

**STATE OF NEW HAMPSHIRE**  
**INTRA-DEPARTMENT COMMUNICATION**

NBS

**DATE:** September 1, 2020

**FROM:** Nick Sanders, P.E.  
Traffic Research Engineer

**AT (OFFICE):**  
Department of Transportation  
Bureau of Traffic

**SUBJECT:** Hudson Logistic Center  
Response to Comments

**TO:** Brian Desfosses, P.E.  
NHDOT District 5

Name of Facility	<u>Hudson Logistic Center</u>
Location	<u>NH 3A (Lowell Rd) Hudson, NH</u>
Consultant	<u>LANGAN</u>
Report Date(s)	<u>August 19, 2020</u>
Received by Traffic	<u>August</u>

The Bureau of Traffic Research Section has completed our review of the response to comments memorandum prepared by LANGAN dated August 19, 2020. This review pertains only to the methodology and adequacy of the projected traffic volumes, and does not imply approval of the proposal. You (District) and/or Highway Design will be reviewing the mitigation, site access plans and other elements of the Driveway rules pursuant to this TIS.

Overall, the traffic volumes and methodology contained in the June 2020 TIS and response to previous comment documents (June 30, 2020 & August 19, 2020) are acceptable and may be used for design purposes. However, the following comments on LANGAN's August 19, 2020 memorandum should be noted and responded to as needed (number 3):

1. The supporting traffic data (Turning Movement Counts) has been provided for the NH 3A corridor and the traffic volume networks in the June 2020 TIS are acceptable. ***No further response is required.***
2. It is understood that the Circumferential Highway operational analysis and VISSIM model (from NH 3A to FEET) will be submitted under separate cover. ***No further response is required.***
3. Trip generation: We are in agreement with the trip generation estimates provided in the TIS (based on currently available data from the tenant and ITE) and agree that some amount of vacant/available parking spaces is appropriate for circulation and efficiencies. However, the gap, particularly for Lot A between the 683 employees and 1,008 parking spaces leaves a surplus of over 30 percent vacant spaces (assuming that all employees are on site at once which is not expected even during the afternoon/evening shift overlap period) and goes well beyond what seems appropriate for parking efficiencies and circulation alone.

It is understood that the ecommerce industry (similar to retail) experiences a higher demand during the holiday season creating the need for additional staffing and parking. Although NHDOT does not typically require an evaluation of impacts during the holiday season for a retail type uses, we would like to understand how much larger the expected holiday trip generation is and for what duration. As such, ***LANGAN should provide a holiday trip generation estimate for the proposed facility and identify the extent of this peak season.*** Understanding the holiday trip generation (volume and duration) in conjunction with lower adjacent street (Circ. Highway & NH 3A) traffic volumes in December will help determine what, if any, supplemental or sensitivity holiday season analyses are appropriate.

4. Trip Distribution: Although modest shifts in local traffic assigned in Hudson (raised previously) could reasonably result in 20 percent of the site generated traffic being assigned on NH 3A to/from the north, it is recognized that developing a trip distribution is a subjective exercise and that a difference of 5 percent does not represent a substantial amount of additional traffic. The proposed trip distribution is based on an acceptable methodology and yields a reasonable assignment of site generated traffic. ***No further response is required.***
5. Seasonal adjustments utilized for this TIS are acceptable and considered to represent pre-pandemic peak month (summer) conditions. ***No further response is required.***
6. Figures depicting the expected distribution of the truck traffic have been provided and the increased truck percentages in the analyses have been verified. ***No further response is required.***

cc: W. Cass, Assistant Commissioner & Chief Engineer  
W. Lambert, Bureau of Traffic;  
J. Butler, Bureau of Highway Design;  
N. Spaulding, Bureau of Turnpikes  
M. O'Donnell, Bureau of Traffic;  
E. Bell, Bureau of Traffic; and File