

July 3, 2023

NEX-2300095.00

Mr. Chad Boardman  
Eastland Partners, Inc.  
997 Millbury Street  
Worcester, Massachusetts 01607

SUBJECT: Sutton, MA – Trailer Repair Facility

Dear Mr. Boardman:

**Greenman-Pedersen Inc.** (GPI) has prepared this letter to evaluate the expected trips associated with the proposed Northeast Great Dane to be located at 100 Worcester-Providence Turnpike (Route 146) in Sutton, Massachusetts. The site currently occupies a vacant drive-in movie theater. The project consists of constructing a 28,800 square foot (SF) trailer repair facility. Access and egress is currently provided to the site via two driveways on Worcester-Providence Turnpike (Route 146). As currently proposed, one full access/egress driveway is proposed at the same location as the existing secondary (southern) driveway with modifications proposed to accommodate the proposed truck traffic.

## **Existing Conditions**

### **Geometry**

Worcester-Providence Turnpike (Route 146) is classified as an urban principal arterial and is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). Worcester-Providence Turnpike (Route 146) is a north-south roadway and in the vicinity of the project runs in the northwest/southeast direction. Two lanes are provided in either direction, separated by concrete jersey barriers. Shoulders are provided on both sides of the roadway with variable widths. There are no sidewalks on either side of the roadway. The posted speed limit is 50 miles per hour (mph) in the southbound direction and 40 mph in the northbound direction, adjacent to the site. In the southbound direction, the speed limit drops to 40 mph just southeast of the site.

### **Collisions**

Collision data along Worcester-Providence Turnpike (Route 146) was obtained from the MassDOT for the roadway segment from #49 Worcester-Providence Turnpike to #140 Worcester-Providence Turnpike for the latest five years available, prior to the COVID-19 pandemic (2015-2019). Although collision data for the 2020 year was available, collision data from this year was not included due to the high impacts of COVID-19 restrictions that resulted in uncharacteristically low traffic volumes during this year. The collision data is summarized in Table A-1 attached to this letter.

The segment experienced 32 collisions for an average of 6.4 collisions per year. The majority of these collisions (21) were rear-end collisions with most of them due to inattention and drivers following too closely. The remainder of the collisions were split between single-vehicle, angle, and sideswipe collisions with the majority due to driving too fast for conditions and inattention. Of the 32 collisions, 17 occurred during a commuter peak hour period and another seven occurred during wet or icy conditions.

In addition to the collision summary, crash occurrence also should be compared to the volume of traffic through a particular segment to determine any significance. Accordingly, the crash rate was calculated for the segment and compared with the statewide averages. A roadway segment crash rate is a measure of the frequency of collisions compared to the volume of traffic through a roadway segment and is presented in crashes per million vehicle miles traveled (c/mvmt). A comparison of the calculated crash rate to these averages can be used to establish the significance of collision occurrence and whether or not potential safety problems exist. **The crash rate for the segment is 0.43 c/mvmt, which is significantly lower than the statewide average for urban segments (2.10 c/mvmt) as well as for urban principal arterials (3.05 c/mvmt), indicating that no safety issue exists.** The crash rate worksheet is attached.

## Design Conditions

### **Sight Distance**

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site driveway to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)<sup>1</sup>. AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. The MassDOT and the Executive Office of Energy and Environmental Affairs (EEA) require the use of AASHTO sight distance standards when preparing traffic impact assessments and studies, as stated in their guidelines for traffic impact assessments.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. For trucks, the measured eye height is 7.6 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *"If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection*

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<sup>1</sup> A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials (AASHTO); 2018.

*sight distances that exceed stopping sight distances are desirable along the major road.” Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.*

The available SSD and ISD were measured and compared to minimum requirements as established by AASHTO. Based on the posted and observed speeds, the SSD and ISD requirements at the proposed site driveway were calculated. The required minimum sight distances are compared to the available distances, as shown in Table 1. The sight distance calculations and speed observations are attached to this letter.

**TABLE 1**  
**Sight Distance Summary**

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required <sup>a</sup>	Measured	Minimum Required <sup>b</sup>	Desirable <sup>c</sup>
<b>Worcester-Providence Turnpike (Route 146) at Site Driveway:</b> <i>North of driveway (SB)</i>	900+	630	900+/(950+)	630	480/(775)

<sup>a</sup> Values based on AASHTO requirements for minimum SSD based on 85<sup>th</sup> percentile speed in southbound direction of 61 mph on Route 146.

<sup>b</sup> Values based on AASHTO requirements for SSD.

<sup>c</sup> Values based on AASHTO requirements for ISD for speed limit in southbound direction of 50 mph on Route 146 for right-turns out only.  
 XXX/(XXX) = passenger vehicles/(combination trucks).

As indicated in Table 1 above, available sight distances at the proposed site driveway on Worcester-Providence Turnpike (Route 146) exceed the minimum and desirable SSD and ISD requirements for safe operation for passenger vehicles as well as combination trucks. The measured values in Table 1 assume clearing of existing vegetation as part of redeveloping the site. The existing vegetation looking north can be seen in Exhibit 1 on the following page. Additionally, the Sight Line Plan & Profile for passenger vehicles and trucks are attached to this letter. **Any vegetation within the sight line triangles must be cleared in order to exceed the requirements for safe operation at the driveway.**

In order to maintain the sight distances at the driveway after development of the site, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines.



Exhibit 1. View from site driveway looking north of existing vegetation

### Trip Generation

The site currently occupies a vacant drive-in movie theater. The project consists of constructing a 28,800 SF trailer repair facility, Northeast Great Dane. Based on client provided information, GPI was able to estimate both the weekday daily and weekday peak hour trip characteristics for the site under proposed conditions. Those results are summarized in Table 2 below and indicate that the proposed development is expected to generate 20 vehicles trips (20 entering and 0 exiting) during the weekday AM peak hour of 5:00 AM to 6:00 AM and 34 vehicles trips (7 entering and 27 exiting) during the weekday PM peak hour of 4:00 PM to 5:00 PM. A derivation of the trip generation characteristics of the site is included as an attachment to this letter.

**TABLE 2**  
**Trip-Generation Summary**

Peak Hour/Direction	Proposed Trips <sup>a</sup>
Weekday Daily:	186
Weekday AM Peak Hour:	
Enter	20
Exit	0
Total	20
Weekday PM Peak Hour:	
Enter	7
Exit	27
Total	34

<sup>a</sup> Based on operating information provided by the Client.

### **Trip Distribution**

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The distribution of employee site traffic on the area roadways is based on United States Census Bureau 2011-2015 Journey-to-Work information. Accordingly, approximately 35 percent of the site-generated traffic is expected to and from the northwest along Route 146, 30 percent is expected to and from the southeast along Route 146, 5 percent is expected to and from the north along Boston Road, and 30 percent is expected to and from the south along Boston Road. The Journey-to-Work data is attached to this letter. Due to the majority of the site trips during the peak hours being employees, this distribution was assumed for all trips displayed on the site-generated networks, which are attached to this letter.

### **Traffic Increases**

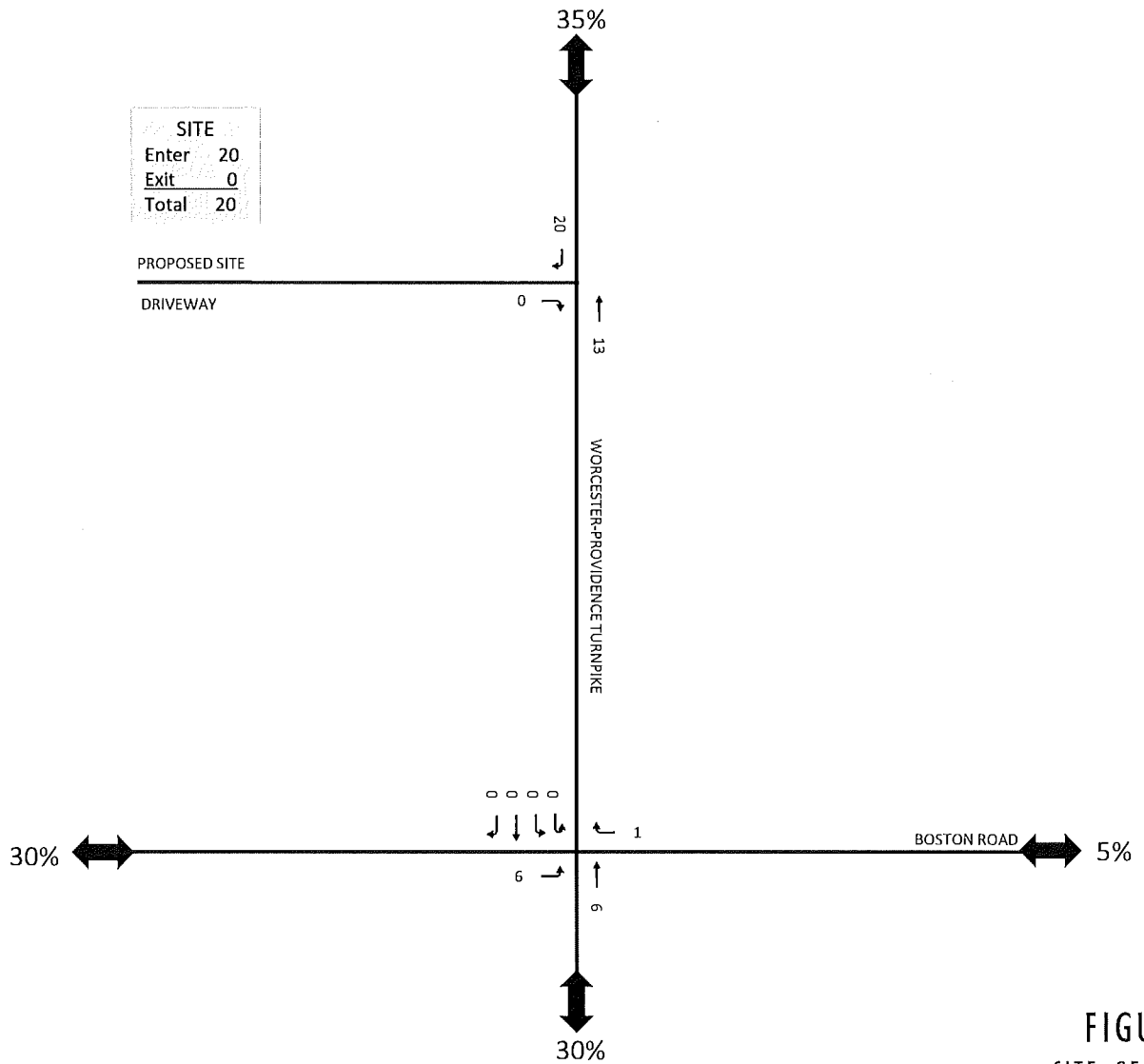
The traffic-volume increases in the study area during the weekday peak hours are shown in the site-generated peak hour traffic-volume networks (Figures 1 and 2) on the following pages.

Worcester-Providence Turnpike (Route 146) carries approximately 4,040 vehicles per hour (vph)<sup>2</sup> during the weekday AM peak hour and 4,020 vph during the weekday PM peak hour. Traffic volumes on Worcester-Providence Turnpike (Route 146) are expected to increase by less than 1 percent during the weekday peak hours (AM – 20 vph/4,040 vph and PM – 34 vph/4,020 vph) as a result of the development. The traffic-count data is attached to this letter.

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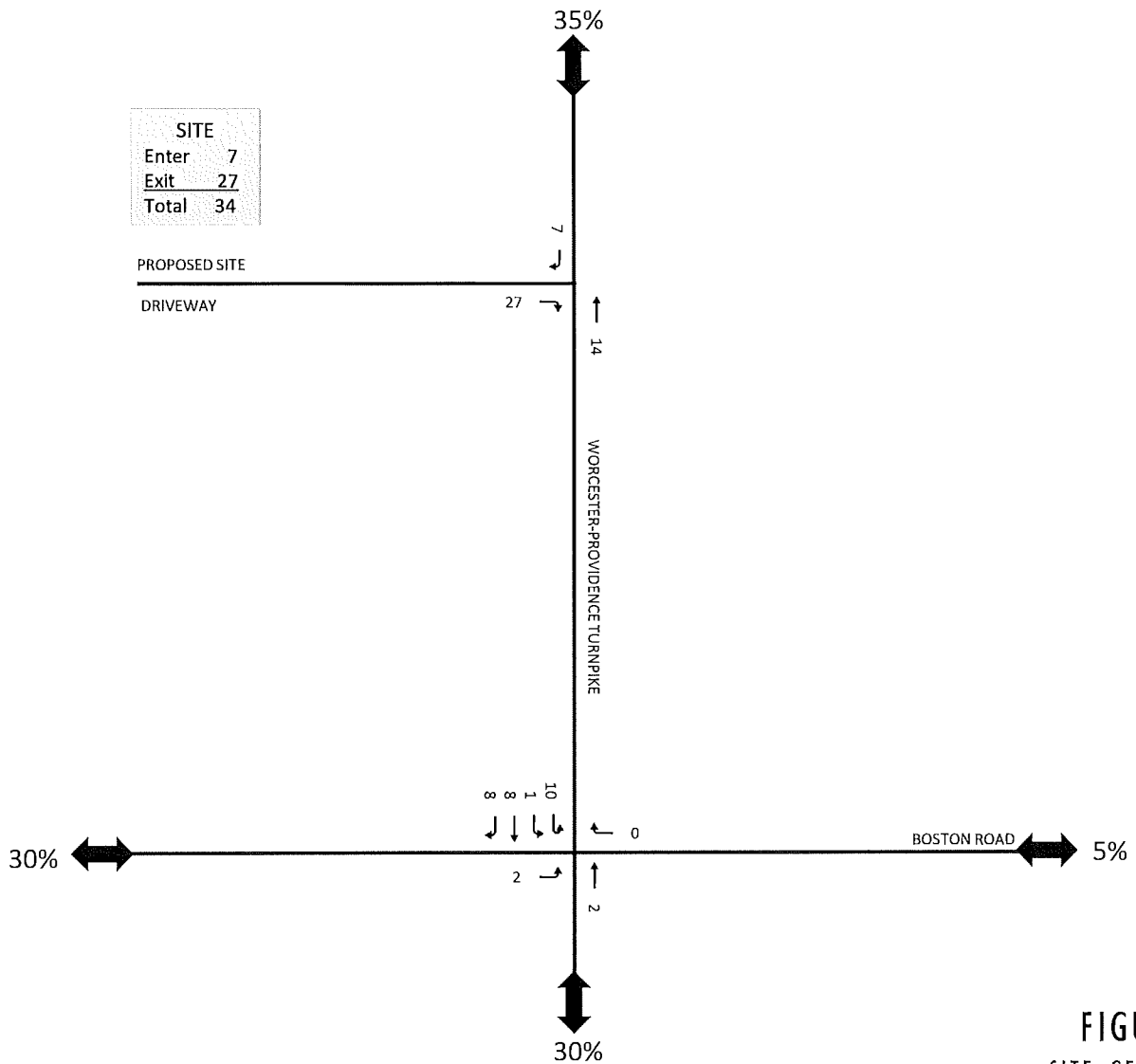
<sup>2</sup> *Massachusetts Department of Transportation; Station # 230140000072 – Route 146, before Exit 17 to Route 122A (Millbury); March 6, 2023.*

SITE	
Enter	20
Exit	0
Total	20



**FIGURE 1**  
SITE GENERATED  
WEEKDAY AM PEAK HOUR

SITE	
Enter	7
Exit	27
Total	34



**FIGURE 2**  
SITE GENERATED  
WEEKDAY PM PEAK HOUR

**Based on the information provided, the site driveway location exceeds the minimum and desirable sight distance requirements for safe operation and traffic increases along Worcester-Providence Turnpike (Route 146) associated with the project are expected to be minimal.** Should you have any questions, require additional information, or if I can be of any assistance during the review process, please feel free contact me at (978) 570-2968.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



Heather L. Monticup, P.E.  
Vice President / Director of Land Development  
[hmonticup@gpinet.com](mailto:hmonticup@gpinet.com)

**Attachments**

1. Collision Data
2. Sight Distance Calculations
3. Speed Data
4. Sight Line Plan & Profile prepared by Turning Point Engineering
5. Trip Generation Data
6. Journey-To-Work Data
7. Traffic-Count Data



## COLLISION DATA

Northeast Great Dane – Sutton, Massachusetts

**TABLE A-1**  
Collision Summary

Location	Number of Collisions			Severity <sup>a</sup>				Collision Type <sup>b</sup>						Percent During	
	Total	Average per Year	Crash Rate <sup>c</sup>	PD	PI	F	NR	SS	RE	CM	HO	SV	U	Commuter Peak <sup>d</sup>	Wet/Icy Conditions <sup>e</sup>
MassDOT Collision Data (2015-2019)															
Worcester-Providence Turnpike (Route 146) between 49 and 140 Worcester-Providence Turnpike	32	6.4	0.43	29	3	--	--	4	21	1	1	5	--	53%	22%

Source: MassDOT (2015-2019).

<sup>a</sup> PD = property damage only; PI = personal injury; F = fatality, NR = not reported.<sup>b</sup> SS = sideswipe; RE = rear end; CM = cross movement/angle; HO = Head-on; SV = single vehicle; U = unknown.<sup>c</sup> Measured in crashes per million vehicle miles traveled for roadway segments.<sup>d</sup> Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.<sup>e</sup> Represents the percentage of only "known" collisions occurring during inclement weather conditions.

## SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Sutton COUNT DATE : N/A

DISTRICT : 3

### ~ SEGMENT DATA ~

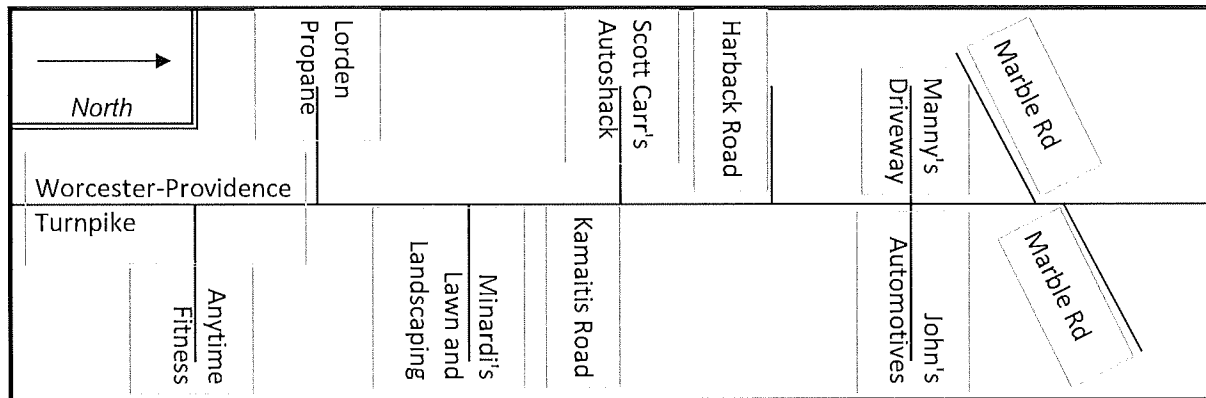
ROADWAY NAME: Worcester-Providence Turnpike (Route 146)

START POINT: 49 Worcester-Providence Turnpike

END POINT: 140 Worcester-Providence Turnpike

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial - Other

### ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



### AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES ( L ): **0.79**

AVERAGE DAILY TRAFFIC VOLUME ( V ): **51,878**

TOTAL # OF CRASHES:

**32**

# OF  
YEARS :

**5**

AVERAGE # OF  
CRASHES PER YEAR ( A ) :

**6.40**

CRASH RATE  
CALCULATION :

**0.43**

RATE =

$$\frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : Daily traffic volume was pulled from MassDOT traffic data

Project Title & Date: NEX-2300095 - Sutton, MA - Northeast Great Dane

## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Worcester-Providence Turnpike (Route 146) at Site Driveway (Concept Plan #3)

Side Street Direction: EB  
 Number of Lanes on Mainline = 3  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: SB  
 85th Percentile Speed (V) = 61 MPH  
 Grade (G) = -4.0%  
 Apply Grade Adjustment Yes  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 $SSD = 1.47 V * T + 1.075 V^2 / A = 628 \text{ FT}$

SSD =	630 FT
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### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: North of Driveway  
 Posted Speed (V) = 50 MPH  
 Minor Street Approach Grade (G) = -5.8%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 $ISD \text{ (Right Turn from Stop)} = 1.47 * t_g * V = 478 \text{ FT}$

ISD (Right Turn from Stop) =	480 FT
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## AASHTO Recommended Sight Distance Summary (Combination Trucks)

LOCATION: Worcester-Providence Turnpike (Route 146) at Site Driveway (Concept Plan #3)

Side Street Direction: EB  
 Number of Lanes on Mainline = 3  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: SB  
 85th Percentile Speed (V) = 61 MPH  
 Grade (G) = -4.0%  
 Apply Grade Adjustment Yes  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 628 FT

SSD =	630 FT
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### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: North of Driveway  
 Posted Speed (V) = 50 MPH  
 Minor Street Approach Grade (G) = -5.8%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 10.5 seconds  
 ISD (Right Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 772 FT

ISD (Right Turn from Stop) =	775 FT
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# VEHICLE SPEED CALCULATION WORKSHEET

Location: 100 Worcester-Providence Turnpike, Sutton MA  
Project: Sutton, MA - Great Dane Development  
Weather: Cloudy/Wet - Low 70s

Date: 6/28/2023  
Time: 10:30  
Job #: 2300095

Southbound  
Speed (mph)

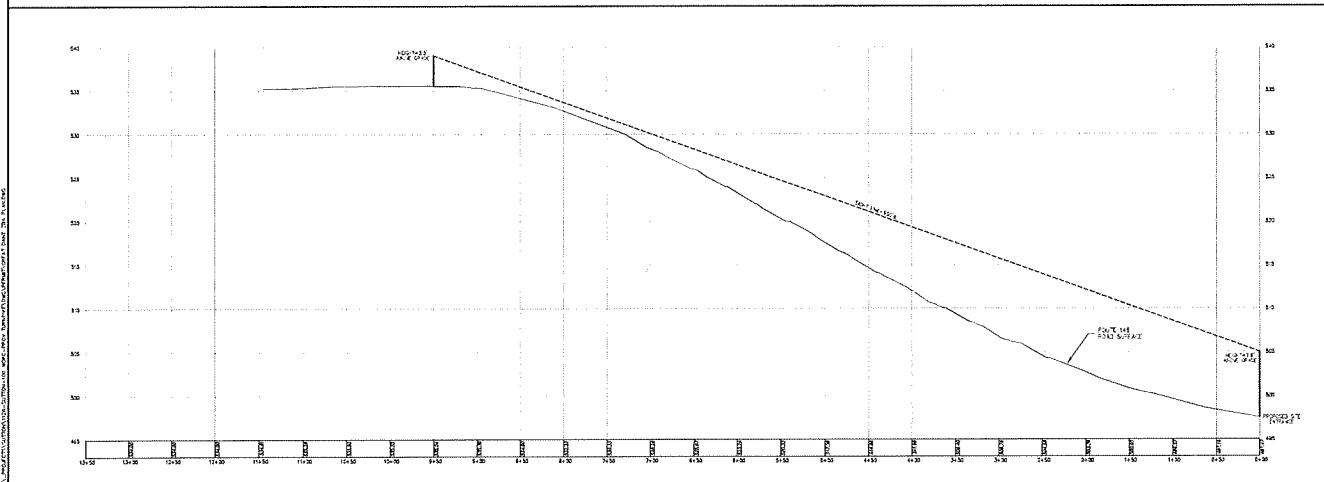
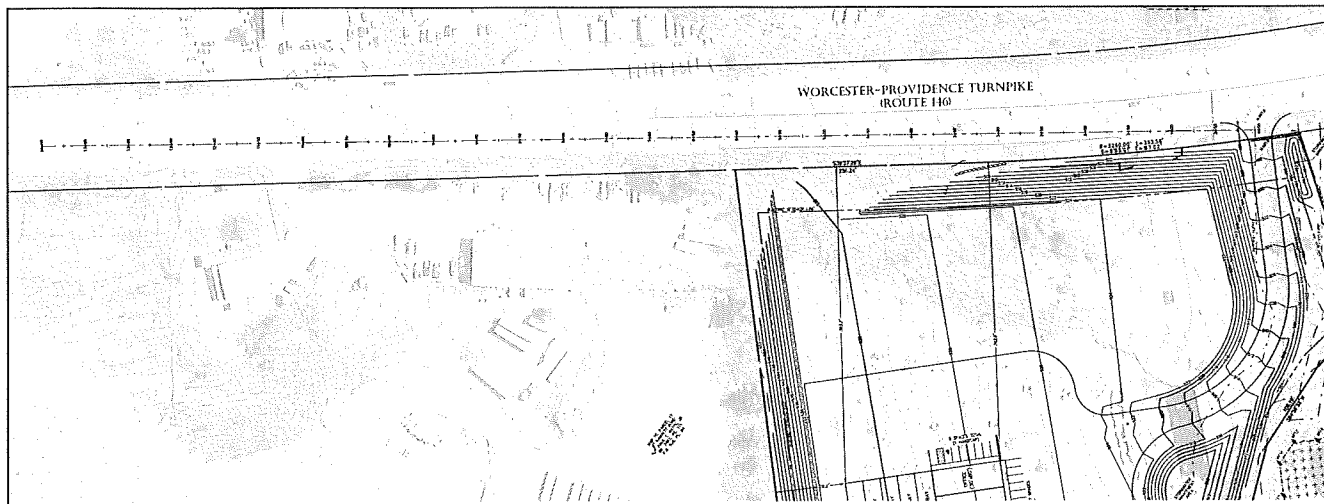
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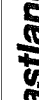

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55 = Average Speeds  
61 = 85th Percentile Speeds





 <p>TURNING POINT ENGINEERING</p> <p>CHA. 175.000074</p> <p>P.O. Box 117 • Lynn, MA 01902 P. 978.301.1111 F. 978.301.1734 www.turningpointe.com</p>																																		
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<div> <div>PREPARED FOR</div> <div>  <div>Eastland Partners, Inc. 10000 Highway 101 Newcastle, VA 23070</div> </div> </div>																																		
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Proposed Trip Generation Derivation for 100 Worcester-Providence Turnpike (Northeast Great Dane)

Hour of Day	Shop Technician Employees <sup>a</sup>		Driver Employees <sup>b</sup>		Warehouse Employees <sup>c</sup>		Office Employees <sup>d</sup>		Retail Sales Customers <sup>e</sup>		Truck Service Customers <sup>f</sup>		Miscellaneous <sup>g</sup>		Hourly Total		Hourly Total (Combined In & Out)
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
5-6	15	0	5	0	0	0	0	0	0	0	0	0	0	0	20	0	20
6-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-8	0	0	0	0	0	0	5	0	0	0	1	1	0	0	6	1	7
8-9	0	0	0	0	0	0	0	0	5	5	1	1	0	0	6	6	12
9-10	0	0	0	0	5	0	0	0	5	5	1	1	1	1	12	7	19
10-11	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
11-12	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
12-1	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
1-2	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
2-3	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
3-4	0	0	0	0	0	0	0	0	5	5	1	1	1	1	7	7	14
4-5	0	15	0	0	0	0	0	5	5	5	1	1	1	1	7	27	34
5-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
9-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-11	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	5
Total	15	15	5	5	5	5	5	5	45	45	10	10	8	8	93	93	186

<sup>a</sup> Fifteen (15) technician employees arrive between 5:00 AM and 6:00 AM and leave between 4:00 PM and 5:00 PM

<sup>b</sup> Five (5) drivers arrive between 5:00 AM and 6:00 AM and leave between 8:00 PM and 9:00 PM

<sup>c</sup> Five (5) warehouse employees arrive between 9:00 AM and 10:00 AM and leave between 10:00 PM and 11:00 PM

<sup>d</sup> Five (5) office employees arrive between 7:00 AM and 8:00 AM and leave between 4:00 PM and 5:00 PM

<sup>e</sup> Five (5) customers per hour arriving and departing for retail parts between the hours of 8:00 AM and 5:00 PM

<sup>f</sup> Five to ten (5-10) trucks arrive for service or depart from receiving service per day

<sup>g</sup> Miscellaneous trips (FedEx, UPS, visitors, etc.)



Residence		Place of Work		Commuting Flow	To/From NorthWest	To/From SouthEast	To/From North	To/From South	To/From NorthWest	To/From SouthEast	To/From North	To/From South
State Name	Minor Civil Division Name	State Name	Minor Civil Division Name	Workers in Commuting Flow	Route 146	Route 146	Boston Road	Boston Road	Route 146	Route 146	Boston Road	Boston Road
Massachusetts	Sutton town	Massachusetts	Sutton town	666		25%		75%	0	167	0	500
Massachusetts	Worcester city	Massachusetts	Sutton town	260	100%				260	0	0	0
Massachusetts	Douglas town	Massachusetts	Sutton town	251		80%		20%	0	201	0	50
Massachusetts	Millbury town	Massachusetts	Sutton town	148	80%		20%		118	0	30	0
Massachusetts	Uxbridge town	Massachusetts	Sutton town	130		100%			0	130	0	0
Massachusetts	Grafton town	Massachusetts	Sutton town	106	40%	20%	40%		42	21	42	0
Massachusetts	Auburn town	Massachusetts	Sutton town	98	70%			30%	67	0	0	29
Massachusetts	Norfolk town	Massachusetts	Sutton town	73		85%	15%		0	62	11	0
Massachusetts	Oxford town	Massachusetts	Sutton town	72	50%	20%		30%	36	14	0	22
Massachusetts	Millis town	Massachusetts	Sutton town	70	30%	40%	30%		21	28	21	0
Massachusetts	Dudley town	Massachusetts	Sutton town	68	60%			40%	41	0	0	27
Massachusetts	Shrewsbury town	Massachusetts	Sutton town	59	80%		20%		47	0	12	0
Massachusetts	Charlton town	Massachusetts	Sutton town	42	70%			30%	29	0	0	13
Massachusetts	Webster town	Massachusetts	Sutton town	42	50%	20%		30%	21	8	0	13
Rhode Island	East Providence city	Massachusetts	Sutton town	39		100%			0	39	0	0
Texas		Massachusetts	Sutton town	30					0	0	0	0
New Hampshire	Strafford town	Massachusetts	Sutton town	27	100%				27	0	0	0
Rhode Island	Woonsocket city	Massachusetts	Sutton town	23		100%			0	23	0	0
Massachusetts	Sturbridge town	Massachusetts	Sutton town	22	100%				22	0	0	0
Massachusetts	North Attleborough	Massachusetts	Sutton town	19	70%	30%			13	6	0	0
Massachusetts	Chelmsford town	Massachusetts	Sutton town	19	100%				19	0	0	0
Massachusetts	Upton town	Massachusetts	Sutton town	19	30%	40%	30%		6	8	6	0
Massachusetts	Clinton town	Massachusetts	Sutton town	18	90%		10%		16	0	2	0
Massachusetts	Holden town	Massachusetts	Sutton town	16	100%				16	0	0	0
Massachusetts	Tewksbury town	Massachusetts	Sutton town	14	80%		20%		11	0	3	0
Massachusetts	Boston city	Massachusetts	Sutton town	14	100%				14	0	0	0
Massachusetts	Lunenburg town	Massachusetts	Sutton town	14	100%				14	0	0	0
Massachusetts	Ayer town	Massachusetts	Sutton town	13					0	0	0	0
Massachusetts	Bellingham town	Massachusetts	Sutton town	13					0	0	0	0
Massachusetts	Dighton town	Massachusetts	Sutton town	12					0	0	0	0
Massachusetts	Framingham town	Massachusetts	Sutton town	10					0	0	0	0
Massachusetts	Weymouth Town city	Massachusetts	Sutton town	10					0	0	0	0
Massachusetts	Mendon town	Massachusetts	Sutton town	10					0	0	0	0
Massachusetts	Southborough town	Massachusetts	Sutton town	10					0	0	0	0
Connecticut	Thompson town	Massachusetts	Sutton town	9					0	0	0	0
Massachusetts	Orange town	Massachusetts	Sutton town	9					0	0	0	0
Massachusetts	Blackstone town	Massachusetts	Sutton town	9					0	0	0	0
Massachusetts	Princeton town	Massachusetts	Sutton town	9					0	0	0	0
Massachusetts	Greenfield Town city	Massachusetts	Sutton town	8					0	0	0	0
Massachusetts	Brockton city	Massachusetts	Sutton town	8					0	0	0	0
Massachusetts	North Brookfield town	Massachusetts	Sutton town	8					0	0	0	0
Massachusetts	Gardner city	Massachusetts	Sutton town	7					0	0	0	0
Rhode Island	Foster town	Massachusetts	Sutton town	7					0	0	0	0
Massachusetts	Millville town	Massachusetts	Sutton town	4					0	0	0	0
Massachusetts	Southbridge Town city	Massachusetts	Sutton town	4					0	0	0	0
Massachusetts	Rowe town	Massachusetts	Sutton town	1					0	0	0	0
									842	707	126	653
									36%	30%	5%	28%
USE:									35%	30%	5%	30%

Route 146, before Exit 17 to Route 122A

	Daily		
	NB	SB	Total
Tuesday	26,678	24,212	50,890
Wednesday	27,473	24,828	52,301
Thursday	27,507	24,938	52,445
Tues-Thurs Avg	27,219	24,659	51,878
Friday	29,313	26,132	55,445
Saturday	23,304	20,086	43,390

	AM Peak		
	NB	SB	Total
Tuesday	2,624	1,482	4,106
Wednesday	2,587	1,570	4,157
Thursday	2,373	1,485	3,858
Tues-Thurs Avg	2,528	1,512	4,040
Friday	2,279	1,374	3,653
Saturday	1,828	1,478	3,306

	PM Peak		
	NB	SB	Total
Tuesday	1,831	2,190	4,021
Wednesday	1,815	2,135	3,950
Thursday	1,891	2,196	4,087
Tues-Thurs Avg	1,846	2,174	4,020
Friday	2,074	2,202	4,276
Saturday	1,794	1,601	3,395

## Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 3/6/2023

Page: 1

Station #: 230140000072

Site ID: 112200000101

Location: Route 146 NB, before Exit 17 to Rte.122A

Direction: NORTH

STA. 1 NB TOTAL

File: D0306005.prn  
City: Millbury  
County: volume

TIME	MON 6	TUE 7	WED 8	THU 9	FRI 10	WKDAY AVG	SAT 11	SUN 12	WEEK AVG	TOTAL
01:00		178	159	163	182	170	235	232	192	1149
02:00		132	124	136	155	137	156	219	154	922
03:00		168	154	167	164	163	167	232	175	1052
04:00		158	145	185	158	162	123	175	157	944
05:00		407	367	384	356	378	186	219	320	1919
06:00		1037	1008	993	943	995	302		857	4283
07:00		2034	1986	1944	1832	1949	738		1707	8534
08:00		2624	2587	2373	2279	2466	917		2156	10780
09:00		2274	2178	2094	1957	2126	1112		1923	9615
10:00		1616	1718	1585	1571	1622	1341		1566	7831
11:00		1442	1499	1608	1627	1544	1621		1559	7797
12:00	1432	1402	1461	1464	1578	1467	1828		1528	9165
13:00	1402	1423	1554	1436	1573	1478	1775		1527	9163
14:00	1467	1404	1367	1524	1754	1503	1794		1552	9310
15:00	1533	1590	1738	1714	1909	1697	1678		1694	10162
16:00	1738	1831	1815	1891	2024	1860	1535		1806	10834
17:00	1664	1650	1755	1859	2074	1800	1617		1770	10619
18:00	1606	1633	1745	1837	1943	1753	1588		1725	10352
19:00	1155	1191	1311	1379	1726	1352	1322		1347	8084
20:00	832	774	876	918	1145	909	1022		928	5567
21:00	540	619	730	616	786	658	713		667	4004
22:00	445	442	525	531	629	514	644		536	3216
23:00	341	396	421	411	562	426	553		447	2684
24:00	239	253	250	295	386	285	337		293	1760
TOTALS	14394	26678	27473	27507	29313	27414	23304	1077	26586	149746
% AVG WKDY	52.5	97.3	100.2	100.3	106.9		85.0	3.9		
% AVG WEEK	54.1	100.3	103.3	103.5	110.3		87.7	4.1		
AM Times	12:00	08:00	08:00	08:00	08:00	08:00	12:00	01:00	08:00	
AM Peaks	1432	2624	2587	2373	2279	2466	1828	232	2156	
PM Times	16:00	16:00	16:00	16:00	17:00	16:00	14:00		16:00	
PM Peaks	1738	1831	1815	1891	2074	1860	1794		1806	

## Mass Highway Department

WEEKLY SUMMARY FOR LANE 1  
Starting: 3/6/2023

Page: 1

Station #: 230140000080

Site ID: 112200000102

Location: Route 146 SB, before Exit 17 to Rte.122A

Direction: SOUTH

STA. 1 SB TOTAL File: D0306006.prn  
City: Millbury  
County: volume

TIME	MON 6	TUE 7	WED 8	THU 9	FRI 10	WKDAY AVG	SAT 11	SUN	WEEK AVG	TOTAL
01:00		174	179	217	214	196	288		214	1072
02:00		141	116	162	163	146	199		156	781
03:00		115	130	118	153	129	151		133	667
04:00		166	155	153	144	154	124		148	742
05:00		240	253	253	245	248	130		224	1121
06:00		672	691	664	636	666	209		574	2872
07:00		1218	1214	1199	1100	1183	331		1012	5062
08:00		1482	1570	1485	1373	1478	574		1297	6484
09:00		1325	1398	1288	1294	1326	799		1221	6104
10:00		1232	1143	1233	1232	1210	1030		1174	5870
11:00		1113	1099	1169	1163	1136	1228		1154	5772
12:00	1167	1130	1223	1162	1374	1211	1443		1250	7499
13:00	1257	1303	1310	1291	1482	1329	1513		1359	8156
14:00	1401	1437	1432	1412	1686	1474	1543		1485	8911
15:00	1764	1902	1838	1882	1981	1873	1601		1828	10968
16:00	2066	2062	2077	2104	2202	2102	1547		2010	12058
17:00	2127	2190	2091	2196	2153	2151	1511		2045	12268
18:00	1861	2024	2135	2049	2038	2021	1455		1927	11562
19:00	1237	1317	1433	1389	1496	1374	1158		1338	8030
20:00	929	940	1078	1059	1228	1047	1073		1051	6307
21:00	728	699	862	885	902	815	755		805	4831
22:00	578	639	639	728	800	677	720		684	4104
23:00	332	389	481	485	608	459	704		500	2999
24:00	288	302	281	355	465	338			338	1691
TOTALS	15735	24212	24828	24938	26132	24743	20086		23927	135931
% AVG WKDY	63.6	97.9	100.3	100.8	105.6		81.2			
% AVG WEEK	65.8	101.2	103.8	104.2	109.2		83.9			
AM Times	12:00	08:00	08:00	08:00	12:00	08:00	12:00		08:00	
AM Peaks	1167	1482	1570	1485	1374	1478	1443		1297	
PM Times	17:00	17:00	18:00	17:00	16:00	17:00	15:00		17:00	
PM Peaks	2127	2190	2135	2196	2202	2151	1601		2045	

Ref.: 23107

September 29, 2023

Ms. Lynn Dahlin  
Town of Sutton Zoning Board of Appeals  
4 Uxbridge Road  
Sutton, MA 01590

Reg.: Traffic Peer Review  
Trailer Repair Facility  
100 Worcester-Providence Turnpike, Sutton, MA

Dear Lynn:

**Chappell Engineering Associates, LLC** (CEA) has initiated an independent peer review of the traffic letter and site plan prepared for a proposed trailer repair facility to be constructed at 100 Worcester-Providence Turnpike in Sutton, Massachusetts. As proposed, the project consists of constructing a 28,800 square foot trailer repair facility, Northeast Great Dane, in Sutton with access to Worcester-Providence Turnpike.

The submitted traffic letter and site plan were reviewed with respect to capacity and safety of the surrounding roadways, the proposed site access points, and nearby intersections to accommodate the increase in traffic from the development and will assess the adequacy of on-site circulation and site access design. Based on a review of the submitted materials, we have some comments and recommendations that require further action from the applicant. Once these items are addressed, we will be able to finalize the traffic review of the project. The following lists the documents reviewed as part of the independent peer review:

- *Traffic Letter; Proposed Trailer Repair Facility, 100 Worcester-Providence Turnpike, Sutton, MA*; prepared by Greenman-Pederson, Inc.; July 3, 2023.
- *Zoning Board of Appeals Plan, Preliminary Site Layout Plan for Northeast Great Dane, 100 Worcester-Providence Turnpike, Sutton, MA*; prepared by Turning Point Engineering; June 27, 2023.



Below are our comments on both the traffic study and site plan. Comments in bold indicate where additional information is requested from the applicant.

## TRAFFIC LETTER REVIEW

1. The Project consists of razing the existing vacant drive-in movie theater on site and constructing a 28,800 square foot trailer repair facility. Access to the site is currently provided via two driveways at the southeast corner of the property on Worcester-Providence Turnpike (Route 146). As part of the development, the northern driveway will be closed, and the southern driveway will be modified to accommodate the proposed truck traffic.
2. Accident data were reviewed and summarized within the traffic letter. The five-year period between 2015 and 2019 was reviewed, as these were the five most recent years of data prior to the COVID-19 pandemic. Crash data was taken from a 0.79-mile-long segment of roadway from 49 Worcester-Providence Turnpike to 140 Boston-Providence Turnpike. Based on the data, this segment of Boston-Providence Turnpike was found to not have any significant safety issues as the segment crash rate of 0.43 c/mvmt (crashes per million vehicle miles traveled) is much lower than the statewide average for urban segments (2.10 c/mvmt) as well as for urban principal arterials (3.05 c/mvmt). CEA concurs with this data.
3. A sight distance analysis was performed at the proposed driveway. The minimum requirements were based on an 85<sup>th</sup> percentile approach speed of 61-mph. The 85<sup>th</sup> percentile speed was established via speed radar data collected on June 28, 2023. The analysis shows that minimum sightline requirements are met. Sight distance calculations and sight distance profiles for both passenger vehicles and trucks were provided in the appendix. Sight distance measurements were made assuming the clearing of vegetation adjacent to the driveway and that the vegetation must be cleared to meet those requirements. **Although shown on separate plans submitted by the applicant's traffic engineer, it is recommended that the sight triangles be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance.**
4. GPI recommended that any proposed plantings, vegetation, landscaping and signing along the site frontage be kept low (no more than 3 feet above street level) or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines. CEA recommends the height restriction be lowered to 2 feet within the sight triangle.
5. Trip generation for the site was derived from client provided information regarding operations on site. Employee shift times, anticipated customers, arrivals of trucks for repair and various deliveries were factored into the trip generation estimates. Based on this





information, it is estimated that there would be 20 vehicle trips during the weekday AM peak hour (20 in and 0 out) occurring between 5:00 AM to 6:00 AM. During the weekday PM peak hour, it is estimated that a total of 34 vehicle trips would occur (seven in and 27 out) between 4:00 PM and 5:00 PM.

**It is recommended that the applicant collect empirical traffic data from another operational Northeast Great Dane location to confirm the trip generation estimates used in this study. The data should be collected over a 24-hour weekday period to determine total daily site traffic generation as well as peak hour site traffic generation.**

**It is also recommended that the number of service bays at the reviewed facility be compared to the number of service bays at the proposed facility in the determination of the trip generation projections.**

6. Based on the trip generation estimates shown in the Appendix, assuming driver employees are in regular size vehicles, it is expected that no trucks will be arriving to the site during the weekday AM peak period (7:00 to 9:00 AM) however some trucks may be leaving the site during the weekday PM peak period (4:00 to 6:00 PM). **To clarify this, it is recommended that the trip generation of the site be broken out separately for vehicle trips and truck trips.**
7. The distribution of site traffic was determined using US Census Bureau Journey-to-Work data between 2011-2015 for the residence of people working in Sutton, MA. Based on the data, it was found that approximately 35 percent of trips would be to/from the northwest along Route 146, with 30 percent to/from the southeast on Route 146, 30 percent to/from the south on Boston Road, with the remaining five percent to/from the north on Boston Road. Because most site trips during the peak hours are by employees, all the site generated trips followed this distribution. **Based on the findings of Comments 6 and 7, the trip distribution may need to be broken out separately for truck trips and employee trips.**
8. Traffic increases to the study area will be fully realized on Worcester-Providence Turnpike southbound, as Route 146 is a divided roadway. The increases of 20 cars in the AM peak hour and 34 cars in the PM peak hour represent an increase of less than one percent of the current hourly traffic based on provided count data. **Based on the findings of Comments 6 through 8, traffic increases may need to be revised.**

## **SITE PLAN REVIEW**

9. The site plan proposes to close the existing northern site driveway and modify the southern entrance to accommodate truck traffic. Striping, signing, and dimensions are not shown on



the Zoning Board of Appeals Preliminary Site Plan that was submitted as part of the application package. **It is recommended that the site plan show the proposed striping, signage, and dimensions throughout the site, including at its intersection with Worcester-Providence Turnpike.**

10. Worcester-Providence Turnpike adjacent to the site is under Massachusetts Department of Transportation (MassDOT) jurisdiction. **Therefore, the closure of the existing northern driveway as well as modifications to the existing southern driveway will require a Highway Access Permit from MassDOT's District 3 Office. The southern driveway should be designed in accordance with MassDOT standards.**
11. **As noted in Comment 3, it is recommended that the sight triangle be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance. Any proposed plantings, vegetation, landscaping and signing along the site frontage within the sight triangle should be kept low or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines.**
12. A total of 22 parking spaces are proposed on site with two loading docks and nine service bays. Of the total building size, the nine service bays occupy 16,000 square feet, the warehouse occupies 8,800 square feet, the office occupies 2,400 square feet and the future paint booth occupies 1,600 square feet. **Based on a review of the Town of Sutton zoning requirements, assuming industrial for the whole building (28,800 square feet), one parking space is required per every 1,000 square feet of net floor space. This would result in a need for 29 parking spaces.**

**Based on the employment figures utilized for the trip generation estimates, 15 shop technicians, 5 drivers and 5 office employees are assumed to arrive within the hours of 5:00 AM and 8:00 AM, requiring 25 parking spaces, which would exceed the proposed 22 space parking supply. Additional parking demand associated with retail sales and truck service customers would also occur later in the day.**

**It is recommended that the applicant review the parking demand for an existing Northeast Great Dane facility based on the number of employees, or identify how the proposed parking supply will accommodate the identified number of employees and customers.**

13. **A swept path analysis was not included showing the fire department's largest vehicle traversing the site as well as the truck traffic. It is recommended that a plan be provided showing the swept path analysis of the largest fire truck expected on site as well as a WB-67.**



Ms. Lynn Dahlin  
September 29, 2023  
Page 5 of 5

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Once the above comments have been addressed, we will be able to finalize our independent traffic peer review of the proposed trailer repair facility. Please feel free to contact me if you have any questions regarding this review.

Sincerely,

*Chappell Engineering Associates, LLC*

A handwritten signature in black ink, appearing to read "Kirsten Braun".

Kirsten Braun, P.E.  
Project Manager

October 26, 2023

NEX-2300095.00

Ms. Lynn Dahlin  
Zoning Board of Appeals  
Town of Sutton  
4 Uxbridge Road  
Sutton, Massachusetts 01590

SUBJECT: Response to CEA Comments – 9/29/2023  
Proposed Trailer Repair Facility  
100 Worcester-Providence Turnpike - Sutton, Massachusetts

Dear Ms. Dahlin:

**Greenman-Pedersen, Inc.** (GPI) has prepared this Response to Comments (RTC) letter to respond to the traffic comments provided in a letter from Chappell Engineering Associates, LLC (CEA) dated September 29, 2023 regarding the traffic letter prepared for the proposed trailer repair facility to be located at 100 Worcester-Providence Turnpike (Route 146) in Sutton, Massachusetts. We have reviewed the comments and this letter has been prepared to summarize our responses to the traffic letter comments. A copy of the CEA letter is attached for reference.

## Traffic Letter Review

Per the CEA peer review letter, some comments were statements concurring with the information provided. Accordingly, responses are only provided to those comments that need addressing.

Comment 3: *Although shown on separate plans submitted by the applicant's traffic engineer, it is recommended that the sight triangles be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance.*

Response 3: The sight lines triangles have been added to the Site Plan.

Comment 4: *GPI recommended that any proposed plantings, vegetation, landscaping and signing along the site frontage be kept low (no more than 3 feet above street level) or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines. CEA recommends the height restriction be lowered to 2 feet within the sight triangle.*

Response 4: The Applicant is amenable to restricting the height of any landscaping within the sight line triangles to 2 feet.

Comment 5A: *It is recommended that the applicant collect empirical traffic data from another operational Northeast Great Dane location to confirm the trip generation estimates used in this study. The data should be collected over a 24-hour weekday period to determine total daily site traffic generation as well as peak hour site traffic generation.*

Response 5A: On Wednesday, October 18, 2023, traffic counts were conducted at the existing Northeast Great Dane site at 442 Washington Street in Auburn, MA. Per the ZBA hearing held on October 5, 2023, it was determined that a 24-hour count was not necessary as long as the peak periods were extended to include the hours of operations for the facility. Accordingly, traffic counts were conducted from 5:00 to 9:00 AM and 3:00 to 6:00 PM. The traffic counts are attached to this letter.

Comment 5B: *It is also recommended that the number of service bays at the reviewed facility be compared to the number of service bays at the proposed facility in the determination of the trip generation projections.*

Response 5B: The existing Northeast Great Dane site at 442 Washington Street in Auburn, MA contains five (5) service bays. The facility at 100 Worcester-Providence Turnpike is proposed to have ten (10) service bays. A summary of the trip generation collected in Auburn, projected for the Sutton project, and compared to the traffic letter estimates are shown below in Table 1.

As shown below, the trip estimates provided in the original traffic letter were lower than expected based on the Auburn counts during the weekday AM peak hour and higher than expected during the weekday PM peak hour. In general, the overall trip generation was pretty close.

**TABLE 1**  
**Trip-Generation Summary**

Peak Hour/Direction	Existing Auburn Trips <sup>a</sup>	Trips per Service Bay <sup>b</sup>	Proposed Trips <sup>c</sup>	Projected Trips from Traffic Letter <sup>d</sup>	Difference <sup>e</sup>
<b>Weekday AM Peak Hour:</b>					
Enter	9	1.8	18	20	(2)
Exit	<u>4</u>	<u>0.8</u>	<u>8</u>	<u>0</u>	<u>8</u>
Total	13	2.6	26	20	6
<b>Weekday PM Peak Hour:</b>					
Enter	6	1.2	12	7	5
Exit	<u>7</u>	<u>1.4</u>	<u>14</u>	<u>27</u>	<u>(13)</u>
Total	13	2.6	26	34	(8)

<sup>a</sup> Counts conducted on 10/18/23 at the Northeast Great Dane facility in Auburn, MA.

<sup>b</sup> Existing Auburn Trips divided by the five (5) service bays at the Auburn site.

<sup>c</sup> Trips per Service Bay times ten (10) proposed services bays at the Sutton site.

<sup>d</sup> From Table 2 (Trip-Generation Summary) in traffic letter prepared by GPI dated July 3, 2023.

<sup>e</sup> Proposed Trips minus Projected Trips from Traffic Letter.

Comment 6: *...it is recommended that the trip generation of the site be broken out separately for vehicle trips and truck trips.*

Response 6: The trip generation has been broken down by passenger cars and heavy vehicles. A summary of the trip generation collected in Auburn, projected for the Sutton project, and

compared to the traffic letter estimates are shown below in Table 2 and 3 for cars and trucks, respectively.

**TABLE 2**  
**Trip-Generation Summary Breakdown – Cars**

Peak Hour/Direction	Existing Auburn Car Trips <sup>a</sup>	Proposed Car Trips <sup>b</sup>	Projected Car Trips from Traffic Letter <sup>c</sup>	Difference <sup>d</sup>
<b>Weekday AM Peak Hour:</b>				
Enter	9	18	20	(2)
Exit	<u>3</u>	<u>6</u>	<u>0</u>	<u>6</u>
Total	12	24	20	4
<b>Weekday PM Peak Hour:</b>				
Enter	2	4	5	(1)
Exit	<u>3</u>	<u>6</u>	<u>25</u>	<u>(19)</u>
Total	5	10	30	(20)

<sup>a</sup> Counts conducted on 10/18/23 at the Northeast Great Dane facility in Auburn, MA.

<sup>b</sup> Doubled existing trips since number of services bays is doubling from five (5) to ten (10).

<sup>c</sup> From Attachments in traffic letter prepared by GPI dated July 3, 2023.

<sup>d</sup> Proposed Car Trips minus Projected Car Trips from Traffic Letter.

**TABLE 3**  
**Trip-Generation Summary Breakdown – Heavy Vehicles**

Peak Hour/Direction	Existing Auburn Heavy Vehicle Trips <sup>a</sup>	Proposed Heavy Vehicle Trips <sup>b</sup>	Projected Heavy Vehicle Trips from Traffic Letter <sup>c</sup>	Difference <sup>d</sup>
<b>Weekday AM Peak Hour:</b>				
Enter	0	0	0	0
Exit	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>
Total	1	2	0	2
<b>Weekday PM Peak Hour:</b>				
Enter	4	8	2	6
Exit	<u>4</u>	<u>8</u>	<u>2</u>	<u>6</u>
Total	8	16	4	12

<sup>a</sup> Counts conducted on 10/18/23 at the Northeast Great Dane facility in Auburn, MA.

<sup>b</sup> Doubled existing trips since number of services bays is doubling from five (5) to ten (10).

<sup>c</sup> From Attachments in traffic letter prepared by GPI dated July 3, 2023.

<sup>d</sup> Proposed Heavy Vehicle Trips minus Projected Heavy Vehicle Trips from Traffic Letter.

In general, the weekday AM peak hour for both passenger vehicles and trucks were close. During the weekday PM peak hour, the passenger vehicles were overestimated and the trucks were underestimated.



Comment 7: *Based on the findings of Comments 6 and 7, the trip distribution may need to be broken out separately for truck trips and employee trips.*

Response 7: As shown in the Attachments, at the existing Auburn site approximately 60 percent of the traffic travels to and from the east on Route 20 and 40 percent travels to and from the west of Route 20. For the trucks, approximately 55 percent travel to and from the east on Route 20 and 45 percent travel to and from the west on Route 20. These data do not provide significantly different travel patterns for passenger vehicles and trucks. Accordingly, the data provided in the traffic letter using Journey-to-Work data seems appropriate for the proposed site.

Based on the Auburn data and projections to the proposed site in Sutton, at most eight (8) trucks would be exiting the site during any peak hour

Comment 8: *Based on the findings of Comments 6 through 8, traffic increases may need to be revised.*

Response 8: Based on the Auburn data and projections to the proposed site in Sutton, traffic increases of 26 trips during the peak hours of the site are expected along Worcester-Providence Turnpike (Route 146). As mentioned in the traffic letter, Worcester-Providence Turnpike (Route 146) carries approximately 4,040 vehicles per hour (vph) during the weekday AM peak hour and 4,020 vph during the weekday PM peak hour. Traffic volumes on Worcester-Providence Turnpike (Route 146) are expected to increase by less than 1 percent during the weekday peak hours (AM – 26 vph/4,040 vph and PM – 26 vph/4,020 vph) as a result of the development.

#### **Site Plan Review**

Comment 9: *It is recommended that the site plan show the proposed striping, signage, and dimensions throughout the site, including at its intersection with Worcester-Providence Turnpike.*

Response 9: These items will be added to the Site Plan for the Planning Board review process.

Comment 10: *Therefore, the closure of the existing northern driveway as well as modifications to the existing southern driveway will require a Highway Access Permit from MassDOT's District 3 Office. The southern driveway should be designed in accordance with MassDOT standards.*

Response 10: Comment acknowledged. We have already coordinated with MassDOT District 3 and have modified the site driveway to conform to MassDOT standards and accommodate the truck turns into and out of the driveway.

Comment 11: *As noted in Comment 3, it is recommended that the sight triangle be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance. Any proposed plantings, vegetation, landscaping and signing along the site frontage within the sight triangle should be kept low or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines.*

Response 11: The sight lines triangles have been added to the Site Plan.

Comment 12: *Based on a review of the Town of Sutton zoning requirements, assuming industrial for the whole building (28,800 square feet), one parking space is required per every 1,000 square feet of net floor space. This would result in a need for 29 parking spaces.*

*Based on the employment figures utilized for the trip generation estimates, 15 shop technicians, 5 drivers and 5 office employees are assumed to arrive within the hours of 5:00 AM and 8:00 AM, requiring 25 parking spaces, which would exceed the proposed 22 space parking supply. Additional parking demand associated with retail sales and truck service customers would also occur later in the day.*

*It is recommended that the applicant review the parking demand for an existing Northeast Great Dane facility based on the number of employees, or identify how the proposed parking supply will accommodate the identified number of employees and customers.*

Response 12: After reviewing the parking demand, the total number of spaces has been increased to 33 parking spaces as discussed at the meeting on October 5<sup>th</sup> and now shown on the revised Sit Plan.

Comment 13: *A swept path analysis was not included showing the fire department's largest vehicle traversing the site as well as the truck traffic. It is recommended that a plan be provided showing the swept path analysis of the largest fire truck expected on site as well as a WB-67.*

Response 13: Truck turn plans for both the fire department's largest vehicle and a WB-67 have been prepared and are attached to this letter.

Should you have any questions or require additional information, please feel free to contact me at (978) 570-2968.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



Heather L. Monticup, P.E.  
Vice President / Director of Land Development

Attachments:

1. CEA Comment Letter – 9/28/23
2. Northeast Great Dane Auburn, MA Site Traffic Count Data
3. Truck Turning Plan (3 pages)

Ref.: 23107

September 29, 2023

Ms. Lynn Dahlin  
Town of Sutton Zoning Board of Appeals  
4 Uxbridge Road  
Sutton, MA 01590

Reg.: Traffic Peer Review  
Trailer Repair Facility  
100 Worcester-Providence Turnpike, Sutton, MA

Dear Lynn:

**Chappell Engineering Associates, LLC** (CEA) has initiated an independent peer review of the traffic letter and site plan prepared for a proposed trailer repair facility to be constructed at 100 Worcester-Providence Turnpike in Sutton, Massachusetts. As proposed, the project consists of constructing a 28,800 square foot trailer repair facility, Northeast Great Dane, in Sutton with access to Worcester-Providence Turnpike.

The submitted traffic letter and site plan were reviewed with respect to capacity and safety of the surrounding roadways, the proposed site access points, and nearby intersections to accommodate the increase in traffic from the development and will assess the adequacy of on-site circulation and site access design. Based on a review of the submitted materials, we have some comments and recommendations that require further action from the applicant. Once these items are addressed, we will be able to finalize the traffic review of the project. The following lists the documents reviewed as part of the independent peer review:

- *Traffic Letter; Proposed Trailer Repair Facility, 100 Worcester-Providence Turnpike, Sutton, MA*; prepared by Greenman-Pederson, Inc.; July 3, 2023.
- *Zoning Board of Appeals Plan, Preliminary Site Layout Plan for Northeast Great Dane, 100 Worcester-Providence Turnpike, Sutton, MA*; prepared by Turning Point Engineering; June 27, 2023.

Below are our comments on both the traffic study and site plan. Comments in bold indicate where additional information is requested from the applicant.

## TRAFFIC LETTER REVIEW

1. The Project consists of razing the existing vacant drive-in movie theater on site and constructing a 28,800 square foot trailer repair facility. Access to the site is currently provided via two driveways at the southeast corner of the property on Worcester-Providence Turnpike (Route 146). As part of the development, the northern driveway will be closed, and the southern driveway will be modified to accommodate the proposed truck traffic.
2. Accident data were reviewed and summarized within the traffic letter. The five-year period between 2015 and 2019 was reviewed, as these were the five most recent years of data prior to the COVID-19 pandemic. Crash data was taken from a 0.79-mile-long segment of roadway from 49 Worcester-Providence Turnpike to 140 Boston-Providence Turnpike. Based on the data, this segment of Boston-Providence Turnpike was found to not have any significant safety issues as the segment crash rate of 0.43 c/mvmt (crashes per million vehicle miles traveled) is much lower than the statewide average for urban segments (2.10 c/mvmt) as well as for urban principal arterials (3.05 c/mvmt). CEA concurs with this data.
3. A sight distance analysis was performed at the proposed driveway. The minimum requirements were based on an 85<sup>th</sup> percentile approach speed of 61-mph. The 85<sup>th</sup> percentile speed was established via speed radar data collected on June 28, 2023. The analysis shows that minimum sightline requirements are met. Sight distance calculations and sight distance profiles for both passenger vehicles and trucks were provided in the appendix. Sight distance measurements were made assuming the clearing of vegetation adjacent to the driveway and that the vegetation must be cleared to meet those requirements. **Although shown on separate plans submitted by the applicant's traffic engineer, it is recommended that the sight triangles be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance.**
4. GPI recommended that any proposed plantings, vegetation, landscaping and signing along the site frontage be kept low (no more than 3 feet above street level) or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines. CEA recommends the height restriction be lowered to 2 feet within the sight triangle.
5. Trip generation for the site was derived from client provided information regarding operations on site. Employee shift times, anticipated customers, arrivals of trucks for repair and various deliveries were factored into the trip generation estimates. Based on this

information, it is estimated that there would be 20 vehicle trips during the weekday AM peak hour (20 in and 0 out) occurring between 5:00 AM to 6:00 AM. During the weekday PM peak hour, it is estimated that a total of 34 vehicle trips would occur (seven in and 27 out) between 4:00 PM and 5:00 PM.

**It is recommended that the applicant collect empirical traffic data from another operational Northeast Great Dane location to confirm the trip generation estimates used in this study. The data should be collected over a 24-hour weekday period to determine total daily site traffic generation as well as peak hour site traffic generation.**

**It is also recommended that the number of service bays at the reviewed facility be compared to the number of service bays at the proposed facility in the determination of the trip generation projections.**

6. Based on the trip generation estimates shown in the Appendix, assuming driver employees are in regular size vehicles, it is expected that no trucks will be arriving to the site during the weekday AM peak period (7:00 to 9:00 AM) however some trucks may be leaving the site during the weekday PM peak period (4:00 to 6:00 PM). **To clarify this, it is recommended that the trip generation of the site be broken out separately for vehicle trips and truck trips.**
7. The distribution of site traffic was determined using US Census Bureau Journey-to-Work data between 2011-2015 for the residence of people working in Sutton, MA. Based on the data, it was found that approximately 35 percent of trips would be to/from the northwest along Route 146, with 30 percent to/from the southeast on Route 146, 30 percent to/from the south on Boston Road, with the remaining five percent to/from the north on Boston Road. Because most site trips during the peak hours are by employees, all the site generated trips followed this distribution. **Based on the findings of Comments 6 and 7, the trip distribution may need to be broken out separately for truck trips and employee trips.**
8. Traffic increases to the study area will be fully realized on Worcester-Providence Turnpike southbound, as Route 146 is a divided roadway. The increases of 20 cars in the AM peak hour and 34 cars in the PM peak hour represent an increase of less than one percent of the current hourly traffic based on provided count data. **Based on the findings of Comments 6 through 8, traffic increases may need to be revised.**

## **SITE PLAN REVIEW**

9. The site plan proposes to close the existing northern site driveway and modify the southern entrance to accommodate truck traffic. Striping, signing, and dimensions are not shown on

the Zoning Board of Appeals Preliminary Site Plan that was submitted as part of the application package. **It is recommended that the site plan show the proposed striping, signage, and dimensions throughout the site, including at its intersection with Worcester-Providence Turnpike.**

10. Worcester-Providence Turnpike adjacent to the site is under Massachusetts Department of Transportation (MassDOT) jurisdiction. **Therefore, the closure of the existing northern driveway as well as modifications to the existing southern driveway will require a Highway Access Permit from MassDOT's District 3 Office. The southern driveway should be designed in accordance with MassDOT standards.**
11. **As noted in Comment 3, it is recommended that the sight triangle be shown on the site plan to ensure that all necessary vegetation on site and within the Worcester-Providence Turnpike right-of-way is trimmed or removed to assure adequate sight distance. Any proposed plantings, vegetation, landscaping and signing along the site frontage within the sight triangle should be kept low or set back sufficiently from Worcester-Providence Turnpike (Route 146) so as not to inhibit the available sight lines.**
12. A total of 22 parking spaces are proposed on site with two loading docks and nine service bays. Of the total building size, the nine service bays occupy 16,000 square feet, the warehouse occupies 8,800 square feet, the office occupies 2,400 square feet and the future paint booth occupies 1,600 square feet. **Based on a review of the Town of Sutton zoning requirements, assuming industrial for the whole building (28,800 square feet), one parking space is required per every 1,000 square feet of net floor space. This would result in a need for 29 parking spaces.**

**Based on the employment figures utilized for the trip generation estimates, 15 shop technicians, 5 drivers and 5 office employees are assumed to arrive within the hours of 5:00 AM and 8:00 AM, requiring 25 parking spaces, which would exceed the proposed 22 space parking supply. Additional parking demand associated with retail sales and truck service customers would also occur later in the day.**

**It is recommended that the applicant review the parking demand for an existing Northeast Great Dane facility based on the number of employees, or identify how the proposed parking supply will accommodate the identified number of employees and customers.**

13. A swept path analysis was not included showing the fire department's largest vehicle traversing the site as well as the truck traffic. **It is recommended that a plan be provided showing the swept path analysis of the largest fire truck expected on site as well as a WB-67.**

Once the above comments have been addressed, we will be able to finalize our independent traffic peer review of the proposed trailer repair facility. Please feel free to contact me if you have any questions regarding this review.

Sincerely,

***Chappell Engineering Associates, LLC***

A handwritten signature in black ink, appearing to read "Kirsten Braun", written in a cursive style.

Kirsten Braun, P.E.  
Project Manager







PO# 130 # 22656-A  
 Location: N. River Access [Last 5dls] N. River Access [Last 5dls]  
 Location: E. River Parking Area [N. River Access] [Last 5dls] E. River Access [Last 5dls]  
 City, State: Auburn, MA  
 Client: GVI / B. Bollinger  
 Site Code: NEX-230005.00  
 Survey Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM

## Cars and Heavy Vehicles (Combined)

[illegible]





Northeast Grant Dam  
442 Washington St.  
Auburn, MA  
10/18/2023

Sutton, MA  
GPINo. NEX-2300095.00  
10/25/2023  
Pg 1

AM Pk Hour  
(545-645 AM)

All Vehicles  
In - 9  
OUT - 4  
TOT - 13

Bays (5)  
5  
5  
5

Trips/Bay  
1.8  
0.8  
2.6

PM Pk Hour  
(300-400 PM)

All Vehicles  
In - 6  
out - 7  
TOT - 13

Bays (5)  
5  
5  
5

Trips/Bay  
1.2  
1.4  
2.6

Proposed Site  
100 Worcester-Prov. Tpk  
Sutton, MA

⇒ 10 Service Bays Proposed

AM Pk Hr

$$\begin{aligned} \text{In} &= 1.8 \text{ T/B} \times 10 \text{ B} = 18 \\ \text{OUT} &= 0.8 \text{ T/B} \times 10 \text{ B} = 8 \\ \text{TOT} &= 2.6 \text{ T/B} \times 10 \text{ B} = 26 \end{aligned} \quad \left. \vphantom{\begin{aligned} \text{In} \\ \text{OUT} \\ \text{TOT} \end{aligned}} \right\}$$

PM Pk Hr

$$\begin{aligned} \text{In} &= 1.2 \text{ T/B} \times 10 \text{ B} = 12 \\ \text{out} &= 1.4 \text{ T/B} \times 10 \text{ B} = 14 \\ \text{TOT} &= 2.6 \text{ T/B} \times 10 \text{ B} = 26 \end{aligned} \quad \left. \vphantom{\begin{aligned} \text{In} \\ \text{out} \\ \text{TOT} \end{aligned}} \right\}$$

Sutton, MA

GPI No. NEX-2300059.00

10/25/2023

Pg 2

Northeast Great Dane

442 Washington St.

Auburn, MA

10/18/2023

		All Veh	HV	HV%
AM PK Hr (545-645AM)	In	9	0	0%
	Out	4	1	25%
	TOT	13	1	
		All Veh	HV	HV%
PM PK Hr (300-400PM)	In	6	4	67%
	Out	7	4	57%
	TOT	13	8	62%

Proposed Site

100 W-P Tpk.

Sutton, MA

		All Veh	HV*
AM PK Hr	In	18	0
	Out	8	2
	TOT	26	2
		All Veh	HV*
PM PK Hr	In	12	8
	Out	14	8
	TOT	26	16

\* Based on HV% at existing Auburn, MA location.



Su Hon, Mt  
 GPI No. NEX-2300059.00  
 10/25/2023  
 Pg 3

# Vehicle Dist.

	<u>All Vehicles (Cars + HV)</u>		
	<u>T/F RT 20 East</u>	<u>T/F RT 20 West</u>	<u>Tot</u>
<u>AM Count Period (5-9 AM)</u>	23	7	30
+			
<u>PM Count Period (3-6 PM)</u>	<u>7</u>	<u>13</u>	<u>20</u>
	30	20	50
	[60%]	[40%]	

	<u>Heavy Vehicles Combined</u>		
	<u>T/F RT 20 East</u>	<u>T/F RT 20 West</u>	<u>TOT</u>
<u>AM Count Period (5-9 AM)</u>	7	4	11
+			
<u>PM Count Period (3-6 PM)</u>	<u>5</u>	<u>6</u>	<u>11</u>
	12	10	22
	[55%]	[45%]	





## Location Map: 239656 Auburn, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

(2) 5-9am/3-6pm TMCs  
(2) VCUs



Client:  
GPI

Engineer:  
R. Bollinger

Site Code:  
NEK-2300095.00

Date:  
Wednesday 10/18/2023

PDI Job #  
239656

City, State:  
Auburn, MA



Location: N: Rear Access (Left Side) NE: Rear Access (East Side)  
 Location: E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street  
 City, State: Auburn, MA  
 Client: GPI / R. Bollinger  
 Site Code: NEV-230095-00  
 Hunt Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM

[illegible][illegible]





## Class:

[illegible]

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

	Rear Access (Left Side) from North						Rear Access (East Side) from Northeast						Front Parking Area from East						Washington Street from Southeast						Washington Street from Southwest						Motorsports Driveway from West					
	Right	Inner Right	Left	Inner Left	U-Turn	Total	Inner Right	Thru	Inner Left	U-Turn	Total	Inner Right	Thru	Inner Left	U-Turn	Total	Inner Right	Thru	Inner Left	U-Turn	Total	Inner Right	Thru	Inner Left	U-Turn	Total	Inner Right	Thru	Inner Left	U-Turn	Total					
5:45 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7					
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Volume	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14					
% Approach Total	0.0	31.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHE	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.333	0.350	0.000	0.000	0.375	0.333	0.350	0.000	0.000	0.867	0.000	0.250	0.000	0.500	0.000	0.375	0.000	0.500					
Entering Leg	0	1	2	0	0	3	0	0	0	0	0	0	0	3	4	1	0	0	3	4	1	0	8	0	1	0	2	0	3	0	14					
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	1	2	0	0	3	0	0	0	0	0	0	0	3	4	1	0	0	3	4	1	0	8	0	1	0	2	0	3	0	14					
	5					3								2					2				2								3					
	5					3								2					2				2								3					
Total	0	1	2	0	0	3	0	0	0	0	0	0	0	3	4	1	0	0	3	4	1	0	8	0	1	0	2	0	3	0	14					
	5					3								2					2				2								3					
	5					3								2					2				2								3					
Total	0	1	2	0	0	3	0	0	0	0	0	0	0	3	4	1	0	0	3	4	1	0	8	0	1	0	2	0	3	0	14					



Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

Page 3





## Buses

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

[illegible]

City, State: Auburn, MA  
Client: GFI / R. Bollinger  
Site Code: NEX-2300095.00  
Count Date: Wednesday, October 18, 2023  
Start Time: 5:00 AM  
End Time: 9:00 AM

[illegible][illegible]



PDI File #: 2305556 A  
 Location: N: Rear Access (Left Side) NE: Rear Access (East Side)  
 Location: E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street  
 City, State: Auburn, MA  
 Client: GPI / R. Bollinger  
 Site Code: NEX-2300055.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:

### Articulated Trucks

[illegible]

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

[illegible]



PDI File #: 239558 A  
Location: N: Rear Access (Left Side) NE: Rear Access (East Side)  
E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street  
City, State: Auburn, MA  
Client: GPI/ R. Bollinger  
Site Code: NEX-2300095.00  
Count Date: Wednesday, October 18, 2023  
Start Time: 5:00 AM  
End Time: 9:00 AM  
Class:

Bicycles (on Roadway and Crosswalks)

	Rear Access (Left Side)										Rear Access (East Side)										Front Parking Area										Washington Street										Motorsports Driveway									
	from North					from Northeast					from East					from Southeast					from Southwest					from West					from West					from West														
	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total										
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0												
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0												
Exiting Leg Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

	Rear Access (Left Side)										Front Parking Area										Washington Street										Motorsports Driveway									
	from North					from Northeast					from East					from Southeast					from Southwest					from West					from West									
	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total	App	Post	Pre	Unk	Total					
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					





## Class:

1

Peak Hour Analysis

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PDI File #: 239656 A  
Location: N: Rear Access (Left Side) NE: Rear Access (East Side)  
Location: E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street  
City: Auburn, MA  
Client: GPI/ R. Bollinger  
Site Code: NEA-2300095.00  
Count Date: Wednesday, October 18, 2023  
Start Time: 3:00 PM  
End Time: 6:00 PM  
Class:

Cars

Category	Rear Access (Left Side)										Front Parking Area										Washington Street										Motorsports Driveway									
	from North					from Northeast					from East					from Southeast					from Southwest					from West														
	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total										
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0									
Total	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0									
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Grand Total	0	5	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Approach %	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total %	0.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Exits/In-Lane Total	2										6										1										15									

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

	Rear Access (Left Side) from North										Rear Access (East Side) from Northeast										Front Parking Area from East										Washington Street from Southeast										Washington Street from Southwest										Motorsports Driveway from West																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Right					Left					Thru					U-Turn					Total					Right					Left					Thru					U-Turn					Total					Right					Left					Thru					U-Turn					Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total	Right	Left	Thru	U-Turn	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0







PDI File #: 239556 A  
Location: N: Rear Access (Left Side), NE: Rear Access (East Side)  
Location: E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street  
City/State: Auburn, MA  
Client: GPI/ R. Bollinger  
Site Code: NEV-2300035.00  
Count Date: Wednesday, October 18, 2023  
Start Time: 3:00 PM  
End Time: 5:00 PM  
Class: Buses

Class:	Buses																																			
	Rear Access (Left Side)						Rear Access (East Side)						Front Parking Area						Washington Street						Washington Street						Motorsports Driveway					
	from North			from Northeast			from East			from Southeast			from Southwest			from West			from Southwest			from West														
	Right	Left	U-Turn	Thru	Right	Total	Hard Right	Right	Left	U-Turn	Thru	Hard Left	Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Thru	Hard Left	Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Thru	Hard Left	Left	U-Turn	Total			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Peak Hour Analysis from 03:00 PM to 05:00 PM begins at:

Peak Hour Analysis from US301 PM to US301 PM (beginning at)	Rear Access (Left Side)										Front Parking Area										Washington Street										Motorsports Driveway									
	from North					from Northeast					from East					from Southeast					from Southwest					from West														
	Right	Left	Right	Left	U-Turn	Thru	Hard Right	Right	Left	U-Turn	Thru	Hard Right	Right	Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total	Hard Right	Right	Left	U-Turn	Total									
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Peak	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000									
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									



### Single-Unit Trucks

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

PD File #: 230555 A  
 Location: N: Rear Access (Left Side) NE: Rear Access (East Side)  
 Location: E: Front Parking Area W: Motorsports Driveway SE: Washington Street  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Joint Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM

### Articulated Trucks

[illegible]

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

[illegible]



N: Rear Access (Left Side) NE: Rear Access (East Side)

E: Front Parking Area W: Motorsports Driveway SE: Washington Street SW: Washington Street

Auburn, MA

GPI/ R. Bollinger

EX-2300025.00

Wednesday

3:00 PM  
Wednesday

**Class:**

## Bicycles (on Roadway and Crosswalks)

[illegible]

Peak Hour Analysis from 03:00 PM to 05:00 PM begins at:

3:00 PM	Rear Access (Left Side)												Rear Access (East Side)												Front Parking Area												Washington Street												Washington Street												Motorsports Driveway											
	from North						from Northeast						from Northwest						from East						from Southeast						from Southwest						from West																																			
	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other	App	Truck	Van	Passenger	Subvan	Other																														
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																											
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																										
PM	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000																										
Entraining Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																										



Class

Class	Rear Access (Left Side)										Rear Access (East Side)										Front Parking Area										Washington Street										Motorsports Driveway									
	from North					from Northeast					from East					from Southeast					from Southwest					from West																								
	Approach	Left	Center	Right	Total	Approach	Left	Center	Right	Total	Approach	Left	Center	Right	Total	Approach	Left	Center	Right	Total	Approach	Left	Center	Right	Total	Approach	Left	Center	Right	Total																				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1																			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Left %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Center %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Right %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Relative Left Total	0	0	0	0	0	0	0	0	0	0	0																																							

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

Time	Rear Access (Left Side)						Rear Access (East Side)						Front Parking Area						Washington Street						Washington Street						Motorsports Driveway					
	from North			from Northeast			from East			from Southeast			from Southwest			from West			from Southwest			from West			from Southwest			from West								
	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol	Peak	Hour	Vol			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Per	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Notes	16																																			

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Cars and Heavy Vehicles (Combined)

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	2	1	0	3	0	0	0	0	3
6:30 AM	0	0	0	0	3	1	0	4	0	1	0	1	5
6:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	5
Total	0	0	0	0	6	5	0	11	1	1	0	2	13
7:00 AM	0	0	0	0	2	2	0	4	1	0	0	1	5
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	2	0	2	2	2	0	4	0	0	0	0	6
7:45 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
Total	0	6	0	6	5	6	0	11	1	0	0	1	18
8:00 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
8:15 AM	0	1	0	1	1	2	0	3	1	0	0	1	5
8:30 AM	0	0	0	0	1	1	0	2	1	0	0	1	3
8:45 AM	0	1	0	1	0	1	0	1	1	0	0	1	3
Total	0	4	0	4	3	6	0	9	3	0	0	3	16
Grand Total	0	10	0	10	15	18	0	33	5	1	0	6	49
Approach %	0.0	100.0	0.0		45.5	54.5	0.0		83.3	16.7	0.0		
Total %	0.0	20.4	0.0	20.4	30.6	36.7	0.0	67.3	10.2	2.0	0.0	12.2	
Exiting Leg Total	16				15				18				49
Cars	0	6	0	6	12	18	0	30	5	1	0	6	42
% Cars	0.0	60.0	0.0	60.0	80.0	100.0	0.0	90.9	100.0	100.0	0.0	100.0	85.7
Exiting Leg Total	13				11				18				42
Heavy Vehicles	0	4	0	4	3	0	0	3	0	0	0	0	7
% Heavy Vehicles	0.0	40.0	0.0	40.0	20.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	14.3
Exiting Leg Total	3				4				0				7

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

7:30 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	2	0	2	2	2	0	4	0	0	0	0	6
7:45 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
8:00 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
8:15 AM	0	1	0	1	1	2	0	3	1	0	0	1	5
Total Volume	0	7	0	7	5	8	0	13	1	0	0	1	21
% Approach Total	0.0	100.0	0.0		38.5	61.5	0.0		100.0	0.0	0.0		
PHF	0.000	0.875	0.000	0.875	0.625	1.000	0.000	0.813	0.250	0.000	0.000	0.250	0.875
Cars	0	5	0	5	4	8	0	12	1	0	0	1	18
Cars %	0.0	71.4	0.0	71.4	80.0	100.0	0.0	92.3	100.0	0.0	0.0	100.0	85.7
Heavy Vehicles	0	2	0	2	1	0	0	1	0	0	0	0	3
Heavy Vehicles %	0.0	28.6	0.0	28.6	20.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	14.3
Cars Enter Leg	0	5	0	5	4	8	0	12	1	0	0	1	18
Heavy Enter Leg	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Entering Leg	0	7	0	7	5	8	0	13	1	0	0	1	21
Cars Exiting Leg				4				6				8	18
Heavy Exiting Leg				1				2				0	3
Total Exiting Leg				5				8				8	21



PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Cars

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	2	1	0	3	0	0	0	0	3
6:30 AM	0	0	0	0	3	1	0	4	0	1	0	1	5
6:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	5
Total	0	0	0	0	6	5	0	11	1	1	0	2	13
7:00 AM	0	0	0	0	1	2	0	3	1	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	1	2	0	3	0	0	0	0	4
7:45 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
Total	0	3	0	3	3	6	0	9	1	0	0	1	13
8:00 AM	0	1	0	1	1	2	0	3	0	0	0	0	4
8:15 AM	0	1	0	1	1	2	0	3	1	0	0	1	5
8:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
8:45 AM	0	1	0	1	0	1	0	1	1	0	0	1	3
Total	0	3	0	3	2	6	0	8	3	0	0	3	14
Grand Total	0	6	0	6	12	18	0	30	5	1	0	6	42
Approach %	0.0	100.0	0.0		40.0	60.0	0.0		83.3	16.7	0.0		
Total %	0.0	14.3	0.0	14.3	28.6	42.9	0.0	71.4	11.9	2.4	0.0	14.3	
Exiting Leg Total				13				11				18	42

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

7:30 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	1	0	1	1	2	0	3	0	0	0	0	4
7:45 AM	0	2	0	2	1	2	0	3	0	0	0	0	5
8:00 AM	0	1	0	1	1	2	0	3	0	0	0	0	4
8:15 AM	0	1	0	1	1	2	0	3	1	0	0	1	5
Total Volume	0	5	0	5	4	8	0	12	1	0	0	1	18
% Approach Total	0.0	100.0	0.0		33.3	66.7	0.0		100.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.625	1.000	1.000	0.000	1.000	0.250	0.000	0.000	0.250	0.900
Entering Leg	0	5	0	5	4	8	0	12	1	0	0	1	18
Exiting Leg				4				6				8	18
Total				9				18				9	36

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	2	0	0	2	0	0	0	0	5
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	4	0	4	3	0	0	3	0	0	0	0	7
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	57.1	0.0	57.1	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	
Exiting Leg Total				3				4					7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0					0
Single-Unit Trucks	0	3	0	3	2	0	0	2	0	0	0	0	5
% Single-Unit	0.0	75.0	0.0	75.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	71.4
Exiting Leg Total				2				3					5
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
% Articulated	0.0	25.0	0.0	25.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	28.6
Exiting Leg Total				1				1					2

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

6:45 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	3	0	3	2	0	0	2	0	0	0	0	5
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.625
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	3	0	3	1	0	0	1	0	0	0	0	4
Single-Unit %	0.0	100.0	0.0	100.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	80.0
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	20.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	3	1	0	0	1	0	0	0	0	4
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Entering Leg	0	3	0	3	2	0	0	2	0	0	0	0	5
Buses				0				0					0
Single-Unit Trucks				1				3					4
Articulated Trucks				1				0					1
Total Exiting Leg				2				3					5

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Buses

	USW Driveway				Washington Street				New England Indoor Golf East Entrance					
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0				0				0					

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

5:00 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0



PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Single-Unit Trucks

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	1	0	0	1	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	3	0	3	2	0	0	2	0	0	0	0	5
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2				3				0				5

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

6:45 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	3	0	3	1	0	0	1	0	0	0	0	4
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.375	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	3	0	3	1	0	0	1	0	0	0	0	4
Exiting Leg				1				3				0	4
Total				4				4				0	8

PDI File #: 239656 B  
 Location: N: USW Driveway S; Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Articulated Trucks

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	2
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1				1				0				2

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

6:15 AM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	0	0	1	0	0	0	0	1
Exiting Leg				1				0				0	1
Total				1				1				0	2

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Bicycles (on Roadway and Crosswalks)

	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

5:00 AM	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0



PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 5:00 AM  
 End Time: 9:00 AM  
 Class:



### Pedestrians

	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0						0						0						

Peak Hour Analysis from 05:00 AM to 09:00 AM begins at:

5:00 AM	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	3
3:30 PM	1	1	0	2	2	1	0	3	1	0	0	1	6	
3:45 PM	0	2	0	2	0	0	0	0	1	0	0	1	3	
Total	1	4	0	5	4	2	0	6	2	0	0	2	13	
4:00 PM	0	3	0	3	1	2	0	3	4	0	0	4	10	
4:15 PM	1	2	0	3	1	0	0	1	0	0	0	0	4	
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2	
Total	1	6	0	7	3	3	0	6	4	0	0	4	17	
5:00 PM	0	1	0	1	1	1	1	3	0	0	0	0	4	
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2	
5:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2	
Total	0	2	0	2	1	5	1	7	0	0	0	0	9	
Grand Total	2	12	0	14	8	10	1	19	6	0	0	6	39	
Approach %	14.3	85.7	0.0		42.1	52.6	5.3		100.0	0.0	0.0			
Total %	5.1	30.8	0.0	35.9	20.5	25.6	2.6	48.7	15.4	0.0	0.0	15.4		
Exiting Leg Total	8				19				12				39	
Cars	1	12	0	13	6	8	1	15	6	0	0	6	34	
% Cars	50.0	100.0	0.0	92.9	75.0	80.0	100.0	78.9	100.0	0.0	0.0	100.0	87.2	
Exiting Leg Total	6				19				9				34	
Heavy Vehicles	1	0	0	1	2	2	0	4	0	0	0	0	5	
% Heavy Vehicles	50.0	0.0	0.0	7.1	25.0	20.0	0.0	21.1	0.0	0.0	0.0	0.0	12.8	
Exiting Leg Total	2				0				3				5	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	1	1	0	2	2	1	0	3	1	0	0	1	6
3:45 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
4:00 PM	0	3	0	3	1	2	0	3	4	0	0	4	10
4:15 PM	1	2	0	3	1	0	0	1	0	0	0	0	4
Total Volume	2	8	0	10	4	3	0	7	6	0	0	6	23
% Approach Total	20.0	80.0	0.0		57.1	42.9	0.0		100.0	0.0	0.0		
PHF	0.500	0.667	0.000	0.833	0.500	0.375	0.000	0.583	0.375	0.000	0.000	0.375	0.575
Cars	1	8	0	9	4	2	0	6	6	0	0	6	21
Cars %	50.0	100.0	0.0	90.0	100.0	66.7	0.0	85.7	100.0	0.0	0.0	100.0	91.3
Heavy Vehicles	1	0	0	1	0	1	0	1	0	0	0	0	2
Heavy Vehicles %	50.0	0.0	0.0	10.0	0.0	33.3	0.0	14.3	0.0	0.0	0.0	0.0	8.7
Cars Enter Leg	1	8	0	9	4	2	0	6	6	0	0	6	21
Heavy Enter Leg	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Entering Leg	2	8	0	10	4	3	0	7	6	0	0	6	23
Cars Exiting Leg				4				14				3	21
Heavy Exiting Leg				0				0				2	2
Total Exiting Leg				4				14				5	23



PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Cars

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
3:30 PM	0	1	0	1	2	0	0	2	1	0	0	1	4
3:45 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
Total	0	4	0	4	3	1	0	4	2	0	0	2	10
4:00 PM	0	3	0	3	1	2	0	3	4	0	0	4	10
4:15 PM	1	2	0	3	1	0	0	1	0	0	0	0	4
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	6	0	7	2	3	0	5	4	0	0	4	16
5:00 PM	0	1	0	1	1	0	1	2	0	0	0	0	3
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	2	0	2	1	4	1	6	0	0	0	0	8
Grand Total	1	12	0	13	6	8	1	15	6	0	0	6	34
Approach %	7.7	92.3	0.0		40.0	53.3	6.7		100.0	0.0	0.0		
Total %	2.9	35.3	0.0	38.2	17.6	23.5	2.9	44.1	17.6	0.0	0.0	17.6	
Exiting Leg Total				6				19				9	34

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	0	1	0	1	2	0	0	2	1	0	0	1	4
3:45 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
4:00 PM	0	3	0	3	1	2	0	3	4	0	0	4	10
4:15 PM	1	2	0	3	1	0	0	1	0	0	0	0	4
Total Volume	1	8	0	9	4	2	0	6	6	0	0	6	21
% Approach Total	11.1	88.9	0.0		66.7	33.3	0.0		100.0	0.0	0.0		
PHF	0.250	0.667	0.000	0.750	0.500	0.250	0.000	0.500	0.375	0.000	0.000	0.375	0.525
Entering Leg	1	8	0	9	4	2	0	6	6	0	0	6	21
Exiting Leg				4				14				3	21
Total				13				20				9	42

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	1	0	2	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	1	0	0	1	2	2	0	4	0	0	0	0	5
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
Total %	20.0	0.0	0.0	20.0	40.0	40.0	0.0	80.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				2				0				3	5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0
Single-Unit Trucks	1	0	0	1	2	2	0	4	0	0	0	0	5
% Single-Unit	100.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total				2				0				3	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	1	0	2	0	0	0	0	3
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.375
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	1	0	0	1	1	1	0	2	0	0	0	0	3
Single-Unit %	100.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	1	1	1	0	2	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	0	1	1	1	0	2	0	0	0	0	3
Buses				0				0				0	0
Single-Unit Trucks				1				0				2	3
Articulated Trucks				0				0				0	0
Total Exiting Leg				1				0				2	3

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Buses

	USW Driveway				Washington Street				New England Indoor Golf East Entrance					
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Single-Unit Trucks

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	1	0	2	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	1	0	0	1	2	2	0	4	0	0	0	0	5
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
Total %	20.0	0.0	0.0	20.0	40.0	40.0	0.0	80.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				2				0				3	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	1	0	2	0	0	0	0	3
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.375
Entering Leg	1	0	0	1	1	1	0	2	0	0	0	0	3
Exiting Leg				1				0				2	3
Total				2				2				2	6



PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Articulated Trucks

	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway				Washington Street				New England Indoor Golf East Entrance				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Bicycles (on Roadway and Crosswalks)

	USW Driveway						Washington Street						New England Indoor Golf East Entrance							Total
	from North						from South						from West							
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WR	CW/EB	Total	Right	Left	U-Turn	CW/WR	CW/EB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0							

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0							0
Total						0						0							0

PDI File #: 239656 B  
 Location: N: USW Driveway S: Washington Street  
 Location: W: New England Indoor Golf East Entrance  
 City, State: Auburn, MA  
 Client: GPI/ R. Bollinger  
 Site Code: NEX-2300095.00  
 Count Date: Wednesday, October 18, 2023  
 Start Time: 3:00 PM  
 End Time: 6:00 PM  
 Class:



### Pedestrians

	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	USW Driveway						Washington Street						New England Indoor Golf East Entrance						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW/EB	CW/WB	Total	Thru	Left	U-Turn	CW/WB	CW/EB	Total	Right	Left	U-Turn	CW/EB	CW/WB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0



