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ALLEN & MAJOR ASSOCIATES, INC.

November 30, 2022

Greg Meeh
Planning Board Chairman
Town of Canterbury
P.O. Box 500
Canterbury, NH 03224

Re: A&M Project #2915-01A
Proposed Development
Hall Road, Canterbury NH
Traffic Summary

Dear Mr. Meeh and Members of the Board,

Allen & Major Associates, Inc. has prepared this letter to outline the anticipated traffic impacts generated by the proposed commercial development located on Hall Road. The proposed development consists of two buildings. The phase 1 building which is 6,000 square feet, and a phase 2 building which is 6,500 square feet. The proposed use of the building consists of; warehouse, storage, or whole-sailing establishments, fuel storage, distribution centers, and other activities involving a substantial amount of trucking. The proposed development will generate 13 parking spaces, with approximately 13 employees. The buildings will be operating primarily within normal business hours, Monday through Friday from 8:00 a.m. to 5:00 p.m.

Trip Generation

Traffic generated from the proposed development was determined based on the "Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition". Trip generation for both Buildings was based on Land Use Code (LUC) 180, Specialty Trade Contractor. This use was determined to have the most data and to be the most applicable use category available for the proposed development.

The proposed trip generation is summarized below.

12,500 square feet (ITE LUC 180)

Proposed Development		Incoming	Outgoing
Total Daily Weekday Trips	52	26	26
Total AM Peak	9	7	2
Total PM Peak	11	4	7

As shown in the tables, the proposed development results in approximately 52 new vehicles trips throughout the course of the day and an increase of approximately 9 vehicle trips during the AM Peak hour, and an increase of approximately 11 vehicle trips during the AM Peak hour. This traffic volume is a negligible increase to the existing roadway. The Hall Road subdivision was approved as industrial, and the proposed use is acceptable per the zoning regulations.

Very truly yours,

ALLEN & MAJOR ASSOCIATES, INC.

Stephen Mayer
Senior Project Engineer

Enclosures:

1) Trip Gen Manual, 10th Edition, Specialty Trade Contractor, VTE vs. Employees, Weekday.
2) Trip Gen Manual, 10th Edition, Specialty Trade Contractor, VTE vs. Employees, AM Peak Hour.
3) Trip Gen Manual, 10th Edition, Specialty Trade Contractor, VTE vs. Employees, PM Peak Hour.

Specialty Trade Contractor
(180)

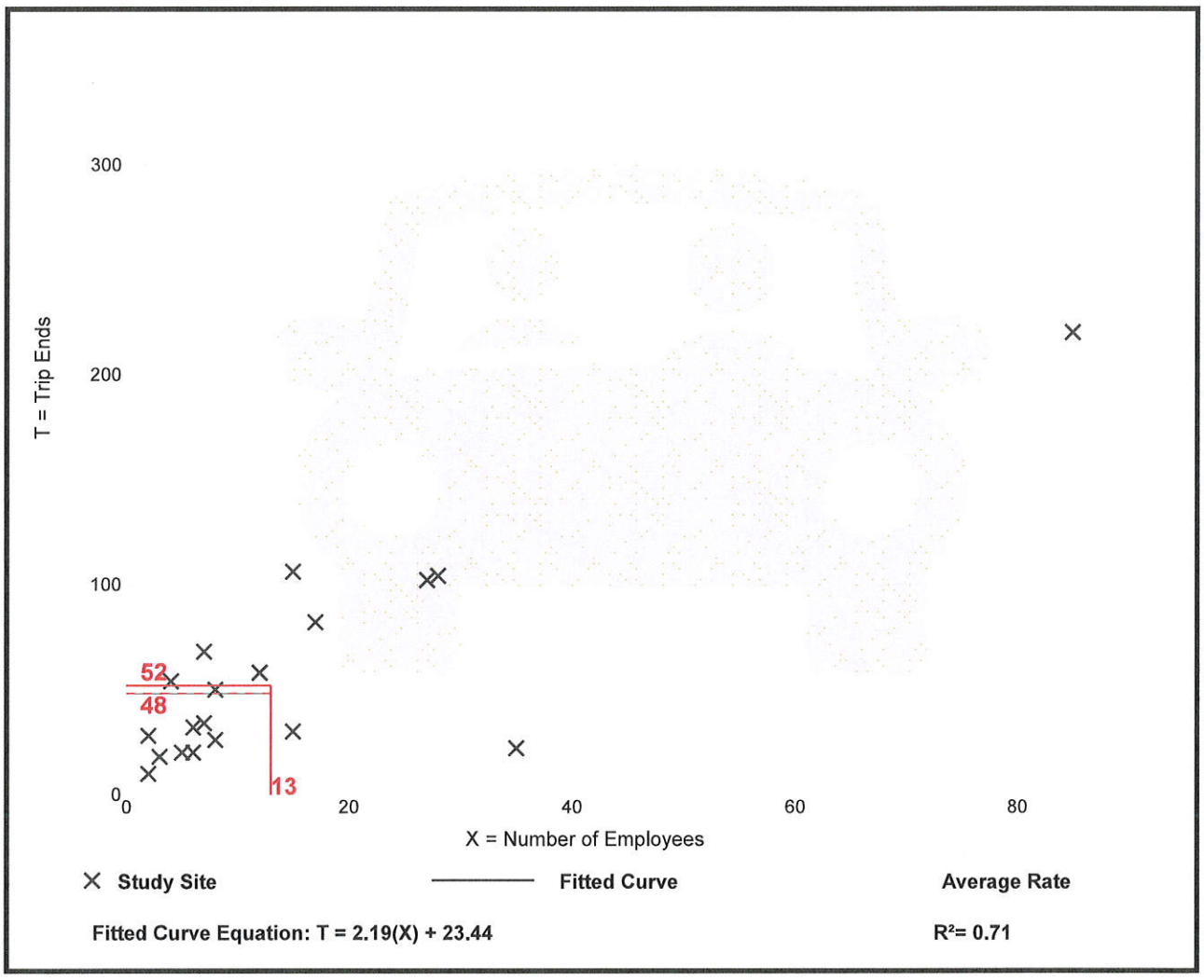
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. Num. of Employees: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.71	0.63 - 14.00	2.43

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Specialty Trade Contractor
(180)

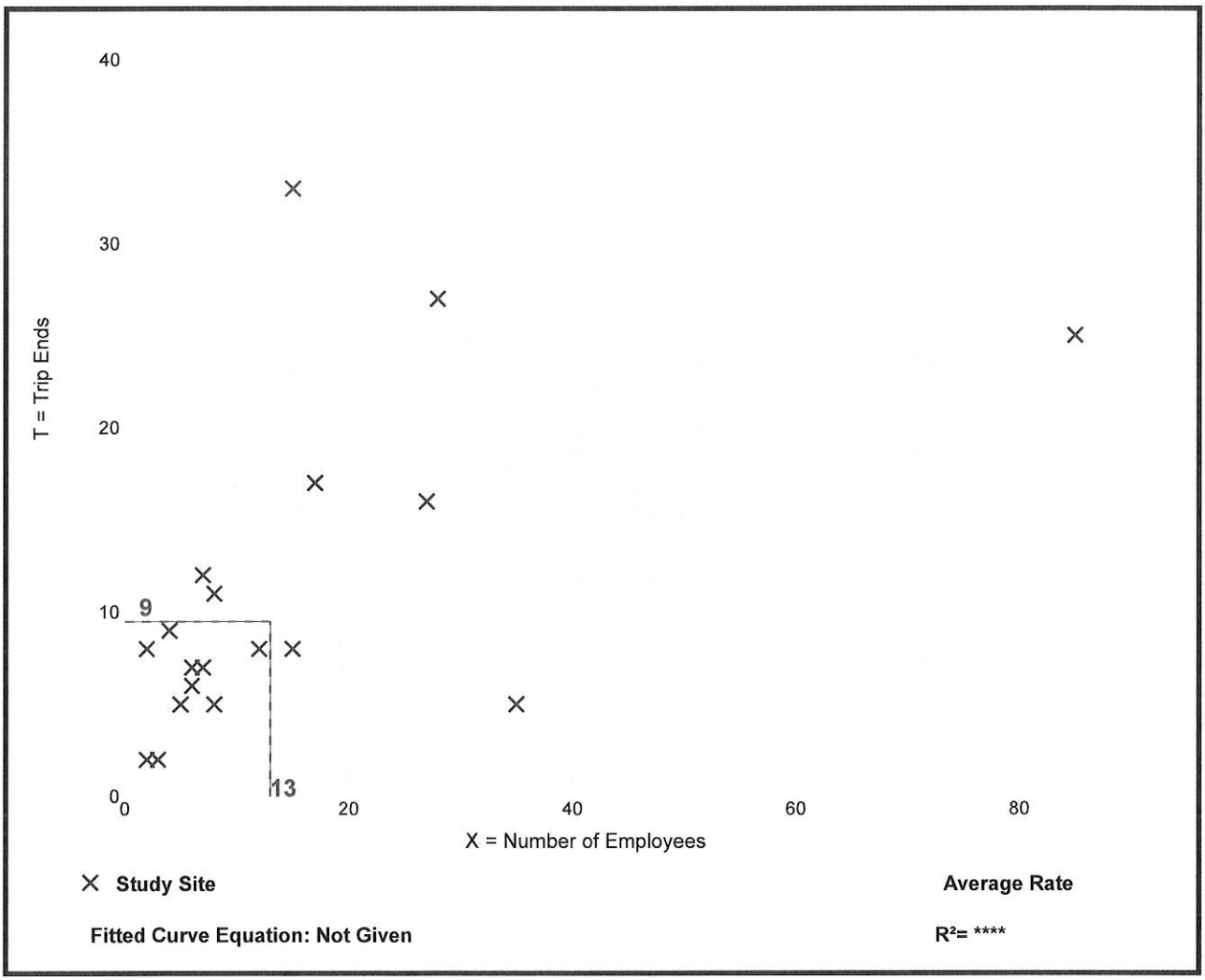
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. Num. of Employees: 15
Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.73	0.14 - 4.00	0.62

Data Plot and Equation



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Specialty Trade Contractor
(180)

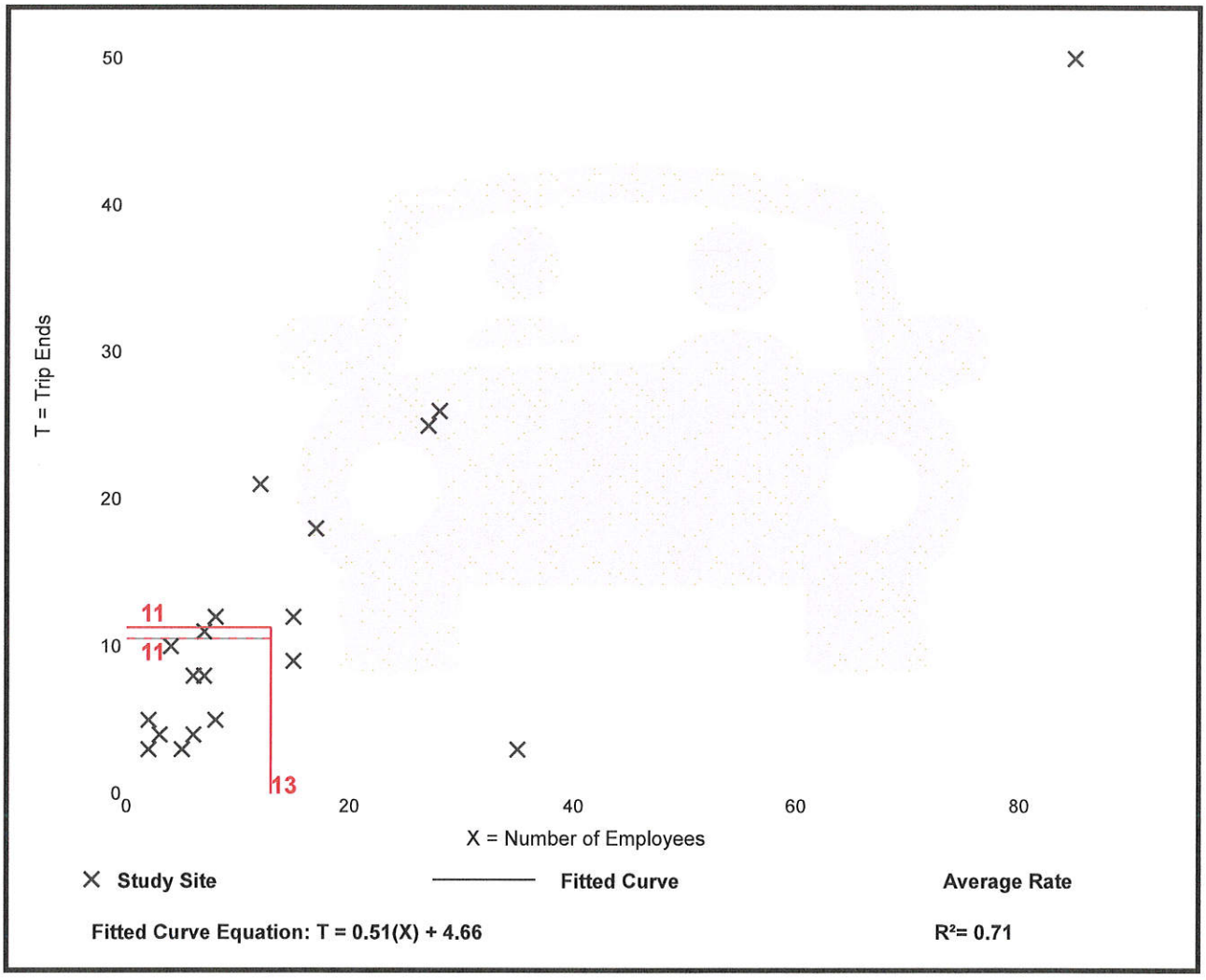
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. Num. of Employees: 15
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.81	0.09 - 2.50	0.49

Data Plot and Equation



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