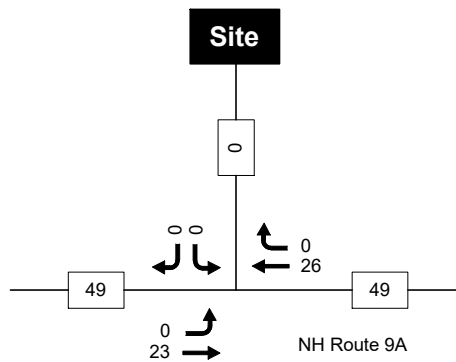
- The AM traffic flow reached peak levels from 7:30 to 8:30 AM. NH9A carried 21 vehicles and the direction split was reasonably even during this period.
- During the PM peak hour the traffic flow reached peak levels from 4:30 to 5:30 PM. NH9A carried 49 vehicles and the majority (53%) traveled in the westbound direction during this period.
- The Saturday traffic flow reached peak levels from 2:30 to 3:30 PM. NH9A carried 59 vehicles and the majority (53%) traveled in the westbound direction during this period.

Attachments 4 - 6 contain detail sheets pertaining to the raw automatic traffic recorder count data.

AM PEAK HOUR
Friday, August 23, 2019
7:30 to 8:30 AM



PM PEAK HOUR
Thursday, August 22, 2019
4:30 to 5:30 PM



SATURDAY PEAK HOUR
Saturday, August 24, 2019
2:30 to 3:30 PM

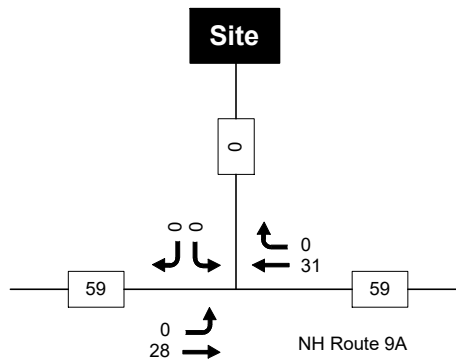


Figure 1

2019 Existing Traffic Volumes

Traffic Evaluation, Proposed Residential Subdivision, Spofford, New Hampshire

No-Build Traffic Volumes – The weekday peak hour traffic volume projections without the proposed residential development for 2020 (opening year) were derived from the August 2019 automatic traffic recorder count data using a peak-month seasonal adjustment factor of 1.02 and an annual background growth rate of 1.0% per year, compounded annually (see Attachments 7-10).

Trip Generation - To estimate the quantity of vehicle-trips that will be produced by the proposed residential subdivision, the standard trip generation rates and equations published by the Institute of Transportation Engineers¹ (ITE) were considered. The appropriate ITE Land Use Code (LUC) for this specific type of use is LUC 210 (Single-Family Detached Housing). The table below summarizes the results of the trip generation analysis for the AM, PM and Saturday peak hour periods, and is based on the number of units as the independent variable.

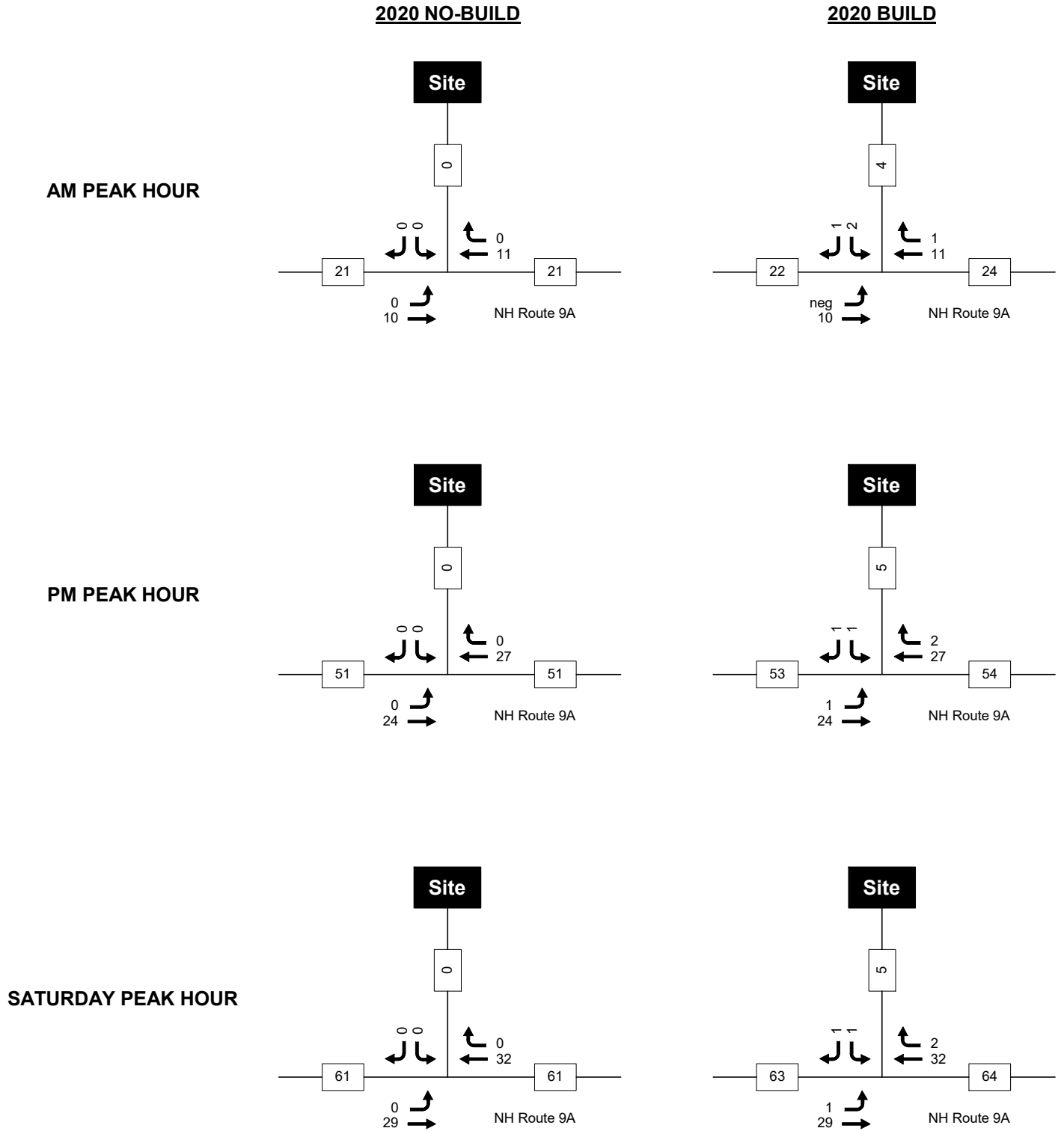
Table 1	Trip Generation Summary	
		<u>5 Single-Family Dwelling Units</u>
Weekday Total	Entering	24 veh
	Exiting	<u>24 veh</u>
	Total	48 trips
Weekday AM Peak Hour	Entering	1 veh
	Exiting	<u>3 veh</u>
	Total	4 trips
Weekday PM Peak Hour	Entering	3 veh
	Exiting	<u>2 veh</u>
	Total	5 trips
Saturday Total	Entering	24 veh
	Exiting	<u>24 veh</u>
	Total	48 trips
Saturday Peak Hour	Entering	3 veh
	Exiting	<u>2 veh</u>
	Total	5 trips

¹ITE Land Use Code 210 - Single-Family Detached Housing - Rate Method (5 Dwelling Units)

This analysis indicates that the proposed residential development will generate approximately 5 vehicle-trips (3 arrivals, 2 departures) during the weekday and Saturday peak hour periods when fully occupied (see Attachment 11 & 12). Attachment 13 contains a diagram that summarizes the distribution of the site traffic at the proposed intersection.

¹ Institute of Transportation Engineers, *Trip Generation*, 10th Edition (Washington, D.C., 2017)

Build Traffic Projections - These projections are summarized on Figure 2 and are based on the trip generation estimates from Table 1 and the expectation that the majority of site traffic (70%) will travel to/from points east on NH9A. Figure 3 provides a comparison between the No-Build and Build traffic projections.

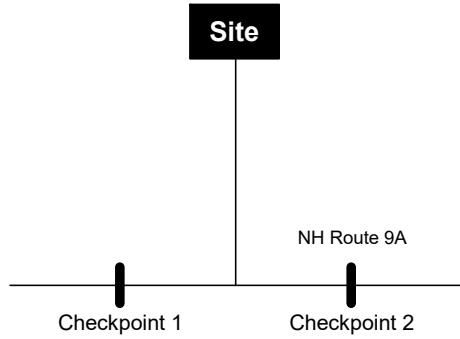


1960A

Figure 2

Future Traffic Volumes - 2020

Traffic Evaluation, Proposed Residential Subdivision, Spofford, New Hampshire



I. AM Peak Hour

Location	2020 No-Build	2020 Build	Change	% Change
Checkpoint 1	21	22	+1 veh	5%
Checkpoint 2	21	24	+3 veh	14%

II. PM Peak Hour

Location	2020 No-Build	2020 Build	Change	% Change
Checkpoint 1	51	53	+2 veh	4%
Checkpoint 2	51	54	+3 veh	6%

III. Saturday Peak Hour

Location	2020 No-Build	2020 Build	Change	% Change
Checkpoint 1	61	63	+2 veh	3%
Checkpoint 2	61	64	+3 veh	5%

Figure 3

2020 Impact Summary

Traffic Evaluation, Proposed Residential Subdivision, Spofford, New Hampshire

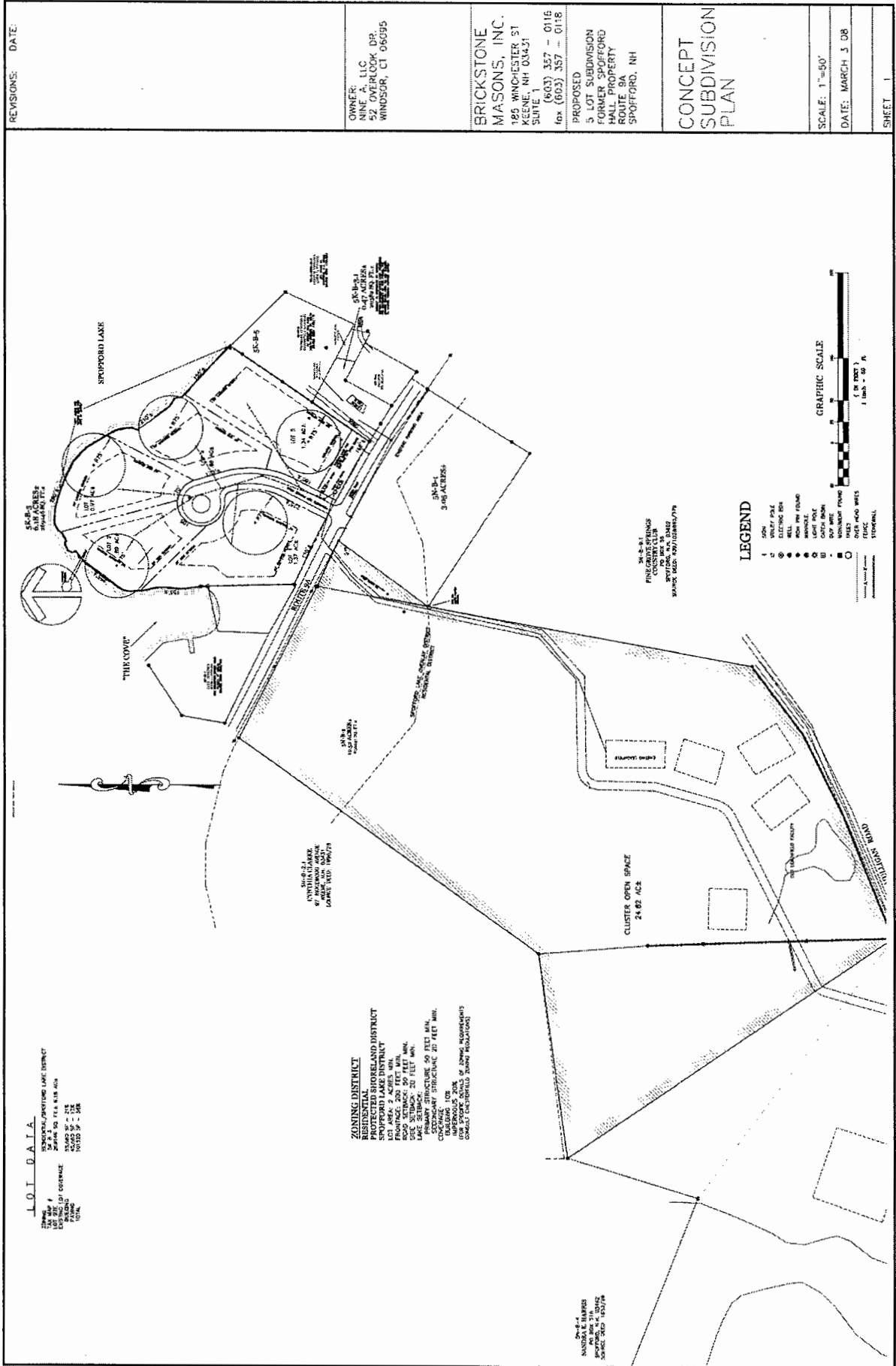
Findings & Conclusions:

1. The nearby NHDOT count station on NH9A revealed that traffic demand on NH9A is not constant; rather it varies from hour to hour and day to day due to the “randomness” of traffic flow. This data shows that the traffic demand ranged from 20-31 vehicles (AM Peak Hour) and from 43-50 vehicles (PM Peak Hour), thus ranged by as much as 11 vehicles per hour due to random traffic flow.
2. The automatic traffic recorder count data collected by Pernaw & Co., Inc. in August 2019 revealed that NH9A (at the subject site) carried 21 vehicles during the AM peak hour period, 49 vehicles during the PM peak hour period and 59 vehicles during the Saturday peak hour period.
3. The trip generation analysis indicates that the proposed residential development will generate approximately 4 vehicle-trips during the AM peak hour (1 arrivals, 3 departures) and 5 vehicle-trips during both the PM and Saturday peak hours (3 arrivals, 2 departures) on an average basis, once fully occupied. No single section of NH9A will accommodate all +5 vehicle-trips and some will travel to/from the east while others travel to/from points west on NH9A. Random traffic flow from one day to the next results in greater changes than will occur as a result of the proposed subdivision.
4. Vehicular increases of this order of magnitude will not significantly alter the prevailing traffic conditions on this section of NH9A in terms of traffic operations, intersection capacity, and roadway capacity. Maintaining clear sight lines looking left and right from the private road approach to NH9A will ensure that drivers are able to safely enter the traffic flow on NH9A.
5. The appropriate form of traffic control at the proposed private road intersection on NH9A includes the installation of STOP sign control (MUTCD R1-1) on the minor approach and an 18-inch white stop line. Providing a short section of four-inch double yellow center line on the private road to separate inbound and outbound vehicles is optional, but advisable.

Attachments



ATTACHMENTS



REVISIONS: DATE:

OWNER:
NINE A, LLC
52 OVERLOOK DR.
WINDSOR, CT 06895

BRICKSTONE
MASONS, INC.
125 WINCHESTER ST
KEENE, NH 03431
PHONE (603) 357 - 0116
fax (603) 357 - 0118

PROPOSED
5 LOT SUBDIVISION
FORMER SPOFFORD
HALL PROPERTY
SPOFFORD LAKE
SPOFFORD, NH

CONCEPT
SUBDIVISION
PLAN

SCALE: 1"=50'
DATE: MARCH 3 08

SHEET 1

LOT DATA
FORM: 4
GENERAL SPOFFORD LAKE DISTRICT
LOT AREA: 120,000 SQ. FT. (2.75 ACRES)
FRONTAGE: 200 FEET MIN.
DEPTH: 200 FEET MIN.
SETBACK: 20 FEET MIN.
HEIGHT: 35 FEET MAX.

ZONING DISTRICT
RESIDENTIAL
PROTECTED SHORELAND DISTRICT
GENERAL SPOFFORD LAKE DISTRICT
LOT AREA: 2 ACRES MIN.
FRONTAGE: 200 FEET MIN.
DEPTH: 200 FEET MIN.
SETBACK: 20 FEET MIN.
HEIGHT: 35 FEET MAX.
CONCRETE FOUNDATION: 20 FEET MIN.
VEGETATION: 10%
OVER AND OVER: 10%
FENCE: 10%
VEGETATION: 10%
OVER AND OVER: 10%
FENCE: 10%
VEGETATION: 10%

SAUNDERS & MARKS
400 BIRCH ST.
SPAFFORD, NH 03422



Transportation Data Management System

List View All DIRs

Record	1822	of 5709	Goto Record	go
Location ID	82087057	MPO ID		
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID	S0000009A	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route	NH 9A	
GF Group	D	Active	Yes	
Class Dist Grp	Default	Category	3	
Seas Clss Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'l Class	Minor Collector	Milepost		
Located On	NH Route 9A			
Loc On Alias	NH 9A WEST OF BUTLER RD			
	PR	MP	PT	
More Detail				
STATION DATA				

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	421 ³		16		388 (92%)	33 (8%)	Grown from 2017
2017	417	67	16		388 (93%)	29 (7%)	
2016	324 ³				296 (91%)	28 (9%)	Grown from 2015
2015	319 ³						Grown from 2014
2014	310						

1-5 of 13

Travel Demand Model										
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV	

VOLUME COUNT			
Date	Int	Total	
Sun 6/4/2017	60	382	
Sat 6/3/2017	60	445	
Fri 6/2/2017	60	460	
Thu 6/1/2017	60	499	
Wed 5/31/2017	60	449	
Tue 5/30/2017	60	414	
Sun 4/27/2014	60	282	
Sat 4/26/2014	60	379	

VOLUME TREND	
Year	Annual Growth
2018	1%
2017	29%
2016	2%
2015	3%
2014	-15%
2011	-5%
2008	-9%
2005	3%



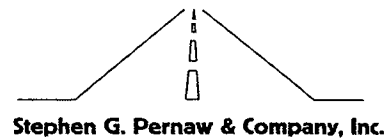
Transportation Data Management System



Excel Version

Weekly Volume Report			
Location ID:	82087057	Type:	SPOT
Located On:	NH Route 9A	:	
Direction:	2-WAY		
Community:	CHESTERFIELD	Period:	Mon 5/29/2017 - Sun 6/4/2017
AADT:	417		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		0	0	2	3	3	1	2	0.3%
1:00 AM		0	0	0	0	1	2	1	0.1%
2:00 AM		0	0	2	0	0	0	0	0.1%
3:00 AM		0	0	0	0	1	0	0	0.0%
4:00 AM		0	0	0	1	1	0	0	0.1%
5:00 AM		4	3	4	3	1	2	3	0.6%
6:00 AM		5	6	4	5	7	10	6	1.4%
7:00 AM		16	21	10	19	5	27	16	3.7%
8:00 AM		31	26	28	20	15	21	24	5.3%
9:00 AM		19	28	20	24	25	19	23	5.1%
10:00 AM		28	38	25	36	41	28	33	7.4%
11:00 AM		33	34	36	37	45	27	35	8.0%
12:00 PM		35	38	31	39	39	54	39	8.9%
1:00 PM		31	45	48	37	36	40	40	8.9%
2:00 PM		32	40	67	48	38	49	46	10.3%
3:00 PM		37	46	46	50	50	36	44	10.0%
4:00 PM		43	33	42	40	45	18	37	8.3%
5:00 PM		32	34	42	27	25	10	28	6.4%
6:00 PM		20	25	34	27	25	16	25	5.5%
7:00 PM		10	11	29	19	19	8	16	3.6%
8:00 PM		27	10	21	10	11	4	14	3.1%
9:00 PM		5	4	3	10	9	7	6	1.4%
10:00 PM		4	4	2	4	0	2	3	0.6%
11:00 PM		2	3	3	1	3	1	2	0.5%
Total	0	414	449	499	460	445	382		
24hr Total		414	449	499	460	445	382	442	
AM Pk Hr		11:00	10:00	11:00	11:00	11:00	10:00		
AM Peak		33	38	36	37	45	28	36	
PM Pk Hr		4:00	3:00	2:00	3:00	3:00	12:00		
PM Peak		43	46	67	50	50	54	52	
% Pk Hr		10.39%	10.24%	13.43%	10.87%	11.24%	14.14%	11.72%	



Study Name 1960A Fri AM

Start Date 08/23/2019

Start Time 7:00 AM

Site Code 1960A

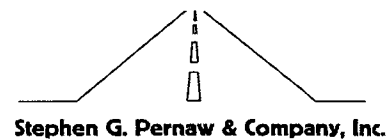
Weather:

Collected By: MV

Job Number: 1960A

Town/State: Chesterfield, NH

Direction	Westbound	Eastbound	Total	
7:00 AM	1	1	2	
7:15 AM	1	0	1	
7:30 AM	2	1	3	
7:45 AM	1	5	6	12
8:00 AM	4	0	4	14
8:15 AM	4	4	8	21
8:30 AM	1	0	1	19
8:45 AM	4	3	7	20
Total	18	14	32	
PH 7:30-8:30 AM	11	10	21	



Study Name 1960A Thurs PM

Start Date 08/22/2019

Start Time 2:00 PM

Site Code 1960A

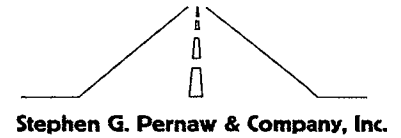
Weather:

Collected By: MV

Job Number: 1960A

Town/State: Chesterfield, NH

Direction	Westbound	Eastbound	Total	
2:00 PM	4	9	13	
2:15 PM	6	4	10	
2:30 PM	6	7	13	
2:45 PM	3	4	7	43
3:00 PM	7	7	14	44
3:15 PM	2	6	8	42
3:30 PM	5	8	13	42
3:45 PM	6	4	10	45
4:00 PM	3	5	8	39
4:15 PM	5	7	12	43
4:30 PM	5	3	8	38
4:45 PM	8	2	10	38
5:00 PM	7	8	15	45
5:15 PM	6	10	16	49
5:30 PM	2	6	8	49
5:45 PM	3	3	6	45
Total	78	93	171	
PH 4:30-5:30 PM	26	23	49	



Study Name 1960A Sat

Start Date 08/24/2019

Start Time 10:00 AM

Site Code 1960A

Location: Vicinity of Abandoned Building

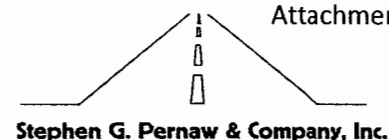
Collected By: MV

Job Number: 1960A

Town/State: Chesterfield, NH

Direction	Westbound	Eastbound	Total	
10:00 AM	8	6	14	
10:15 AM	7	7	14	
10:30 AM	8	6	14	
10:45 AM	6	5	11	53
11:00 AM	6	3	9	48
11:15 AM	9	4	13	47
11:30 AM	6	3	9	42
11:45 AM	7	9	16	47
12:00 PM	7	3	10	48
12:15 PM	5	2	7	42
12:30 PM	7	1	8	41
12:45 PM	12	11	23	48
1:00 PM	5	2	7	45
1:15 PM	6	9	15	53
1:30 PM	4	4	8	53
1:45 PM	6	2	8	38
2:00 PM	6	4	10	41
2:15 PM	2	2	4	30
2:30 PM	6	5	11	33
2:45 PM	10	13	23	48
3:00 PM	9	4	13	51
3:15 PM	6	6	12	59
3:30 PM	1	2	3	51
3:45 PM	2	6	8	36
4:00 PM	3	5	8	31
4:15 PM	3	8	11	30
4:30 PM	6	4	10	37
4:45 PM	6	5	11	40
Total	169	141	310	
PH 2:30-3:30 PM	31	28	59	

Seasonal Adjustment Factors NHDOT Group 4 (Urban Highways)



Year 2018 Monthly Data - Urban

<u>Month</u>	ADT	Adjustment to	
		Average	Peak
Jan	11,282	1.13	1.24
Feb	11,848	1.08	1.18
Mar	11,828	1.08	1.18
Apr	12,491	1.02	1.12
May	13,587	0.94	1.03
Jun	13,911	0.92	1.00
Jul	13,765	0.93	1.01
Aug	13,945	0.92	1.00
Sep	13,168	0.97	1.06
Oct	13,367	0.96	1.04
Nov	12,215	1.05	1.14
Dec	11,963	1.07	1.17

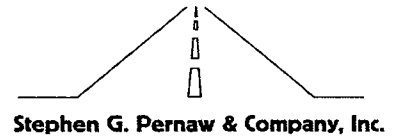
Year 2017 Monthly Data - Urban

<u>Month</u>	ADT	Adjustment to	
		Average	Peak
Jan	12254	1.21	1.33
Feb	13494	1.10	1.21
Mar	14335	1.03	1.14
Apr	15004	0.99	1.09
May	15547	0.95	1.05
Jun	16310	0.91	1.00
Jul	15523	0.95	1.05
Aug	15974	0.93	1.02
Sep	15546	0.95	1.05
Oct	15104	0.98	1.08
Nov	14544	1.02	1.12
Dec	14151	1.05	1.15

Year 2016 Monthly Data - Urban

<u>Month</u>	ADT	Adjustment to	
		Average	Peak
Jan	13573	1.16	1.25
Feb	14038	1.12	1.21
Mar	15731	1.00	1.08
Apr	16139	0.97	1.05
May	15705	1.00	1.08
Jun	16766	0.94	1.01
Jul	15752	1.00	1.08
Aug	16529	0.95	1.03
Sep	17007	0.92	1.00
Oct	16598	0.94	1.02
Nov	15649	1.00	1.09
Dec	14638	1.07	1.16

Average Peak-Month Factor	1.02
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STEPHEN G. PERNAW & COMPANY, INC.
 PROJECT: Proposed Residential Subdivision, Chesterfield, New Hampshire
 NUMBER: 1960A
 COUNT STATION: 82087057

HISTORICAL GROWTH CALCULATIONS

LOCATION : NH9A (West of Butler Road) - Chesterfield, NH
 CASE : AADT

ARITHMETIC PROJECTIONS

YEAR	AADT	Regression Output:		PROJECTIONS	
2011	500	Constant	18082.622	2019	348
2014	310	Std Err of Y Est	81.865579	2020	339
2015	319	R Squared	0.0815074	2021	331
2016	324	No. of Observations	6	2022	322
2017	417	Degrees of Freedom	4	2023	313
2018	421	X Coefficient	-8.7837838	2024	304
		Std Err of Coef.	14.743178	2025	295
				2026	287
				2027	278
				2028	269
				2029	260

RATE = -9 VPD/YEAR

GEOMETRIC PROJECTIONS

YEAR	AADT	Ln AADT	Regression Output:		PROJECTIONS	
2011	500	6.21461	Constant	41.80940	2019	351
2014	310	5.73657	Std Err of Y Est	0.2129465	2020	345
2015	319	5.76519	R Squared	0.0511353	2021	339
2016	324	5.78074	No. of Observations	6	2022	333
2017	417	6.03309	Degrees of Freedom	4	2023	327
2018	421	6.04263	X Coefficient	-0.0178053	2024	321
			Std Err of Coef.	0.0383496	2025	315
					2026	310
					2027	304
					2028	299
					2029	294

RATE = -1.8 % / YEAR

CONCLUSION: Use 1.8%



Transportation Data Management System

List View All DIRs

Record	1822	of 5709	Goto Record	go
Location ID	82087057	MPO ID		
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID	S0000009A_	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route	NH 9A	
GF Group	D	Active	Yes	
Class Dist Grp	Default	Category	3	
Seas Clss Grp	Default			
WIM Group	Default			
QC Group	Default			
Funct'l Class	Minor Collector	Milepost		
Located On	NH Route 9A			
Loc On Alias	NH 9A WEST OF BUTLER RD			
	PR	MP	PT	
More Detail				
STATION DATA				

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	421 ³		16		388 (92%)	33 (8%)	Grown from 2017
2017	417	67	16		388 (93%)	29 (7%)	
2016	324 ³				296 (91%)	28 (9%)	Grown from 2015
2015	319 ³						Grown from 2014
2014	310						

<< < > >> 1-5 of 13

Travel Demand Model										
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VOLUME COUNT			
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	Thu 6/1/2017	60	499
	Wed 5/31/2017	60	449
	Tue 5/30/2017	60	414
	Sun 4/27/2014	60	282
	Sat 4/26/2014	60	379

VOLUME TREND	
Year	Annual Growth
2018	1%
2017	29%
2016	2%
2015	3%
2014	-15%
2011	-5%
2008	-9%
2005	3%

List View All DIRs

Record	1822	of 5709	Goto Record	go
Location ID	82087057	MPO ID		
Type	SPOT	HPMS ID		
On NHS	No	On HPMS	No	
LRS ID	S0000009A_	LRS Loc Pt.		
SF Group	04	Route Type		
AF Group	04	Route	NH 9A	
GF Group	D	Active	Yes	
Class Dist Grp	Default	Category	3	
Seas Class Grp	Default			
WIM Group	Default			
QC Group	Default			
Fnc'l Class	Minor Collector	Milepost		
Located On	NH Route 9A			
Loc On Alias	NH 9A WEST OF BUTLER RD			
	PR	MP	PT	
More Detail				
STATION DATA				

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2011	500						
2008	580						
2005	780						
2002	710						
1999	340						

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Travel Demand Model									
Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT			
Date	Int	Total	
Sun 6/4/2017	60	382	
Sat 6/3/2017	60	445	
Fri 6/2/2017	60	460	
Thu 6/1/2017	60	499	
Wed 5/31/2017	60	449	
Tue 5/30/2017	60	414	
Sun 4/27/2014	60	282	
Sat 4/26/2014	60	379	
Fri 4/25/2014	60	374	
Thu 4/24/2014	60	311	

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To Date

VOLUME TREND	
Year	Annual Growth
2018	1%
2017	29%
2016	2%
2015	3%
2014	-15%
2011	-5%
2008	-9%
2005	3%
2002	28%
1999	-10%

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Trip Generation Summary

Alternative: Alternative 1
 Phase:
 Project: 1960A

Open Date: 8/29/2019
 Analysis Date: 8/29/2019

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
210	SFHOUSE 1	24	23	47	1	3	4	3	2	5
5	Dwelling Units	<i>RATE METHOD</i>								
	Unadjusted Volume	24	23	47	1	3	4	3	2	5
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	24	23	47	1	3	4	3	2	5

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 8/29/2019

Project: 1960A

Analysis Date: 8/29/2019

ITE	Land Use	Saturday Average Daily Trips			Saturday Peak Hour of Generator				
		*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 1 5 Dwelling Units		24	24	48		3	2	5
	Unadjusted Volume		24	24	48		3	2	5
	Internal Capture Trips		0	0	0		0	0	0
	Pass-By Trips		0	0	0		0	0	0
	Volume Added to Adjacent Streets		24	24	48		3	2	5

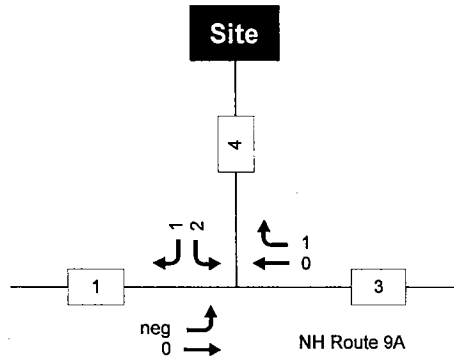
Total Saturday Average Daily Trips Internal Capture = 0 Percent

Total Saturday Peak Hour of Generator Internal Capture = 0 Percent

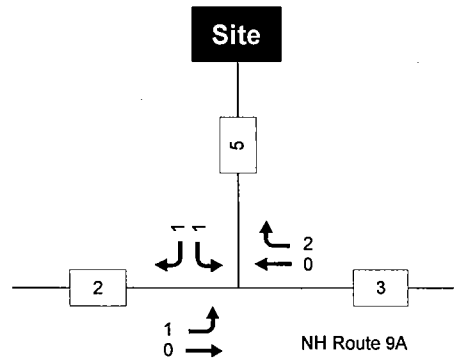
* - Custom rate used for selected time period.

Pernaw & Company, Inc

AM PEAK HOUR



PM PEAK HOUR



SATURDAY PEAK HOUR

