

Kevin,

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.

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

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.

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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.

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.

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