

September 8, 2025

NEX-2300215.00

Mr. Curt Sweet  
Sweet Management, Inc.  
PO Box 1079  
Kingston, NH 03848

SUBJECT: Mixed-Use Development  
1-9 Oakland Street – Amesbury, Massachusetts

Dear Mr. Sweet:

**Greenman-Pedersen Inc.** (GPI) has prepared this letter to evaluate the expected trips associated with the proposed mixed-use development to be located at 1-9 Oakland Street in Amesbury, Massachusetts. The existing on-site buildings are currently vacant, but formerly housed the Durasol Drug and Chemical Company. The project consists of a full site and building renovation and the construction of 124 residential units, along with 4,045 square feet (sf) of commercial space. Access and egress are proposed to the site via the following curb-cuts: one full-access driveway on the east side of Chestnut Street, approximately 200-feet south of Oakland Street; and one full-access driveway on the south side of Oakland St, approximately 110-feet east of Chestnut Street.

## **Existing Conditions**

### **Geometry**

Oakland Street is classified as a local road under the jurisdiction of the City of Amesbury. Oakland Street is 22 feet wide with six-foot sidewalks. Directional travel is not delineated with pavement markings and no painted shoulders are provided. No speed limit is posted along Oakland Street, however, Amesbury has opted in to MGL c. 90 § 17C, reducing the statutory speed limit from 30 mph to 25 mph in thickly settled or business districts. Accordingly, the enforced speed along Oakland Street is assumed to be 25 miles per hour (mph).

Chestnut Street is a local road under the jurisdiction of the City of Amesbury. Chestnut Street is 30 feet wide with directional travel separated by a double yellow centerline. No shoulders are provided on Chestnut Street and a sidewalk is provided on the eastern side of the roadway for approximately 340 feet south of Oakland Street where it then transitions to the western side of the roadway via a crosswalk. No speed limit is posted along Chestnut Street, and therefore, the enforced speed along Chestnut Street is assumed to be 25 mph.

### **Collisions**

Collision data was obtained from the Massachusetts Department of Transportation (MassDOT) for the intersection of Oakland Street at Chestnut Street, and the segments of Chestnut Street and Oakland Street adjacent to the site for the latest five years available (2017-2021). One crash was reported at the intersection of Oakland Street at Chestnut Street for an average of 0.20 crashes per year. The crash occurred in July 2020 during the weekday PM peak (4:00 to 6:00 PM) between a passenger vehicle and a cyclist. The collision resulted in suspected serious injury.

## **Design Conditions**

### **Sight Distance**

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

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

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

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

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

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

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

| Location/Direction                                                                                         | Stopping Sight Distance (feet) |                               | Intersection Sight Distance (feet) |                               |                        |
|------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------|------------------------------------|-------------------------------|------------------------|
|                                                                                                            | Measured                       | Minimum Required <sup>a</sup> | Measured                           | Minimum Required <sup>b</sup> | Desirable <sup>c</sup> |
| <b>Oakland Street at Site Driveway:</b><br><i>West of driveway (EB)</i><br><i>East of driveway (WB)</i>    | 98 <sup>d</sup><br>440         | 180<br>205                    | 98 <sup>d</sup><br>325             | 180<br>205                    | 240<br>280             |
| <b>Chestnut Street at Site Driveway:</b><br><i>South of driveway (NB)</i><br><i>North of driveway (SB)</i> | 400 <sup>e</sup><br>305        | 145<br>215                    | 400 <sup>e</sup><br>188            | 145<br>215                    | 240<br>280             |

<sup>a</sup> Values based on AASHTO requirements for minimum SSD based on 85<sup>th</sup> percentile speeds on Oakland St of 28 mph (EB) and 31 mph (WB) and on Chestnut St of 25 mph (NB) and 29 mph (SB).

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

<sup>c</sup> Values based on AASHTO requirements for ISD for the enforced speed limit of 25 mph on Oakland Street and Chestnut Street.

<sup>d</sup> Measurement from the driveway to the end of Oakland Street at its intersection with Chestnut Street.

<sup>e</sup> Measurement from the driveway to the end of Chestnut Street at its intersection with Water Street.

Available sight distances to the east of the site driveway on Oakland Street exceed the minimum and desirable SSD and ISD for safe operation, and available sight distances to the west extend to the end of Oakland Street at its intersection with Chestnut Street (approximately 98 feet). Based on AASHTO requirements, 98 feet is safe for speeds up to 17 mph. Due to the proximity of the intersection, all vehicles approaching the site driveway from the west will be coming from a slowed condition closer to 10 – 15 mph while turning onto Oakland Street from Chestnut Street. Therefore, the ISD to the west is anticipated to be adequate for actual travel speeds exiting the adjacent intersection.

Available sight distances at the Chestnut Street site driveway exceed the minimum requirements south of the driveway, however, the southwest corner of the existing building inhibits ISD north of the driveway. Although the existing building limits the ISD to 188 feet, it is anticipated that vehicles will inch closer to the edge of travel way to gain greater sight distances and safely maneuver to/from the driveway due to the low volume of traffic on Chestnut Street.

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

## Trip Generation

The site currently occupies a vacant building that formally housed Durasol Drug and Chemical Company. The project consists of a full site and building renovation and the construction of 124 residential units, along with 4,045 square feet (sf) of commercial space. Traffic to be generated by the proposed development was forecasted using trip rates contained in the ITE *Trip Generation Manual, 11th Edition*<sup>2</sup> for Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]) and LUC 822 (Strip Retail Plaza [<40k]). Results are summarized in Table 2 below and indicate that the proposed development is expected to generate 53 vehicles trips (16 entering and 37 exiting) during the weekday AM peak hour, 90 vehicles trips (51 entering and 39 exiting) during the weekday PM peak hour, and 77 vehicles trips (40 entering and 37 exiting) during the Saturday midday peak hour. All trip-generation calculations are attached to this letter.

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

| Peak Hour/Direction               | (1)<br>Commercial Trips <sup>a</sup> | (2)<br>Residential Trips <sup>b</sup> | Total<br>Proposed Trips <sup>c</sup> |
|-----------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|
| <b>Weekday Daily:</b>             | 400                                  | 546                                   | 946                                  |
| <b>Weekday AM Peak Hour:</b>      |                                      |                                       |                                      |
| <i>Enter</i>                      | 6                                    | 10                                    | 16                                   |
| <i>Exit</i>                       | <u>4</u>                             | <u>33</u>                             | <u>37</u>                            |
| <i>Total</i>                      | 10                                   | 43                                    | 53                                   |
| <b>Weekday PM Peak Hour:</b>      |                                      |                                       |                                      |
| <i>Enter</i>                      | 21                                   | 30                                    | 51                                   |
| <i>Exit</i>                       | <u>20</u>                            | <u>19</u>                             | <u>39</u>                            |
| <i>Total</i>                      | 41                                   | 49                                    | 90                                   |
| <b>Saturday Daily:</b>            | 346                                  | 584                                   | 930                                  |
| <b>Saturday Midday Peak Hour:</b> |                                      |                                       |                                      |
| <i>Enter</i>                      | 14                                   | 26                                    | 40                                   |
| <i>Exit</i>                       | <u>13</u>                            | <u>24</u>                             | <u>37</u>                            |
| <i>Total</i>                      | 27                                   | 50                                    | 77                                   |

<sup>a</sup> Based on ITE LUC 822 (Strip Retail Plaza [<40k]) for 4.045 ksf.

<sup>b</sup> Based on ITE LUC 221 (Multi-Family Housing [Mid-Rise]) for 124 units.

<sup>c</sup> Total of Commercial Trips (column 1) and Residential Trips (column 2).

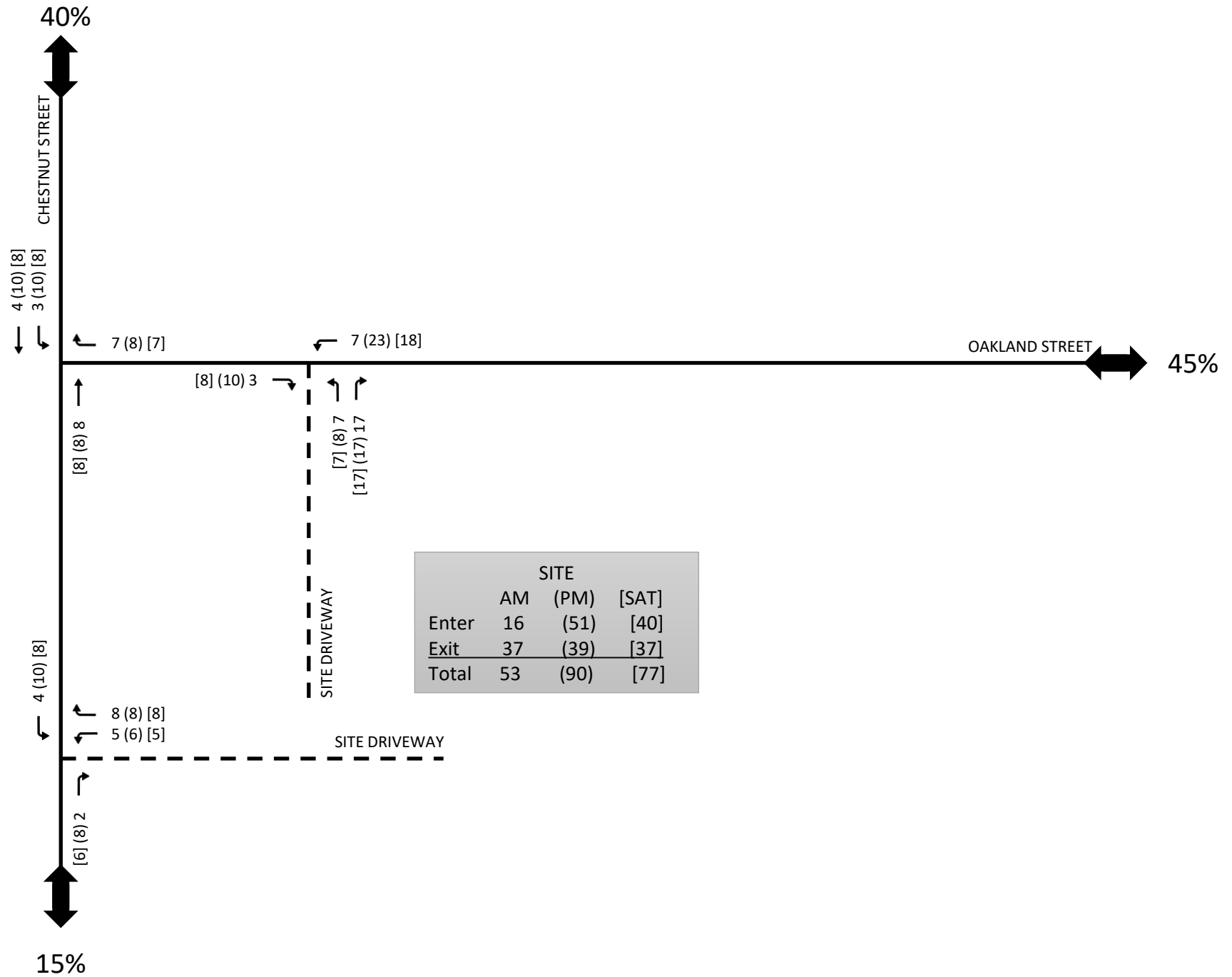
<sup>2</sup> ITE *Trip Generation Manual, 11th Edition*. Institute of Transportation Engineers; Washington, DC; 2021.

### **Trip Distribution**

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The distribution of residential site traffic on the area roadways is based on Journey to Work data published by the U.S. Census Bureau. Accordingly, approximately 45 percent of the site-generated traffic is expected to and from the east along Oakland Street, 15 percent is expected to and from the south along Chestnut Street, and 40 percent is expected to and from the north along Chestnut Street. The Journey-to-Work data is attached to this letter. Due to the lack of traffic-count data available in the area, the journey-to-work distribution was assumed for all trips displayed on the site-generated networks provided on Figure 1.

### **Traffic Increases**

The proposed development is expected to increase traffic on the surrounding roadways. As shown in Figure 1, traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 7 to 40 vehicle trips. These increases represent one additional vehicle trip approximately every 1.5 to 8.5 minutes during the peak hours.



**FIGURE I**  
SITE GENERATED  
PEAK HOUR TRAFFIC VOLUMES

**Based on the information provided, traffic increases on Oakland Street and Chestnut Street associated with the project are expected to be minimal.** Should you have any questions, require additional information, or if I can be of any assistance during the review process, please feel free contact me at (603) 766-5229 or [bbollinger@gpinet.com](mailto:bbollinger@gpinet.com).

Sincerely,

**GREENMAN-PEDERSEN, INC.**

Robert E. Bollinger, P.E., PTOE  
Assistant Vice President / Traffic Engineering Department Head

**Attachments**

- 1. Sight Distance Calculations and Speed Observations**
- 2. Trip Generation Calculations**
- 3. Journey-To-Work Data**

## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Oakland Street at Site Driveway

Side Street Direction: NB  
 Number of Lanes on Mainline = 2  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: EB  
 85th Percentile Speed (V) = 28 MPH  
 Grade (G) = -1.8%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 179 FT

|              |               |
|--------------|---------------|
| <b>SSD =</b> | <b>180 FT</b> |
|--------------|---------------|

Mainline Direction: WB  
 85th Percentile Speed (V) = 31 MPH  
 Grade (G) = 1.8%  
 Apply Grade Adjustment No  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 SSD = 1.47 V \* T + 1.075 V<sup>2</sup>/A = 202 FT

|              |               |
|--------------|---------------|
| <b>SSD =</b> | <b>205 FT</b> |
|--------------|---------------|

### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: West of Driveway  
 Posted Speed (V) = 25 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 ISD (Right Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 239 FT

|                                     |               |
|-------------------------------------|---------------|
| <b>ISD (Right Turn from Stop) =</b> | <b>240 FT</b> |
|-------------------------------------|---------------|

LEFT TURN FROM STOP: East of Driveway  
 Posted Speed (V) = 25 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 7.5 seconds  
 ISD (Left Turn from Stop) = 1.47 \* t<sub>g</sub> \* V = 276 FT

|                                    |               |
|------------------------------------|---------------|
| <b>ISD (Left Turn from Stop) =</b> | <b>280 FT</b> |
|------------------------------------|---------------|

## AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION: Chestnut Street at Site Driveway

Side Street Direction: WB  
 Number of Lanes on Mainline = 2  
 Median Width (Feet) = 0

### STOPPING SIGHT DISTANCE

Mainline Direction: NB  
 85th Percentile Speed (V) = 25 MPH  
 Grade (G) = 8.0%  
 Apply Grade Adjustment Yes  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 $SSD = 1.47 V * T + 1.075 V^2 / A = 141 \text{ FT}$   
**SSD = 145 FT**

Mainline Direction: SB  
 85th Percentile Speed (V) = 29 MPH  
 Grade (G) = -8.0%  
 Apply Grade Adjustment Yes  
 Brake Reaction Time (T) = 2.5 seconds  
 Deceleration Rate (A) = 11.2 ft/s<sup>2</sup>  
 $SSD = 1.47 V * T + 1.075 V^2 / A = 212 \text{ FT}$   
**SSD = 215 FT**

### INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: South of Driveway  
 Posted Speed (V) = 25 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 6.5 seconds  
 $ISD (\text{Right Turn from Stop}) = 1.47 * t_g * V = 239 \text{ FT}$   
**ISD (Right Turn from Stop) = 240 FT**

LEFT TURN FROM STOP: North of Driveway  
 Posted Speed (V) = 25 MPH  
 Minor Street Approach Grade (G) = 0.0%  
 Apply Grade Adjustment No  
 Time Gap (t<sub>g</sub>) = 7.5 seconds  
 $ISD (\text{Left Turn from Stop}) = 1.47 * t_g * V = 276 \text{ FT}$   
**ISD (Left Turn from Stop) = 280 FT**

## VEHICLE SPEED CALCULATION WORKSHEET

Location: **Oakland Street, Amesbury MA**  
Project: Amesbury, MA - Mixed-Use Development  
Weather: Sunny - Low 80's

Date: 8/14/2023  
Time: 11:00  
Job #: 2300215

| Eastbound<br>Speed (mph) | Westbound<br>Speed (mph) |
|--------------------------|--------------------------|
| 28                       | 32                       |
| 24                       | 27                       |
| 25                       | 30                       |
| 24                       | 30                       |
| 27                       | 28                       |
| 23                       | 25                       |
| 28                       |                          |
| 28                       |                          |
| 23                       |                          |

|           |           |                          |
|-----------|-----------|--------------------------|
| <u>26</u> | <u>29</u> | = Average Speeds         |
| 28        | 31        | = 85th Percentile Speeds |

## VEHICLE SPEED CALCULATION WORKSHEET

Location: Chestnut Street, Amesbury MA  
Project: Amesbury, MA - Mixed-Use Development  
Weather: Sunny - Low 80's

Date: 8/14/2023  
Time: 11:00  
Job #: 2300215

| Northbound<br>Speed (mph) | Southbound<br>Speed (mph) |
|---------------------------|---------------------------|
| 25                        | 30                        |
| 23                        | 26                        |
| 23                        | 27                        |
| 24                        | 27                        |
| 23                        | 29                        |
| 24                        | 25                        |
| 25                        | 26                        |
| 27                        | 27                        |
| 24                        | 29                        |
|                           | 26                        |
|                           | 26                        |

|           |           |                          |
|-----------|-----------|--------------------------|
| <u>24</u> | <u>27</u> | = Average Speeds         |
| 25        | 29        | = 85th Percentile Speeds |

***Institute of Transportation Engineers (ITE)***

**Land Use Code (LUC) 822 - Strip Retail Plaza (<40k)**

**General Urban/Suburban**

Average Vehicle Trips Ends vs: 1000 Sq. Ft. Gross Floor Area

Independent Variable (X): 4.045

**AVERAGE WEEKDAY DAILY**

$$T = 42.20 * (X) + 229.68$$

$$T = 42.20 * (4.045) + 229.68$$

$$T = 400.38$$

T = 400 vehicle trips  
with 50% (200 vph) entering and 50% (200 vph) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$T = 2.36 * (X)$$

$$T = 2.36 * 4.045$$

$$T = 9.55$$

T = 10 vehicle trips  
with 60% (6 vph) entering and 40% (4 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$\ln T = 0.71 \ln (X) + 2.72$$

$$\ln T = 0.71 \ln (4.045) + 2.72$$

$$\ln T = 3.71$$

$$T = 40.94$$

T = 41 vehicle trips  
with 50% (21 vph) entering and 50% (20 vph) exiting.

**SATURDAY DAILY**

$$\frac{\text{ITE LUC 821 Saturday Daily Trip Rate}}{\text{ITE LUC 821 Saturday Peak Hour Trip Rate}} = \frac{\text{ITE LUC 822 Saturday Daily Trip Rate}}{\text{ITE LUC 822 Saturday Peak Hour Trip Rate}}$$

$$\frac{81.07}{6.22} = \frac{(Y)}{6.57} \quad Y = 85.63$$

$$T = Y * 4.045$$

$$T = 346.37$$

T = 346 vehicle trips  
with 50% (173 vpd) entering and 50% (173 vpd) exiting.  
(same distribution split as ITE LUC 821 during the Saturday Daily)

**SATURDAY PEAK HOUR OF GENERATOR**

$$T = 6.57 * (X)$$

$$T = 6.57 * 4.045$$

$$T = 26.58$$

T = 27 vehicle trips  
with 51% (14 vph) entering and 49% (13 vph) exiting.

***Institute of Transportation Engineers (ITE)***

**Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)**

**General Urban/Suburban**

Average Vehicle Trips Ends vs: Dwelling Units  
Independent Variable (X): 124

**AVERAGE WEEKDAY DAILY**

$$T = 4.77 * (X) - 46.46$$

$$T = 4.77 \quad * \quad 124 \quad - \quad 46.46$$

$$T = 545.02$$

$$T = 546 \quad \text{vehicle trips}$$

with 50% ( 273 vpd) entering and 50% ( 273 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$T = 0.44 * (X) - 11.61$$

$$T = 0.44 \quad * \quad 124 \quad - \quad 11.61$$

$$T = 42.95$$

$$T = 43 \quad \text{vehicle trips}$$

with 23% ( 10 vph) entering and 77% ( 33 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$$T = 0.39 * (X) + 0.34$$

$$T = 0.39 \quad * \quad 124 \quad + \quad 0.34$$

$$T = 48.70$$

$$T = 49 \quad \text{vehicle trips}$$

with 61% ( 30 vph) entering and 39% ( 19 vph) exiting.

**SATURDAY DAILY**

$$\ln T = 0.94 \ln (X) + 1.84$$

$$\ln T = 0.94 \quad \ln( \quad 124 \quad ) + 1.84$$

$$\ln T = 6.37$$

$$T = 584.68$$

$$T = 584 \quad \text{vehicle trips}$$

with 50% ( 292 vpd) entering and 50% ( 292 vpd) exiting.

**SATURDAY PEAK HOUR OF GENERATOR**

$$\ln T = 1.00 \ln (X) - 0.91$$

$$\ln T = 1.00 \quad \ln( \quad 124 \quad ) - 0.91$$

$$\ln T = 3.91$$

$$T = 49.91$$

$$T = 50 \quad \text{vehicle trips}$$

with 51% ( 26 vpd) entering and 49% ( 24 vpd) exiting.

## Destination Analysis

**Workers:** Living in 01913

**Showing:** Employment locations grouped by ZIP Codes (ZCTA)

### Job Counts by ZIP Codes (ZCTA) Where Workers are Employed - All Jobs

|       | 2022  | To/From North | To/From South | To/From East | To/From North | To/From South | To/From East |
|-------|-------|---------------|---------------|--------------|---------------|---------------|--------------|
|       | Count | Chestnut St   | Chestnut St   | Oakland St   | Chestnut St   | Chestnut St   | Oakland St   |
| 01913 | 1,063 | 30%           | 40%           | 30%          | 319           | 425           | 319          |
| 01950 | 908   | 40%           |               | 60%          | 363           | 0             | 545          |
| 03801 | 250   | 50%           |               | 50%          | 125           | 0             | 125          |
| 01952 | 244   | 50%           |               | 50%          | 122           | 0             | 122          |
| 01810 | 232   | 45%           | 10%           | 45%          | 104           | 23            | 104          |
| 01923 | 231   | 50%           |               | 50%          | 116           | 0             | 116          |
| 01915 | 224   | 20%           | 20%           | 60%          | 45            | 45            | 134          |
| 01960 | 179   | 50%           |               | 50%          | 90            | 0             | 90           |
| 01830 | 175   | 50%           |               | 50%          | 88            | 0             | 88           |
| 03874 | 147   | 40%           |               | 60%          | 59            | 0             | 88           |
| 01845 | 128   | 50%           |               | 50%          | 64            | 0             | 64           |
| 01938 | 114   | 60%           |               | 40%          | 68            | 0             | 46           |
| 01970 | 114   | 50%           |               | 50%          | 57            | 0             | 57           |
| 01803 | 112   | 50%           |               | 50%          | 56            | 0             | 56           |
| 01801 | 110   | 40%           | 20%           | 40%          | 44            | 22            | 44           |
| 01844 | 102   | 40%           | 20%           | 40%          | 41            | 20            | 41           |
| 02110 | 100   | 50%           |               | 50%          | 50            | 0             | 50           |
| 03833 | 90    | 65%           |               | 35%          | 59            | 0             | 32           |
| 02116 | 88    | 50%           |               | 50%          | 44            | 0             | 44           |
| 01835 | 85    | 40%           | 20%           | 40%          | 34            | 17            | 34           |
| 01880 | 85    | 50%           |               | 50%          | 43            | 0             | 43           |
| 01876 | 83    | 40%           | 20%           | 40%          | 33            | 17            | 33           |
| 03079 | 82    | 35%           | 30%           | 35%          | 29            | 25            | 29           |
| 02114 | 80    | 50%           |               | 50%          | 40            | 0             | 40           |
| 02210 | 80    | 50%           |               | 50%          | 40            | 0             | 40           |
| USE:  |       |               |               |              | 2131          | 594           | 2382         |
|       |       |               |               |              | 41.7%         | 11.6%         | 46.6%        |
|       |       |               |               |              | <b>40%</b>    | <b>15%</b>    | <b>45%</b>   |