Even with low trips from the new development when combined with local traffic you may find that this warrants traffic improvements. I'd suggest a lane warrant analysis be done at these two major intersections. The lane warrants are based on national standards.

Kevin Russell

From: Jason Hill [jhill@tfmoran.com]
Sent: Tuesday, January 29, 2013 1:13 PM
To: Kevin Russell
Cc: Jeff Kevan
Subject: Green Hill Road at Route 202, Barrington NH

Kevin,

I called to speak with you earlier today and wanted to followup with you regarding the intersection of Route 202 and Green Hill Road in Barrington. We are proposing a new sand and gravel operation to be located on Green Hill Road. The applicant expects ten (10) trucks hauling material from the site on an average day. It is further expected that a maximum of 30 trucks will haul materials on the busiest day. The truck loading will take approximately 30 minutes. The applicant expects a combination of standard triaxle dump and tractor trailer dump trucks to utilize the site.

We have assumed that the trips will be split between those from the east (to Route 125) and those to the west (to Route 202). We have further assumed that none of the trips will be routed to Hansonville Road. For this analysis we have distributed the trips as 75% to NH Route 125 and 25% to US Route 202.

In Summary:
Peak AM hour= 6 trips: 4 trips via NH Route 125
2 trips via US Route 202
Maximum Daily= 60 trips: 45 trips via NH Route 125
15 trips via US Route 202

How is the sight distance, and roadway condition and geometry?

Based on NHDOT ATR data, Green Hill Road experiences approximately 2000 trips per day. As such, the maximum daily trip generation from the site represents a three (3) percent increase in the current traffic.

Based on our projected peak of 15 trips to Route 202 it is probable that a max. of 25% of the 15 will be semi trailer dump. This means that we expect 3-4 WB62+ worst case scenario day. Given the existence of limited WB62+ traffic on the road today I would not anticipate a minor increase to warrant any pavement widening/flaring at the Route 202 intersection. Your thoughts?

The Barrington Planning Board has asked that we contact you to discuss the project and flush out any concerns. As such, your prompt attention to the matter is greatly appreciated.

Jason S. Hill
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Provide turning template. In particular, WB62 should stay in its own lane and stay on pavement.

Incremental growth may require incremental roadway improvements. Town & developer need to work out any details.