

Trip Generation and On-Site Circulation

The level of traffic likely generated by the proposed delivery station has been estimated by the tenant to determine the potential traffic impact on the study intersections. The tenant completed a detailed analysis determining the number and time of site traffic arrivals and departures at the site, which is a function of the delivery area population and business density.

The Tenant anticipates that this facility will employ approximately 139 associates/managers on-site over various shifts during the course of the day. All associates/managers will utilize the existing driveway cut along Commerce Road closest to Industrial Park Road. Vans will access through the driveway cut furthest from Industrial Park Road along Commerce Road, at the rear of the Site. Vans will enter the facility and exit through the driveway cut directly on Industrial Park Road. Trucks will enter and exit at the same Commerce Road curb cut as the vans.

Delivery stations operate 24/7, with most of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. At the proposed Hingham, MA facility, the Client anticipates approximately 14 tractor trailers to deliver packages to the delivery station each day, primarily between the hours of 10:00 PM to 8:00 AM. Packages are sorted and staged for delivery, approximately 72 associates perform this operation and the shift structure is designed between 2:00 AM and 12:30 PM to avoid the rush hour period. Additionally, there will be approximately 23 managers and dispatchers supervising the delivery operations arriving at 6:00 AM and departing at 2:30 pm followed by another shift of dispatchers arriving at 1:30 pm and departing at 10:00 PM.

The delivery associates arrive at a delivery station at 9:45 AM. Starting at 10:10 AM and ending at 11:30 AM, 191 delivery vans will load and depart from the delivery station at a rate of 48 vans every 20 minutes to facilitate a regulated traffic flow into the surrounding area. The departure window is designed to avoid the rush hour traffic between 7:00 AM and 8:30 AM in the morning and between 4:30 PM and 5:30 PM in the evening. Approximately 8-10 hours after dispatch, delivery vans return to the station between 7:30 PM and 9:30 PM. After proper checkout and release, the drivers park the delivery van onsite and leave using a personal vehicle or public transport.

The Client also uses FLEX driver to deliver packages. FLEX is a new innovation from the Client that allows individuals to be use their own vehicles to deliver packages to customers. The Client

Trip Generation and On-Site Circulation

The level of traffic likely generated by the proposed delivery station has been estimated by the tenant to determine the potential traffic impact on the study intersections. The tenant completed a detailed analysis determining the number and time of site traffic arrivals and departures at the site, which is a function of the delivery area population and business density.

The Tenant anticipates that this facility will employ approximately 139 associates/managers on-site over various shifts during the course of the day. All associates/managers will utilize the existing driveway cut along Commerce Road closest to Industrial Park Road. Vans will access through the driveway cut furthest from Industrial Park Road along Commerce Road, at the rear of the Site. Vans will enter the facility and exit through the driveway cut directly on Industrial Park Road. Trucks will enter and exit at the same Commerce Road curb cut as the vans.

Delivery stations operate 24/7, with most of the sortation activity done early in the morning when the line haul trucks arrive with customer packages. At the proposed Hingham, MA facility, the Client anticipates approximately 14 tractor trailers to deliver packages to the delivery station each day, primarily between the hours of 10:00 PM to 8:00 AM. Packages are sorted and staged for delivery, approximately 72 associates perform this operation and the shift structure is designed between 2:00 AM and 12:30 PM to avoid the rush hour period. Additionally, there will be approximately 23 managers and dispatchers supervising the delivery operations arriving at 6:00 AM and departing at 2:30 pm followed by another shift of dispatchers arriving at 1:30 pm and departing at 10:00 PM.

The delivery associates arrive at a delivery station at 9:45 AM. Starting at 10:10 AM and ending at 11:30 AM, 191 delivery vans will load and depart from the delivery station at a rate of 48 vans every 20 minutes to facilitate a regulated traffic flow into the surrounding area. The departure window is designed to avoid the rush hour traffic between 7:00 AM and 8:30 AM in the morning and between 4:30 PM and 5:30 PM in the evening. Approximately 8-10 hours after dispatch, delivery vans return to the station between 7:30 PM and 9:30 PM. After proper checkout and release, the drivers park the delivery van onsite and leave using a personal vehicle or public transport.

The Client also uses FLEX driver to deliver packages. FLEX is a new innovation from the Client that allows individuals to be use their own vehicles to deliver packages to customers. The Client

Traffic Schedule - 2W2F in Non-Urban Area

Time	Cars			Trucks			DSP Vans			Flex			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
00:30	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
01:30	72	0	72	0	0	0	0	0	0	0	0	72	0	72	
02:00	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
02:30	0	0	0	0	1	1	0	0	0	0	0	0	1	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
04:00	0	0	0	0	1	1	0	0	0	0	0	0	1	1	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
05:30	23	0	23	0	1	1	0	0	0	0	23	1	24		
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	1	0	1	0	0	0	0	1	0	1		
07:00	0	0	0	0	1	1	0	0	0	0	0	1	1		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	1	0	1	0	0	0	0	1	0	1		
08:30	0	0	0	0	1	1	0	0	0	0	0	1	1		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30	32	0	32	1	0	1	0	0	0	0	33	0	33		
10:00	80	0	80	0	1	1	0	0	0	0	80	1	81		
10:30	64	0	64	0	0	0	0	96	96	0	64	96	160		
11:00	15	0	15	0	0	0	0	48	48	0	15	48	63		
11:30	4	0	4	0	0	0	0	47	47	0	4	47	51		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30	0	72	72	0	0	0	0	0	0	0	0	72	72		
13:00	23	0	23	0	0	0	0	0	0	0	23	0	23		
13:30	17	0	17	0	0	0	0	0	0	0	17	0	17		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:30	0	23	23	0	0	0	0	0	0	0	0	23	23		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	0	0	0	0	0	0	0	0	0	54	0	54	54		
16:30	0	0	0	1	0	1	0	0	0	13	24	37	14	24	38
17:00	0	0	0	0	1	1	0	0	0	0	43	43	0	44	44
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	17	17	1	0	1	0	0	0	0	1	17	18		
18:30	0	0	0	0	1	1	0	0	0	0	0	1	1		
19:00	0	0	0	1	0	1	0	0	0	0	1	0	1		
19:30	0	24	24	0	1	1	36	0	36	0	36	25	61		
20:00	0	60	60	1	0	1	84	0	84	0	85	60	145		
20:30	0	83	83	0	1	1	59	0	59	0	59	84	143		
21:00	0	24	24	0	0	0	12	0	12	0	12	24	36		
21:30	0	0	0	1	0	1	0	0	0	0	1	0	1		
22:00	0	23	23	0	1	1	0	0	0	0	0	24	24		
22:30	0	4	4	1	0	1	0	0	0	0	1	4	5		
23:00	0	0	0	0	1	1	0	0	0	0	0	1	1		
23:30	0	0	0	1	0	1	0	0	0	0	1	0	1		
Total	330	330	660	14	14	28	191	191	382	67	67	134	602	602	1,204