

COLBEA ENTERPRISES, LLC SITE PLAN

SP# 12-25

STAFF REPORT

February 26, 2026

(Continued from January 14, 2026)

SITE: 91, 95, 97 Lowell Rd, 7 Atwood Ave, 14 Brenton Ave, Map 198 / Lots 11, 12, 14, 15, 16

ZONING: Business (B)

PURPOSE OF PLAN: To depict the construction of a proposed gas station/convenience store with drive-thru window consisting of 6 dispenser islands for a total of 12 fueling stations. Associated improvements include but are not limited to: access, grading, storm water management, utilities, lighting, and landscaping.

PLAN UNDER REVIEW:

Proposed Gas Station & Convenience Store Non-Residential Site Plan SP# 12-25, Map 198 / Lots 11, 12, 14, 15, 16, 14 Brenton Ave, 7 Atwood Ave, 91, 95 & 97 Lowell Road, Hudson, NH; prepared by: TF Moran, 170 Commerce Way, Suite 102, Portsmouth, NH 03801; prepared for: Colbea Enterprises, LLC. 695 George Washington Highway, Lincoln, RI 02865; consisting of 34 sheets and general notes 1-19 on Sheet C-01; dated October 28, 2025, last revised February 9, 2026.

ATTACHMENTS:

1. Application and associated waiver requests – Attachment “**A**”.
2. Project Narrative – Attachment “**B**”.
3. Department Comments – Attachment “**C**”
4. Drainage Letter, prepared by TF Moran, dated March 25, 2025 – Attachment “**D**”.
5. RIRO Option, prepared by TF Moran, dated January 21, 2026 - Attachment “**E**”
6. Peer Review Memo, prepared by Fuss & O’Neill, dated February 2, 2026 – Attachment “**F**”.
7. Response letter, prepared by TF Moran, dated February 10, 2026 – Attachment “**G**”.
8. Fencing & Site-line Exhibit – Revised December 22, 2025 – “**H**”.
9. Site Plan dated October 28, 2025, last revised February 9, 2026.

APPLICATION TRACKING:

- November 4, 2025 – Site Plan application received.
- January 14, 2026 – Public hearing held, continued to February 26, 2026.
- February 26, 2026 – Public hearing Scheduled.

COMMENTS & RECOMMENDATIONS:

WAIVERS REQUESTED

The applicant has two waiver requests:

- 1) **275-9.A(1) – Stormwater runoff rates** – the applicant states that the stormwater management features have been designed to help relieve flooding concerns in the area, and these have been designed in conjunction with Hudson DPW.
- 2) **276-11.1.B(12)(C) – Residential use buffer** – The applicant states that despite being within the business district, the site is abutted by residential homes on three sides. Due to this, enforcement of the 100' buffer would generate significant hardship in any sort of site development for business uses.

Department Comments

Staff review has one comment remaining, which is recommended to be included as a stipulation of approval.

Comment 3a: The applicant should add a note to the site plan stipulating the removal of any existing shrubs that will cause sight distance concerns when exiting the property.

A draft stipulation has been added to the approval motion to add the note. Full comments may be found in Attachment “C”.

Peer Review

Fuss & O’Neill has provided an additional round of review, dated February 2, 2026. Comments provided are technical and minimal in nature. Full comments may be found in Attachment “F”. The applicant has provided a response letter to address the final outstanding peer review comments, which may be found in Attachment “G”

Other Submittals

The Applicant submitted a Fence Exhibit dated December 22, 2025, depicting a proposed 6-foot stockade fence along the abutting daycare at 99 Lowell Road and along a portion of the property line at 89 Lowell Road. An 8-foot stockade fence is also proposed along the property line abutting Temple Street. Staff notes that the fence located nearest active areas (e.g., the playground) is proposed at a shorter height than fencing along the more distant property boundary.

These fence locations reflect recent meetings between the Applicant and the abutters. Staff further notes that the fenceline proposed along the 99 Lowell Road property appears to terminate at the corner of the parcel rather than extending to the end of the property line, or at minimum the end of the playground area. Given the proximity of the playground and the presence of children, staff has safety concerns that partial fencing may not provide an adequate protective barrier or buffer. Extending the fence to fully enclose the active area would better support the intended safety function. Sight distance information is also included on this exhibit and may be found in Attachment “H”.

Staff Comments

Staff believes the proposed stipulation listed in the Department Comments is well within the authority of the Engineering Department to administer during construction. Staff notes that the existing garage is identified as being for maintenance equipment only, with no outdoor storage permitted; however, the plan does not include a note to remove the outdoor pavement and driveway. The Board is encouraged to discuss this with the Applicant and consider either requiring removal of the pavement or applying a stipulation prohibiting its rental or other non-approved uses.

In addition, staff notes the absence of a walkway or defined access to the garage from the remainder of the site, where access would reasonably occur during normal operations. This lack of formal access raises operational and safety concerns that should be addressed as part of the plan.

Staff also notes that several minor plan revisions are required;

- The Waivers listed on Sheet C-00 shall be revised to accurately reflect the waivers being requested. The Applicant is requesting two waivers, not four (see below).
- Waiver No. 1 shall be revised to reference the correct section: §276-11.1.B(12)(C).

| WAIVERS | |
|--|--|
| <small>THE FOLLOWING WAIVERS FROM THE TOWN OF HUDSON GENERAL LEGISLATION SITE REVIEW REGULATIONS ARE BEING REVIEWED BY THE PLANNING BOARD:</small> | |
| <small>1. TOWN OF HUDSON GENERAL LEGISLATION CHAPTER 276 ADMINISTRATIVE REQUIREMENTS AND DEFINITIONS SECTION 276-11.1(12)(c)</small> | <small>IN ALL ZONING DISTRICTS OTHER THAN THE GENERAL (G) AND THE GENERAL-ONE ZONING DISTRICTS, WHERE A COMMERCIAL OR INDUSTRIAL USE OR ZONING DISTRICT, THERE SHALL BE A ONE-HUNDRED-FOOT DISTANCE BETWEEN THE RESIDENTIAL USE OR ZONING DISTRICT AND ANY IMPROVED PART OF THE NONRESIDENTIAL DEVELOPMENT.</small> |
| <small>2. TOWN OF HUDSON GENERAL LEGISLATION CHAPTER 275 SITE PLAN REVIEW ARTICLE II SECTION 275-9.A.1</small> | <small>NO STORMWATER RUNOFF IN EXCESS OF RATES EXISTING PRIOR TO NEW CONSTRUCTION SHALL BE ALLOWED TO BE DISCHARGED ONTO A PUBLIC WAY OR INTO A DRAINAGE SYSTEM UNLESS THERE IS SUFFICIENT CAPACITY TO HANDLE THE ADDITIONAL RUNOFF. ALL DRAINAGE SHALL BE DESIGNED TO ACHIEVE A ZERO INCREASE IN RUNOFF FOR BOTH PEAK AND VOLUME WHERE PRACTICABLE, EXCEPT WHERE THE OFF-SITE DRAINAGE SYSTEM HAS BEEN DESIGNED TO ACCOMMODATE THE SITE DRAINAGE.</small> |
| <small>3. TOWN OF HUDSON GENERAL LEGISLATION CHAPTER 193 – DRIVEWAYS SECTION 193-10(G.)</small> | <small>UP TO TWO DRIVEWAYS PER PARCEL HAVING ADEQUATE, AS REQUIRED BY CHAPTER 334, ZONING IS ALLOWED.</small> |
| <small>4. TOWN OF HUDSON GENERAL LEGISLATION CHAPTER 193 – DRIVEWAYS SECTION 193-10(F.)</small> | <small>MAXIMUM DRIVEWAY WIDTH OF 50 FEET, EXCEPT THAT A DRIVEWAY MAY BE FLARED BEYOND A WIDTH OF 50 FEET, AT AND HEAR ITS JUNCTION WITH THE HIGHWAY, TO ACCOMMODATE THE TURNING RADIUS OF VEHICLES EXPECTED TO USE THE PARTICULAR DRIVEWAY.</small> |

- Removal of the referenced block shown on the plan set, as it is incorrect and no longer required.

*PURSUANT TO THE SITE REVIEW
REGULATIONS OF THE HUDSON
PLANNING BOARD, THE SITE
PLAN APPROVAL GRANTED
HEREIN EXPIRES ONE YEAR
FROM DATE OF APPROVAL*

Recommendation

For this meeting, staff recommends continued deliberation incorporating the information contained in the “Other Submittals” and “Staff Comments” sections above, with final action to be considered in accordance with the draft motions below. Staff further recommends that the Board

consider adding a stipulation requiring the proposed fencing to be installed prior to any construction or site disturbance to protect the daycare and abutting properties.

MOTION TO CONTINUE:

I move to continue the Non-residential Site Plan for Colbea Enterprises, LLC Gas Station & Convenience Store, SP# 12-25, Map 198 / Lots 11, 12, 14, 15, 16, 14 Brenton Ave, 7 Atwood Ave, 91, 95 & 97 Lowell Road, Hudson, NH, to date certain _____, 2026.

Motion by: _____ Second: _____ Carried/Failed: _____

MOTION TO GRANT WAIVERS:

I move to grant a waiver from §275-9.A(1), stormwater runoff rates, to allow for excess drainage beyond prior existing rates, where normally no increase in rates is allowed, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: _____ Second: _____ Carried/Failed: _____

I move to grant a waiver from §276-11.1.B(12)(C), General Plan Requirements, to allow improvements within 100’ of a residential property, where normally no improvements would be allowed, based on the Board’s discussion, the testimony of the Applicant’s representative, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: _____ Second: _____ Carried/Failed: _____

MOTION TO CONTINUE:

I move to continue the Site Plan Application for Colbea Enterprises, LLC Gas Station & Convenience Store, Non-Residential Site Plan SP# 12-25, Map 198 / Lots 11, 12, 14, 15, 16, 14 Brenton Ave, 7 Atwood Ave, 91, 95 & 97 Lowell Road, Hudson, NH, New Hampshire, to date certain _____, 2026.

Motion by: _____ Second: _____ Carried/Failed: _____

MOTION TO APPROVE:

I move to approve the Colbea Enterprises Proposed Gas Station & Convenience Store Non-Residential Site Plan SP# 12-25, Map 198 / Lots 11, 12, 14, 15, 16, 14 Brenton Ave, 7 Atwood Ave, 91, 95 & 97 Lowell Road, Hudson, NH; prepared by: TF Moran, 170 Commerce Way, Suite 102, Portsmouth, NH 03801; prepared for: Colbea Enterprises, LLC. 695 George Washington Highway, Lincoln, RI 02865; consisting of 34 sheets and general notes 1-19 on Sheet C-01; dated October 28, 2025, last revised February 9, 2026; and:

That the Planning Board finds that this application complies with the Zoning Ordinance, and with the Land Use Regulations and for the reasons set forth in the written submissions, together with the testimony and factual representations made by the applicant during the public hearing;

Subject to, and revised per, the following stipulations:

1. All stipulations of approval shall be incorporated into the development agreement, which shall be recorded at the HCRD, together with the Site Plan-of-Record.
2. All improvements shown on the Site Plan-of-Record, including Notes 1-19, shall be completed in their entirety and at the expense of the Applicant or his/her assigns.
3. Prior to the Planning Board endorsement of the Plan, it shall be subject to final administrative review by Town Planner and Town Engineer.
4. Prior to the issuance of a final certificate of occupancy, a L.L.S. certified "As-Built" site plan shall be provided to the Town of Hudson Development Services Department, confirming that the site conforms with the Planning Board approved site plan.
5. Maintenance of the onsite drainage system shall be constructed and maintained in compliance with NHDES requirements for such systems.
6. Construction activities involving the subject lot shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall be allowed on Sundays.
7. A cost allocation procedure (CAP) amount of \$45,972.00 for the gas station/convenience store only shall be paid prior to issuance of a Certificate of Occupancy. An additional CAP Fee for the drive-thru will be determined once a occupant is secure.
8. Hours of refuse removal shall be exclusive to the hours between 7:00 A.M. and 7:00 P.M., Monday through Friday only.
9. Prior to application for a building permit, the Applicant shall schedule a pre-construction meeting with the Town Engineer.
10. A note shall be added to the site plan stipulating the removal of any existing shrubs that will cause sight distance concerns when exiting the property.

Motion by: _____ Second: _____ Carried/Failed: _____



*Town of Hudson
12 School Street
Hudson, NH 03501*

SITE PLAN APPLICATION

Revised August 2024

The following information must be filed with the Planning Department *at the time of filing a site plan application*:

1. One (1) original completed application with original signatures.
2. One (1) full plan set *folded* (sheet size: 22" x 34").
3. One (1) original copy of the project narrative.
4. A list of direct abutters and a list of indirect abutters, and two (2) sets of mailing labels for abutter notifications.
5. Site Plan Review Checklist.
6. All of the above application materials, including plans, shall also be submitted in electronic form as a PDF.
7. ***All plans shall be folded*** and all pertinent data shall be attached to the plans with an elastic band or other enclosure.

The following information is required to be filed with the Planning Department ***no later than 10:00 A.M., Tuesday ONE WEEK prior to the scheduled Planning meeting. The purpose of these materials is hardcopy distribution to Planning Board members, not review.***

Any plan revisions that require staff review must be submitted no later than 10:00A.M., Tuesday TWO WEEKS prior to the scheduled Planning meeting. Depending on the complexity of changes, more time may be required for review. Please contact the Town Planner if you have any questions on this matter.

1. Submission of fifteen (15) 11" X 17" plan sets *folded*, revised if applicable.
2. Submission of one (1) full plan set *folded* (sheet size: 22" x 34"), if revised.
3. All of the above application materials, including plans, shall also be submitted in electronic form as a PDF.

Note: Prior to filing an application, it is recommended to schedule an appointment with the Town Planner.

SITE PLAN APPLICATION

Date of Application: October 20, 2025 _____ Tax Map #: 198 _____ Lot #: 11, 12, 14, 15, & 16

Site Address: 91-97 Lowell Road Hudson, NH _____

Name of Project: Proposed Gas Station & Convenience Store _____

Zoning District: Business _____ General SP#: _____
(For Town Use Only)

Z.B.A. Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Colbea Enterprises, LLC _____

Address: 695 George Washington Highway _____

Address: Lincoln, RI 02865 _____

Telephone # (401) 943-0005 _____

Email: mgazdacko@seasonscornermarket.com _____

PROJECT ENGINEER:

SURVEYOR:

Name: Christopher Rice _____

Brenda Kolbow _____

Address: 170 Commerce Way Suite 102 _____

170 Commerce Way Suite 102 _____

Address: Portsmouth, NH 03801 _____

Portsmouth, NH 03801 _____

Telephone # (603) 431-2222 _____

(603) 431-2222 _____

Email: crice@tfmoran.com _____

bkolbow@tfmoran.com _____

PURPOSE OF PLAN:

The purposed of this plan is to depict construction of a gas station and convenience store consisting of 6 dispenser islands for a total of 12 fueling stations. Associated improvements include but are not limited to access, grading, stormwater management, utilities, lighting, and landscaping.

(For Town Use Only)

Routing Date: _____ Deadline Date: _____ Meeting Date: _____

_____ I have no comments _____ I have comments (attach to form)

_____ Title: _____ Date: _____

(Initials)

Department:

Zoning: ___ Engineering: ___ Assessor: ___ Police: ___ Fire: ___ DPW: ___ Consultant: ___

SITE DATA SHEETPLAN NAME: Proposed Gas Station & Convenience StorePLAN TYPE: SITE PLANLEGAL DESCRIPTION: MAP 198 LOT 11, 12, 14, 15, & 16DATE: October 28, 2025-----
Location by Street: 91-97 Lowell RoadZoning: Business ZoneProposed Land Use: CommercialExisting Use: VacantSurrounding Land Use(s): Commercial (N, NE), Residential (S, SW)Number of Lots Occupied: 5 (Lots to be merged)Existing Area Covered by Building: 4,104 s.f.Existing Buildings to be removed: 1,527 s.f.Proposed Area Covered by Building: 8,007 s.f.Open Space Proposed: 55%Open Space Required: 40%Total Area: S.F.: 147,966 Acres: 3.3968Area in Wetland: 0 s.f. Area Steep Slopes: 0 s.f.Required Lot Size: 30,000 s.f.Existing Frontage: 241.97' along Lowell Road
225.35' along Atwood Avenue
219.16' along Temple StreetRequired Frontage: 150 ft

| Building Setbacks: | <u>Required*</u> | <u>Proposed</u> |
|--------------------|------------------|-------------------------|
| Front: | <u>50'</u> | <u>21.7' (existing)</u> |
| Side: | <u>15'</u> | <u>59.9'</u> |
| Rear: | <u>15'</u> | <u>159.1'</u> |

SITE DATA SHEET

(Continued)

Flood Zone Reference: Flood Zone X (NFIP FIRM Map 33011C0518D)

Width of Driveways: 30', 24'

Number of Curb Cuts: Two (Both on Lowell Road)

Proposed Parking Spaces: 49

Required Parking Spaces: 47

Basis of Required Parking (Use): See parking calculation on Sheet C-03

Dates/Case #/Description/Stipulations
of ZBA, Conservation Commission,
NH Wetlands Board Actions: Zoning Relief has been obtained for proposed
(Attach stipulations on separate sheet) signage. Approvals were obtained at the June
27, 2024 Zoning Board of Adjustment

Waiver Requests

| <i>Town Code Reference:</i> | <i>Regulation Description:</i> |
|---|---|
| 193-10(G.) | Only one driveway per parcel... |
| 276-11.1(12)(c) | There shall be a 100' distance between the residential use or zoning district... |
| *See Project Narrative and Sheet C-00 for full regulation description | |

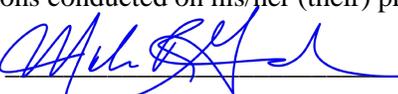
(For Town Use Only)

Data Sheets Checked By: _____ Date: _____

SITE PLAN APPLICATION AUTHORIZATION

I hereby apply for *Site Plan* Review and acknowledge I will comply with all of the Ordinances of the Town of Hudson, New Hampshire State Laws, as well as any stipulations of the Planning Board, in development and construction of this project. I understand that if any of the items listed under the *Site Plan* specifications or application form are incomplete, the application will be considered rejected.

Pursuant to RSA 674:1-IV, the owner(s) by the filing of this application as indicated above, hereby given permission for any member of the Hudson Planning Board, the Town Planner, the Town Engineer, and such agents or employees of the Town or other persons as the Planning Board may authorize, to enter upon the property which is the subject of this application at all reasonable times for the purpose of such examinations, surveys, tests and inspections as may be appropriate. The owner(s) release(s) any claim to or right he/she (they) may now or hereafter possess against any of the above individuals as a result of any examinations, surveys, tests and/or inspections conducted on his/her (their) property in connection with this applications.

Signature of Owner:  Date: 10/20/2025

Print Name of Owner: Colbea Enterprises, LLC (by Michael Gazdacko, Auth Rep.)

- ❖ If other than an individual, indicate name of organization and its principal owner, partners, or corporate officers.

Signature of Developer: _____ Date: _____

Print Name of Developer: _____

- ❖ The developer/individual in charge must have control over all project work and be available to the Code Enforcement Officer/Building Inspector during the construction phase of the project. The individual in charge of the project must notify the Code Enforcement Officer/Building Inspector within two (2) working days of any change.

WAIVER REQUEST FORM

Name of Subdivision/Site Plan: Proposed Gas Station & Convenience Store

Street Address: 91-97 Lowell Road

I Christopher Rice hereby request that the Planning Board waive the requirements of item 276-11.1(12)(c) of the Hudson Land Use Regulations in reference to a plan presented by TFMoran Inc.

(name of surveyor and engineer) dated December 13, 2023 for property tax map(s) 198 and lot(s) 11, 12, 14, 15, & 16 in the Town of Hudson, NH. (Last Revised August 25, 2025)

As the aforementioned applicant, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:36, II (n), i.e., without the Planning Board granting said waiver, it would pose an unnecessary hardship upon me (the applicant), and the granting of this waiver would not be contrary to the spirit and intent of the Land Use Regulations.

Hardship reason(s) for granting this waiver (if additional space is needed please attach the appropriate documentation hereto):

Despite the site falling within the Business District, the site is surrounded on three sides (North, West, and South) by residential uses. There are residential homes along Atwood Ave, Temple Street, and the lot to the North along Lowell Road. The Lot to the north along Lowell Road is a residential use within the Business District. The required 100' buffer creates a hardship as it would impact a significant portion of the site.

Reason(s) for granting this waiver, relative to not being contrary to the spirit and intent of the Land Use Regulations: (if additional space is needed please attach the appropriate documentation hereto):

The proposed development is not contrary to the intent of the regulations as the use is consistent with other uses in the area along Lowell Road. The project proposes the implementation of landscaping, screening, and dark-sky lighting to screen the abutting homes and reduce light pollution from the site.

Signed:


Applicant or Authorized Agent

SCHEDULE OF FEES *

A. REVIEW FEES:

| <u>1. Site Plan Use</u> | <u>Project Size/Fee</u> | |
|--|--|----------|
| Multi-Family | \$105.00/unit for 3-50 units \$78.50/unit for each additional unit over 50 | \$ _____ |
| Commercial/Semi Public/Civic or Recreational | \$157.00/1,000 sq. ft. for first 100,000 sq.ft. (bldg. area): \$78.50/1,000 sq.ft. thereafter. | \$ _____ |
| Industrial | \$150.00/1,000 sq.ft for first 100,000 sq.ft. (bldg. area); \$78.50/1,000 sq.ft thereafter. | \$ _____ |
| No Buildings | \$30.00 per 1,000 sq.ft. of proposed developed area | \$ _____ |

CONSULTANT REVIEW FEE: (Separate Check)

Total 3.3968 acres @ \$600.00 per acre, or \$1,250.00, whichever is greater. \$ 2,038.08

This is an estimate for cost of consultant review. The fee is expected to cover the amount. A complex project may require additional funds. A simple project may result in a refund.

LEGAL FEE:

The applicant shall be charged attorney costs billed to the Town for the Town's attorney review of any application plan set documents.

B. POSTAGE:

| | |
|--|-----------------|
| <u>11</u> Direct Abutters Applicant, Professionals, etc. as required by RSA 676:4.1.d @\$5.58 (or Current Certified Mail Rate) | \$ <u>61.38</u> |
| <u>17</u> Indirect Abutters (property owners within 200 feet) @\$0.73 (or Current First Class Rate) | \$ <u>12.41</u> |

C. TAX MAP UPDATING FEE: (FLAT FEE) \$ 275.00

TOTAL \$ 2386.87

SCHEDULE OF FEES
(Continued)

| | |
|---------------------------|----------------------|
| (For Town Use) | |
| AMOUNT RECEIVED: \$ _____ | DATE RECEIVED: _____ |
| RECEIPT NO.: _____ | RECEIVED BY: _____ |

NOTE: fees below apply only upon plan approval, not collected at time of application.

D. RECORDING:

*****The applicant shall be responsible for the recording of the approved plan, and all documents as required by an approval, at the Hillsborough County Registry of Deeds (HCRD), located at 19 Temple Street, Nashua, NH 03061. Additional fees associated with recording can be found at HCRD.*****

E. COST ALLOCATION PROCEDURE AMOUNT CONTRIBUTION AND OTHER IMPACT FEE PAYMENTS:

To be determined by the Planning Board at time of plan approval and shall be paid by the applicant at the time of submittal of the Certificate of Occupancy Permit requests.

*****The applicant shall be responsible for all fees incurred by the town for processing and review of the applicant’s application, plan and related materials.*****

**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request

Relevant Regulations:

§ 276-11.1 General Plan Requirements

§§ 275-8 – 275-9 Site Plan Requirements

- | | <u>Y</u> | <u>P</u> | <u>W</u> | |
|-----|-------------------------------------|--------------------------|--------------------------|--|
| 1. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A list of the names and addresses of the owner(s) of the property, the applicant(s), and all abutters as indicated in the office of the Town Assessor records not more than five (5) days prior to the day of filing [§ 276-11.1.A.] |
| 2. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Sets of plans and copies as indicated on application. |
| 3. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Scale no smaller than 50 feet to the inch (1" = 50') [§ 276-11.1.B.(2)] |
| 4. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Title block in the lower right-hand corner of the plan, containing: [§ 276-11.1.B.(3)] |
| 5. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Title, including the term "site plan" or "subdivision plan" |
| 6. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The name for whom the plan was prepared |
| 7. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Preparer of the plan |
| 8. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The scale(s) of the plan |
| 9. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Date of the plan |
| 10. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Appropriate revision block |
| 11. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Approval block (2"x6") located on the lower left corner of each sheet, with the required language and signature lines [§ 276-11.1.B.(4) & § 289-27.A] |
| 12. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A space (2"x1.5") adjacent to the approval block containing the required statement [§ 276-11.1.B.(5)] |
| 13. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Owner's printed name and address and signature [§ 276-11.1.B.(6)] |
| 14. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Name and address of all abutting property owners [§ 276-11.1.B.(7)] |
| 15. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A locus plan at one inch equals 1,000 feet (1" = 1,000') [§ 276-11.1.B.(8)] |

Notes

(Continue next page)

**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request

- | | <u>Y</u> | <u>P</u> | <u>W</u> | |
|-----|-------------------------------------|--------------------------|--------------------------|--|
| 16. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Boundary of the entire parcel held in single ownership with boundary dimensions and bearings [§ 276-11.1.B.(9)] |
| 17. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Error of closure shown and certified by a licensed land surveyor |
| 18. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - North point arrow |
| 19. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Zoning classification note of the tract and location of the zoning district boundaries if the property is located in two or more zoning district [§ 276-11.1.B.(10)] |
| 20. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location of all buildings within 50 feet of the tract [§ 276-11.1.B.(15)] |
| 21. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location of roadways, driveways, travel areas or parking areas within 200 feet of the tract, in accordance with § 276-11.1.B.(16) |
| 22. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Existing topography at two-foot contour intervals of that portion of the tract being proposed for development from a topographic survey and contours on the remainder of the tract from a reliable plan source [§ 276-11.1.B.(17)] |
| 23. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Proposed topography at two-foot contour intervals [§ 276-11.1.B.(18)] |
| 24. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A note identifying the Tax Map and Lot Number of the tract [§ 276-11.1.B.(19)] |
| 25. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location of all existing buildings (including size and height), driveways, sidewalks, parking spaces, loading area, open spaces, large trees, open drainage courses, signs, exterior lighting, service areas, easements landscaping and other pertinent items. [§ 276-11.1.B.(20)] |
| 26. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location of all proposed construction, buildings, structures, pavement, etc. [§ 276-11.1.B.(21)] |
| 27. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A green area shown between the right-of-way line and any pavement, gravel or structure meeting the required minimum width [§ 276-11.1.B.(22)] |
| 28. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Note any pertinent highway projects. [§ 276-11.1.B.(23)] |

Notes

(Continue next page)

**TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST**

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request NA=Not Applicable (please explain)

- | | <u>Y</u> | <u>P</u> | <u>W</u> | <u>NA</u> | | <u>Notes</u> |
|-----|-------------------------------------|--------------------------|--------------------------|--------------------------|---|--------------|
| 30. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location of all building setback lines as required by Chapter 334, Zoning, and setback lines as required by § 276-11.1.B.(12). | |
| 31. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location size and character of all signs or a note* stating "All signs are subject to approval by the Hudson Zoning Administrator prior to installation thereof." [§ 276-11.1.B.(13)] *The discrepancy on the note language is correct – reference to the Planning Board in the regulations is outdated. | |
| 32. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - The location, detail and character of all exterior lighting or a note stating: "There will be no exterior lighting." [§ 276-11.1.B.(14)] | |
| 33. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required open space, including the calculation showing the requirement is met [§ 276-11.1.B.(24)] | |
| 34. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Parking space calculation showing and a statement stating the required parking spaces are provided [§ 275-8.C.(2) & (3)] | |
| 35. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required dimensions for parking space [§ 275-8.C.(4)] | |
| 36. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required dimensions for aisle/access drive [§ 275-8.C.(5)] | |
| 37. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required off-street loading spaces [§ 275-8.C.(6)] | |
| 38. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required landscaping for the parking lot, including calculation shown the planting requirement is met [§ 275-8.C.(7)] | |
| 39. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Required screening for visual separation of incompatible uses [§ 275-8.C.(8)] | |
| 40. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Handicap accessibility provided in accordance with the latest ADA Regulations [§ 275-8.C.(11)] | |
| 41. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Stormwater Management Plan [§ 275-9.A] | |
| 42. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Traffic Study, if required [§ 275-9.B] | |
| 43. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Noise Study, if required [§ 275-9.C] | |

(Continue next page)

TOWN OF HUDSON
SITE PLAN REVIEW CHECKLIST

This checklist is intended to help the applicant and staff to ensure application completeness. Please refer to the regulations on the exact language of each requirement.

Key: Y=Yes P =Pending W=Waiver Request NA=Not Applicable (please explain)

- | | <u>Y</u> | <u>P</u> | <u>W</u> | <u>NA</u> | |
|-----|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|---|
| 44. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | - Fiscal Impact Study, if required [§ 275-9.D] |
| 45. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | - Utility Study [§ 275-9.E] |
| 46. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - Copies of any proposed or existing easements, covenants, deed restrictions or any other similar document pertinent to the Site Plan [§ 275-9.F] |
| 47. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | - A copy of all applicable Town, state, county or federal approvals or applications [§ 275-9.G] |
| 48. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | - Environmental Impact Study, if required [§ 275-9.I] |

Notes

(End of checklist)



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists



Letter of Authorization

I, Michael Gazdacko, of Colbea Enterprises, LLC, 695 George Washington Highway, Lincoln, RI, hereby authorize TFMoran, Inc., 170 Commerce Way, Suite 102, Portsmouth, NH, to act on my behalf concerning property owned by Colbea Enterprises, LLC, 91-97 Lowell Road, Hudson, NH, known as Tax Map 198, Lots 11, 12, 14, 15, & 16. I hereby appoint TFMoran, Inc. as my agent to act on my behalf in the review process, to include any required signatures.

Client Name

12/8/2023

Date

Witness

12/8/2023

Date





Civil Engineers
 Structural Engineers
 Traffic Engineers
 Land Surveyors
 Landscape Architects
 Scientists

Attachment "B"
NEW
HAMPSHIRE
200

December 22, 2025

Timothy Malley, Chairman
 Hudson Planning Department
 12 School Street
 Hudson, NH 03051

RE: Site Plan Application
91-97 Lowell Road – Colbea Enterprises, LLC – Tax Map 198 Lot 11, 12, 14, 15, & 16
Project #18149.00

Dear Mr. Malley:

On behalf of our client, Colbea Enterprises, LLC, please find a Site Plan Application submission relative to the above-referenced project. Please reference the TFM Response to Site Plan Review Comments dated December 22, 2025, for a full list of the items included in the revised submittal.

Project Description

The project includes the development of a Gas Station and Convenience Store with six fueling islands for a total of 12 pumps. The existing Tax Map 198 Lot 11, 12, 14, 15, 16 is approximately 3.40 acres and currently contains two garages and a residential building. During the application process, the client intends to merge the existing five lots into a single lot. The site is within the Business Zone and is adjacent to the intersection of Lowell Road and Atwood Avenue.

The proposed project is to construct a single story 5,400 s.f. building with a co-tenant with drive-thru. Associated improvements include and are not limited to access, grading, utilities, stormwater management system, lighting, and landscaping. The project proposes a 5,400 SF building footprint and total 66,505 SF of impervious area upon the property and approximately 126,439 SF of disturbance to facilitate the development.

The development is proposed outside the Wetland and 50' Wetland Buffer located west of the development. The project does not propose any wetland or wetland buffer impacts. The project has undergone additional review and received approvals/permits from NHDES Alteration of Terrain (AoT) and the Hudson Zoning Board of Appeals. The project will have additional review by NHDES Sewer, and EPA's NOI for Construction General Permit.

This project was previously in front of the Planning Board at multiple meetings in 2024 and 2025 where the project was discussed with the Board and abutters. At the May 28, 2025 Planning Board meeting, the application was denied without prejudice to allow for a fresh application containing all elements requested

TFMoran, Inc.
 48 Constitution Drive, Bedford, NH 03110
 T(603) 472-4488 www.tfmoran.com



TFMoran, Inc. Seacoast Division
 170 Commerce Way–Suite 102, Portsmouth, NH 03801
 T(603) 431-2222



Hudson Site Plan Application

December 22, 2025

**91-97 Lowell Road – Colbea Enterprises, LLC – Tax Map 198 Lot 11, 12, 14, 15, 16
Project #18149.00**

by the Board. Also included in this submittal is a response to the most recent engineering review comments by Fuss & O'Neill (dated Feb. 5, 2025) for the previously mentioned application.

Based on our review of the Town of Hudson's Site Plan Review Regulations, we are requesting relief in the form of waivers from the Land Use Regulations as part of this submission. These waiver requests are included within the attached Site Plan Application.

We respectfully request that we be placed on the agenda for an upcoming Planning Board Meeting.

If you have any questions or concerns, please do not hesitate to contact us.

Respectfully,
TFMoran, Inc.

A handwritten signature in black ink, appearing to read 'Chris Rice', is positioned above the typed name.

Christopher Rice
Principal/Senior Project Manager

Planning Board Sign-off

| | | | |
|---------------|--|----------|--|
| Project Name | | Map/Lot: | |
| Site Address: | | Zone: | |
| | | Due by: | |

| Project Status | | Ready for Approval | Awaiting Revisions | Approval with Stipulations |
|-----------------------|----------------|---------------------------|---------------------------|-----------------------------------|
| DEPARTMENT | INITIAL | | | |
| FUSS & O'NEILL: | | | | |
| ZONING: | | | | |
| ASSESSING: | | | | |
| ENGINEERING: | | | | |
| PUBLIC WORKS: | | | | |
| FIRE: | | | | |
| POLICE: | | | | |

Comments:

Planning Board Sign-off

| | | | |
|---------------|--|----------|--|
| Project Name | | Map/Lot: | |
| Site Address: | | Zone: | |
| | | Due by: | |

Extended Comments:



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists



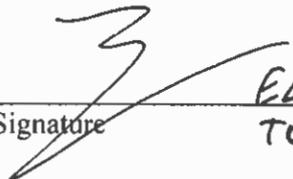
March 25, 2025

Elvis Dhima, PE
Hudson Town Engineer
12 School Street
Hudson, NH 03051

RE: Off-Site Drainage Improvements related to Site Development at 91-97 Lowell Road in Hudson
Tax Map 198 Lots 11, 12, 14, 15, & 16

Dear Mr. Dhima,

On behalf of our client, Colbea Enterprises, LLC, TF Moran, Inc. (TFM) respectfully submits the following request related to the proposed development at 91-97 Lowell Road in Hudson, NH. The project proposes the development of a gas station, convenience store, and car wash at a currently vacant site. During discussions with Hudson Town staff, TFM was made aware of existing stormwater issues located between the subject property and the nearby intersection of Lowell Road and Birch Street. Based on these discussions the proposed development now includes off-site improvements to help provide relief in the previously referenced area. The proposed improvements, including the installation of several drainage structures and associated piping, will handle the increase in flows from the subject property and ponding occurring near the Lowell Road and Birch Street intersection. TFM requests that Mr. Dhima, (or Town of Hudson representative) sign the document below to confirm the Town finds the increase in peak runoff flow rate to the Lowell Road drainage system to be negligible and the improvements would be beneficial to both the applicant and the Town.



Signature **ELVIS DHIMA, P.E.**
TOWN ENGINEER

3/25/25
Date





Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

Traffic Impact and Access Study – RIRO OPTION

Proposed Gas Station/Convenience Store with Fast-Food Window

91-97 Lowell Road

Hudson, New Hampshire

21 January 2026 Rev2

TFM# 18149.00

TFMoran, Inc.

48 Constitution Drive, Bedford, NH 03110

T(603) 472-4488

www.tfmoran.com

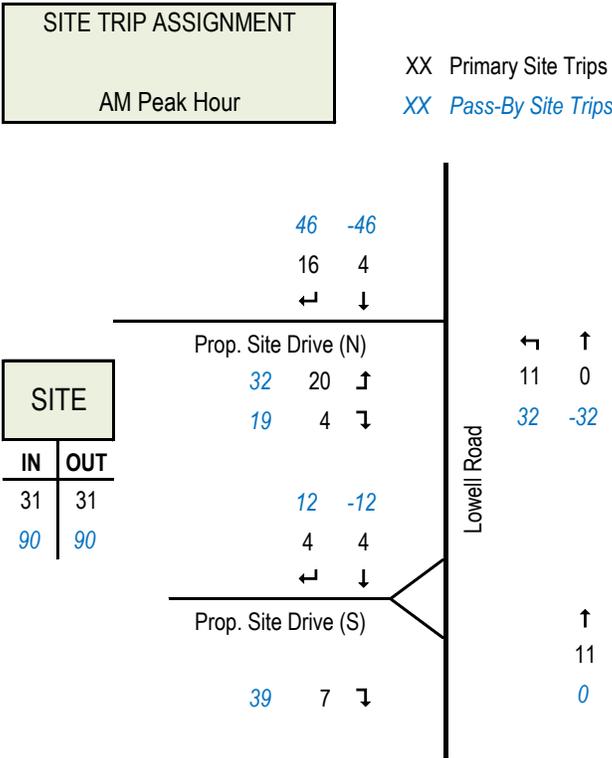
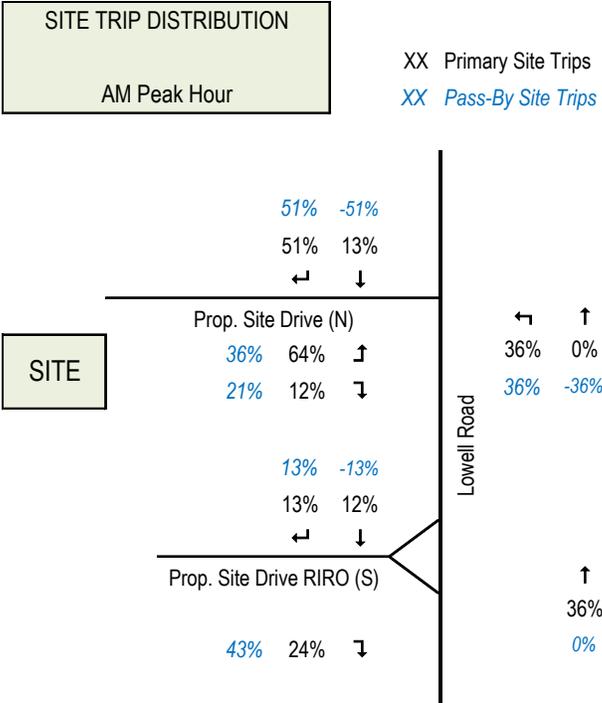
TFMoran Seacoast Division

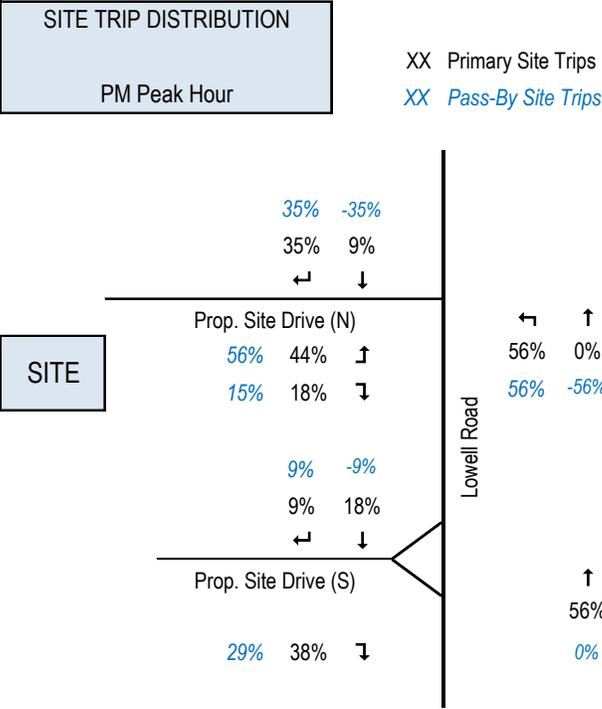
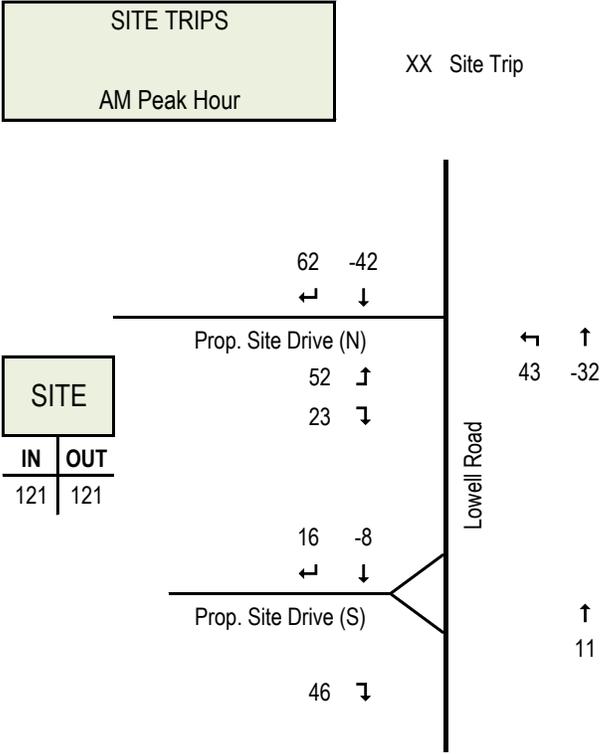
170 Commerce Way–Suite 102, Portsmouth, NH 03801

T(603) 431-2222

Distribution

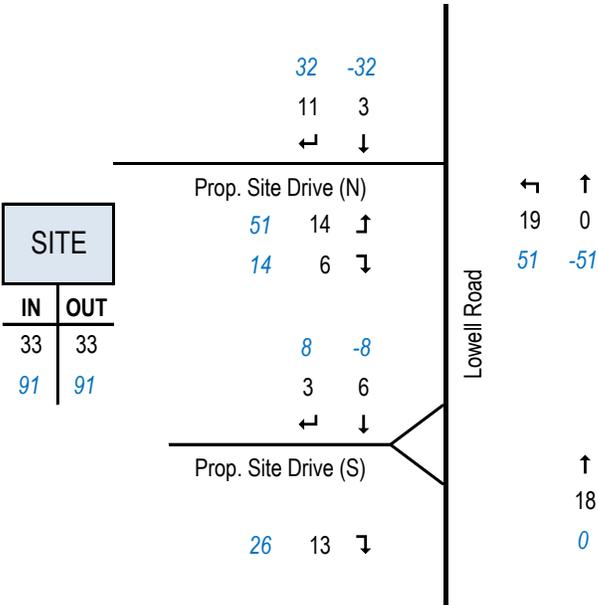
At driveways – the distribution was updated to move all left turns to the full driveway. See the following updated distribution diagrams.





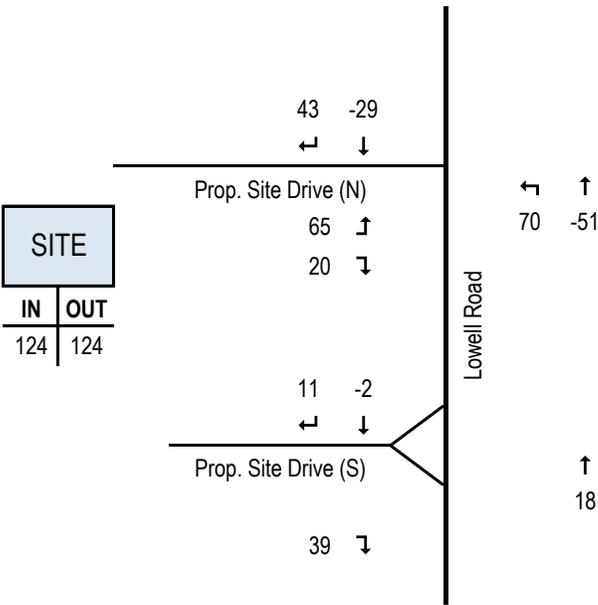
SITE TRIP ASSIGNMENT
 PM Peak Hour

XX Primary Site Trips
 XX Pass-By Site Trips

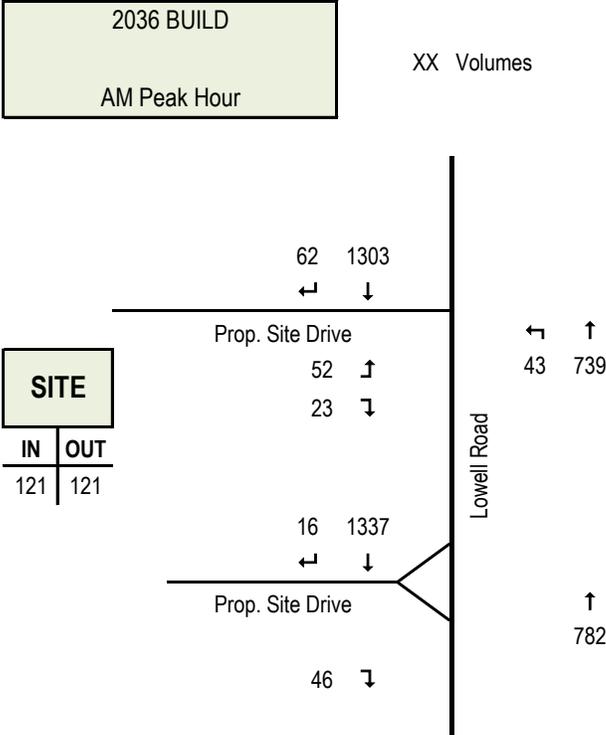
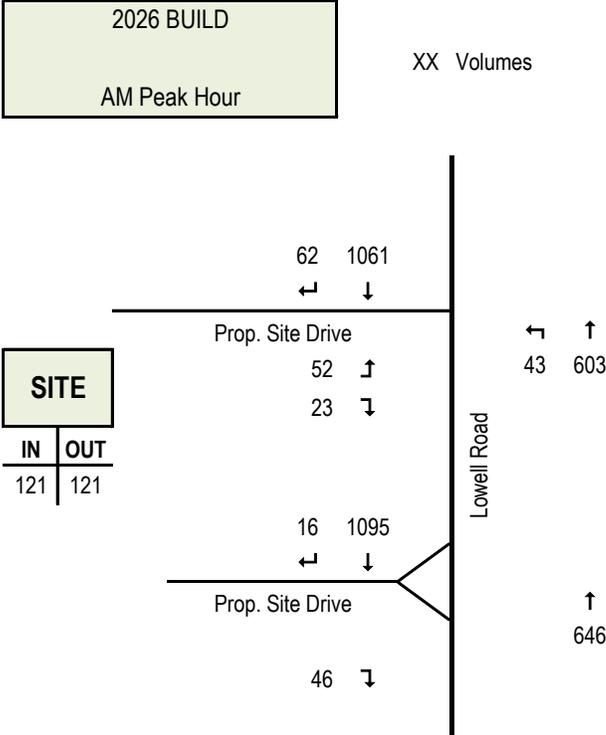


SITE TRIPS
 PM Peak Hour

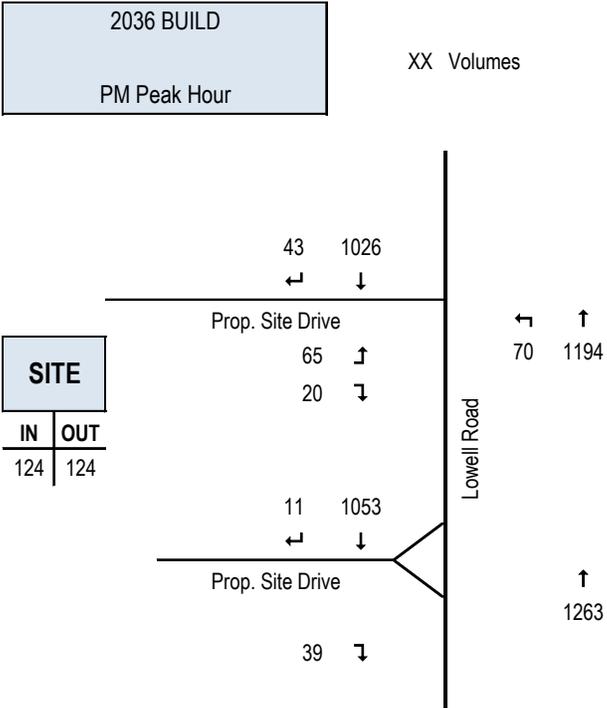
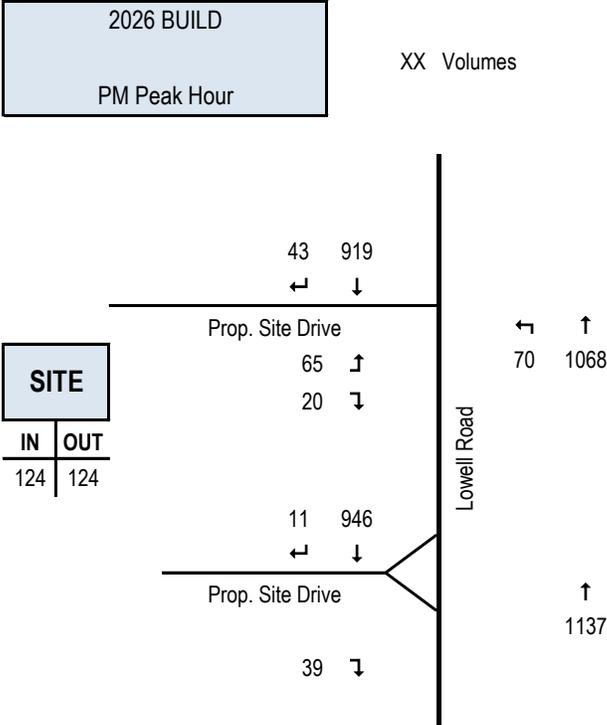
XX Site Trip



The updated 2026/2036 build diagrams are shown on the following pages for each peak hour:



Traffic Impact and Access Study, - RIRO OPTION
Proposed Gas Station/Convenience Store with FF Window
91-97 Lowell Road, Hudson NH



Volume to capacity (v/c) ratios, Level of Service (LOS), delays and queue results are summarized in the following tables:

Table 3. Level of Service Analysis Summary (2023/2026/2036) – AM Peak Hour

| Movement | 2023 BASE AM | | | | 2026 NoBuild AM | | | | 2026 Build AM | | | | 2036 NoBuild AM | | | | 2036 Build AM | | | |
|--|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|
| | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d |
| 5: Lowell Road at Proposed Site Drive (N) [Unsignalized] | | | | | | | | | | | | | | | | | | | | |
| OVERALL | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1.9 | A | --- | --- | --- | --- | --- | --- | 3.7 | A | --- |
| EB L/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.35 | 36.3 | E | 38 | --- | --- | --- | --- | 0.73 | 93.2 | F | 100 |
| NB L | --- | --- | --- | --- | --- | --- | --- | --- | 0.14 | 17.2 | C | 12 | --- | --- | --- | --- | 0.24 | 28.1 | D | 22 |
| NB T | --- | --- | --- | --- | --- | --- | --- | --- | 0.39 | 0.0 | A | 0 | --- | --- | --- | --- | 0.48 | 0.0 | A | 0 |
| SB T/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.73 | 0.0 | A | 0 | --- | --- | --- | --- | 0.89 | 0.0 | A | 0 |
| 10: Lowell Road at Proposed Site Drive (S) [Unsignalized] | | | | | | | | | | | | | | | | | | | | |
| OVERALL | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1.0 | A | --- | --- | --- | --- | --- | --- | 2.8 | A | --- |
| EB L/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.32 | 38.6 | D | 33 | --- | --- | --- | --- | 0.71 | 133.3 | F | 82 |
| NB T | --- | --- | --- | --- | --- | --- | --- | --- | 0.42 | 0.0 | A | 0 | --- | --- | --- | --- | 0.51 | 0.0 | A | 0 |
| SB T/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.73 | 0.0 | A | 0 | --- | --- | --- | --- | 0.88 | 0.0 | A | 0 |

Table 4. Level of Service Analysis Summary (2023/2026/2036) – PM Peak Hour

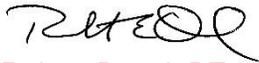
| Movement | 2023 BASE PM | | | | 2026 No-Build PM | | | | 2026 Build PM | | | | 2036 No-Build PM | | | | 2036 Build PM | | | |
|--|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|
| | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d | v/c ^a | Del ^b | LOS ^c | Q ^d |
| 5: Lowell Road at Proposed Site Drive (N) [Unsignalized] | | | | | | | | | | | | | | | | | | | | |
| OVERALL | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2.0 | A | --- | --- | --- | --- | --- | --- | 2.5 | A | --- |
| EB L/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.47 | 40.8 | E | 56 | --- | --- | --- | --- | 0.58 | 58.6 | F | 77 |
| NB L | --- | --- | --- | --- | --- | --- | --- | --- | 0.16 | 13.9 | B | 14 | --- | --- | --- | --- | 0.20 | 16.3 | C | 18 |
| NB T | --- | --- | --- | --- | --- | --- | --- | --- | 0.70 | 0.0 | A | 0 | --- | --- | --- | --- | 0.78 | 0.0 | A | 0 |
| SB T/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.63 | 0.0 | A | 0 | --- | --- | --- | --- | 0.70 | 0.0 | A | 0 |
| 10: Lowell Road at Proposed Site Drive (S) [Unsignalized] | | | | | | | | | | | | | | | | | | | | |
| OVERALL | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.4 | A | --- | --- | --- | --- | --- | --- | 0.5 | A | --- |
| EB L/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.17 | 22.7 | C | 15 | --- | --- | --- | --- | 0.24 | 30.8 | D | 22 |
| NB T | --- | --- | --- | --- | --- | --- | --- | --- | 0.74 | 0.0 | A | 0 | --- | --- | --- | --- | 0.83 | 0.0 | A | 0 |
| SB T/R | --- | --- | --- | --- | --- | --- | --- | --- | 0.63 | 0.0 | A | 0 | --- | --- | --- | --- | 0.70 | 0.0 | A | 0 |

^a Volume-to-capacity ratio - ^b Average control delay (sec/veh) - ^c Level of service - ^d 95th percentile queue in feet

Traffic Impact and Access Study, - RIRO OPTION
Proposed Gas Station/Convenience Store with FF Window
91-97 Lowell Road, Hudson NH

We therefore conclude that the site driveways will operate acceptably, and this proposal will have no significant negative impacts on the Lowell Road and adjacent roadways.

Respectfully Submitted,
TFMORAN, INC.



Robert Duval, PE
Chief Engineer

| RETAIL / RESTAURANT: Convenience Store / Gas Station with Drive-Thru | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------|-----|-------|-----|-----------------------------|-------------|-----|-------|--|-----------|-----|----|-----|-----|---|-----|---|----|-----|-----|-----|-----|---|-----|-----------|-----|----|---|-----|-----|--|---|---|---|-----|--|---|---|----------|-------------|--|-------|---|---|-----|----|-----|-----|----------|-------------|---|-------|-----|----|-----|----|-----|-----|------|-----|-----|----|-----|-----|-----|----|----|-----|-----|--|----|---|-----|------|--|-----|---|-----|------|--|-----|---|-----|-----|--|----|---|
| % ProRata Primary | | | | | % ProRata Pass-By | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th></th> <th>In</th> <th>Out</th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td>AM Totals</td> <td>31</td> <td>31</td> <td colspan="2"></td> </tr> </tbody> </table> | | | | | | In | Out | | | AM Totals | 31 | 31 | | | <table border="1"> <thead> <tr> <th></th> <th>In</th> <th>Out</th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td>AM Totals</td> <td>90</td> <td>90</td> <td colspan="2"></td> </tr> </tbody> </table> | | | | | | In | Out | | | AM Totals | 90 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Totals | 31 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM Totals | 90 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road at Prop. Site | | | | | Road at Prop. Site | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| EBR | | 12% | 0 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBL | 36% | | 11 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | 13% | | 4 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 51% | | 16 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| EBL | | 36% | 0 | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 21% | 0 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBL | 36% | | 32 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | -36% | | -32 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | -51% | | -46 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 51% | | 46 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road at Prop. Site | | | | | Road at Prop. Site | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| EBR | | 24% | 0 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | 36% | | 11 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | | 12% | 0 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 13% | | 4 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 43% | 0 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | -13% | | -12 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 13% | | 12 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| TOTAL PRIMARY | | TOTAL PASS-BY | | TOTAL | |
|---|----|---|-----|---|-----|
| TOTAL | | TOTAL | | TOTAL | |
| AM PRIMARY | | AM PASS-BY | | AM TOTAL | |
| 62 | | 180 | | 242 | |
| 5: Lowell Road at Prop. Site Drive (N) | | 5: Lowell Road at Prop. Site Drive (N) | | 5: Lowell Road at Prop. Site Drive (N) | |
| <u>Movement</u> | | <u>Movement</u> | | <u>Movement</u> | |
| EBL | 20 | EBL | 32 | EBL | 52 |
| EBR | 4 | EBR | 19 | EBR | 23 |
| NBL | 11 | NBL | 32 | NBL | 43 |
| NBT | 0 | NBT | -32 | NBT | -32 |
| SBT | 4 | SBT | -46 | SBT | -42 |
| SBR | 16 | SBR | 46 | SBR | 62 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | 10: Lowell Road at Prop. Site Drive RIRO (S) | | 10: Lowell Road at Prop. Site Drive RIRO (S) | |
| <u>Movement</u> | | <u>Movement</u> | | <u>Movement</u> | |
| EBR | 7 | EBR | 39 | EBR | 46 |
| NBT | 11 | NBT | 0 | NBT | 11 |
| SBT | 4 | SBT | -12 | SBT | -8 |
| SBR | 4 | SBR | 12 | SBR | 16 |

| RETAIL / RESTAURANT: Convenience Store / Gas Station with Drive-Thru | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| % ProRata Primary | | | | | % ProRata Pass-By | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th></th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>PM Totals</td> <td>33</td> <td>33</td> </tr> </tbody> </table> | | | | | | In | Out | PM Totals | 33 | 33 | <table border="1"> <thead> <tr> <th></th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>PM Totals</td> <td>91</td> <td>91</td> </tr> </tbody> </table> | | | | | | In | Out | PM Totals | 91 | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Totals | 33 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PM Totals | 91 | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road at Prop. Site | | | | | Road at Prop. Site | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBL | | 44% | 0 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 18% | 0 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBL | 56% | | 19 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | 9% | | 3 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 35% | | 11 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBL | | 56% | 0 | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 15% | 0 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBL | 56% | | 51 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | -56% | | -51 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | -35% | | -32 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 35% | | 32 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road at Prop. Site | | | | | Road at Prop. Site | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th rowspan="2">Movement</th> <th colspan="2">PERCENTAGES</th> <th colspan="2">TRIPS</th> </tr> <tr> <th>In</th> <th>Out</th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>EBR</td> <td></td> <td>38%</td> <td>0</td> <td>13</td> </tr> <tr> <td>NBT</td> <td>56%</td> <td></td> <td>18</td> <td>0</td> </tr> <tr> <td>SBT</td> <td></td> <td>18%</td> <td>0</td> <td>6</td> </tr> <tr> <td>SBR</td> <td>9%</td> <td></td> <td>3</td> <td>0</td> </tr> </tbody> </table> | | | | | Movement | PERCENTAGES | | TRIPS | | In | Out | In | Out | EBR | | 38% | 0 | 13 | NBT | 56% | | 18 | 0 | SBT | | 18% | 0 | 6 | SBR | 9% | | 3 | 0 | <table border="1"> <thead> <tr> <th rowspan="2">Movement</th> <th colspan="2">PERCENTAGES</th> <th colspan="2">TRIPS</th> </tr> <tr> <th>In</th> <th>Out</th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>EBR</td> <td></td> <td>29%</td> <td>0</td> <td>26</td> </tr> <tr> <td>NBT</td> <td></td> <td></td> <td>0</td> <td>0</td> </tr> <tr> <td>SBT</td> <td>-9%</td> <td></td> <td>-8</td> <td>0</td> </tr> <tr> <td>SBR</td> <td>9%</td> <td></td> <td>8</td> <td>0</td> </tr> </tbody> </table> | | | | | Movement | PERCENTAGES | | TRIPS | | In | Out | In | Out | EBR | | 29% | 0 | 26 | NBT | | | 0 | 0 | SBT | -9% | | -8 | 0 | SBR | 9% | | 8 | 0 | | | | | | | | | | | | | | | | | | | | |
| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 38% | 0 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | 56% | | 18 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | | 18% | 0 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 9% | | 3 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Movement | PERCENTAGES | | TRIPS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | In | Out | In | Out | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EBR | | 29% | 0 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NBT | | | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBT | -9% | | -8 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SBR | 9% | | 8 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| TOTAL PRIMARY | | TOTAL PASS-BY | | TOTAL | |
|---|----|---|-----|---|-----|
| TOTAL | | TOTAL | | TOTAL | |
| PM PRIMARY | | PM PASS-BY | | PM TOTAL | |
| 66 | | 182 | | 248 | |
| 5: Lowell Road at Prop. Site Drive (N) | | 5: Lowell Road at Prop. Site Drive (N) | | 5: Lowell Road at Prop. Site Drive (N) | |
| <u>Movement</u> | | <u>Movement</u> | | <u>Movement</u> | |
| EBL | 14 | EBL | 51 | EBL | 65 |
| EBR | 6 | EBR | 14 | EBR | 20 |
| NBL | 19 | NBL | 51 | NBL | 70 |
| NBT | 0 | NBT | -51 | NBT | -51 |
| SBT | 3 | SBT | -32 | SBT | -29 |
| SBR | 11 | SBR | 32 | SBR | 43 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | 10: Lowell Road at Prop. Site Drive RIRO (S) | | 10: Lowell Road at Prop. Site Drive RIRO (S) | |
| <u>Movement</u> | | <u>Movement</u> | | <u>Movement</u> | |
| EBR | 13 | EBR | 26 | EBR | 39 |
| NBT | 18 | NBT | 0 | NBT | 18 |
| SBT | 6 | SBT | -8 | SBT | -2 |
| SBR | 3 | SBR | 8 | SBR | 11 |

Background Traffic Volumes

AM Peak data

| | | |
|------------------------------|--------|------------------------|
| NRPC Growth Rate (2020-2030) | 0.0207 | North of Atwood Ave |
| NRPC Growth Rate (2020-2030) | 0.0207 | South of Atwood Ave |
| May 2019 Seasonal Adjust | 1.02 | NHDOT Group 4 Averages |
| Covid/Stay-home factor | 1.074 | NHDOT Methodology |

| |
|--|
| Site Trips are not Seasonally Adjusted or Grown. |
| ALL TRIPS ARE COVID ADJUSTED |

| AM Peak Hour | Existing 2023 (Raw data) [05/04/2023] | Existing 2023 w/ Seasonal Adjustment | Covid/Stay- Home Adjustment | 2023 ADJUSTED | Balance | 2023 BASE | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | AM PHF | % Heavy | Counted Heavy |
|---|---|--|-----------------------------------|------------------|---------|--------------|---------|---------|---------|--------|---------|---------|---------|---------|--------|---------|---------|---------|------|-----------|---------|------------------|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | | | | | | | | | | | | | | | | | |
| | 7:15 AM | calculated | | | | | | | | | | | | | | | | | | | | |
| | <u>Movement</u> | | | | | | | | | | | | | | | | | | | | | |
| | EBL | | | | | | | | | | | | | | | | | | | | | |
| | EBR | | | | | | | | | | | | | | | | | | | | | |
| | NBL | | | | | | | | | | | | | | | | | | | | | |
| | NBT | 507 | 517 | 1.074 | 556 | 563 | 574.66 | 586.56 | 598.7 | 611.09 | 623.74 | 636.66 | 649.84 | 663.3 | 677.03 | 691.04 | 705.35 | 719.95 | 735 | 0.90 | 0% | |
| | SBT | 914 | 932 | 1.074 | 1001 | 1001 | 1021.72 | 1042.87 | 1064.46 | 1086.5 | 1108.99 | 1131.95 | 1155.38 | 1179.29 | 1203.7 | 1228.62 | 1254.06 | 1280.02 | 1306 | 0.90 | #REF! | #REF! |
| | SBR | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | | | | | | | | | | | | | | | | | |
| | 7:15 AM | calculated | | | | | | | | | | | | | | | | | | | | |
| | <u>Movement</u> | | | | | | | | | | | | | | | | | | | | | |
| | EBL | | | | | | | | | | | | | | | | | | | | | |
| | EBR | | | | | | | | | | | | | | | | | | | | | |
| | NBL | | | | | | | | | | | | | | | | | | | | | |
| | NBT | 507 | 517 | 1.074 | 556 | 563 | 574.66 | 586.56 | 598.7 | 611.09 | 623.74 | 636.66 | 649.84 | 663.3 | 677.03 | 691.04 | 705.35 | 719.95 | 735 | 0.90 | 0% | |
| | SBT | 914 | 932 | 1.074 | 1001 | 1001 | 1021.72 | 1042.87 | 1064.46 | 1086.5 | 1108.99 | 1131.95 | 1155.38 | 1179.29 | 1203.7 | 1228.62 | 1254.06 | 1280.02 | 1306 | 0.90 | 4% | 25 |
| | SBR | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |

| AM Peak Hour | 2025 BASE | 2026 | Other Developments | 2026 No-Build | Site Trip Distribution RIRO | 2026 Build | AM BUILD PHF |
|---|--------------|------|-----------------------|------------------|-----------------------------------|---------------|--------------------|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | | |
| <u>Movement</u> | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 52 | 52 | 0.90 |
| EBR | 0 | 0 | 0 | 0 | 23 | 23 | |
| NBL | 0 | 0 | 0 | 0 | 43 | 43 | 0.90 |
| NBT | 587 | 599 | 36 | 635 | -32 | 603 | |
| SBT | 1043 | 1064 | 39 | 1103 | -42 | 1061 | |
| SBR | 0 | 0 | 0 | 0 | 62 | 62 | 0.90 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | | |
| <u>Movement</u> | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0.90 |
| EBR | 0 | 0 | 0 | 0 | 46 | 46 | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0.90 |
| NBT | 587 | 599 | 36 | 635 | 11 | 646 | |
| SBT | 1043 | 1064 | 39 | 1103 | -8 | 1095 | |
| SBR | 0 | 0 | 0 | 0 | 16 | 16 | 0.90 |

| AM Peak Hour | 2036 | Other Developments | 2036 No-Build | Site Trip Distribution RIRO | 2036 Build | AM FUTURE BUILD PHF |
|---|------|-----------------------|------------------|-----------------------------------|---------------|------------------------------|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | |
| <u>Movement</u> | | | | | | |
| EBL | 0 | 0 | 0 | 52 | 52 | 0.90 |
| EBR | 0 | 0 | 0 | 23 | 23 | |
| NBL | 0 | 0 | 0 | 43 | 43 | 0.90 |
| NBT | 735 | 36 | 771 | -32 | 739 | |
| SBT | 1306 | 39 | 1345 | -42 | 1303 | |
| SBR | 0 | 0 | 0 | 62 | 62 | 0.90 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | |
| <u>Movement</u> | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0.90 |
| EBR | 0 | 0 | 0 | 46 | 46 | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0.90 |
| NBT | 735 | 36 | 771 | 11 | 782 | |
| SBT | 1306 | 39 | 1345 | -8 | 1337 | |
| SBR | 0 | 0 | 0 | 16 | 16 | 0.90 |

Background Traffic Volumes

PM Peak data

| | | |
|------------------------------|--------|------------------------|
| NRPC Growth Rate (2020-2030) | 0.0114 | North of Atwood Ave |
| NRPC Growth Rate (2020-2030) | 0.0113 | South of Atwood Ave |
| May 2019 Seasonal Adjust | 1.02 | NHDOT Group 4 Averages |
| Covid/Stay-home factor | 1.052 | NHDOT Methodology |

| |
|--|
| Site Trips are not Seasonally Adjusted or Grown. |
| ALL TRIPS ARE COVID ADJUSTED |

| PM Peak Hour | Existing 2023 (Raw data) [05/04/2023] | Existing 2023 w/ Seasonal Adjustment | Covid/Stay- Home Adjustment | 2023 ADJUSTED | Balance | 2023 BASE | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | PM PHF | % Heavy | Counted Heavy | | |
|---|---|--|-----------------------------------|------------------|---------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----------|---------|------------------|----|--|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4:45 PM | calculated | | | | | | | | | | | | | | | | | | | | | | |
| | <u>Movement</u> | | | | | | | | | | | | | | | | | | | | | | | |
| | EBL | | | | | | | | | | | | | | | | | | | | | 0.90 | 0% | |
| | EBR | | | | | | | | | | | | | | | | | | | | | | 0% | |
| | NBL | | | | | | | | | | | | | | | | | | | | | 0.90 | 0% | |
| | NBT | 948 | 967 | 1.052 | 1017 | 1019 | 1030.61 | 1042.36 | 1054.24 | 1066.26 | 1078.42 | 1090.72 | 1103.15 | 1115.72 | 1128.44 | 1141.30 | 1154.31 | 1167.47 | 1180 | 0.90 | #REF! | #REF! | | |
| | SBT | 732 | 747 | 1.052 | 785 | 863 | 872.84 | 882.79 | 892.85 | 903.03 | 913.32 | 923.73 | 934.27 | 944.92 | 955.69 | 966.59 | 977.61 | 988.75 | 1000 | 0.90 | #REF! | #REF! | | |
| | SBR | | | | | | | | | | | | | | | | | | | | | | 0% | |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4:45 PM | calculated | | | | | | | | | | | | | | | | | | | | | | |
| | <u>Movement</u> | | | | | | | | | | | | | | | | | | | | | | | |
| | EBR | | | | | | | | | | | | | | | | | | | | | 0.90 | 0% | |
| | NBT | 948 | 967 | 1.052 | 1017 | 1019 | 1030.61 | 1042.36 | 1054.24 | 1066.26 | 1078.42 | 1090.72 | 1103.15 | 1115.72 | 1128.44 | 1141.3 | 1154.31 | 1167.47 | 1180 | 0.90 | 1% | 12 | | |
| | SBT | 732 | 747 | 1.052 | 785 | 863 | 872.84 | 882.79 | 892.85 | 903.03 | 913.32 | 923.73 | 934.27 | 944.92 | 955.69 | 966.59 | 977.61 | 988.75 | 1000 | 0.90 | 1% | 7 | | |
| | SBR | | | | | | | | | | | | | | | | | | | | | | 0% | |

| PM Peak Hour | 2025 BASE | 2026 | Other Developments | 2026 No-Build | Site Trip Distribution RIRO | 2026 Build | PM BUILD PHF |
|---|--------------|------|-----------------------|------------------|-----------------------------------|---------------|--------------------|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | | |
| <u>Movement</u> | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 65 | 65 | 0.90 |
| EBR | 0 | 0 | 0 | 0 | 20 | 20 | |
| NBL | 0 | 0 | 0 | 0 | 70 | 70 | 0.90 |
| NBT | 1042 | 1054 | 65 | 1119 | -51 | 1068 | |
| SBT | 883 | 893 | 55 | 948 | -29 | 919 | |
| SBR | 0 | 0 | 0 | 0 | 43 | 43 | 0.90 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | | |
| <u>Movement</u> | | | | | | | |
| EBR | 0 | 0 | 0 | 0 | 39 | 39 | 0.90 |
| NBT | 1042 | 1054 | 65 | 1119 | 18 | 1137 | 0.90 |
| SBT | 883 | 893 | 55 | 948 | -2 | 946 | |
| SBR | 0 | 0 | 0 | 0 | 11 | 11 | 0.90 |

| PM Peak Hour | 2036 | Other Developments | 2036 No-Build | Site Trip Distribution RIRO | 2036 Build | PM FUTURE BUILD PHF |
|---|------|-----------------------|------------------|-----------------------------------|---------------|------------------------------|
| 5: Lowell Road at Prop. Site Drive (N) | | | | | | |
| <u>Movement</u> | | | | | | |
| EBL | 0 | 0 | 0 | 65 | 65 | 0.90 |
| EBR | 0 | 0 | 0 | 20 | 20 | |
| NBL | 0 | 0 | 0 | 70 | 70 | 0.90 |
| NBT | 1180 | 65 | 1245 | -51 | 1194 | |
| SBT | 1000 | 55 | 1055 | -29 | 1026 | |
| SBR | 0 | 0 | 0 | 43 | 43 | 0.90 |
| 10: Lowell Road at Prop. Site Drive RIRO (S) | | | | | | |
| <u>Movement</u> | | | | | | |
| EBR | 0 | 0 | 0 | 39 | 39 | 0.90 |
| NBT | 1180 | 65 | 1245 | 18 | 1263 | 0.90 |
| SBT | 1000 | 55 | 1055 | -2 | 1053 | |
| SBR | 0 | 0 | 0 | 11 | 11 | 0.90 |

HCM Unsignalized Intersection Capacity Analysis
 5: Lowell Road & Prop. Site Drive (N)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |
| Traffic Volume (veh/h) | 52 | 23 | 43 | 603 | 1061 | 62 |
| Future Volume (Veh/h) | 52 | 23 | 43 | 603 | 1061 | 62 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 58 | 26 | 48 | 670 | 1179 | 69 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | 2 | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 250 | |
| pX, platoon unblocked | 0.48 | 0.48 | 0.48 | | | |
| vC, conflicting volume | 1980 | 1214 | 1248 | | | |
| vC1, stage 1 conf vol | 1214 | | | | | |
| vC2, stage 2 conf vol | 766 | | | | | |
| vCu, unblocked vol | 2507 | 899 | 971 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 65 | 84 | 86 | | | |
| cM capacity (veh/h) | 164 | 162 | 342 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 84 | 48 | 670 | 1248 | | |
| Volume Left | 58 | 48 | 0 | 0 | | |
| Volume Right | 26 | 0 | 0 | 69 | | |
| cSH | 238 | 342 | 1700 | 1700 | | |
| Volume to Capacity | 0.35 | 0.14 | 0.39 | 0.73 | | |
| Queue Length 95th (ft) | 38 | 12 | 0 | 0 | | |
| Control Delay (s) | 36.3 | 17.2 | 0.0 | 0.0 | | |
| Lane LOS | E | C | | | | |
| Approach Delay (s) | 36.3 | 1.2 | | 0.0 | | |
| Approach LOS | E | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.9 | | | |
| Intersection Capacity Utilization | | | 69.6% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 10: Lowell Road & Prop. Site Drive RIRO (S)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑ | ↘ | |
| Traffic Volume (veh/h) | 0 | 46 | 0 | 646 | 1095 | 16 |
| Future Volume (Veh/h) | 0 | 46 | 0 | 646 | 1095 | 16 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 51 | 0 | 718 | 1217 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 400 | |
| pX, platoon unblocked | 0.48 | 0.48 | 0.48 | | | |
| vC, conflicting volume | 1944 | 1226 | 1235 | | | |
| vC1, stage 1 conf vol | 1226 | | | | | |
| vC2, stage 2 conf vol | 718 | | | | | |
| vCu, unblocked vol | 2424 | 929 | 948 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 68 | 100 | | | |
| cM capacity (veh/h) | 167 | 157 | 352 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 51 | 718 | 1235 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 51 | 0 | 18 | | | |
| cSH | 157 | 1700 | 1700 | | | |
| Volume to Capacity | 0.32 | 0.42 | 0.73 | | | |
| Queue Length 95th (ft) | 33 | 0 | 0 | | | |
| Control Delay (s) | 38.6 | 0.0 | 0.0 | | | |
| Lane LOS | E | | | | | |
| Approach Delay (s) | 38.6 | 0.0 | 0.0 | | | |
| Approach LOS | E | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.0 | | | |
| Intersection Capacity Utilization | | | 68.6% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 5: Lowell Road & Prop. Site Drive (N)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 52 | 23 | 43 | 739 | 1303 | 62 |
| Future Volume (Veh/h) | 52 | 23 | 43 | 739 | 1303 | 62 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 58 | 26 | 48 | 821 | 1448 | 69 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | 2 | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 250 | |
| pX, platoon unblocked | 0.46 | 0.46 | 0.46 | | | |
| vC, conflicting volume | 2400 | 1482 | 1517 | | | |
| vC1, stage 1 conf vol | 1482 | | | | | |
| vC2, stage 2 conf vol | 917 | | | | | |
| vCu, unblocked vol | 3440 | 1462 | 1537 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 36 | 65 | 76 | | | |
| cM capacity (veh/h) | 90 | 74 | 203 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 84 | 48 | 821 | 1517 | | |
| Volume Left | 58 | 48 | 0 | 0 | | |
| Volume Right | 26 | 0 | 0 | 69 | | |
| cSH | 115 | 203 | 1700 | 1700 | | |
| Volume to Capacity | 0.73 | 0.24 | 0.48 | 0.89 | | |
| Queue Length 95th (ft) | 100 | 22 | 0 | 0 | | |
| Control Delay (s) | 93.2 | 28.1 | 0.0 | 0.0 | | |
| Lane LOS | F | D | | | | |
| Approach Delay (s) | 93.2 | 1.6 | | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.7 | | | |
| Intersection Capacity Utilization | | | 82.3% | | ICU Level of Service | E |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 10: Lowell Road & Prop. Site Drive RIRO (S)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | |  |  | |
| Traffic Volume (veh/h) | 0 | 46 | 0 | 782 | 1337 | 16 |
| Future Volume (Veh/h) | 0 | 46 | 0 | 782 | 1337 | 16 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 51 | 0 | 869 | 1486 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 400 | |
| pX, platoon unblocked | 0.46 | 0.46 | 0.46 | | | |
| vC, conflicting volume | 2364 | 1495 | 1504 | | | |
| vC1, stage 1 conf vol | 1495 | | | | | |
| vC2, stage 2 conf vol | 869 | | | | | |
| vCu, unblocked vol | 3358 | 1489 | 1509 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 29 | 100 | | | |
| cM capacity (veh/h) | 91 | 72 | 209 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 51 | 869 | 1504 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 51 | 0 | 18 | | | |
| cSH | 72 | 1700 | 1700 | | | |
| Volume to Capacity | 0.71 | 0.51 | 0.88 | | | |
| Queue Length 95th (ft) | 82 | 0 | 0 | | | |
| Control Delay (s) | 133.3 | 0.0 | 0.0 | | | |
| Lane LOS | F | | | | | |
| Approach Delay (s) | 133.3 | 0.0 | 0.0 | | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.8 | | | |
| Intersection Capacity Utilization | | | 81.3% | ICU Level of Service | | D |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
5: Lowell Road & Prop. Site Drive (N)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |
| Traffic Volume (veh/h) | 65 | 20 | 70 | 1068 | 919 | 43 |
| Future Volume (Veh/h) | 65 | 20 | 70 | 1068 | 919 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 72 | 22 | 78 | 1187 | 1021 | 48 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | 2 | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 250 | |
| pX, platoon unblocked | 0.52 | 0.52 | 0.52 | | | |
| vC, conflicting volume | 2388 | 1045 | 1069 | | | |
| vC1, stage 1 conf vol | 1045 | | | | | |
| vC2, stage 2 conf vol | 1343 | | | | | |
| vCu, unblocked vol | 3203 | 627 | 673 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 53 | 91 | 84 | | | |
| cM capacity (veh/h) | 155 | 254 | 483 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 94 | 78 | 1187 | 1069 | | |
| Volume Left | 72 | 78 | 0 | 0 | | |
| Volume Right | 22 | 0 | 0 | 48 | | |
| cSH | 202 | 483 | 1700 | 1700 | | |
| Volume to Capacity | 0.47 | 0.16 | 0.70 | 0.63 | | |
| Queue Length 95th (ft) | 56 | 14 | 0 | 0 | | |
| Control Delay (s) | 40.8 | 13.9 | 0.0 | 0.0 | | |
| Lane LOS | E | B | | | | |
| Approach Delay (s) | 40.8 | 0.9 | | 0.0 | | |
| Approach LOS | E | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.0 | | | |
| Intersection Capacity Utilization | | | 68.4% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 10: Lowell Road & Prop. Site Drive RIRO (S)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑ | ↘ | |
| Traffic Volume (veh/h) | 0 | 39 | 0 | 1137 | 946 | 11 |
| Future Volume (Veh/h) | 0 | 39 | 0 | 1137 | 946 | 11 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 43 | 0 | 1263 | 1051 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 400 | |
| pX, platoon unblocked | 0.52 | 0.52 | 0.52 | | | |
| vC, conflicting volume | 2320 | 1057 | 1063 | | | |
| vC1, stage 1 conf vol | 1057 | | | | | |
| vC2, stage 2 conf vol | 1263 | | | | | |
| vCu, unblocked vol | 3069 | 652 | 664 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 83 | 100 | | | |
| cM capacity (veh/h) | 179 | 246 | 488 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 43 | 1263 | 1063 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 43 | 0 | 12 | | | |
| cSH | 246 | 1700 | 1700 | | | |
| Volume to Capacity | 0.17 | 0.74 | 0.63 | | | |
| Queue Length 95th (ft) | 15 | 0 | 0 | | | |
| Control Delay (s) | 22.7 | 0.0 | 0.0 | | | |
| Lane LOS | C | | | | | |
| Approach Delay (s) | 22.7 | 0.0 | 0.0 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | | 63.2% | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 5: Lowell Road & Prop. Site Drive (N)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |
| Traffic Volume (veh/h) | 65 | 20 | 70 | 1194 | 1026 | 43 |
| Future Volume (Veh/h) | 65 | 20 | 70 | 1194 | 1026 | 43 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 72 | 22 | 78 | 1327 | 1140 | 48 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | 2 | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 250 | |
| pX, platoon unblocked | 0.51 | 0.51 | 0.51 | | | |
| vC, conflicting volume | 2647 | 1164 | 1188 | | | |
| vC1, stage 1 conf vol | 1164 | | | | | |
| vC2, stage 2 conf vol | 1483 | | | | | |
| vCu, unblocked vol | 3728 | 847 | 894 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 42 | 88 | 80 | | | |
| cM capacity (veh/h) | 124 | 188 | 395 | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 94 | 78 | 1327 | 1188 | | |
| Volume Left | 72 | 78 | 0 | 0 | | |
| Volume Right | 22 | 0 | 0 | 48 | | |
| cSH | 162 | 395 | 1700 | 1700 | | |
| Volume to Capacity | 0.58 | 0.20 | 0.78 | 0.70 | | |
| Queue Length 95th (ft) | 77 | 18 | 0 | 0 | | |
| Control Delay (s) | 58.6 | 16.3 | 0.0 | 0.0 | | |
| Lane LOS | F | C | | | | |
| Approach Delay (s) | 58.6 | 0.9 | | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.5 | | | |
| Intersection Capacity Utilization | | | 73.1% | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
 10: Lowell Road & Prop. Site Drive RIRO (S)

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | |  | |  |  | |
| Traffic Volume (veh/h) | 0 | 39 | 0 | 1263 | 1053 | 11 |
| Future Volume (Veh/h) | 0 | 39 | 0 | 1263 | 1053 | 11 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 43 | 0 | 1403 | 1170 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | TWLTL | TWLTL | |
| Median storage (veh) | | | | 2 | 2 | |
| Upstream signal (ft) | | | | | 400 | |
| pX, platoon unblocked | 0.52 | 0.52 | 0.52 | | | |
| vC, conflicting volume | 2579 | 1176 | 1182 | | | |
| vC1, stage 1 conf vol | 1176 | | | | | |
| vC2, stage 2 conf vol | 1403 | | | | | |
| vCu, unblocked vol | 3590 | 872 | 884 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 76 | 100 | | | |
| cM capacity (veh/h) | 145 | 182 | 400 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 43 | 1403 | 1182 | | | |
| Volume Left | 0 | 0 | 0 | | | |
| Volume Right | 43 | 0 | 12 | | | |
| cSH | 182 | 1700 | 1700 | | | |
| Volume to Capacity | 0.24 | 0.83 | 0.70 | | | |
| Queue Length 95th (ft) | 22 | 0 | 0 | | | |
| Control Delay (s) | 30.8 | 0.0 | 0.0 | | | |
| Lane LOS | D | | | | | |
| Approach Delay (s) | 30.8 | 0.0 | 0.0 | | | |
| Approach LOS | D | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 69.8% | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |

February 2, 2026



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Ms. Brooke Dubowik
Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

Re: Town of Hudson Planning Board Review
91-97 Lowell Road Gas Site Plan, Lowell Road
Tax Map 198 Lot 11, 12, 14, 15 & 16; Acct. #1350-061
Reference No. 20030249.258

Dear Ms. Dubowik:

Fuss & O'Neill (F&O) has reviewed the second submission of the materials received on December 23, 2025, related to the above-referenced project. Authorization to proceed was received on January 15, 2026. A list of items reviewed is enclosed. The scope of our review is based on the Site Plan Review Codes, Stormwater Codes, Driveway Review Codes, Sewer Use Ordinance 77, Zoning Regulations, and criteria outlined in the CLD Consulting Engineers Proposal approved September 16, 2003, revised September 20, 2004, June 4, 2007, September 3, 2008, and October 2015.

The project consists of consolidating five lots, demolishing most of the existing buildings on those lots, and constructing a gas station with convenience store and drive-thru. Proposed improvements to the site also include the construction of parking areas, landscaping, drainage, utilities, and other associated site improvements. The site is to be serviced by public water and sewer systems.

The following items have outstanding issues:

1. Site Plan Review Codes (HR 275)

- a. *Former Fuss & O'Neill Comment: Hudson Regulation (HR) 275-6.C. There currently are no sidewalks abutting the site. The applicant has proposed adding a five-foot wide asphalt sidewalk along Lowell Road. No sidewalks are proposed along Atwood Avenue.*

Current Fuss & O'Neill Comment: The applicant has added a five-foot-wide sidewalk along Lowell Road. The applicant should add an asphalt sidewalk detail to the plans.

2. Administrative Review Codes (HR 276)

- a. **Former/Current Fuss & O'Neill Comment:** HR 276-11.1.B.(6). The applicant should add the owner's signature to the plan set for the final approval copy.

3. Driveway Review Codes (HR 275-6.B/Chapter 193)

- a. **Former/Current Fuss & O'Neill Comment:** HR 193.10.E. The applicant has provided plans showing that adequate sight distance is provided for the proposed driveways. The applicant should review the sight distance looking north on Lowell Road from the site driveway as there appears to be some shrubs at the abutting lot that could impact sight distance. The applicant has previously confirmed that the shrub is impeding the sight distance and that they have agreed to work with the Town to ensure the removal of the shrub. We recommend that this be noted on the plan set. The Town may want to add this item to the Conditions of Approval or make it a condition of the Certificate of Occupancy.

4. Traffic (HR 275-9.B)

- p. **New Fuss & O'Neill Comment:** The applicant provided updated Traffic Impact and Access Study documents and calculations for a potential right in/right out (RIRO) driveway option for the site. We concur with the calculations and other information presented which indicate that the proposed RIRO option does not significantly alter or improve upon the traffic flows or distribution to and from the subject site.

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- d. *Former Fuss & O'Neill Comment: HR 275-9.A.5. We note the applicant has provided a runoff volume table for the 2-year storm event. The applicant should provide a comparison table of runoff volumes for all storms analyzed.*

Current Fuss & O'Neill Comment: The applicant should review with the Town Engineer if the increase in volume at POI-5 is acceptable.

9. Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- d. *Former Fuss & O'Neill Comment: HR 275-17.D.6. The applicant has proposed some light trespass onto the abutting street and property. We note that light trespass exists at the proposed driveway locations on Lowell Road and some minor trespass (0.1 footcandle) onto lot 13.*

Current Fuss & O'Neill Comment: The applicant has revised the plans to eliminate the light trespass. The applicant should review the revised light pole locations because it appears there is some conflict with proposed trees on the landscaping plan.

The following items require Town evaluation or input:

2. Administrative Review Codes (HR 276)

- b. **Former/Current Fuss & O'Neill Comment:** HR 276-11.1.B.(12)(c). The applicant has requested a waiver for the 100-foot setback from a residential use or residential zoning. The applicant has noted that even though the site is zoned Business, the property is abutted on three sides by residential uses.

3. Driveway Review Codes (HR 275-6.B/Chapter 193)

- b. **Former/Current Fuss & O'Neill Comment:** HR 193.10.F. The applicant has proposed keeping the existing driveway that accompanies the existing building along Atwood Avenue. We note that this driveway width exceeds the 50 feet allowed by the Regulation and is approximately 100 feet wide. The applicant has proposed to reduce the width to 62-feet and requested a wavier for this requirement.
- c. **Former/Current Fuss & O'Neill Comment:** HR 193.10.G. The applicant has proposed two new site driveways and one existing driveway for the site. The applicant has requested a waiver for the additional driveway locations.

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- c. **Former/Current Fuss & O'Neill Comment:** HR 275-9.A.1. The applicant has provided a waiver request for the increase flow rates at POI-05.

The following items are resolved or have no further Fuss & O'Neill input:

1. Site Plan Review Codes (HR 275)

- b. *Former Fuss & O'Neill Comment: HR 275-6.I. The scope of this review does not include the adequacy of any fire protection provisions for the proposed buildings, tanks, or gas pump area. The applicant has shown a proposed fire hydrant next to the proposed fueling area.*
- c. *Former Fuss & O'Neill Comment: HR 275-6.T. The applicant is proposing off-site improvements that include drainage along Lowell Road to the north of the site and continuing down Birch Street. The applicant has confirmed and shown that all off-site improvement work to be performed is within the Town Right-of-Way. The applicant has previously noted that they are coordinating with the Town Engineer about the off-site improvements and that they will revise the design as necessary based on the improvements to Birch and Lowell Road.*
- d. *Former Fuss & O'Neill Comment: HR 275-8.C.(2)(a) and Zoning Ordinance (ZO) 334-15.A. The applicant has provided parking calculations on the plan set which show that 47 parking spaces are required for the gas pump, convenience store and drive-thru uses and that 49 spaces are provided.*
- e. *Former Fuss & O'Neill Comment: HR 275-8.C.(6). The applicant has shown one loading area on the plan set, which meets the minimum requirement.*
- f. *Former Fuss & O'Neill Comment: HR 275-9.C.(11). The applicant has provided two handicap accessible parking spaces for the site which meets the minimum requirement.*
- g. *Former Fuss & O'Neill Comment: HR 275-9.F. The applicant did not provide copies of any easements and deeds as part of the package received for review, and no easements are shown on the Existing Conditions plan or the proposed plans.*

Current Fuss & O'Neill Comment: The applicant has confirmed that there are no existing easements associated with the site. No further Fuss & O'Neill comment.

2. Administrative Review Codes (HR 276)

- c. *Former Fuss & O'Neill Comment: HR 276-11.1.B.(22). The applicant is proposing to keep an existing garage that is within the setback and green space along Atwood Avenue. The plans note that this building will be used for indoor storage for the NH Seasons Corner Market maintenance.*

4. Traffic (HR 275-9.B)

Former Fuss & O'Neill Comment: HR 275-9.B. Fuss & O'Neill, Inc. has reviewed the Traffic Impact and Access Study prepared by TFMoran (TFM) dated September 16, 2025, for the proposed gas station/convenience store development at 157 Lowell Road in Hudson, New Hampshire (Tax Map 198 Lots 11, 12, 14, 15 and 16). The project proposes the development of a 5,400 square foot (sf) convenience store with a drive-thru window, 12 vehicle fueling positions (vfp). Access and egress to the site will be provided via a proposed driveway on the west side of Lowell Road just north of its intersection with Atwood Avenue.

- a. *Former Fuss & O'Neill Comment: The procedures that the TFM report uses are reasonable, with the appropriate seasonal and covid adjustment factors used to determine base conditions, and proper ITE trip generation rates used for the gas station and convenience store uses. The analysis properly determines new trips versus pass-by trips generated by the site. The analysis also properly analyzes current and future years for No-Build and Build conditions.*

- b. *Former Fuss & O'Neill Comment: The No-Build Volumes section of the report provides inconsistent Opening and Future/Design years. We suggest revising the language for consistency and clarity.*
Current Fuss & O'Neill Comment: The applicant has updated the report for clarity. No further Fuss & O'Neill comment.
- c. *Former Fuss & O'Neill Comment: The provided internal capture spreadsheet suggests 188 exiting trips during the weekday morning peak hour instead of the discussed 118 in the report. It appears the trips in the report Table 2 are likely more accurate than those shown on the calculation spreadsheet. The applicant should confirm internal capture trips accuracy and update the report as needed.*
Current Fuss & O'Neill Comment: The applicant has updated the report. No further Fuss & O'Neill comment.
- d. *Former Fuss & O'Neill Comment: The applicant should confirm that the percentages for weekday morning and evening internal capture rates in Table 2 are applied properly to each peak hour. They appear to be applied in reverse (4% for AM peak instead of 5%, and 5% for the PM peak instead of 4%).*
Current Fuss & O'Neill Comment: The applicant has updated the table and text. No further Fuss & O'Neill comment.
- e. *Former Fuss & O'Neill Comment: Pass-by/new trips in Table 3 don't match the corresponding Site Trip Figures. The applicant should confirm the correct values.*
Current Fuss & O'Neill Comment: The applicant has corrected the table. No further Fuss & O'Neill comment.
- f. *Former Fuss & O'Neill Comment: There appears to be a drop in volume between the Lowell Road/Birch Street intersection and the Lowell Road/County Road (S) intersection for the PM peak hour under all conditions. For example, the 2026 PM No-Build Condition shows 948 vehicles heading or turning south from the Birch Street intersection, yet only 867 approaching the County Road (S) intersection. The applicant should confirm this drop in volume is accurate. There doesn't appear to be a use between these intersections that would account for that many vehicles missing, and this may have an impact on driveway operation analysis results.*
Current Fuss & O'Neill Comment: The applicant reviewed and balanced the volumes. No further Fuss & O'Neill comment.
- g. *Former Fuss & O'Neill Comment: Additionally, overall Level of Service (LOS) for two-way stop-controlled intersections, like the proposed driveways, should be viewed with discretion. This value is calculated based on an average delay of all movements, not just the driveway itself. While the overall intersection LOS at the proposed driveways is displayed as LOS A in the Synchro analysis, the driveway approaches themselves are LOS Fs during the AM peak hour. They are LOS D and E during the PM peak hour. For the PM peak hour, these LOS results may degrade based on the volume discrepancy discussed in the prior comment.*
- h. *Former Fuss & O'Neill Comment: The applicant should confirm the signal timing inputs in the Synchro model. It appears the Max Green times in the provided signal timing information were used as a total split time in the model for all intersections except the Birch Street/Belknap Extension intersection.*
Current Fuss & O'Neill Comment: The applicant has reviewed and updated signal timing as necessary. No further Fuss & O'Neill comment.
- i. *Former Fuss & O'Neill Comment: The applicant should confirm the Max 1 and Max 2 time of day operations and revise the Synchro model timing inputs accordingly.*
Current Fuss & O'Neill Comment: The applicant has confirmed that intersections are running at Max 1. No further Fuss & O'Neill comment.

- j. *Former Fuss & O'Neill Comment: We recommend increasing peak hour factors to 0.90 for Design Year conditions for any movements with calculated peak hour factors under this value, per NHDOT's Synchro Inputs Checklist.*
Current Fuss & O'Neill Comment: The applicant increased the factor as recommended. No further Fuss & O'Neill comment.
- k. *Former Fuss & O'Neill Comment: The applicant should confirm if the Lowell Road/Pelham Road intersection is operating coordinated, and with which intersection (the Lowell Road/Fox Hollow Drive intersection just south of the project area?).*
Current Fuss & O'Neill Comment: The applicant confirmed that Pelham Road is operating coordinated with Fox Hollow Drive between 6:00 AM and 6:00 PM daily. No further Fuss & O'Neill comment.
- l. *Former Fuss & O'Neill Comment: The applicant should confirm the phasing of the Lowell Road/Pelham Street intersection. The report suggests that the Lowell Road southbound left turn operates only as protected, but signal heads at the intersection suggest it may operate protected + permitted with a flashing yellow arrow. Additionally, the applicant should confirm that the Pelham Road westbound right turn operates with an overlap.*
Current Fuss & O'Neill Comment: The applicant confirmed with the Town of Hudson that the SBL does operate with a flashing yellow, after a 7 sec (Max1) protected green. No further Fuss & O'Neill comment.
- m. *Former Fuss & O'Neill Comment: The applicant should confirm the phasing of the Lowell Road/Central Street intersection. Particularly, whether the southbound Central Street right turn has an overlap with the eastbound Central Street protected left turn phase.*
Current Fuss & O'Neill Comment: The applicant confirmed with the Town of Hudson that there is no overlap as Central Street SB is one phase. No further Fuss & O'Neill comment.
- n. *Former Fuss & O'Neill Comment: Recall modes could not be confirmed/reviewed based on the signal timing data provided.*
Current Fuss & O'Neill Comment: The applicant stated that the recall modes were not specified, they assume min recall on the mainline phases (2-6). We note recall appears to be set to none for the mainline phases at some of the study intersections but revising this would have little to no impact on other results. No further Fuss & O'Neill comment.
- o. *Former Fuss & O'Neill Comment: The applicant should confirm that the pedestrian phasing at the existing signalized intersections—whether they run concurrently or exclusively—are included in the traffic model if they have not been already.*
Current Fuss & O'Neill Comment: The applicant stated it is not typical practice to include pedestrian phases in the analysis unless there are a high number of pedestrians crossing during peak hours. They noted that the volume of pedestrians is very low in the study area. No further Fuss & O'Neill comment.

Former Fuss & O'Neill Comment: In conclusion, while delays and queues along Lowell Road are mostly unchanged because of the project, we suggest revising the traffic impact study with the comments above to develop a slightly more accurate comparison of both No-Build and Build conditions. It is likely that the project will still only have minor impact on the roadway network due to its minimally generated new trips, but having a revised comparison would confirm that. It will also potentially impact driveway operation results.

5. Utility Design/Conflicts

- a. *Former Fuss & O'Neill Comment: HR 275-9.E. & 276-13. The applicant has shown new sewer and water connections and overhead existing utilities to the garage building on Atwood Avenue. The water service will be connected to an existing service that supplied the house at 7 Atwood Avenue, but we note that no existing or proposed water shut off is shown on the plans for this service connection.*
Current Fuss & O'Neill Comment: The applicant has added a water shutoff and connection information to the plan. No further Fuss & O'Neill comment.
- b. *Former Fuss & O'Neill Comment: HR 275-9.E & 276-13. The applicant should provide a water and sewer crossing detail on the plan.*
Current Fuss & O'Neill Comment: The applicant has added the crossing detail to the plan. No further Fuss & O'Neill comment.

6. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- a. *Former Fuss & O'Neill Comment: HR 275-9.A. The applicant has noted a land disturbance of 95,663 sf within the Site Plan submittal letter, and an area of 126,439 within the Stormwater Report. The applicant should coordinate the disturbed area between the documents.*
Current Fuss & O'Neill Comment: The applicant has coordinated the disturbed areas. No further Fuss & O'Neill comment.
- b. *Former Fuss & O'Neill Comment: HR 275-9.A. The PDF file of the Stormwater Report provided contains a full plan sheet of the pre- and post- development drainage plans, while the paper copy is a partial print on an 8.5"x11". The applicant should provide a full size 22"x34" for the final paper copies provided to the Town.*
Current Fuss & O'Neill Comment: The applicant has provided a full size plan. No further Fuss & O'Neill comment.
- e. *Former Fuss & O'Neill Comment: HR 290-5.A.7. The applicant has noted that the project is proposing an upgrade of 520 linear feet of pipe from Lowell Road to Birch Street to Second Brook. The applicant should review with the Town Engineer if additional design is required to be reviewed as part of this project. Design info including but not limited to the outfall at the proposed Second Brook, pipe sizing calcs, rip rap sizing, possible wetland impacts, headwall sizing, erosion control measures, etc.*
Current Fuss & O'Neill Comment: The applicant has confirmed that they are working with the Town Engineer and the Town is developing a plan. No further Fuss & O'Neill comment.
- f. *Former Fuss & O'Neill Comment: HR 290-5.A.12. The PDF provided contains a full plan sheet of the Stormwater I&M Plan, while the paper copy is a partial print on an 8.5"x11". The applicant should provide at least a half size 11"x17" for the final paper copies provided to both the Town and client/maintenance company.*
Current Fuss & O'Neill Comment: The applicant provided full size plans. No further Fuss & O'Neill comment.
- g. *Former Fuss & O'Neill Comment: HR 290-5.A.12. We note the plans contain Spill Prevention Notes on Plan Sheet C-14. The applicant should review with the Town Planner/Engineer/Fire Department if additional spill prevention coordination is required with the proposed gas station use.*
Current Fuss & O'Neill Comment: The applicant has coordinated with the Fire Department on the required note. No further Fuss & O'Neill comment.
- h. *Former Fuss & O'Neill Comment: HR 290-5.A.13. The detail for OS-2 on plan sheet C-26 notes an invert out of 158.5, while both the HydroCAD and Drainage table on plan sheet C-06 denote an invert of 156.0. The applicant should coordinate this discrepancy, and update the HydroCAD or plans accordingly.*

Current Fuss & O'Neill Comment: The applicant has coordinated the plans and calculations. No further Fuss & O'Neill comment.

- i. *Former Fuss & O'Neill Comment: HR 290-5.A.13. The HydroCAD summary for Infiltration Basin #1 utilizes an infiltration rate of 1.940 in/hr, while the BMP worksheet denotes a rate of 2.1 in/hr. The applicant should coordinate this discrepancy and update the HydroCAD or plans accordingly.*

Current Fuss & O'Neill Comment: The applicant has coordinated the plans and calculations. No further Fuss & O'Neill comment.

- j. *Former Fuss & O'Neill Comment: HR 290-5.A.13. The HydroCAD summary for Pond ST04 utilizes a single 0.5" orifice at 150.5 and a 1" x12" at 152.3, while the detail on plan sheet C26 denotes two 0.5" orifice at varying elevations and the 1"x12" at 152.25. The applicant should coordinate this discrepancy and update the HydroCAD or plans accordingly.*

Current Fuss & O'Neill Comment: The applicant has coordinated the plans and calculations. No further Fuss & O'Neill comment.

- k. *Former Fuss & O'Neill Comment: HR 290-5.A.13. The HydroCAD summary for Pond ST05 utilizes a single 0.5" orifice at 146.82, while the detail on plan sheet C26 denotes the 0.5" orifice at 146.80. The applicant should coordinate this discrepancy and update the HydroCAD or plans accordingly.*

Current Fuss & O'Neill Comment: The applicant has coordinated the plans and calculations. No further Fuss & O'Neill comment.

- l. *Former Fuss & O'Neill Comment: HR 290-6. The applicant should illustrate all drainage features (pipes, catch basins, subsurface systems, etc.) upon the Erosion Control plan with related erosion control BMPs including but not limited to inlet protection, temporary settle basins, and stockpiles.*

Current Fuss & O'Neill Comment: The applicant has added all drainage features to the Erosion Control plan.

- m. *Former Fuss & O'Neill Comment: HR 290-6.A.8. The applicant should ensure the plans note a pre-construction meeting is required with the Town Engineer.*

Current Fuss & O'Neill Comment: The applicant has added the note to the plan. No further Fuss & O'Neill comment.

- n. *Former Fuss & O'Neill Comment: HR 290-7.A.16. We note the applicant has provided snow storage areas upon the Site Plan. The applicant should add snow storage area locations to the I&M Plan to ensure all maintenance crews are aware of the proposed locations.*

Current Fuss & O'Neill Comment: the applicant has added snow storage areas to the I&M Plan. No further Fuss & O'Neill comment.

- o. *Former Fuss & O'Neill Comment: HR 290-7.B.20. & 21. The applicant should provide additional information for the downstream properties related to the proposed increase at POI-05.*

Current Fuss & O'Neill Comment: See comment e above.

- p. *Former Fuss & O'Neill Comment: HR 290-8.A.4. & 5. We note the requirement of the applicant to coordinate the need for a Bond or Escrow with the Town Engineer.*

- q. *Former Fuss & O'Neill Comment: HR 290-10.A. The applicant should verify that the changes noted in the comments above do not meet the NHDES criteria for substantial revisions to the approved NHDES AoT permit.*

Current Fuss & O'Neill Comment: The applicant has coordinated with NHDES for an updated stormwater design. No further Fuss & O'Neill comment.

- r. *Former Fuss & O'Neill Comment: The applicant will be required to comply with all provisions of the Town of Hudson's MS4 permit, including but not limited to annual reporting requirements, construction site stormwater runoff control, and record keeping requirements. The applicant has noted that the project has been designed to meet MS4 requirements.*

- s. *Former Fuss & O'Neill Comment: Please note that this review was carried out in accordance with applicable regulations and standards in place in New Hampshire at this time. Note that conditions at the site, including average weather conditions, patterns and trends, and design storm characteristics, may change in the future. In addition, future changes in federal, state or local laws, rules or regulations, or in generally accepted scientific or industry information concerning environmental, atmospheric and geotechnical conditions and developments may affect the information and conclusions set forth in this review. In no way shall Fuss & O'Neill be liable for any of these changed conditions that may impact this review, regardless of the source of or reason for such changed conditions. Other than as described herein, no other investigation or analysis has been requested by the Client or performed by Fuss & O'Neill in preparing this review.*

7. Zoning (ZO 334)

- a. *Former Fuss & O'Neill Comment: ZO 334-17 & 334-21. The subject parcel is located within the Business (B) zoning district and the applicant has noted this on the plans. The proposed automotive fuel station with general retail use is allowed within the district.*
- b. *Former Fuss & O'Neill Comment: ZO 334-35. The applicant has shown the wetlands and buffer area on the plan set. We note that part of the site is within the wetlands buffer, and that no development or disturbance is proposed within this buffer.*
- c. *Former Fuss & O'Neill Comment: ZO 334-58. The applicant has shown sign locations and details on the plan. The applicant has also noted Zoning Variances received for the proposed signage.*
- d. *Former Fuss & O'Neill Comment: ZO 334-83 and HR 218-4.E. The applicant has noted that the site is located within an Area of Minimal Flooding on the National Flood Insurance Program Flood Insurance Rate Map.*

8. Erosion Control/Wetland Impacts

- a. *Former Fuss & O'Neill Comment: The applicant has noted that the Town of Hudson shall reserve the right to require any additional erosion control measures as needed.*

9. Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

- a. *Former Fuss & O'Neill Comment: HR 275-8.C.(7). The applicant has provided interior landscape parking lot calculations. The applicant should review the shade tree count because the plan states 24 were provided and we counted 23 shade trees.*
Current Fuss & O'Neill Comment: The applicant revised the tree count on the plans. No further Fuss & O'Neill comment.
- b. *Former Fuss & O'Neill Comment: HR 275-8.C.(8). The applicant has proposed new landscaping areas along the site including some dense evergreen groupings to be considered screening. We note that a lot of dense vegetation exists to the north of the site that is proposed to remain.*
- c. *Former Fuss & O'Neill Comment: HR 275-17.D.2. The applicant should provide information regarding the proposed hours of operation for the site and for the lighting. The applicant should also note if timers or motion detectors are to be used to reduce and conserve energy.*
Current Fuss & O'Neill Comment: The applicant has noted that the site will be open 24 hours a day. No further Fuss & O'Neill comment.
- e. *Former Fuss & O'Neill Comment: HR 275-17.E.1. The applicant should update their light pole base detail to match the height requirements of the Regulation.*
Current Fuss & O'Neill Comment: The applicant has updated the light pole base detail to match the Regulation. No further Fuss & O'Neill comment.

Ms. Brooke Dubowik
February 2, 2026
Page 9 of 9

10. State and Local Permits (HR 275-9.G.)

- a. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant has listed required permits and their status on the plan set.*
- b. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant did not provide copies of any applicable Town, State or Federal approvals or permits already received in the review package.*
Current Fuss & O'Neill Comment: The applicant has provided a copy of the Alteration of Terrain Permit. No further Fuss & O'Neill comment.
- c. *Former Fuss & O'Neill Comment: HR 275-9.G. The applicant did not include any details for the underground storage tanks or concrete pad. The plans note that final design of these features is to be by others.*
- d. *Former Fuss & O'Neill Comment: Additional local and state permitting may be required.*

11. Other

- a. *Former Fuss & O'Neill Comment: No other comments at this time.*

Please feel free to call if you have any questions.

Very truly yours,



Steven W. Reichert, P.E.

SWR:

Enclosure

cc: Town of Hudson Engineering Division – File
TF Moran, Inc. – crice@tfmoran.com



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

Attachment "G"
**NEW
HAMPSHIRE
200**

February 10, 2026

Steven W. Reichert, P.E.
Fuss & O'Neill
50 Commercial Street, Suite 2S
Manchester, NH 03101

RE: Response to Site Plan Review Comments
91-97 Lowell Road Hudson, NH – Colbea Enterprises, LLS – Map 198 Lots 11, 12, 14, 15, & 16
Project #1360-061

Dear Mr. Reichert:

On behalf of our client, Colbea Enterprises, LLC., TF Moran, Inc. (TFM) respectfully submits the following letter in response to the comments made by Fuss & O'Neill, in the letter titled "Town of Hudson Planning Board Review", for the 91-97 Lowell Road Gas Site Plan dated February 2, 2026. The following materials are included in this revised submission:

- **Fuss & O'Neill Review Letter, dated February 2, 2026 (1 copy);**
- **Off-Site Drainage Improvements Letter dated March 25, 2025 (1 copy);**
- **Fence Exhibit (1 copy at 22"x34", 15 copies at 11"x17"); and**
- **Revised Site Development Plans entitled "Site Development Plans, Tax Map 198 Lots 11, 12, 14, 15, 16, Proposed Gas Station and Convenience Store, 91-97 Lowell Road, Hudson, New Hampshire", prepared by TFMoran, Inc., dated October 28, 2025, revised February 9, 2026 (1 copy at 22"x34, 15 copies at 11"x17").**

To facilitate your review, we have provided your comments along with our responses, which are shown in ***bold italics***.

REVIEW COMMENTS:

1. Site Plan Review Codes (HR 275)

- a. The applicant has added a five-foot wide sidewalk along Lowell Road. The applicant should add an asphalt sidewalk detail to the plans.

i. A bituminous sidewalk detail has been added to the details on sheet C-19.

2. Administrative Review Codes (HR 276)

- a. The applicant should add the owner's signature to the plan set for the final approved copy.

i. An owner's signature block has been added to the Cover Sheet (C-00).

3. Driveway Review Codes (HR 275-6.B/Chapter 193)

- a. The applicant has provided plans showing that adequate sight distance is provided for the proposed driveways. The applicant should review the sight distance looking north on

TFMoran, Inc.
48 Constitution Drive, Bedford, NH 03110
T(603) 472-4488 www.tfmoran.com



TFMoran, Inc. Seacoast Division
170 Commerce Way—Suite 102, Portsmouth, NH 03801
T(603) 431-2222



Response to Site Plan Review Comments
91-97 Lowell Road Hudson, NH - Colbea Enterprises, LLS – Map 198 Lots 11, 12, 14, 15, & 16
Project #1360-061

February 10, 2026

Lowell Road from the site driveway as there appears to be some shrubs at the abutting lot that could impact sight distance. The applicant has previously confirmed that the shrub is impeding the sight distance and that they have agreed to work with the Town to ensure the removal of the shrub. We recommend that this be noted on the plan set. The Town may want to add this item to the Conditions of Approval or make it a condition of the Certificate of Occupancy.

i. The applicant would accept this as a Condition of Approval.

4. Traffic (HR 275-9.B)

a. The applicant provided updated Traffic Impact and Access Study documents and calculations for a potential right in/right out (RIRO) driveway option for the site. We concur with the calculations and other information presented which indicate that the proposed RIRO option does not significantly alter or improve upon the traffic flows or distribution to and from the subject site.

i. Noted. No response required.

6. Drainage Design/Stormwater Management (HR 275-9.A/Chapter 290)

a. The applicant should review with the Town Engineer if the increase in volume at POI-5 is acceptable.

i. A letter, signed by Elvis Dhima, Town Engineer, has been included in this resubmittal stating the increases at POI-05 are acceptable.

9. Landscaping (HR 275-8.C.(7) & 276-11.1.B.(20)) and Lighting (HR 276-11.1.B.(14))

a. The applicant has revised the plans to eliminate light trespass. The applicant should review the revised light pole locations because it appears there is some conflict with proposed trees on the landscaping plan.

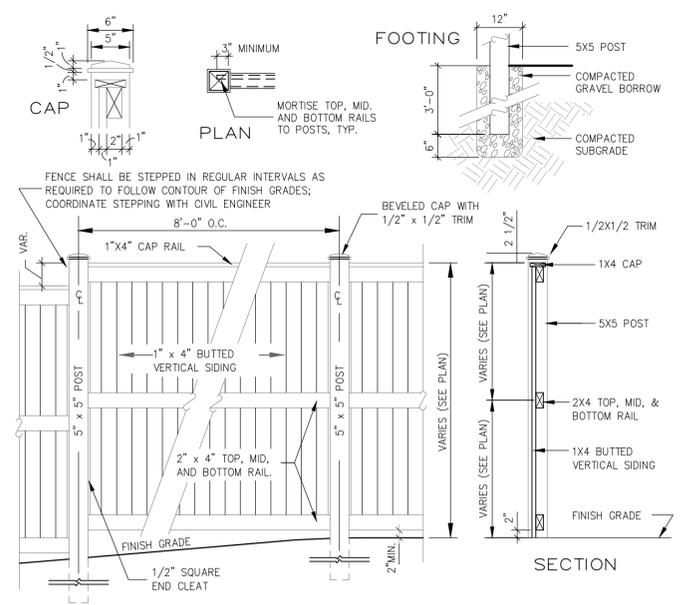
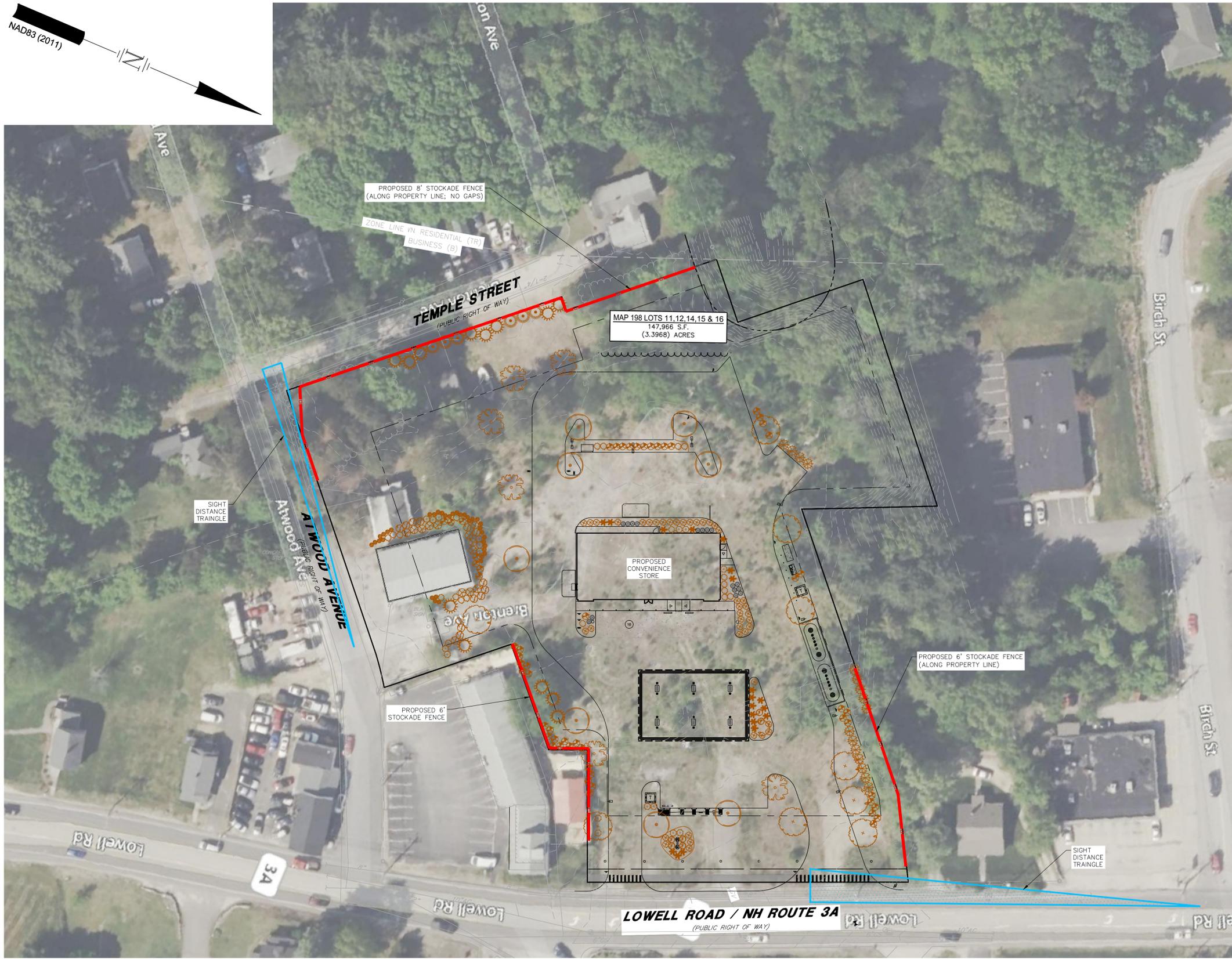
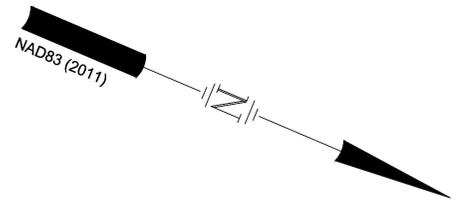
i. The location of light poles has been included on the Landscape Plan. Light pole and planting locations have been adjusted slightly to eliminate conflicts. All lighting and landscape requirements are still met.

We trust that the above responses satisfy the concerns expressed in Fuss & O'Neill's review letter. Should you wish to further discuss any of the above please contact us so that we may meet and resolve any outstanding concerns.

Respectfully,
TFMoran, Inc.

A handwritten signature in blue ink, appearing to read 'Jason Cook', is located below the typed name.

Jason Cook, EIT
Civil Project Engineer



WOOD FENCE
NOT TO SCALE

Feb 09, 2026 - 4:09pm
F:\MSC Projects\18149 Lowell Rd-Hudson\18149-00 Colbea - Seasons Market - Hudson, NH\Design\Exhibits\18149-00 Fence Exhibit.dwg



| REV | DATE | DESCRIPTION | DR | CK |
|-----|------------|-------------------------------------|-----|-----|
| 1 | 12/22/2025 | REVISED PER FUSS & O'NEILL COMMENTS | JKC | CRR |

SITE DEVELOPMENT PLANS

TAX MAP 198 LOTS 11, 12, 14, 15, & 16

FENCE EXHIBIT

PROPOSED GAS STATION & CONVENIENCE STORE

91-97 LOWELL ROAD, HUDSON, NH

OWNED BY & PREPARED FOR
COLBEA ENTERPRISES, LLC

1"=80' (11"x17')

SCALE: 1"=40' (22"x34') **FEBRUARY 9, 2026**

Seacoast Division



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

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Portsmouth, NH 03801
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| | | | | |
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| 18149.00 | DR | JKC | FB | - |
| | CK | CRR | CADFILE | 18149-00 FENCE EXHIBIT |

EXHIBIT-01