

Pedestrian Crossing Improvements Engineering Study

Main Street (NH Route 108)
Newmarket, New Hampshire



Prepared For:

Town of Newmarket, New Hampshire

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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

NHDOT Project No. 16048
FHWA Project No. X-A001(108)

February 27, 2014

Revised May 16, 2014

Cover Letter



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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

Mr. Robert Hudson
Civil Engineer
NHDOT, Bureau of Planning and Community Assistance
PO Box 483
7 Hazen Drive
Concord, NH 03302-0483

Dear Mr. Hudson:

DuBois & King, Inc. is pleased to submit the enclosed Pedestrian Crossing Engineering Study for Main Street (NH Route 108) located in Newmarket, New Hampshire. This Engineering Study is being submitted for review as the first phase of the Newmarket Pedestrian Crossing Improvements under the Federal Highway Administration (FHWA) program, Transportation Enhancements (TE). The project is municipally managed, therefore requiring the Engineering Study as part of the Local Public Agency process.

Enclosed, please find a detailed engineering study outlining DuBois & Kings, Inc.'s project understanding, an overview of the existing conditions, a summary of the NEPA approval process as it pertains to this project, and an analysis of five (5) project alternatives, of which one we recommend be implemented as a solution to the pedestrian crossings on Main Street.

We look forward to hearing your feedback on this study, and please do not hesitate to contact us if you have any questions, comments or concerns.

Sincerely,

Scott Boucier, P.E.
Project Manager

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1.0 Project Description

Project Area History

During the early nineteenth century Newmarket, NH was established as a prominent textile community. At the Newmarket Manufacturing Company's peak the company employed approximately 700



Photo 1-1: Main Street, Newmarket, NH; Newmarket, NH Historical Society

workers and constructed numerous structures to support their industry, including seven (7) mill buildings and The Weave Shed, which claimed to be the world's largest single-room weave shed (c1917). In 1929 the workers of the Newmarket Manufacturing Company went on strike and the company relocated its operations to Lowell, MA.

In 1983 the Town of Newmarket (the Town) formed the non-profit, Newmarket Community Development Corporation (NCDC) to adopt the remaining mill buildings and team with a developer to convert the historic textile manufacturing mills into a sustainable multi-use facility. Newmarket Mills, LLC was selected as the developer, and their collaboration with the NCDC and the Town has successfully redeveloped the historic mill building into 112 residential units (studio, 1BR and 2BR), 50,000sf of commercial/retail space and 4,500sf of interior public space. The redevelopment of the site also included the enhancement of the building's surrounding, providing public access to an overlook of the falls at the Macallan Dam, a terraced plaza, a riverwalk and additional recreational water access points. The site rehabilitation and renovation is collectively known as the Newmarket Mills.

The redevelopment of the Newmarket Mills was part of the Town's effort to revitalize downtown Newmarket. From 2000 through 2006, the Town completed a number of studies to support the downtown's revitalization by evaluating the existing infrastructure and addressing anticipated deficiencies associated with increased pedestrian traffic and public parking demand. Main Street (NH Route 108) was enhanced through the burying of overhead electric utilities, the reconstruction of sidewalks, placemaking and streetscaping during its reconstruction in 2009.

As development continued and pedestrian and vehicular trips continued to increase within the downtown corridor, the Town sought funding through the U.S. Department of Transportation's

(USDOT) Federal Highway Administration's (FHWA) Transportation Enhancement (TE) grant program. The Newmarket TE grant [(NHDOT Project No. 16048/FHWA Project No. X-A001(108)] is administered by the New Hampshire Department of Transportation (NHDOT) Bureau of Planning and Community Development and is locally managed by the Town.

DuBois & King, Inc. (D&K) (in partnership with DeStefano Architects, Ward Geotechnical Consulting, Doucet Survey and Barden Inspection & Consulting Services) was contracted by the Town to assist the Newmarket Pedestrian Sky Bridge Committee to develop infrastructure improvements between the east/west facilities within the area of Newmarket Mills. The goal for this project was to provide a safe alternative pedestrian crossing of Main Street between the off-site parking and the Newmarket Mills and mitigate increased pedestrian traffic while complementing the historic fabric of the Newmarket National Register Historic District.

[Sky Bridge Engineering Study](#)

The Pedestrian Sky Bridge Project Engineering Study (July, 2013) was prepared in accordance with the NHDOT Local Public Agency Manual for the Development of Projects (LPA) (March 2012). The study described existing conditions, design parameters and requirements, the sky pedestrian bridge preferred alternative, the engineer's opinion of probable project costs for each alternative, the National Environmental Policy Act's (NEPA) requirements and restrictions, and foundation investigation.

The cost of the recommended pedestrian bridge alternative exceeded the available project budget; therefore, the Sky Bridge Pedestrian Committee, in conjunction with NHDOT, recommended additional study be completed to best meet the goals of the Town. The study area and scope were expanded to evaluate the existing crossings from Central Street to Elm Street, as well as explore additional alternatives to the pedestrian bridge.

This engineering study addresses NHDOT's recommendations by expanding the study area and scope, collecting and analyzing additional pedestrian data, and developing alternatives to meet the project's purpose and need.

[Project Study Area Expanded](#)

The study area is located on Main Street bounded by Elm Street to the North and Central Street to the South (See Figure 1-2, Project Area Map on following page). During the course of the field observation, points south of the study area (as far south as Exeter Street) were also deemed relevant to this study and are referenced in various sections of this report.

[Public Concerns](#)

Input was gathered from the following public meetings, public hearings and focus-group meetings (see appendix):

Table 1-3: Public Input Summary

Meeting	Subject	Date
Newmarket Sky Bridge Project Engineering Study	Pre-Design Conference	July 12, 2012
Newmarket Sky Bridge Project Engineering Study	Monthly Committee Meeting	August 18, 2012
Newmarket Sky Bridge Project Engineering Study	Monthly Committee Meeting	September 21, 2012
Newmarket Sky Bridge Project Engineering Study	Monthly Committee Meeting	November 18, 2012
Newmarket Sky Bridge Project Engineering Study	Monthly Committee Meeting	January 17, 2013
Newmarket Sky Bridge Project Engineering Study	NHDOT	March 6, 2013
Newmarket Sky Bridge Project Engineering Study	Monthly Committee Meeting	March 28, 2013
Newmarket Pedestrian Engineering Study	Pre-Design Conference	January 9, 2014
Pedestrian Field Interviews	Pedestrian Crossing Engineering Study	February 4, 2014
Town Council Meeting	Pedestrian Crossing Engineering Study	February 19, 2015

Information obtained in the public meetings revealed the following public concerns regarding existing pedestrian crossings within the project study area:

- Limited Visibility
- Insufficient Lighting
- Excessive Posted Speed Limit
- Inadequate Pedestrian Signage
- Inadequate Directional Signage
- Jay Walking
- Perceived Excessive Travel Speed
- Failure to Yield to Pedestrians
- Numerous Rear-End Collisions
- Near-Miss Accidents

Meeting attendees also indicated that the pedestrian crossing solutions contain the following design elements:

- Compatible features to Newmarket Historic District area
- Coordinate with local, regional and state historic committees
- Low Maintenance
- Keep project cost within the budget

Project Purpose and Need

The project history and the public concerns illustrate a need to improve pedestrian safety within the project study area. The purpose of the project is to identify a safe and cost-effective facility(ies) for pedestrians to cross Main Street between Central Street and Elm Street while maintaining the character and streetscape aesthetics of downtown Newmarket.

Existing Documentation

Numerous local and regional planning documents exist which mention the redevelopment of downtown Newmarket. Based on the excerpts in the following paragraphs, the Town has identified the improvement of pedestrian safety along Main Street as a priority, as well as the importance of maintaining the character of the downtown.

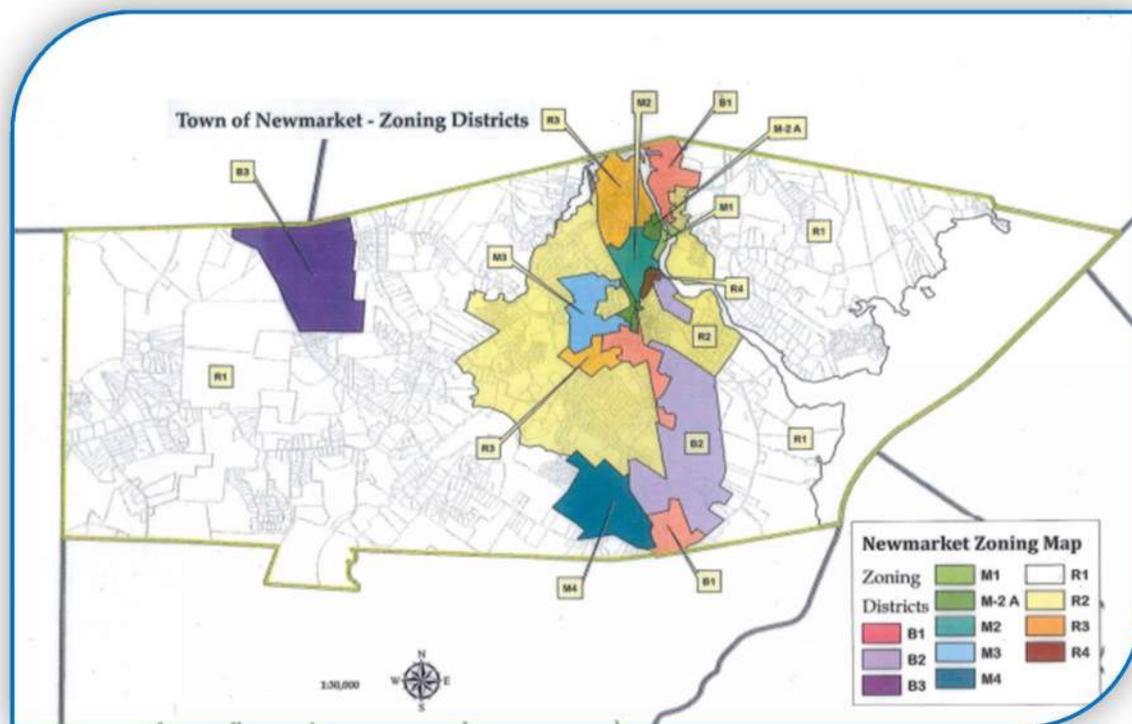


Figure 1-4: Zoning Districts; Town of Newmarket, NH

Zoning Ordinance

The study area is located in the M-1 District, the purpose of which is as follows:

"The purpose of this district shall be to provide for the ongoing use of the mill buildings in the downtown. It is recognized that the abandonment of these buildings would be a detriment to the community, and especially to the village and waterfront areas. It is also recognized that proper use and redevelopment within this district must be directed to enhance the quality of the village, protect the important historic resources within the district, and enhance the downtown Lamprey River waterfront." Section 2.01(B)(2)(b)[1]:

Mixed use development is permitted in the M-1 District by Special Use Permit. The purpose of which is follows:

"The purpose is to allow for a mixture of commercial and residential uses in order to promote redevelopment of the historic mills in the M-1 Downtown Mill District. Such uses are intended to be complementary so as to provide an integrated approach to development based on a master site development plan; to be fiscally beneficial to the Town; to provide efficient use of public services; and to make opportunities for commercial, public and multi-family residential dwelling units, all to enhance the quality of the downtown, the riverfront and the historic nature of the district." Section 2.01(B)(2)(b)[1]

The Town recognizes the site restrictions and the challenges presented with the redevelopment of the Newmarket Mills and the subsequent increased pedestrian and vehicular traffic. The Town explicitly states the following in its Zoning Ordinance:

“...The Planning Board may require the preparation and review of a traffic impact assessment, as well as an on and off-site improvement plan for pedestrian and traffic safety, including, but not limited to, traffic calming measures, pedestrian bridges and crosswalks, and other mitigation to demonstrate a safe and efficient vehicular and pedestrian plan.” Section 2.01(B)(2)(b)[5][d]

Newmarket Master Plan, 2001

Additionally, the 2001 update to the Newmarket Master Plan supports the redevelopment of the Newmarket Mills and the infrastructure necessary to support the increased pedestrian, vehicular and parking infrastructure, while maintaining the character of the historic nature of the downtown as stated in the vision statement of the document:

- “A downtown village that supports a mixture of uses enabling residents and visitors to shop, visit, and entertain themselves in town.”
- “An improved appearance for the downtown that maintains its traditions New England mill character and pedestrian focus.”
- “A Mill yard restored to reflect the historic and economic treasure that it is.”
- “Maintain the friendly small town atmosphere through a strong sense of community by encouraging community functions, recreations opportunities, and residential and business uses within walking distance of the village district.”

From Chapter 7, Transportation, The Town identifies the need to maintain the small town atmosphere while recognizing strategies to alleviate traffic congestion, improve pedestrian safety and provide adequate parking for persons living, working and touring the downtown:

- “Consequently, adding off-street parking and redesigning on-street parking for pedestrian/public use is the best, and perhaps only, measure that could ease the congestion, parking, and circulation problems, and improve traffic flow along NH 108 in central Newmarket.”
- “The Town may wish to conduct a study of pedestrian activity and needs. This would enable the Town to establish a comprehensive pedestrian/sidewalk plan in order to plan for a logical, connective system, serving the areas which most need safe pedestrian access. New residential and commercial development in Newmarket’s downtown Mills will increase pedestrian traffic in the coming years...consideration should be given to the interruption of traffic flow along NH Route 108 to promote a safer environment for pedestrians and vehicular traffic. Pedestrian activated crossing signals should be considered.”

The historic fabric of downtown Newmarket is of great importance to the town. As indicated in the Historic Sites and Structures section of the Master Plan, the Town recommends future developments are sensitive to the character of the downtown:

“Ensure that future development is sensitive to the historic character of buildings and landscapes within the town.”

Main Street Reconstruction Study, 2002

To gather public input on the Main Street Reconstruction, a design charrette was held on October 13, 2001 to allow the public to comment on the general improvements in the downtown area. The comments received helped to establish priorities and concerns of the residents:

- "Parking improvements and pedestrian circulation are bigger concerns to the residents than traffic circulation."
- Parking Findings: "Many accidents have occurred in downtown parking areas. No handicap spaces exist. Two hour parking in downtown may be too long a period to handle turnover. Parking maneuvers are slow and sometimes impede traffic flow. Municipal lots are not well lit, are unattractive and are not well marked. Parking signs, time restrictions & municipal lot signs need to be reviewed."
- Traffic Findings: "Sight distance for vehicles entering and exiting downtown parking areas needs to be improved. Perceived speed is excessive, however the traffic study indicates that the speed is generally within the existing limits."
- Streetscape: "Trees and landscaping are needed to improve edge conditions and to form travel corridors. Street lighting is inconsistent and lacking altogether in some areas. Bump-outs and/or islands are desirable to reduce the length of crosswalks and to provide pedestrian refuge. Sidewalks are not sufficient in width to support installations of street furniture such as benches, trash receptacles, etc."
- Phase 1 Recommendations: "11' wide travel lanes with 11' wide center-turn lane and 4' minimum paved shoulders in the commercial area. Textured colored concrete to delineate center-turn lanes, to visually breakup wide pavement areas (enhancement) and to affect traffic calming, and to increase longevity of the surface. Textured colored concrete pedestrian crosswalks, enhancement..."
- Phase 2 Recommendations: "Reduce speed limit to 25mph. Bollards along corners of intersections to guide pedestrians to crosswalk entries. Appropriate lighting to illuminate sidewalk and crosswalk areas."
- "Reduce time limits for parking on Main Street from 2 hour to 1 hour."
- "Crosswalk materials that will contrast with the pavement and also compliment the Town's character."

State and Regional Planning Documents

State and regional planning documents have highlighted the downtown Newmarket area, focusing on the redevelopment of the Mills along the Lamprey River, and the NHDOT Route 108 widening plan. The construction of a parking garage and a pedestrian bridge were envisioned in the Invitation to Develop Mills at First Falls on the Lamprey River, which was the genesis of the Newmarket Mills development by Chinburg Properties.

Invitation to Develop Mills at First Falls on the Lamprey River, 2002

The invitation includes information that references the other planning documents previously mentioned in this study. Of particular interest is the vision of a parking garage and pedestrian bridge:

"The Vision site plan shows a parking garage with a retail face, shielding Main Street from the unfriendly garage façade. The construction of a pedestrian bridge connecting the garage to the Mill Buildings completes the Vision and would replicate the bridge that once existed, tying the Mills to previous buildings on those underused lands."

Route 108 Widening Plan, 2013

With Transportation Enhancement funds, NHDOT plans to widen NH Route 108 for 3.7 miles from Newmarket, NH to Durham, NH (NHDOT Project No. 13080). The goal of the project given in a project update on September 19, 2013 is to “provide additional width for vehicles, bicycles and pedestrians.” The proposed travel lane widths are 11’ with 4’ paved shoulders. One of the challenges indicated in the presentation was to improve sight distances without impacting abutting properties. With a proposed bid date of April 7, 2015, additional coordination with NHDOT should occur to ensure selected improvements for both study areas are compatible.

Pedestrian Sky Bridge Project Engineering Study, 2013

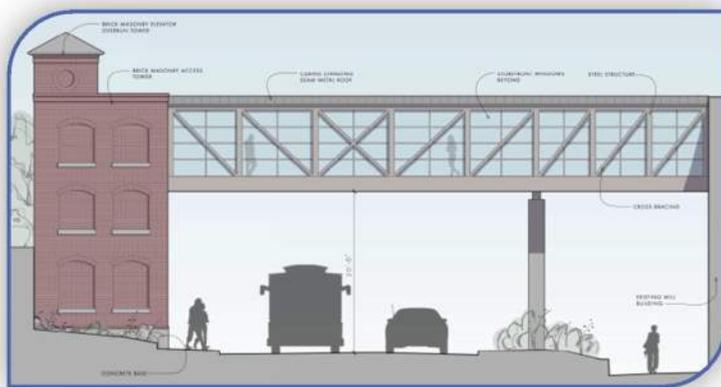


Figure 1-5: Pedestrian Sky Bridge Elevation, Alternative 1; Sky Bridge Pedestrian Study, 2013 (DeStefano Architects)

In 2009, the Town completed a revitalization project of the downtown area, specifically within the right-of-way limit. As part of this plan, the Town utilized input from previous studies to improve pedestrian infrastructure in the downtown area. Upon redevelopment of the Newmarket Mills, the

Town expressed concern for pedestrians crossing Main Street from the designated parking area to the Newmarket Mills. The Sky Pedestrian Bridge Committee was formed and developed an engineering study to consider the different options for a pedestrian bridge, as identified in the previous planning studies.

2.0 Existing Conditions

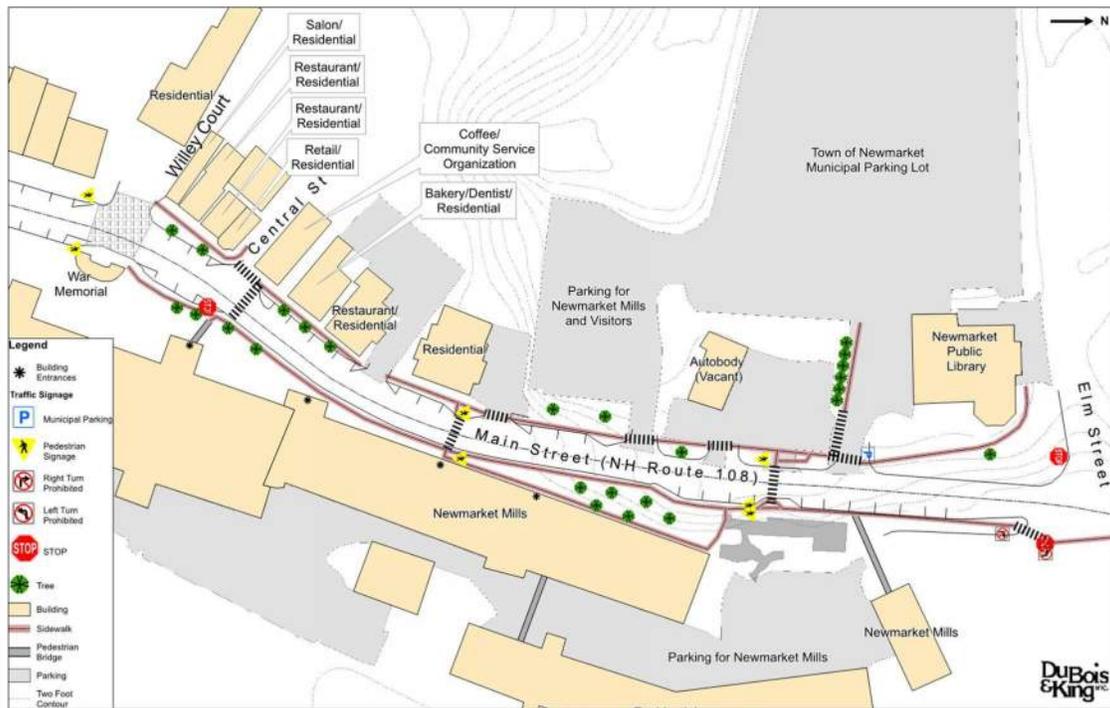


Figure 2-1: Project Base Plan (11x17 Sheet Included in the Appendix)

Roadway and Pedestrian Infrastructure

Overview

Within the study area, Main Street runs north-south. Main Street is a Class IV roadway, and handles about 12,000 vehicles per day (NHDOT, 2010). The study area is between Elm Street to the north, and Central Street to the south. There are concrete sidewalks along both sides of Main Street, and three crosswalks in the study area. Additional detail of the existing infrastructure is provided in the following paragraphs. The travelled way is State-maintained, and is numbered NH Route 108. Sidewalks and parking spaces are Town-maintained.

Crosswalks

Three existing crosswalks of Main Street are the focal point of this report. The northerly crosswalk is located approximately 150' south of Elm Street, the southerly crosswalk is located immediately north of Central Street, and the middle crosswalk is located approximately halfway between the two. The crosswalks measure 8' in width, and consist of white, longitudinal lines parallel to traffic flow. There are other crossings within the study area for private driveways, and for Central Street; however these were not considered in the study because the volume of conflicting vehicular traffic is minimal. It was also noted that immediately beyond the south end of the study area at the intersection of Main Street and Willey Court, there is a textured intersection constructed with pavers and flush granite curb at the perimeter, which is

interpreted by some users as a crosswalk permitting diagonal crossings, though it is not a jurisdictional crosswalk.

The crosswalks are in marginal condition, in that the lines are beginning to show signs of wear corresponding to the wheel paths of vehicles.

Curbing

Vertical granite curbing exists throughout the study area. The curbing was found to be in good condition. Sloped sections of granite curbing are provided adjacent to accessible curb ramps.

Surface Treatment

Within the study area, Main Street is an asphalt roadway, and the pavement was observed to be in good condition. As previously discussed there is a textured intersection constructed with pavers and flush granite curb at the perimeter, located immediately south of the study area at the intersection of Main Street and Willey Court.

Pavement Markings

Pavement markings along Main Street in the study area include the three crosswalks, and painted YIELD TO PEDESTRIANS markings, located about 50-100' in advance of each of the three crosswalks. Like the crosswalks themselves, the markings are also in marginal condition, due to normal wear from vehicular traffic.

Signals

There are no traffic signals in the vicinity of the project. Side streets and driveways are subject to STOP sign control, and Main Street operates free of control.

Signage

Standard regulatory, warning, and guide signage was reviewed within the study area, and was found generally to conform to MUTCD criteria except as noted below. In addition, numerous private business signs are visible throughout the study area.

The following table summarizes our observations of the existing pedestrian signage at each of the crosswalks. Note that there are some locations where pedestrian signage does not comply with MUTCD standards, in that downward arrow plaques have not been installed, or that there is no pedestrian crossing signage at all. The existing pedestrian signage in the study area has a fluorescent yellow-green background.

Table 2-2: Existing Pedestrian Signage Summary for Each Crosswalk

Crosswalk	Description of Signage	Meets Standard?*
Northerly Crosswalk		
Southbound Side	W11-2 (PEDESTRIAN TRAFFIC) signs at the crosswalk, on both sides. No W16-7p (diagonal arrow) plaques present. Westerly W11-2 sign with solar-powered yellow strobes.	NO
Northbound Side	W11-2 (PEDESTRIAN TRAFFIC) sign immediately in advance of the crosswalk, on the east side, with W16-7pL (diagonal arrow) plaque.	Yes
Middle Crosswalk		
Southbound Side	W11-2 (PEDESTRIAN TRAFFIC) sign at the crosswalk, on the east side, with W16-7pL (diagonal arrow) plaque.	Yes
Northbound Side	W11-2 (PEDESTRIAN TRAFFIC) signs at the crosswalk, on both sides. No W16-7p (diagonal arrow) plaques present. Easterly W11-2 sign with solar-powered yellow strobes.	NO
Southerly Crosswalk		
Southbound Side	None	NO
Northbound Side	None	NO

* MUTCD Standard: W11-2 (PEDESTRIAN TRAFFIC) sign at the crosswalk, with W16-7pL (diagonal arrow) plaque.

Geometry

Main Street consists of one 11.5' wide travel lane in each direction, with lanes separated by a double yellow centerline. A two foot wide paved shoulder is provided in each direction, except where parallel parking is provided. The parallel parking spaces typically measure eight feet wide, and 20-25' long. There are 17 existing parallel parking spaces between Elm Street and Central Street, and five spaces immediately south of Central Street.

Within the study area, the alignment of Main Street contains three horizontal curves: a 1,250' radius curve just south of the northerly crosswalk, a 400' radius curve at the middle crosswalk, and a 300' radius curve at the southerly crosswalk.

There are also two significant vertical curves within the study area: a crest curve at the northerly crosswalk (the crosswalk is located at the high point of the curve), and a sag curve at the middle crosswalk.

Speed

The posted speed limit within the study area is 30mph. The associated signage on Main Street is located at its intersection with Grant Road for northbound traffic, and in Durham between the Simon's Road intersections for southbound traffic.

Based on discussions with the Newmarket Police Department, the posted speed limit is too high for this area. Reasonable drivers will proceed at lower speeds through the study area. Furthermore, because of the parallel parking spaces and limited space to perform a traffic stop, speed enforcement is typically conducted outside the study area by following the vehicle to a safe place to pull over.

Sight Distance to Pedestrian Crossings

Sight lines were measured in the field, between a point 3.5' above the road (representing the driver's eye) and a point 2' above the crosswalk (representing the pedestrian, which would account for a stroller, dog, or toddler). Our findings are summarized in the table below:

	Sight Distance Between Edge of Traveled Way and:					
	Northbound Traffic			Southbound Traffic		
	Measurement	Standard*	Standard Met?	Measurement	Standard*	Standard Met?
Northerly Crosswalk						
Eastbound Pedestrians	225'	200'	Yes	>250'	200'	Yes
Westbound Pedestrians	225'	200'	Yes	>250'	200'	Yes
Middle Crosswalk						
Eastbound Pedestrians	92'	200'	NO	184'	220'	NO
Westbound Pedestrians	>250'	200'	Yes	>250'	220'	Yes
Southerly Crosswalk						
Eastbound Pedestrians	>250'	200'	Yes	157'	200'	NO
Westbound Pedestrians	130'	200'	NO	240'	200'	Yes

* AASHTO Stopping Sight Distance for 30mph

The results of our measurements are illustrated on base plans in Appendix C, and reveal that there are some locations within the study area where sight distance standards are not met because of cars parked in the existing parallel parking spaces. For the southerly crosswalk, sight distance between northbound vehicles and westbound pedestrians is limited by the two parallel parking spaces between the war memorial and the crosswalk. The measurement is 130', where 200' is the standard.



Photo 2-4: Southerly Crosswalk - East side, looking South



Photo 2-5: Southerly Crosswalk - West side, looking North



Photo 2-6: Middle Crosswalk - West side, looking South

Similarly for the southerly crosswalk, sight distance between southbound vehicles and eastbound pedestrians is limited by five parallel parking spaces – a group of four spaces immediately north of the crosswalk, and the first space in the next group of two spaces. The measurement is 157', where 200' is the standard.

Sight distance measurements for the middle crosswalk show limitations between eastbound pedestrians and both northbound and southbound vehicles in that measured sight lines are 92' to the northbound lane where 200' is the standard, and 184' to the southbound lane where 220' is the standard due to the existing downgrade. The first four spaces south of the crosswalk obscure the sight distance associated with northbound vehicular travel, and the first space north of the crosswalk obscures the sight distance associated with southbound vehicular travel. Sight distance for the northerly crosswalk exceeds the AASHTO standards for stopping sight distance at all four of the sight lines.

Roadway Lighting

Decorative street lights are provided along both sides of Main Street in the study area. Power is fed through a system of underground conduit with pull boxes. The location of light fixtures varies with respect to distance from the traveled way.

Sidewalks

Concrete sidewalks are provided along both the east and west sides of Main Street. The sidewalk widths vary from 5'-18'. Both sidewalks are enhanced with streetscape features, which include

brick accents and tree boxes. Recent photos show patio style furniture placed along the west side of the sidewalk during summer months, as outdoor seating for the abutting restaurants.

Accessibility

Curb Ramps

Curb ramps are provided for all of the crosswalks in the study area, including side streets and private driveways. In addition, cast iron truncated dome plates are provided at all public street crossings, as well as the driveway for the public library.

Railings

Railings are provided for the steps at the west side of the northerly crosswalk.

Slopes/Grades

The sidewalk grades generally match the grade of the adjacent street. Between the northerly and middle crosswalks, the grade is as steep as 9%.

There are significant slopes and retaining walls adjacent to the sidewalk in several locations, to address the topography in the area which generally slopes from west to east. Where sidewalk is constructed along the top of a retaining wall (adjacent to the southernmost mill building, and north of the northerly crosswalk) fencing is provided to prevent falls.

Stairs

In addition to the stairs provided between the west end of the northerly crosswalk and the adjacent sidewalk, there are stairs just south of the northerly crosswalk, providing access between the Main Street sidewalk, and the parking areas between the mill buildings.

Signage

There is a sign south of the northerly crosswalk, prohibiting bicycle and skateboard use for southbound travel on the west sidewalk. This sign was likely installed due to the steepness of the downgrade.

Supporting Infrastructure

Landscaping

There are existing tree boxes along both sidewalks and landscaped perennial beds and grassed sidewalk buffers and slopes.

Placemaking

There are several areas within and adjacent to the study area, as follows:

- Park and shelters south of the southernmost mill building, at the bus stop.
- The war memorial, opposite Willey Court on Main Street.
- A landscaped area with a granite bench on the west side of Main Street, between the northerly and middle crosswalks.
- A landscaped slope with granite stone benches just south of the northerly crosswalk, between the Main Street sidewalk and the mill building.

- A hardscaped area just north of the northerly crosswalk, on the east side of Main Street, with a planter and streetlight.
- The lawn of the public library, which includes a brick sidewalk, granite benches, and decorative lights.

Pedestrian Level Lighting

Immediately to the south of the study area, light poles are equipped with two luminaires – a street light that extends at full height over the street, and a second fixture approximately halfway up the pole that extends over the sidewalk.

Within the study area, pedestrian level lighting is minimal, and is limited to a single bollard light at the stairs just south of the northerly crosswalk, on the east side of Main Street.

During nighttime visits to the sight, limited visibility of crosswalk markings and pedestrians was noted. Members of the public have also identified nighttime visibility as a concern, as discussed later in this report.

Utilities

Overhead Utilities

Electric, telephone, cable, and fire alarm signal wires are buried along Main Street; thus, there are no overhead utilities in the study area. The precise location of the buried lines is unclear; however since pull boxes were noted along both sides of the street, it is likely that there are buried lines on both sides of the street.

Signal Boxes

There are two fire alarm boxes in the study area – one located on the side of the coffee shop at the corner of Main Street and Central Street, and the other located on the west side of Main Street, immediately south of the northerly crosswalk.

Drainage

Main Street and the surrounding areas drain to a closed drainage system. Catch basins exist along both sides of Main Street.

Water

There is a public water line along Main Street, which is likely beneath the northbound lane of Main Street. This is based on the location of two fire hydrants on the east sidewalk, and several gate valves located in the northerly travel lane at intersecting streets.

Sewer

A public sewer was noted along the southbound travel lane of Main Street, based on manhole covers.

Lighting

Lighting conduit exists along both sides of the sidewalk to power the street lights. It is likely to run parallel to the street, with a minimal number of crossings. Several pull boxes were noted for the lighting conduit.

Right of Way and Maintenance

The existing right-of-way is State-owned, and maintained jointly by the Town and NHDOT. Sidewalks and streets are bounded by retaining walls to the east, and privately owned buildings to the west. The limits of right-of-way will be determined in the design phase of the project, as there are no significant improvements expected outside of the public right-of-way. It is noted, however, that the developer of Newmarket Mills has been a partner in this project, and some alternatives presented in this study involve a physical connection to their building.

Based on our discussions with the Town and NHDOT, both entities plow Main Street, with the exception that only the Town maintains the portion outside the white lines. When snow removal operations are minimal, snow is plowed to the curb. After more significant storms, snow is removed from the curb and sidewalk and hauled away.

Project Area Land Use

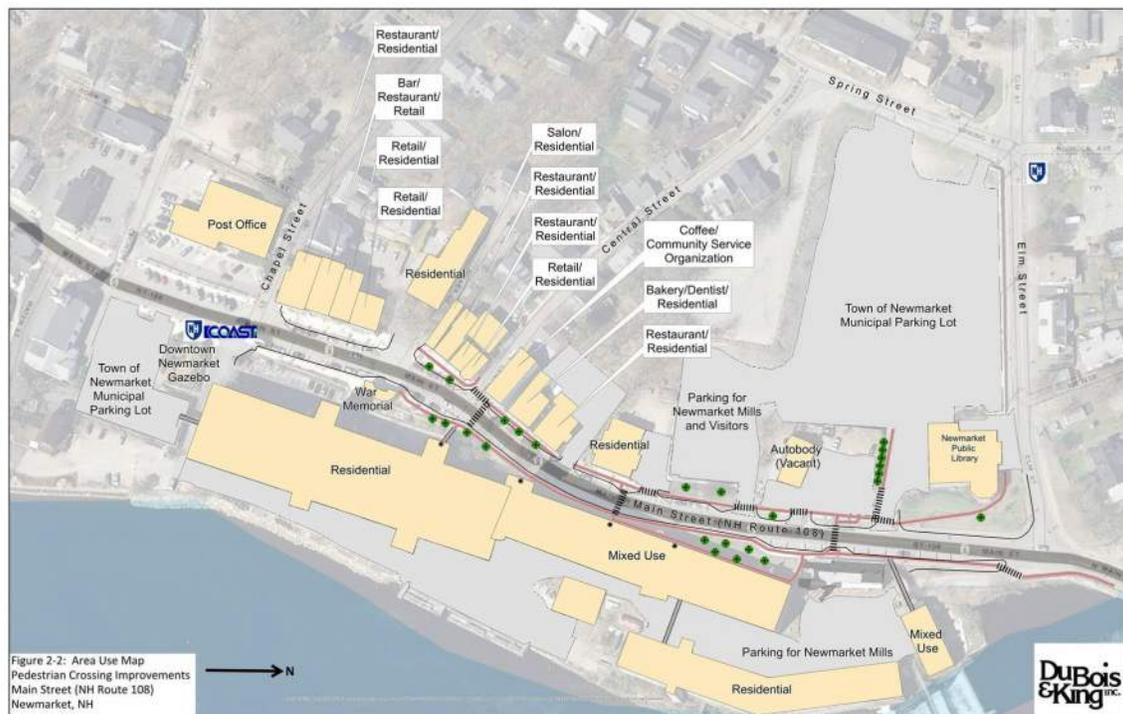


Figure 2-7: Area Land Use Map (11x17 Sheet Included in the Appendix)

Downtown Newmarket is developed with a mix of uses including residential, retail, commercial, industrial, and professional services. Main Street serves as a route for public transportation for the University of New Hampshire Wildcat Transit and also for the Cooperative Alliance for Seacoast Transportation (COAST). The mixed uses in the downtown area and their accessibility by public transport contribute to the additional vehicular and pedestrian traffic, respectively.

Existing Pedestrian Movements

Pedestrian Data Collection

Pedestrian trips data was collected, noting the origin and destination of the trip, or when the pedestrian entered or exited the project study area. Pedestrian movements were observed by D&K and Strafford Regional Planning Commission (SRPC) employees and recorded digitally on tablets from Chapel Street to Elm Street. The entire project area could not be viewed from one point, so two observers were used to collect the data. The northerly observation point was located in the parking lot of the vacant auto body shop. The southerly observation point was located two parking spots north of the War Memorial on the East side of Main Street. The observer for the northern portion of the project area tracked pedestrians from Elm Street to the middle study area crosswalk. The observer for the southern part of the project area tracked pedestrians from the War Memorial north to the middle crosswalk. Crossings at the middle crosswalk were tracked by the southern observer. Observed pedestrian trips can be found in the appendix.

Pedestrian Volumes

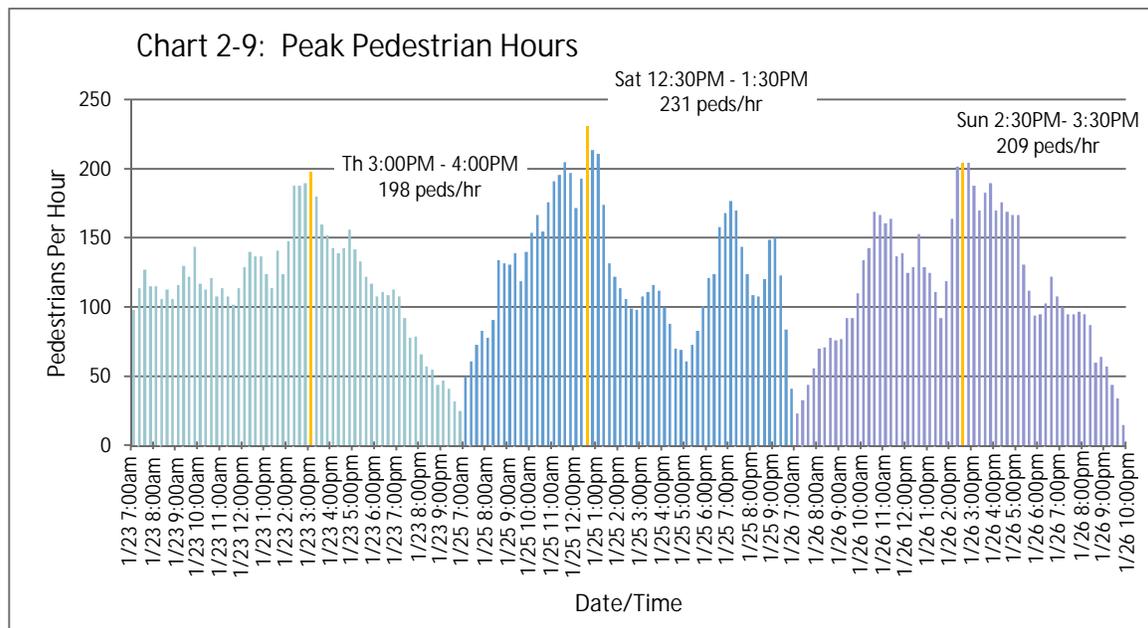
The number of pedestrians accessing downtown is substantial. Pedestrian movements were recorded from 7:00AM – 10:00PM on Thursday, January 23rd; Saturday, January 25th; and Sunday, January 26th. Saturday produced the highest number of pedestrian trips (2,082) by a substantial margin (482 greater than Sunday and 681 greater than the weekday). The results of the pedestrian counts were as follows:

Day	No. of Pedestrians
Weekday	1,401
Saturday	2,082
Sunday	1,600

Peak Pedestrian Volumes

The peak hourly pedestrian volume occurred between 12:45PM and 1:45PM on Saturday, January 25th with 242 pedestrian trips per hour. The Sunday peak pedestrian volume was between 11:30AM and 12:30PM with 175 pedestrian trips per hour. The weekday peak pedestrian volume occurred between 4:45PM and 5:45PM with 143 pedestrian trips per hour. These times coincide with typical peak traffic periods.

The greatest peak pedestrian trip periods were as follows:



Pedestrian Crossings

Raw data sheets illustrating the pedestrian movement data can be found in the appendix. In total, there were 1,999 crossings, meaning 39% of the pedestrian trips in the project area involved crossing Main Street. The data is summarized in the following figure, which shows that pedestrians traveling through the project area primarily use the existing pedestrian infrastructure. Specifically, 76% use the crosswalks, a figure that is considered very good in terms of compliance. Of the remaining 24% crossing in unmarked areas, most are either crossing in the undefined area near the war memorial, to/from parallel parked cars, or between the Newmarket Mills and the parking lot across the street.

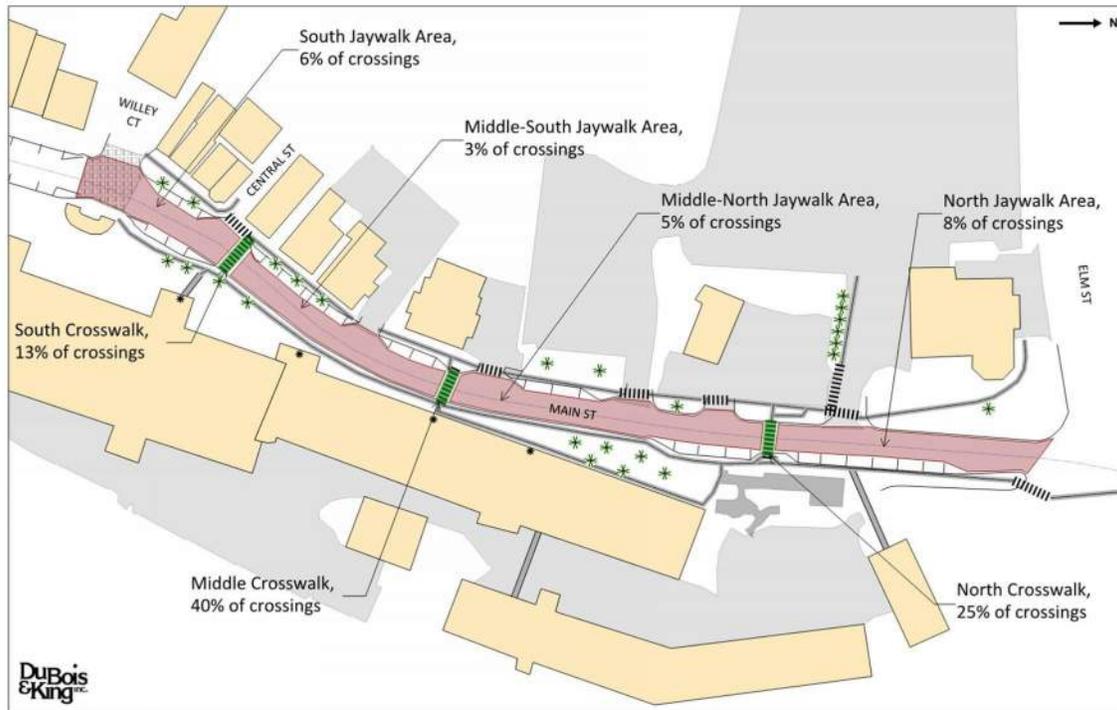


Figure 2-10: Pedestrian Crossing Distribution

Pedestrian Access to Newmarket Mills

Since a pedestrian bridge had been previously contemplated to connect the Newmarket Mills with the parking areas on the opposite side of Main Street, and as the pedestrian count data did not identify pedestrian origins and destinations inside the Newmarket Mills, pedestrian interviews were conducted on February 4, 2014, from 7:00AM – 10:00PM at the middle and northerly crosswalks. Schools were in session during the interviews, and there was no precipitation during these times. The interview data reveals the following:

- 226 pedestrians were interviewed (152 at the middle crosswalk, 74 at the northerly crosswalk)
- Of the pedestrians interviewed, 179 crossed the street, 118 at or near the middle crosswalk, and 61 at or near the northerly crosswalk.
- Of the 179 pedestrians who crossed the street in the area of the Newmarket Mills, 170 (95%) were headed to or from a location within the Newmarket Mills buildings. Specifically, 110 out of 118 pedestrians at the middle crosswalk (93%) and 60 out of 61 pedestrians at the northerly crosswalk (98%).
- Of the 179 pedestrians who crossed the street, 78 (44%) were headed to or from the lower floors of the Newmarket Mills buildings, 90 (50%) were headed to or from the 3rd or 4th floors, and no pedestrians were headed to or from the basement. The remaining 11 (6%) were crossing the street on their way to and from destinations and origins that did not include Newmarket Mills, or were undetermined.

Crash History

Based on crash data received from NHDOT, and based on discussions with the Newmarket Police, the following conclusions are drawn:

- The majority of crashes occur in locations where sight distance is limited.
- The majority of crashes are related to parallel parking maneuvers.
- The Newmarket Police are aware of two vehicle-pedestrian crashes in the last 5 years. In both instances, the pedestrian was under the influence of alcohol, and unexpectedly stepped into the path of an oncoming vehicle.

Crash locations are shown in the appendix.

In addition, during the pedestrian interviews, 11 people reported seeing “near misses”, which generally fall into one of three categories:

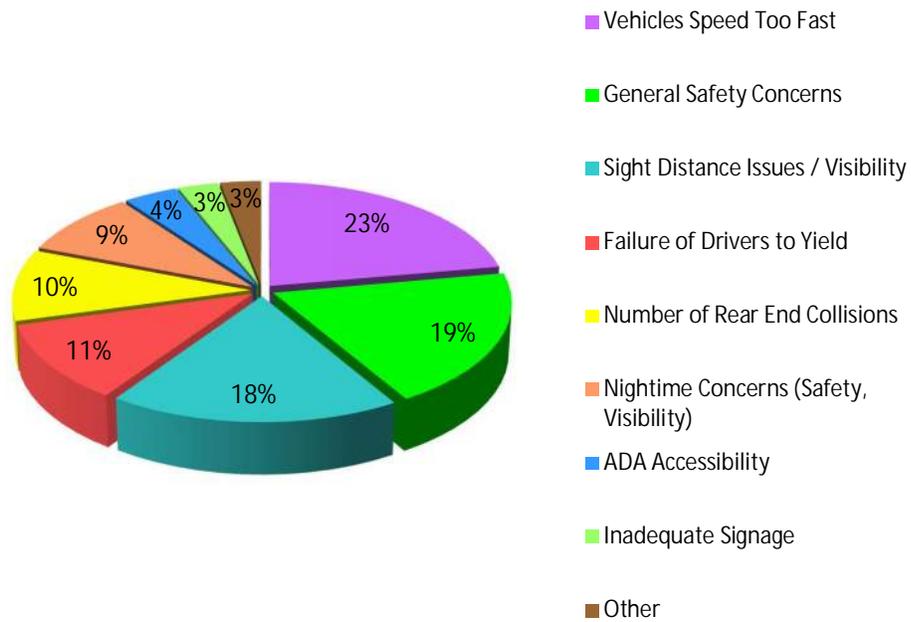
- Motorists stop abruptly for pedestrians.
- Motorists stop abruptly to avoid conflicts with vehicles that are stopped or are stopping for pedestrians.
- Motorists fail to yield to pedestrians already in a crosswalk.

Numerous pedestrians also indicated that they have witnessed or are otherwise aware of vehicle-vehicle and vehicle-pedestrian crashes in the study area.

Perceived Safety

Of pedestrians interviewed, 38% indicated a satisfactory experience in Newmarket’s downtown, while 62% indicated an unsatisfactory experience. The 62% that reported an unsatisfactory experience cited the following reasons, as shown in the chart on the following page:

Chart 2-11: Unsatisfactory Pedestrian Experiences



3.0 Design Standards and Guidelines

The following Federal, State, Local and common industry circulated design guidelines, standards and regulations were considered for the Project's proposed design alternatives:

Table 3-1: Project Design Standards and Guidelines	
NHDOT Design Guidelines, Standards and Regulations	<ul style="list-style-type: none"> • NHDOT Highway Design Manual , latest revision • NHDOT Standard Specifications for Road and Bridge Construction , 2010 • New Hampshire Statewide Bicycle and Pedestrian Plan, 2000
Federal Design Guidelines, Standards and Regulations	<ul style="list-style-type: none"> • 2004 AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities • 2011 AASHTO A Policy of Geometric Design of Highways and Streets • 2011 AASHTO Roadside Design Guide, 4th Edition • Americans with Disabilities Act Accessibility Guidelines (ADAAG) • 2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way • 2009 FHWA Manual on Uniform Traffic Control Devices (MUTCD)
Local Design Guidelines, Standards and Regulations	<ul style="list-style-type: none"> • Newmarket Site Review Regulations
Additional Design Guidelines and Resources	<ul style="list-style-type: none"> • Improving the Pedestrian Environment Through Innovative Transportation Design: An ITE Informational Report, 2005 • Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, ITE, 2010

4.0 NEPA Considerations and Documentation

The Main Street Pedestrian Crossing study is funded through the Transportation Enhancement program, and is municipally managed by a Local Public Agency (LPA). Due to the inclusion of federal funds, the project must comply with the National Environmental Policy Act of 1970 (NEPA). NEPA requires that federal agencies consider the environmental impacts to proposed actions and reasonable alternatives to those actions.

FHWA determines the project classification as a result of the NEPA Process as follows:

- Class I: Actions that significantly affect the environment require the preparation of an Environmental Impact Statement (EIS)
- Class II: Actions that do not individually or cumulatively have a significant environmental effect require the preparation of a Categorical Exclusion (CE) or Programmatic CE.
- Class III: Actions in which the significance of the environmental impact is not clearly established require the preparation of an Environmental Assessment (EA) to determine the appropriate environmental document required. This may result in a "Finding of No Significant Impact" (FONSI).

To determine under which level a project will be reviewed, the project team completes a Categorical Exclusion Programmatic Determination Checklist to gather pertinent information then reviews it with the relevant regulatory agencies at the state and federal levels. This process helps assure that impacts are avoided to the maximum extent practicable, unavoidable impacts are minimized, and that appropriate mitigation for any impacts is included in the design. The full NEPA process requires the selection of the alternative that is the least environmentally-damaging, practicable alternative (LEDPA).

As part of the Categorical Exclusion process, the project team will coordinate with the two NHDOT resource agencies, the Cultural Resource Agency and the Natural Resource Agency, through monthly coordination meetings to review proposed designs, design alternatives, and potential cultural or natural resource impacts near the project location.

Initial consult with NH Natural Heritage Bureau determined that the Blanding's Turtle (*Emydoidea blandingii*), a species listed on the State's Endangered species list, has a habitat near the project area location. Additional coordination with the New Hampshire Fish & Game will be required as part of the Preliminary Design Phase of the project (See appendix for Natural Heritage Bureau Report).

Whereas it is expected that the entire project will be designed within the limits of previous land disturbance, and the project will not alter the uses within or adjacent to the right-of-way, it is expected that the project will qualify for classification as a Programmatic Categorical Exclusion.

5.0 Design Alternatives Analysis

Alternative 1 – No Build Option

The no-build alternative involves leaving the pedestrian, vehicular, and streetscape infrastructure as it presently exists.



Figure 5-1: Alternative 1 - No Build Alternative (11x17 Sheet Included in the Appendix)

Safety

Safety deficiencies involving speed, sight distance, signage, lighting and roadway geometry have been identified in this analysis, and would not be addressed by this alternative.

Character

With no changes proposed, neither improvement nor diminution in character of the downtown will be realized under this alternative.

Engineers Opinion of Probable Construction Cost

Where no changes are proposed, there is no cost associated with this alternative.

Alternative 2 – Realignment

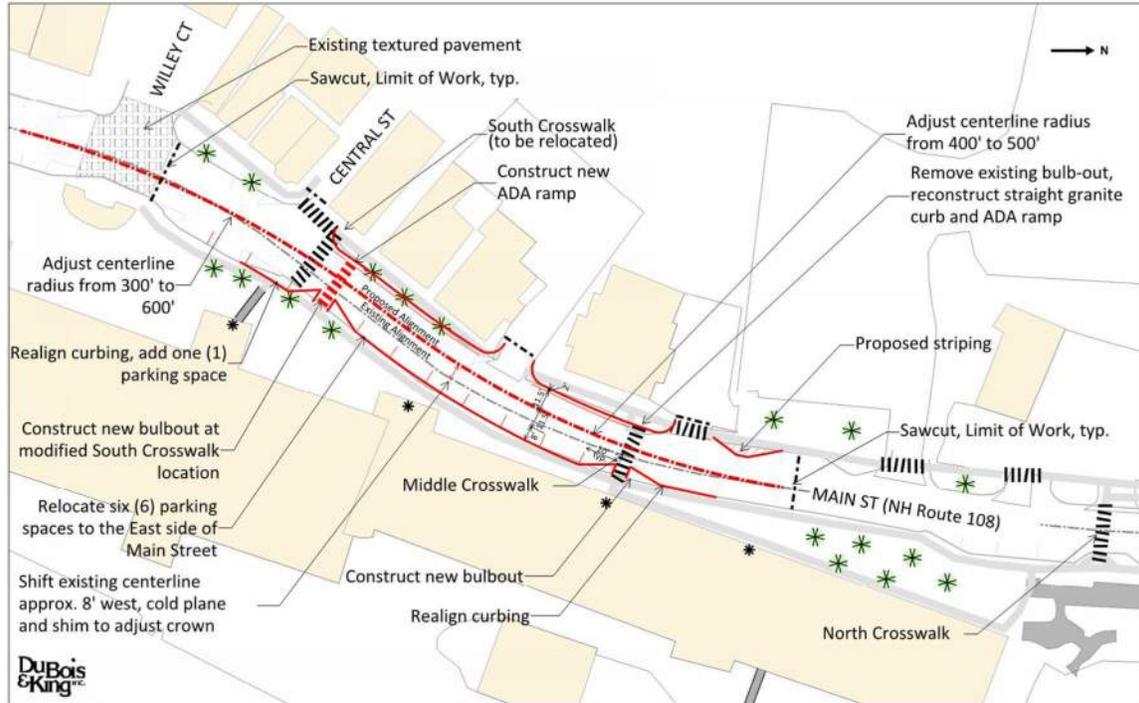


Figure 5-2: Alternative 2 – Realignment (11x17 Sheet Included in the Appendix)

In order to improve sight distance to the AASHTO standard for 30mph, this alternative proposes realigning Main Street for a distance of approximately 500', and relocating seven (7) parking spaces to the opposite side of the street from the businesses they serve. In doing this, the radius near Central Street is increased from 300' to 600', and the radius on the hill near the middle crosswalk is increased from 400' to 500'.

Assuming the existing pavement thickness is adequate, we would propose cold-planing and shimming the existing pavement, so that the roadway crown is adjusted to match the new location of the yellow line. This measure is necessary so that snow removal operations can be conducted efficiently and effectively. The conceptual layout in Figure 5-2 shows that this alternative can be constructed between the existing granite curbs, so that the existing sidewalks are not altered in any way. This assumption will be verified during the design phase, should this alternative be advanced. Alteration of the sidewalks needs to be avoided, if possible, as numerous businesses directly adjoin and therefore rely on proper drainage and accessibility that appears to be achieved in the existing condition.

Safety

The intent of this alternative is to adjust the roadway geometry to safely accommodate the 30mph posted speed limit. Visual obstructions (parked cars) are removed from the sight lines, enabling drivers and pedestrians to see each other for a distance of over 200' in all locations throughout the study area (and over 220' on the downgrade north of the middle crosswalk).

Likewise, vehicles maneuvering in and out of parallel parking spaces will be able to easily see approaching vehicles, and be seen by approaching vehicles.

While this alternative may seem to address some of the safety issues, it introduces others. As parking spaces will be relocated to the side of the street that is opposite the businesses they serve, we would expect an increase in pedestrian activity in unmarked crossings. This would be a result of people travelling the most direct route between their parked car, and the business they visit.

Furthermore, the increased sight distance will create a feeling of openness along the roadway, which could have the unintended effect of increasing operating speeds. The smoother alignment radii and longer sight lines could give drivers a false level of comfort that they can operate safely at speeds above 30mph in this area.

Character

Alternative 2 reduces the character of the downtown by relocating the traveled way and shoulder adjacent to outdoor spaces utilized for passive recreation and outdoor dining. In the no-build alternative these spaces are protected from the moving traffic by the parallel parking spaces.

Engineers Opinion of Probable Construction Cost

An opinion of probable construction cost for this alternative has been prepared, and shows a total project cost of \$353,000. This includes allowances for engineering and design, contractor mobilization, construction inspection, and contingency, in addition to construction items. An itemized breakdown of probable construction cost is included in the appendix.

Alternative 3 – Traffic Calming

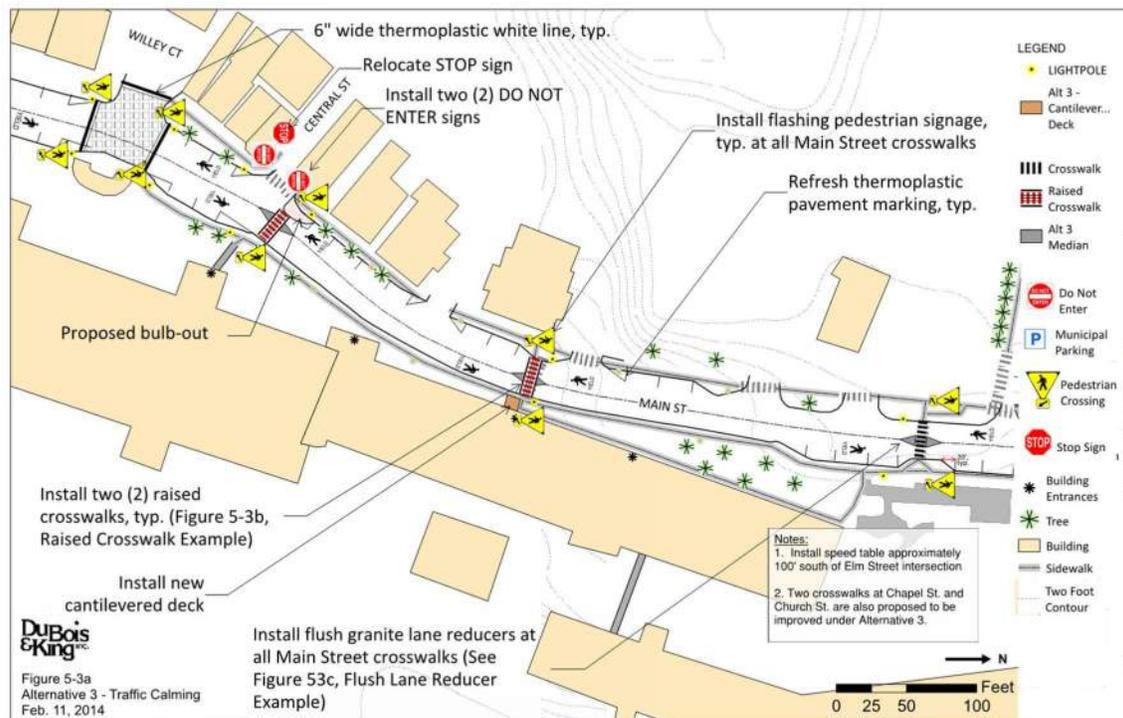


Figure 5-3: Alternative 3 - Traffic Calming (11x17 Sheet Included in the Appendix)

This alternative involves designing for a target speed through downtown Newmarket of 15 or 20 mph, to slow traffic to appropriate speeds for the sight distance that is available. Since the minimum posted speed on a NHDOT-maintained road is 25mph, full implementation of this alternative would require that the segment of roadway between Elm Street and Exeter Street be put into an urban compact. Presently, the NHDOT maintains the roadway between the white lines. In an urban compact, this responsibility is transferred to the Town.

Since down-posting the speed limit alone is unlikely to change operating speeds, this alternative involves several other improvements intended both to encourage operation of motor vehicles at a more reasonable speed, and enhance visibility of pedestrians in, and south of, the study area. The reasons that improvements are being proposed outside the study area are to establish a consistent crosswalk treatment throughout the downtown, and to assure that vehicle speeds are reasonable as they enter the study area. The specific improvements proposed are as follows:

- Two PEDESTRIAN CROSSING signs, with downward arrow plaques, at each crosswalk, to meet MUTCD standards for identification of crosswalk locations. The signs would also include flashing lights, to improve nighttime visibility of the crosswalks locations themselves.
- Decorative pedestrian-level luminaires (to match those south of the study area) at each end of each crosswalk, to improve nighttime visibility of pedestrians wishing to cross the street.

- Tabletop-style raised crosswalks, designed for speeds of 15-20 mph, such that drivers experience discomfort if they are traveling too fast, and are encouraged to slow down to the speed limit. Due to limited sight distance, the exception would be the northernmost crosswalk at the crest of the hill, which would



Photo 5-4: Raised Crosswalk Example

remain flush to prevent vehicles from losing control. For the purposes of this study, we have assumed that the crosswalks are constructed of brick pavers to match the inlays in the nearby sidewalks. It is understood the speed tables will also require this section of roadway to be converted to an urban compact.

- Flush inlays along the centerline at each crosswalk, providing a contrasting color and texture to the pavement, which create the impression of a narrower lane or an obstacle in the road to encourage slower vehicle speeds. These inlays could be brick pavers, textured asphalt or concrete, or granite. For the purposes of this study, and in keeping



Photo 5-5: Flush Lane Reducer Example

- with the character of the downtown, we have assumed flush granite.
 - Sidewalk extensions where crosswalks abut parallel parking spaces, to optimize sight distance at locations where pedestrians enter the crosswalk. To facilitate winter maintenance, these “bulb-outs” would be sloped, and tie into a flush granite curb, allowing maintenance equipment to easily mount and drive

over this element.

- Should the Town wish to maintain a 20mph speed limit (as opposed to 15mph), eliminate one parking space immediately south of the middle crosswalk to provide 115 feet of sight distance in accordance with the AASHTO standard. If the design standard were to be 25mph, both of these spaces south of the middle crosswalk would likely need to be eliminated. Additionally, the

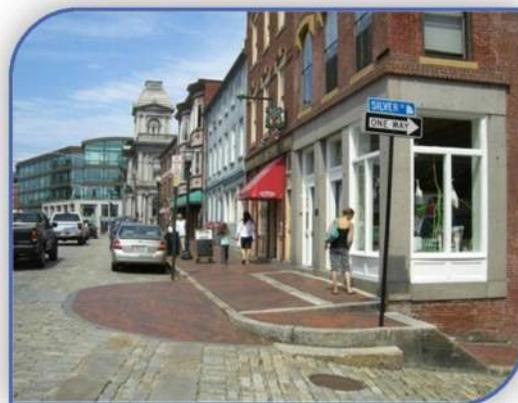


Photo 5-6: Bulb-out Example (Courtesy TJD&A)

- sidewalk and two spaces between the war memorial and southerly crosswalk would need to be reconfigured to achieve the 25 mph sight distance standard.
- Speed limit signs for the new speed zone immediately south of Elm Street, and immediately north of Exeter Street. Two signs are required in each direction of travel: one posting it down to the lower speed, and one posting it back up to 30mph. Likewise, signage identifying the limits of the NHDOT urban compact would also be required.
 - Parallel white thermoplastic lines, 6" wide, delineating the limits of crosswalks, pursuant to MUTCD standards.
 - Refresh existing YIELD TO PEDESTRIANS pavement markings, and install additional markings at crosswalks where they do not presently exist for consistency in the downtown.

As part of this alternative, improvements between Willey Court and the war memorial are also proposed. Based on our field observation in this area, it is unclear to both drivers and pedestrians whether or not this is intended as a pedestrian crossing. The surface is pavers, which are separated from the adjacent asphalt by flush granite curbing. It is recommended to leave this area exactly how it is today, but install 6" wide thermoplastic white lines on the asphalt parallel to the flush granite curbing, and install flashing PEDESTRIAN TRAFFIC signs, with downward arrow plaques to positively identify this location as a crosswalk.

A cantilevered deck near the middle crosswalk at the entrance to Newmarket Mills is also proposed under this alternative, to improve sight distance to pedestrians leaving the building. This improvement will give drivers more time to discern the intended direction of travel of the pedestrians and stop, if appropriate.

Safety

The southern and middle crosswalks will be reconstructed as raised pedestrian crosswalks. The benefit of raising the crosswalk is to increase the pedestrian's visibility of oncoming traffic, increase the visibility of the pedestrian by a driver, and to reduce the driver's speed before traversing the crosswalk. The reduction of speed allows for a greater reaction time, as well as reduced potential for fatalities.

The construction of bulb-outs at crosswalks will reduce the crosswalk distance and provide a safer place for pedestrians to view oncoming traffic before stepping into the raised crosswalk. Furthermore, the construction of bulb-outs, raised crosswalks and additional traffic calming measures will increase pedestrians' sense of protection, thus encouraging them to cross within the designated areas.

The installation of flush granite median approaches to the raised crosswalks will give drivers the perception of a reduced travel lane, reducing the speed of oncoming vehicles and improving stopping sight distance, two of the concerns presented by the public.

The traffic calming alternative also proposes to install pedestrian level lighting on existing light poles, improving the visibility of a pedestrian who is waiting to cross Main Street after dusk.

Additional improvements include the installation of additional MUTCD recommended signage at all crosswalks, with flashing indicators to improve the drivers' awareness of the crosswalk location.

These improvements expect to increase the visibility of crosswalks and pedestrians, and reduce vehicle speeds in the area, which will reduce the number and severity of crashes, and reduce the frequency of near misses.

Character

Modifying the materials of the existing crosswalks will complement the existing historic Newmarket Mills by sharing materials and color pallets. With traffic calming proposed for a reduction in speed, areas along the Main Street sidewalks would have improved experiences with slower, quieter traffic.

Engineers Opinion of Probable Construction Cost

An opinion of probable construction cost for this alternative has been prepared, and shows a total project cost of \$262,000. This includes allowances for engineering and design, contractor mobilization, construction inspection, and contingency, in addition to construction items. An itemized breakdown of probable construction cost is included in the appendix.

Alternative 4a – Pedestrian Bridge

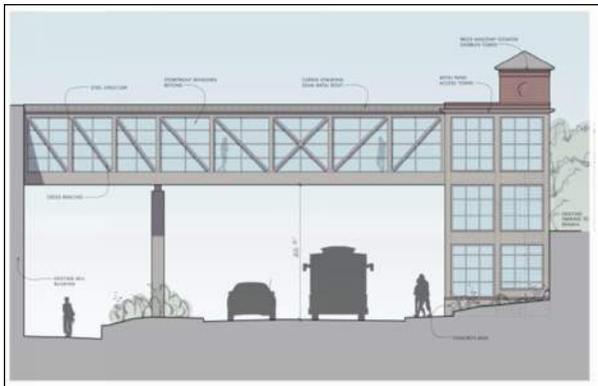


Figure 5-7a: Sky Bridge Elevation, Alternative 4a (DeStefano Architects, 2013)

As initially proposed in the Sky Pedestrian Bridge Engineering Study in September, 2013, Alternative 4a includes the construction of a Pedestrian Bridge over Main Street, the alignment of which mimics the original pedestrian Newmarket Manufacturing Company bridge alignment between the 4th floor of the existing Newmarket Mills and the Weave Shed

(now demolished). The Sky Bridge is independently supported by the

Elevator/Stair Tower along the westerly side of Main Street and two piers located between the existing easterly sidewalk of Main Street and the Newmarket Mills. The proposed pedestrian bridge structure is enclosed with exterior vertical structural steel cross-bracing supports sheltering the storefront glass of the bridge's north and south vertical planes. A copy of the proposed Site Plan, Floor Plans and Elevation Views of the Sky Bridge and Elevator/Stair Tower alternative is located in the appendix.

While this alternative serves to physically separate vehicular and pedestrian traffic, it does not accommodate pedestrian crossings in the southerly extent of the study area (near Central Street). Furthermore, pedestrians headed to the lower floors of Newmarket Mills who cross

Main Street would need to go up into the bridge before going back down once inside the mill building. Based on the data collected during the course of our Study, it is anticipated that a bridge alternative would accommodate about 36% of the pedestrian crossings in the study area.

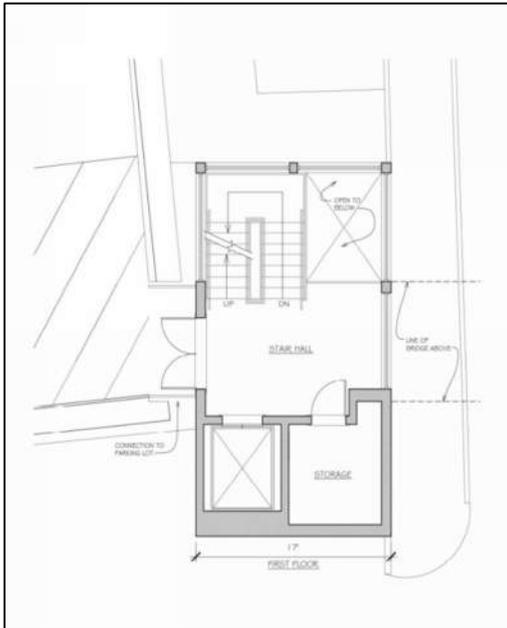


Figure 5-7b: Sky Bridge First Floor Plan, Alternative 4a (DeStefano Architects, 2013)

Safety

Alternative 4a mitigates pedestrian crossings from the municipal parking lot accessing the Newmarket Mills; however it does not improve the pedestrian sight distance or pedestrian crossings at the southerly portion of the project site. Additionally, some pedestrians crossing at this location who would be accessing the ground level of the Newmarket Mills may continue to prefer to cross at-grade at an unmarked crossing location instead of crossing the bridge and then navigating hallways and stairwells within the mill buildings to access their destination on the ground level. The construction of the stair tower and elevator presents new safety and security concerns for the pedestrians.

Engineers Opinion of Probable Project Cost

An opinion of probable construction cost for this alternative was been prepared as part of the Sky Pedestrian Bridge Engineering Study; September, 2013, and shows a total project cost of \$1,122,031.

Alternative 4b – Pedestrian Bridge



Figure 5-8a: Pedestrian Sky Bridge Elevation, Alternative 4b (DeStefano Architects, 2013)

Alternative 4b is a pedestrian bridge as proposed in Alternative 4a, but removes the stair tower in its entirety, and increases the proposed length to accommodate approach ramps on the westerly end. To access the westerly sidewalk, exterior stairs were added along the slope. A copy of the proposed Site Plan and Elevation Views of the Sky Bridge and exterior stairs/ADA ramp from the bridge to the parking facility is located in the appendix of this Study.

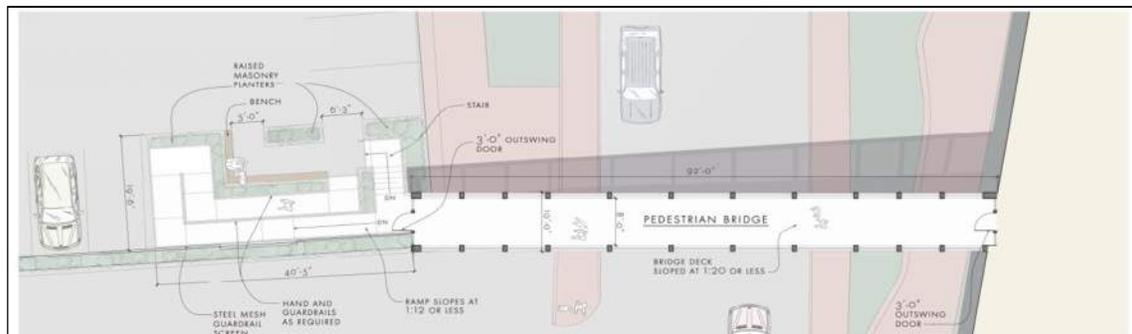


Figure 5-8b: Pedestrian Sky Bridge Site Plan, Alternative 4b (DeStefano Architects, 2013)

Safety

Alternative 4b has similar safety impacts as mentioned for Alternative 4a, without the safety and security issues from the elevator/stair tower.

Character

The bridge alternatives enhance the character of the downtown by constructing a bridge in the location where one existed historically.

Engineers Opinion of Probable Project Cost

An opinion of probable construction cost for this alternative was been prepared as part of the Sky Pedestrian Bridge Engineering Study; September, 2013, and shows a total project cost of \$729,400.

Alternative 5 – Pedestrian Tunnel

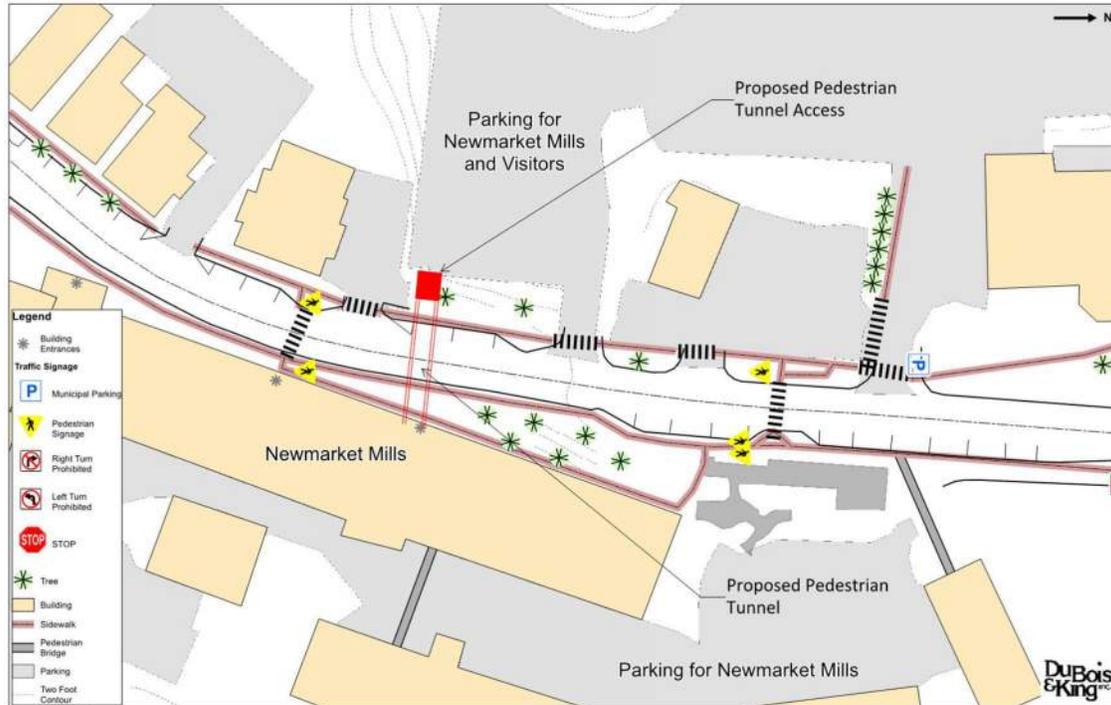


Figure 5-9: Alternative 5 - Pedestrian Tunnel (11x17 Sheet Included in the Appendix)

This alternative proposes to construct a tunnel beneath Main Street, which would involve a system of stairs and elevators or ramps on the west side, connecting to a point below the finished first floor of the Newmarket Mills building. The intent of this alternative is to physically separate the vehicular and pedestrian conflict points; however, this alternative does not adequately address the needs of pedestrians crossing near Central Street, or pedestrians intending to use the upper floors of Newmarket Mills. In short, people are not likely to navigate down into a tunnel, only to go up again on the other side of the road. Based on the data collected during the course of our Study, it is anticipated that a tunnel alternative would accommodate about 31% of the pedestrian crossings in the study area.

The tunnel alternative would involve significant blasting between the Newmarket Mills building and the parking lot across the street. All utilities would be encountered during the project, requiring temporary diversion and reconstruction. Traffic would need to be detoured for a significant duration of the project.

Safety

A pedestrian tunnel provides an option for crossing the street whereby pedestrians and vehicles are physically separated. However, this option does not improve safety at the southerly crosswalk, or for pedestrians who choose to cross at grade. Based on our interviews of pedestrians in the area of Newmarket Mills, we expect nearly all of the pedestrians to continue to cross in the crosswalks, even with a tunnel as an option. Furthermore, the limited visibility inside the tunnel from the outside could create security concerns for its users.

Character

The tunnel alternative would not substantially impact the character of the downtown in that nearly all of the improvements would be below grade.

Engineers Opinion of Probable Project Cost

A brief review of similar projects would indicate this alternative would cost between \$2,000,000 and \$3,000,000. Therefore, a detailed cost estimate for Alternative 5 was not performed because the overall project cost would far exceed available project funds.

6.0 Conclusions and Recommendations

The project history and the public concerns illustrate a need to improve pedestrian safety along Main Street between Central Street and Elm Street, while maintaining the character and streetscape aesthetics of downtown Newmarket. Additional data was collected and analyzed, supporting the need for pedestrian-focused improvements. Alternatives have been identified and evaluated that address this need to varying degrees.

Among the factors examined in this study are the perceptions that vehicles in downtown Newmarket travel too fast and pedestrians cross the street unexpectedly. Although most vehicles are operating under the speed limit, and most pedestrians are using crosswalks, it is important to note that the conditions along Main Street do not allow adequate sight distance between drivers and pedestrians for the posted speed limit. The primary issue is the limitation of sight distance caused by parked cars on the inside of horizontal curves. Therefore, as a focal point of the alternative analysis, the recommended alternative must either A) improve the geometry of the roadway to provide adequate sight distance for the 30mph speed limit, or B) encourage a reduction in speeds to accommodate the existing roadway geometry.

In addition to the sight distance being inadequate for 30mph, there are also signing deficiencies that make it difficult for drivers to discern where to yield to pedestrians. The study outlines concerns related to the visibility of both pedestrians and crosswalks, particularly at night.

While there is the advantage of eliminating conflict points by constructing a crossing that involves grade separation of pedestrians and vehicles, the associated bridge and tunnel alternatives would not service enough of the pedestrians in the expanded study area to justify their expense. Grade-level improvements would still be required to address the issues for the majority of pedestrians in the study area.

The matrix on the following page compares the design alternatives analyzed in this study:

Table 6-1: Alternatives Comparison Matrix

Evaluation Criteria	Alt 1	Alt 2	Alt 3	Alt 4a	Alt 4b	Alt 5
	No-Build	Realign Main St.	Traffic Calming	Bridge w/ Elevator	Bridge w/ Ramps	Ped. Tunnel
Cost	\$0	\$353,000	\$262,000	\$1,122,031	\$729,400	\$2-3M
% of Crossing Pedestrians Served	0%	100%	100%	34%	34%	31%
Encourages Slower Operating Speeds	No	No	Yes	No	No	No
Improves Sight Distance	No	Yes	Yes	No	No	No
Likely to Reduce Jaywalking	No	No	Yes	No	No	No
Likely to Reduce Vehicular Crash Rate	No	Yes	Yes	No	No	No
Improves Nighttime Visibility	No	No	Yes	No	No	No
Enhances Downtown Character	No	No	Yes	Yes	Yes	No
Separates Pedestrians from Vehicles	No	No	No	Some	Some	Some
Avoids Impacts to Utilities	Yes	Yes	Yes	Yes	Yes	No

Most Favorable
Least Favorable

Alternatives 2 and 3 were considered for implementation because they address safety concerns, and are within the budgetary constraints of the project. After examining Alternative 2, the following concerns were noted:

- While sight distance issues are resolved, the greater visibility can create a more open feeling in the downtown, leading to faster operating speeds.
- Eliminating the “parked vehicle” buffer between the traveled way and the sidewalk restaurant seating could impact the safety and enjoyment of people using the westerly sidewalk, and alter the character of the downtown.
- Relocating parking to the east side of Main Street will introduce jaywalking between parked cars and the businesses on the west side of Main Street.

Based on the findings in this Engineering Study, Alternative 3 – Traffic Calming is recommended for implementation. Under this alternative, all pedestrians crossing the street in this area of Newmarket will benefit, regardless of which floor of a building is the origin or destination of their trip. By comparison to the other alternatives analyzed, Alternative 3 meets the purpose and need of the project for a cost that is within budget constraints, while enhancing the character of downtown Newmarket. The project will be effective in reducing vehicular speeds and providing adequate sight distance for the existing geometry and road conditions, thus improving safety within the study area. In addition to reducing speeds, safety will be further improved by clarifying pedestrian crossing locations with proper signing and pavement markings, raised crosswalks, and lane width reducers.

As noted in the discussion of this alternative, posting the speed limit below 25 and constructing speed tables will require that an urban compact be created. Presently, there are 27 towns in NH that the NHDOT Commissioner can allow to have roads within urban compact zones. Therefore, to fully implement this alternative, the law would need to be changed to add Newmarket to this list, and the NHDOT Commissioner would need to approve the urban compact. Neither of these actions can be guaranteed.

In the event that the conversion of this section of Main Street to an urban compact cannot be realized, this project could still proceed with a 25mph posted speed. Figure 5-3a in Appendix F illustrates this scenario. This would involve adjusting curbing or eliminating the two parking spaces south of the middle crosswalk, and reconfiguring the sidewalk and parking spaces on the east side of Main Street, between the war memorial and the southerly crosswalk. The associated costs for the 25mph design are expected to be similar to the 15-20mph design.

Appendices

Appendix A: Pedestrian Sky Bridge Project Engineering Study (2013)

Appendix B: Meeting Minutes

Appendix C: Base Plan & Area Land Use Map (11 x 17)

Appendix D: Vehicular, Pedestrian, and Crash Data Tables and Figures

Appendix E: Natural Heritage Bureau NHB Datacheck Results Letter

Appendix F: Conceptual Plans, Alternatives 1-5

Appendix G: Engineers Opinion of Probable Construction Costs

Appendix H: Relevant State Statutes

APPENDIX A

Town of Newmarket, NH

**Pedestrian Sky Bridge Project
Engineering Study**

For the

Newmarket Mills Pedestrian Crossing of NH Route 108

Transportation Enhancement (TE) Program

NHDOT Project No.: 16048

FHWA Project No.: X-A001(108)

July 2013

Committee Review August 2013

Town Council Review September 2013

**DuBois
& King inc.**

Town of Newmarket, NH

**Pedestrian Sky Bridge Project
Engineering Study**

For the

Newmarket Mills Pedestrian Crossing of NH Route 108

Transportation Enhancement (TE) Program

NHDOT Project No.: 16048

FHWA Project No.: X-A001(108)

July 2013

Committee Review Comments August 2013

Town Council Review September 2013

Prepared by:

**DuBois & King, Inc.
18 Constitution Drive, Suite 8
Bedford, New Hampshire 03110**

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1.0 INTRODUCTION

In the early 1820s, the Town of Newmarket's fishing, lumbering and ship-building commerce was quickly replaced by textile production upon the incorporation of the Newmarket Manufacturing Company and the construction of Mill No. 1 two years later⁽¹⁰⁾. First manufacturing cotton textiles and then adding silk to its production, the Newmarket Manufacturing Company influenced not only the town of Newmarket but also the towns of Nottingham and Barrington through the creation of the respective Pawtuckaway and Mendums Ponds that supplemented flows to the Lamprey River during dry periods and ensured power to the mills⁽⁵⁾. In its heyday, the Newmarket Manufacturing Company employed approximately 700 workers and produced more than 300,000 yards of cloth per week⁽¹⁰⁾. The Newmarket Manufacturing Company constructed and maintained a machine shop, office space, storage buildings, an agent's house, multifamily residences for the workers, seven⁽⁷⁾ mill buildings and a Weave Shed; all are listed on the National Register of Historic Places⁽¹⁾. In 1929, the workers of the Newmarket Manufacturing Company went on strike and the company relocated its operation to Lowell, MA⁽²⁾.

Between 1929 and 1996, the mills have been utilized for a variety of purposes including serving as the manufacturing headquarters of the Timberland Company. In anticipation of the remaining industries closing or relocating out of the mills, the Town formed the non-profit Newmarket Community Development Corporation (NCDC) in 1983 to adopt the remaining mill buildings and team with a developer to convert the mills into a sustainable multi-use facility. Newmarket Mills, LLC was selected as the developer. The collaboration of the NCDC, Newmarket Mills and the Town of Newmarket has successfully redeveloped the historic mills into a multi-use facility incorporating 112 residential units (consisting of a mix of studio, 1 and 2 bedroom residences), more than 50,000 square feet of dynamic commercial/retail space and 4,500 square feet of interior public (civic) space. In addition to the interior renovations, the mill's associated grounds have been dedicated as public amenities including an overlook of the falls, a terraced courtyard, multiple pedestrian access routes, a river walk and various water access points. The revitalized mills and the surrounding grounds are collectively known as Newmarket Mills.

To support Newmarket Mills, the Town completed many studies to evaluate the existing infrastructure of the downtown area and address anticipated deficiencies involving increased pedestrian traffic and associated public/private parking. The recommendations of the evaluation reports listed below ultimately led to the revitalization of Main Street to improve the existing streetscape and pedestrian infrastructure within the downtown limits.

- A New Life for Downtown Newmarket, Newmarket Service Club, 1978.
- Main Street Reconstruction, Newmarket, NH Findings and Recommendations, Prepared by Underwood Engineers, Inc. in association with Gates, Leighton and Associates Inc., Stephen G. Pernaw and Company and Bedford Design Consultants, March 2002.
- The Walkability of Newmarket, University of New Hampshire, December 2005.
- Newmarket Tomorrow Committee Report 2000.
- Town of Newmarket Master Plan, 2001.
- Walker Group Parking Study, September 2006

In addition to improving pedestrian infrastructure and downtown streetscape, the Town continued to address the second deficiency; the need for additional parking to support both the downtown and the Mills. Currently, parking is limited as a result of the restrictive available on-street space directly surrounding the existing mill buildings. To achieve the required parking to support redevelopment, public/private off-site parking has been provided within the footprint of the previously existing Newmarket Manufacturing Company Weave Shed. Although the provided off-site parking is located adjacent to Newmarket Mills with direct access to the downtown westerly sidewalk infrastructure, NH Route 108 (a.k.a. Main Street) separates the off-street parking from the mills and the easterly sidewalk infrastructure. To improve pedestrian safety and vehicular

traffic flow across NH Route 108 between Newmarket Mills/easterly sidewalk infrastructure and the off-street parking/westerly sidewalk infrastructure facilities the Town of Newmarket has received funding through the U.S. Department of Transportation's (USDOT) Federal Highway Administration's (FHWA) Transportation Enhancement (TE) grant program. The Newmarket TE grant [NHDOT Project No. 16048 / FHWA Project No. X-A001(108)] is administered by the New Hampshire Department of Transportation (NHDOT) Planning Bureau and is locally managed by the Town of Newmarket.

DuBois & King, Inc. (in partnership with DeStefano Architects, Ward Geotechnical Consulting, Doucet Survey and Barden Inspection & Consulting Services) was contracted by the Town of Newmarket to assist the Newmarket Pedestrian Sky Bridge Committee in developing infrastructure improvements between the east/west facilities within the area of Newmarket Mills. The goal for this project is threefold:

1. Provide a safe alternative pedestrian crossing of NH Route 108 between the existing Newmarket Mills/easterly sidewalk infrastructure and the off-site parking/westerly sidewalk infrastructure facilities within the area of the Newmarket Mills;
2. Mitigate increased pedestrian traffic crossing NH Route 108 within the area of the Newmarket Mills; and,
3. Complement the historical fabric of the Newmarket National Register Historic District.

The following study was prepared in accordance with the NHDOT *Local Public Agency Manual for the Development of Projects (LPA)* (March 2012). The study describes existing conditions, design parameters and requirements, the sky pedestrian bridge preferred design and alternatives, the engineer's opinion of probable project costs for each alternative and foundation investigation. In addition, the study discusses the National Environmental Policy Act of 1969 (NEPA) documentation requirement imposed by the grant program, which is required in an effort to classify the proposed project as Categorical Exclusion through the Programmatic Determination Checklist.

Upon review and acceptance of this report by the State and the Town, this project will progress to final design with advertisement for construction anticipated in 2014.

2.0 ENGINEERING STUDY

Initially a rural community as a part of Exeter, NH, Newmarket was incorporated in 1727 during the last year reign of King George I and was finally granted full town privileges by the legislature in 1737⁽⁵⁾. At that time, Newmarket was primarily a fishing, lumbering and shipbuilding community capitalizing on the Lamprey River that flowed through the town and provided direct access to Great Bay and ultimately to the Atlantic Ocean.

During the early nineteenth century, Newmarket was established as a prominent textile community. At the Newmarket Manufacturing Company's peak, the company employed approximately 700 workers and constructed and maintained Pawtuckaway and Mendums Ponds, a machine shop, office space, storage buildings, an agent's house, multifamily residences for the workers, seven (7) mill buildings and a Weave Shed⁽¹⁾; the Weave Shed claimed to be the world's largest single-room weave shed (c1917)⁽³⁾. In 1929, the workers of the Newmarket Manufacturing Company went on strike and the company relocated its operation to Lowell, MA⁽²⁾.

From the time of the company's relocation through 1996, the mills have been utilized for a variety of purposes.

In 2009, the Newmarket Community Development Corporation (NCDC) in conjunction with the Town of Newmarket and the Newmarket Mills, LLC, converted the historic mills into a multi-phased, multi-use facility known as Newmarket Mills. The Newmarket Mills project encompasses 112 residential units, dynamic commercial/retail space, interior public (civic) space and artist live/work lofts. In addition to renovations of the mill building, an extensive space dedicated for use as public amenities was included. The renovated public amenities include an overlook of the falls, a terraced courtyard and multiple pedestrian access routes leading to a pedestrian bridge, a river walk and various water access points. The success of Newmarket Mills has brought attention to the apparent deficiencies of the project, namely pedestrian traffic and associated parking.

2.1 Existing Conditions

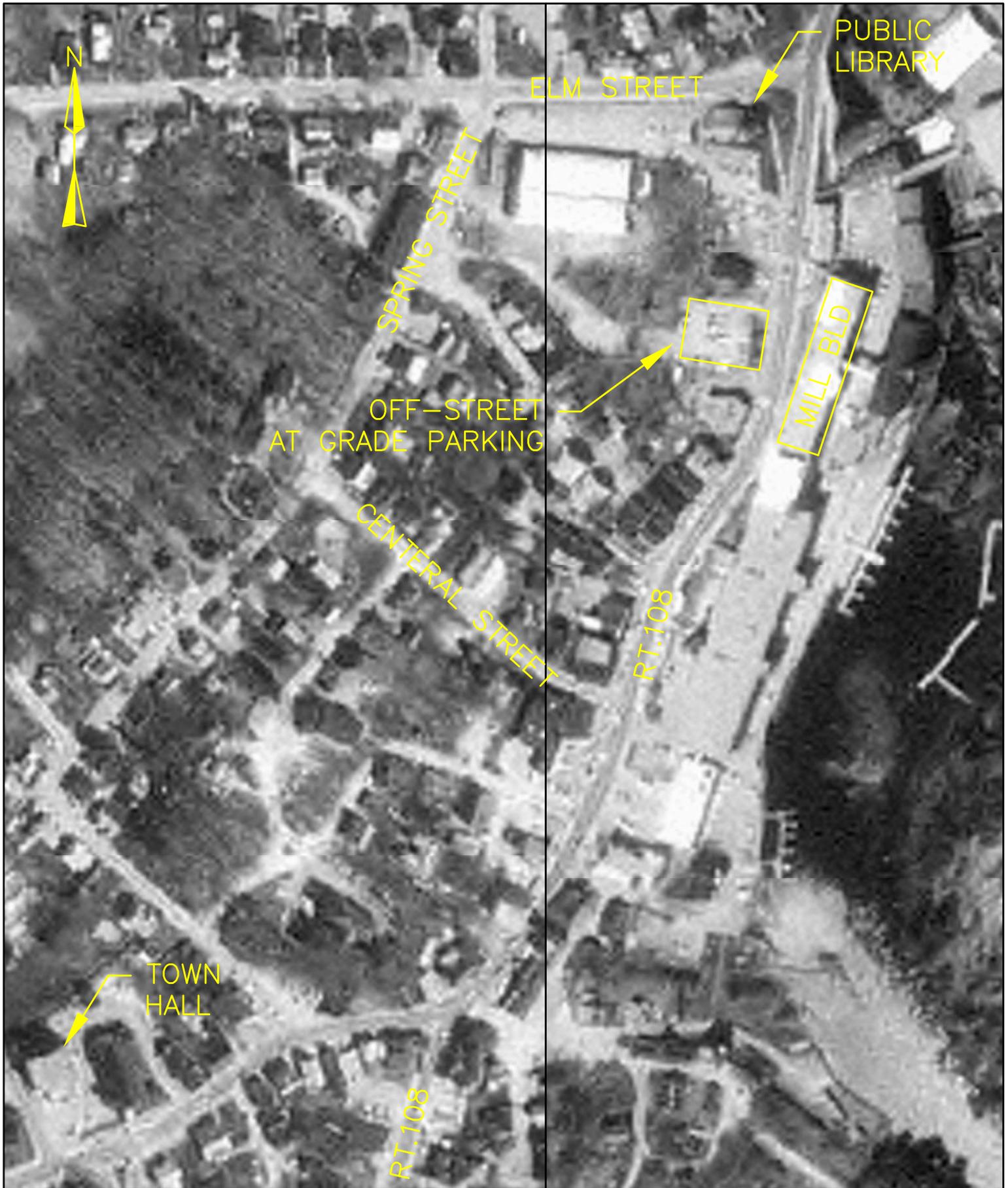
The project site is part of a larger downtown revitalization effort that has been ongoing since 2001. The site is located at the northerly end of the Newmarket's historical downtown area, specifically between Riverdale Automotive (south of the Public Library) and Panzanellas Italian Restaurant (north of the Newmarket Gazebo). For reference, please see Figures 1 and 2.

The neighborhood of the project site consists of a combination of residential and commercial buildings. In 2009, the Town of Newmarket completed a revitalization project of the downtown area, specifically within the right-of-way limits of NH Route 108 (a.k.a Main Street). The Main Street revitalization project was an extensive undertaking that relocated overhead utilities underground; improved existing water, sanitary sewer and storm drainage utilities; installed historic site lighting; enriched the streetscape vegetation; expanded and improved the existing sidewalk infrastructure; added multiple pedestrian crosswalks along NH Route 108; and implemented traffic calming measures to accommodate



Newmarket Historic Downtown

(obtained by the Town of Newmarket website)



DuBois & King inc.
 ENGINEERING • PLANNING •
 MANAGEMENT • DEVELOPMENT

PEDESTRIAN SKY BRIDGE OVER, Rt. 108
 NEWMARKET., NH
 ORTHOQUADRANGLE MAP

DRAWN BY TJL	DATE FEB. 2013
CHECKED BY SMB	D&K PROJECT # 621764
PROJ. ENG. SMB	SCALE 1" = 200'

FIGURE.
1

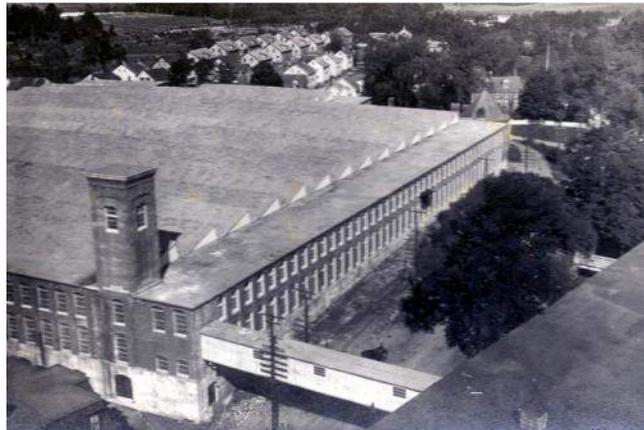


pedestrian traffic. The successful revitalization project enhanced the walkability and vitality of Newmarket's Business District. In 2009, the Town of Newmarket received the Strafford Regional Planning Commission (SRPC) *Annual Planning Award* for the Main Street project.

The project limits incorporate the existing Newmarket Manufacturing Company Mill No. 4, the once-standing Newmarket Manufacturing Company Weave Shed (currently known as Newmarket Mills and the off-site public/private parking facility, respectively) and the bisecting NH Route 108. As part of this project, in July of 2012, Doucet Survey, Inc. prepared a topographical and boundary survey plan based on a field survey and available right-of-way and deed information as provided by the Town. Appendix A includes a copy of the existing conditions plan of the project limits.

Located along the easterly side of NH Route 108, Mill No. 4 was constructed with field stone materials in 1869⁽⁹⁾. The building is approximately 60 feet by 375 feet, consists of four (4) floors and totals approximately 100,000 square-feet.

Located along the westerly side of NH Route 108, the Weave Shed was constructed in (circa) 1919 with brick materials⁽³⁾. The building structure once consisted of two (2) floors and encompassed approximately 1,700 square-feet. Because NH Route 108 bisected the two structures, the Newmarket Manufacturing Company constructed an enclosed bridge to span over the roadway and connect the two facilities. Unfortunately, in 1942 both the Weave Shed and the enclosed bridge were demolished⁽³⁾, leaving only the evidence of the shed's foundation and the bridge connection to Mill No. 4. Currently the site of the Weave Shed has been converted to a public/private off-street parking facility.



Weave Shed and Pedestrian Bridge to Mill No. 4⁽³⁾

NH Route 108 is a State highway that runs north/south through the center of the downtown limits. Connecting the southerly towns of Exeter and Newfields with the northerly municipalities of Durham and Dover, NH Route 108 performs as the primary artery through Newmarket. The existing right-of-way width, within the project limits, is measured to be 50 feet based on found monumentation. Topography of Main Street, within the project limits, rises from the lower elevation of the downtown area to the higher elevation of the Public Library. As a result of the Main Street revitalization project, NH Route 108 consists of concrete sidewalks with vertical granite curbing and some on-street parking along both sides of the roadway.

Traffic flow of NH Route 108 is observed to be high. To better understand the impacts of the redeveloped Newmarket Mills and its effects on NH Route 108, a traffic study of NH Route 108 was completed in 2009 by Stephen G. Pernaw & Co. The study reported that NH Route 108 experiences⁽¹¹⁾:

- an Annual Average Daily Traffic (AADT) of 12,000 vehicles per day;
- the peak levels are typically the a.m. and p.m. commuting hours;
- the number of vehicles entering the Main Street/Elm Street/North Side Driveway intersection during p.m. peak totals is 1,422; and
- Newmarket Mills is anticipated to add an additional 120 vehicle trips during p.m. peak hour.

In addition to the high volume of vehicular traffic, NH Route 108 is also experiencing an increase in pedestrian traffic as a result of the revitalized downtown area and Newmarket Mills. The increased pedestrian traffic is impacting the vehicular traffic flow of NH Route 108. According to the *Accident Location Data Reports* from the NHDOT between 1998 to 2000 approximately 30 of the 253 accidents were reported throughout the Town occurred within the downtown area⁽¹²⁾.

Although the Lamprey River is not included within the project limits, the river has served a vital role in the development of Newmarket, the downtown area and the mills; therefore, it warrants mentioning within this study. The town of Newmarket is located at the mouth of the Lamprey River. The River is approximately 50-miles in length that “rises” from Meadow Lake (in Northwood, NH) and flows in a southerly direction through the Towns of Raymond, Epping, Lee and Newmarket, where it ties to the tidal inlet (Great Bay) of the Atlantic Ocean⁽⁷⁾. The river provides a wide range of wildlife habitat and fish species including shad, river herring, smelt and Atlantic salmon⁽⁷⁾. In addition, the river was a valuable resource and promoted development of the mills along the river⁽⁷⁾.



Newmarket Mills along the Lamprey River

2.2 Project Requirements

A pre-design conference was conducted with the Town of Newmarket’s Pedestrian Sky Bridge Committee, Newmarket Town Planner, Newmarket Public Works Director and Newmarket Fire Chief. During the conference, the project goal was defined – *improve pedestrian safety and vehicular traffic flow across NH Route 108 between the existing Newmarket Mills/easterly sidewalk infrastructure and the off-street parking/westerly sidewalk infrastructure facilities.*

To accomplish this goal, the Committee devised a plan to construct a pedestrian bridge spanning over NH Route 108 from the fourth floor of Newmarket Mills No. 4 to the off-street public/private parking facility. It was determined that the pedestrians (from the south: Downtown, the north: Public Library or Newmarket Mills) within the Newmarket Mills vicinity would cross NH Route 108 via the Sky Bridge. Construction of the bridge structure would greatly reduce pedestrian traffic crossing NH Route 108, thereby improving pedestrian safety and mitigating traffic congestion within this area. In addition, the Sky Bridge would also enhance the Town’s downtown revitalization efforts by restoring the historic pedestrian bridge that once connected the Newmarket Manufacturing Company’s Mill No. 4 with the Weave Shed.

As part of the project, the Town of Newmarket expressed their design requirements. Below is a summary of requirements as expressed by each stakeholder:

- Newmarket Pedestrian Sky Bridge Committee and Town Planner:
 - Features that complement the historical fabric of the Newmarket National Register Historic District
 - Enclosed structure(s)
 - Structures supported independently from the abutting Mill No. 4 building and Weave Shed foundation structures

- Newmarket Public Works Director:
 - Locate the bridge piers to not impact maintenance of existing sidewalks
 - Locate the bridge piers to not obstruct vehicular sight-distance along NH Route 108
 - Coordinate with NHDOT, District 6

- Newmarket Fire Chief:
 - Include the National Fire Protection Association (NFPA) Life Safety Codes as part of the design parameters

- Newmarket Police Chief:

Although the Police Chief did not attend the pre-design conference, the Public Works Director expressed the Department's design requirements.

 - Unobtrusive sight lines that would allow patrol of the building structures primarily via drive-by.
 - Consciousness of site lighting to minimize shadows or dark areas

- New Hampshire Department of Transportation – District 6:

Although NHDOT did not attend the pre-design conference, the Public Works Director expressed the District's design requirements.

 - Bridge clear height over NH Route 108 be a minimum of 15'-6" but preferred clear height to 17'-6"

2.3 Design Standards/Guidelines

As part of the engineering study to construct a pedestrian Sky Bridge that will span over NH Route 108 from Newmarket Mills to the off-site parking facility, design standards and guidelines should first be considered. To accomplish this initial step, an evaluation of applicable Federal, State and local design standards and guidelines was performed. Review of standards and guidelines is required to ensure the proposed improvements are in accordance with industry standards, good engineering practice and provide safe accessibility to pedestrians. The following is a list of design standards and guidelines considered as part of the project.

As part of this review, DeStefano Architects also performed a detailed code review with respect to the building elements of the project. A copy of the review is located in Appendix C of this study.

- Local Public Agency Manual for the Development of Projects; prepared by the New Hampshire Department of Transportation; dated March 2012.
- 2010 American Disability Act (ADA) Standards for Accessible Design; prepared by the United States Department of Justice; dated September 15, 2010.
- AASHTO Load and Resistance Factor Design (LRFD) Bridge Specification – 6th Edition; prepared by the American Association of State Highway and Transportation Officials (AASHTO); dated 2012.
- Standard Specifications for Road and Bridge Construction; prepared by the New Hampshire Department of Transportation; dated August 2010.
- Town of Newmarket – Title III: Land Use Code and Regulations, Chapter IV: Zoning Ordinance; prepared by the Town of Newmarket; adopted February 14, 1996 and amended August 4, 2010.
- Town of Newmarket – Building Code: Adopted the NH State Building Code to include the 2009 editions of the International Codes as published by the International Code Council. International Building Code 2009 (IBC), International Residential Code 2009 (IRC), the International Plumbing Code 2009 (IPC), the International Mechanical Code 2009 (IMC),

the International Energy Conservation Code 2009 IECC, and the National Electrical Code 2011 (NEC)

- International Existing Building Code (IEBC); prepared by the International Code Council (ICC); dated January 2009.
- International Building Code (IBC); prepared by the International Code Council (ICC); dated February 2009.
- International Plumbing Code (IPC); prepared by the International Code Council (ICC); dated January 2009.
- International Mechanical Code (IMC); prepared by the International Code Council (ICC); dated February 2009.
- International Energy Conservation Code (IECC); prepared by the International Code Council (ICC); dated January 2009.
- American National Standards Institute: Accessible and Usable Buildings and Facilities ICC/ANSI A117.1-2003; prepared by the International Code Council (ICC); dated 2003.
- 2009 NFPA 101: Life Safety Code; prepared by the National Fire Protection Association (NFPA); dated 2009.
- NFPA 1: Uniform Fire Code; prepared by the National Fire Protection Association (NFPA); dated 2009.
- National Electric Code (NEC) 2008; prepared by the National Fire Protection Association (NFPA); dated 2009.
- Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; dated 1998.

2.4 Sky Bridge Design Alternatives

DuBois & King and DeStefano Architects collaborated with the Newmarket Pedestrian Sky Bridge Committee to prepare a design in accordance with the established industry standards and guidelines along with meeting the project requirements as set forth by the Town, Committee and NHDOT – District 6. The following is the culmination of the planning phase and conceptual design of this project. Four (4) design alternatives were prepared as part of this study and as a result of the Committee’s commitment to not exceed current budget constraints. Each design alternative is a succession of comparing the design cost with funding limits and re-prioritizing project requirements so the subsequent design modification did not exceed funding limits. The following sub-sections describe the design elements of each alternative.

As previously reported, design and probable construction costs jointly impact the decisions made during the course of this study and the preparation of subsequent design alternatives. As a result, DuBois & King collaborated with cost estimator, Barden Inspection & Consulting Services, to prepare the Engineer’s Opinion of Probable Project Costs (EOPPC) for each design alternative. The probable project cost for each alternative is the accumulation of anticipated construction costs, a fifteen percent (15%) contingency of the estimated construction costs and the associated architectural/engineering (A/E) professional fees. A/E professional fees were assumed to be eight percent (8%) of the anticipated construction costs for each alternative. The following sub-sections describe the project cost elements of each alternative.

2.4.1 Alternative No. 1 – Sky Bridge and Elevator/Stair Tower

The initial conceptual design is a Sky Bridge and Elevator/Stair Tower. The alignment of the Sky Bridge and Elevator/Stair Tower structures are proposed to mimic the original pedestrian Newmarket Manufacturing Company bridge alignment between Mill No. 4 (a.k.a. Newmarket Mills) and the Weave Shed (a.k.a. Off-street Parking). Tying to the original connection of Mill No. 4's fourth floor, the Sky Bridge spans over NH Route 108 to the Elevator/Stair Tower located adjacent to the existing Weave Shed foundation. The Sky Bridge is independently supported by the Elevator/Stair Tower along the westerly side of NH Route 108 and two piers located between the existing easterly sidewalk of NH Route 108 and Newmarket Mills. The clear height over NH Route 108 is 20'-6" (measured from the centerline crown of NH Route 108 to the bottom stringer of the bridge structure), exceeding the preferred NHDOT – District 6 requirement of 17'-6". The bridge structure is enclosed with exterior vertical structural steel cross-bracing supports sheltering the storefront glass of the bridge's north and south vertical planes. Although the glass-front provides a contemporary "openness", the roof of the bridge structure is proposed to be a curved standing seam metal roof to emulate the original pedestrian bridge roof. Complimenting the historical fabric of the area, the paint selection of the exposed structural steel is a warm-gray to match the field stone colored materials of Mill No. 4. The interior of the bridge is proposed to be eight (8) feet in width and include a heating and ventilation system.

The Elevator/Stair Tower is proposed to be constructed adjacent to the existing Weave Shed foundation to mitigate adverse impacts to the existing foundation structure. Similar to the pedestrian bridge, the building structure is proposed to be enclosed. The Tower has been designed to mend Newmarket's historical district with the contemporary "openness" of the Sky Bridge. Specifically located along the southerly side of the Tower, facing the Newmarket Historic Downtown, the Elevator/Stair Tower is proposed to be constructed with brick materials and architectural features to mimic the once standing Weave Shed. The northerly side of the Tower will continue the storefront glass that originated from the Sky Bridge. Consisting of three (3) floors, the interior of the Tower will be comprised of an elevator and stairs that will allow pedestrian traffic to access the westerly NH Route 108 sidewalk at ground level, off-street parking at the second level and the bridge at the top level.

The Sky Bridge and Elevator/Stair Tower were designed in accordance with industry standards/guidelines and to meet the project requirements as set forth by the Town, Committee and NHDOT – District 6.

Last, this alternative also includes the elimination of the crosswalk of NH Route 108 located immediately south of the Newmarket Mills Main Street entrance and in front of 70 Main Street. Elimination of this cross-walk would include grinding of the existing crosswalk pavement markings and removing the associated crosswalk tip-downs.

A copy of the proposed Site Plan, Floor Plans and Elevation Views of the Sky Bridge and Elevator/Stair Tower alternative is located in Appendix D of this engineering study.

The engineer's opinion of probable project costs Alternative No. 1 is as follows:

Alternative No. 1 Engineer's Opinion of Probable Project Cost			
Item	Building	Bridge	Total
Construction	\$580,300	\$276,200	\$856,500
Contingency (15%)	\$87,045	\$41,430	\$128,475
Design A/E Fees (8%)	\$46,424	\$22,096	\$68,528
Construction A/E Fees (8%)	\$46,424	\$22,096	\$68,528
Total	\$760,193	\$361,822	\$1,122,031

2.4.2 Alternative No. 2 – Sky Bridge and Stair Tower with Exterior ADA Ramps

Alternative No. 2 utilizes Alternative No. 1 as the basis of design and systematically modifies (adds/subtracts) design components until a new design alternative is established. Below is a summary of the design components that are either eliminated or added to the project scope.

- Stair Tower – eliminate elevator, mechanical room, heating/ventilation and exterior store front glass window; add ADA ramp from Main Street to Parking Level and from Parking Level to Bridge Level.
- Sky Bridge – eliminate heating/ventilation and exterior storefront glass window.

The engineer's opinion of probable project costs for Alternative No. 2 is as follows:

Alternative No. 2 Engineer's Opinion of Probable Project Cost			
Item	Building	Bridge	Total
Construction	\$681,000	\$253,900	\$934,900
Contingency (15%)	\$102,200	\$38,100	\$140,300
Design A/E Fees (8%)	\$54,500	\$20,300	\$74,800
Construction A/E Fees (8%)	\$54,500	\$20,300	\$74,800
Total	892,200	\$326,600	\$1,224,800

2.4.3 Alternative No. 3 – Sky Bridge and Stair Tower with Exterior ADA Ramp from Bridge to Parking Facility

Alternative No. 3 utilizes Alternative No. 2 as the basis of design and systematically modifies (adds/subtracts) design components until a new design alternative is established. Below is a summary of the design components that are either eliminated or added to the project scope.

- Stair Tower – eliminate interior stairs and exterior ADA ramp (both) from Main Street to Parking Level; maintain ADA ramp from Parking Level to Bridge Level.

The engineer's opinion of probable project costs for Alternative No. 3 is as follows:

Alternative No. 3 Engineer's Opinion of Probable Project Cost			
Item	Building	Bridge	Total
Construction	\$429,500	\$253,900	\$683,400
Contingency (15%)	\$64,500	\$38,100	\$102,600
Design A/E Fees (8%)	\$34,400	\$20,300	\$54,700
Construction A/E Fees (8%)	\$34,400	\$20,300	\$54,700
Total	\$562,800	\$326,600	\$895,400

2.4.4 Alternative No. 4 – Sky Bridge and Exterior Stairs / ADA Ramp from Bridge to Parking Facility

Alternative No. 4 utilizes Alternative No. 3 as the basis of design and systematically modifies (adds/subtracts) design components until a new design alternative is established. Below is a summary of the design components that are either eliminated or added to the project scope. This alternative is considered to be the basic project. No additional components can be removed to reduce scope.

- Stair Tower – eliminate in its entirety; maintain ADA ramp from Parking Level to Bridge Level; add exterior stairs from Parking Level to Bridge Level.
- Sky Bridge – length increased to 92 feet; add second support column.

A copy of the proposed Site Plan and Elevation Views of the Sky Bridge and Exterior Stairs / ADA Ramp from Bridge to Parking Facility alternative is located in Appendix E of this study.

The engineer's opinion of probable project costs for Alternative No. 4 is as follows:

Alternative No. 4 Engineer's Opinion of Probable Project Cost	
Item	Total
Construction	\$578,900
Contingency (15%)	\$57,890
Design A/E Fees (8%)	\$46,310
Construction A/E Fees (8%)	\$46,300
Total	\$729,400

2.4.5 Alternative No. 5 – Sky Bridge and Exterior Stairs / ADA Ramp from Bridge to Parking Facility

Alternative No. 5 was reviewed at the request of the Newmarket Town Council during the September 18, 2013 public meeting. Alternative No. 5 utilizes Alternative No. 1 as the basis of design and systematically modifies (adds/subtracts) design components until a new design alternative is established. Below is a summary of the design components that are either eliminated or added to the project scope.

- Stair Tower – eliminate heating/ventilation and exterior store front glass window; add 2x2 wire mesh siding.
- Sky Bridge – eliminate heating/ventilation, exterior storefront glass window and roof system; add 2x2 wire mesh siding.

The engineer's opinion of probable project costs for Alternative No. 5 is as follows:

Alternative No. 5 Engineer's Opinion of Probable Project Cost			
Item	Building	Bridge	Total
Phase I Construction	\$486,500	\$228,800	\$715,300
Contingency (15%)	\$73,000	\$34,300	\$107,300
Design A/E Fees (8%)**	\$39,000	\$18,300	\$57,300
Construction A/E Fees (8%)**	\$39,000	\$18,300	\$57,300
Phase I Total	\$637,500	\$299,700	\$937,200

2.4.6 NHDOT Design Review Comments

In early February 2013, NHDOT – Bureau of Planning & Community Assistance requested a project status update from the Newmarket Pedestrian Sky Bridge Committee. The Committee provided the requested report and supplemental information including the latest project layout (Alternative No. 4). NHDOT and Federal Highway Administration's (FHWA) provided review comments expressing concern with the removal of the Elevator/Stair Tower from the project scope, which eliminated direct access to and from the NH Route 108 sidewalk infrastructure. The Town's position was presented to NHDOT verifying that access to the sidewalk infrastructure was feasible. The Town described the proposed travel-way from the westerly end of the Sky Bridge, through the off-street parking facility to the existing at-grade sidewalk located adjacent to Riverdale Automotive and ultimately to the existing westerly sidewalk along NH Route 108. NHDOT and FHWA did not accept the Town's rationale and disallowed Alternative No. 4.

2.5 Recommended Design Alternative

DuBois & King recommends that Alternative No. 1 – Sky Bridge and Elevator/Stair Tower be constructed for the preferred pedestrian crossing of NH Route 108 within the vicinity of Newmarket Mills. It is our opinion, construction of the Sky Bridge and Elevator/Stair Tower successfully meets the three project goals and design requirements identified in Sections 1.0 and 2.2 of this study; respectively. Based on the selection of Alternative No. 1, the total anticipated cost to construct the pedestrian bridge and elevator/stair tower structures is approximately \$1,122,031.

2.6 Geotechnical Foundation Investigation

DuBois & King collaborated with Ward Geotechnical Consulting with respects to the geotechnical foundation investigation. The subsurface investigation was based on Alternative 1 – Sky Bridge and Elevator/Stair Tower. A copy of the geotechnical report is located in Appendix F of this study.

2.7 Funding

The Newmarket Transportation Enhancement (TE) grant [NHDOT Project No. 16048 / FHWA Project No. X-A001(108)] has received Federal funds in the amount of \$631,950; 20% of the total grant is funded through a local share (\$126,390). Based on the recommended preferred pedestrian crossing of Alternative 1 – Sky Bridge and Elevator/Stair Tower, the project currently consists of a shortfall in the amount of approximately \$490,081. During previous conversations with the NHDOT (March 2013), it has been reported that it is unlikely that additional funding for this project is available.

On March 28, 2013, the Newmarket Pedestrian Sky Bridge Committee convened to discuss the project shortfall. With the understanding that no additional funding is available through the current TE grant, the Committee explored potential fund raising opportunities including FHWA Transit Oriented Grants, FHWA Scenic By-way Grants, Downtown Tax Increment Financing (TIF) funding (that no longer exists), assistance from Newmarket Community Development Corporation (NCDC), Transportation Infrastructure Finance and Innovation Act (TIFIA), Newmarket Mills Impact Fees, Newmarket Vehicle Registration Fee, etc. The Committee also discussed re-instating Alternative No. 4 – Sky Bridge and Exterior Stairs / ADA Ramp from Bridge to Parking Facility, not accept further Federal funds and complete the project with Town and private funding. Although this alternative was discussed in great detail, the Committee concluded that extra fundraising (above and beyond the current shortfall) would be required with this alternative to compensate for the approximate \$603,010 shortfall (\$729,400 Alternative 4 minus the original 20% grant match of \$126,390). Ultimately, the Committee agreed to continuing efforts to raise funds for the Sky Bridge and Elevator/Stair Tower project.

On July 23, 2013, the NHDOT – Bureau of Planning & Community Assistance held a special meeting with New Hampshire communities that currently received Federal funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). During this meeting, NHDOT reported the SAFETEA-LU funding expiration date of September 30, 2015 and outlined milestones required to be completed by the municipalities to ensure funding for the community and their projects. Based on information obtained during this meeting, it is estimated that approximately \$7 million could be returned back to FHWA if the milestones set forth by NHDOT are not met. It is estimated that approximately 20 Federally-funded projects could potentially lose funding. Based on this understanding, it is the opinion of this report to reinstate discussions with NHDOT on the availability to receive additional funding if the Town could secure the required 20% local match.

3.0 RIGHT-OF-WAY AND ACCESS

3.1 Right-of-way

The alignment of the Sky Bridge and Elevator/Stair Tower structures are proposed to mimic the original pedestrian Newmarket Manufacturing Company bridge alignment between Mill No. 4 (Newmarket Mills) and the Weave Shed (Off-street Parking). The two structures are to be independently supported; not receive structural support from either the existing Newmarket Mills or the Weave Shed foundations. While the Sky Bridge will be supported by the Elevator/Stair Tower along the westerly side of NH Route 108, the bridge structure will be supported by two piers along the easterly side; specifically between the existing sidewalk of NH Route 108 and Newmarket Mills. Both the bridge piers and the tower are anticipated to be located on either and outside of the NH Route 108 right-of-way. A draft easement agreement between the Town of Newmarket and Newmarket Mills has been prepared. A copy of the draft easement agreement is located Appendix G of this engineering study.

3.2 Access

A draft access easement agreement between the Town of Newmarket and Newmarket Mills has been prepared. A copy of the draft easement agreement is located Appendix G of this engineering study.

3.3 NHDOT Easement Review Comments

In early February 2013, NHDOT – Bureau of Planning & Community Assistance requested a project status update from the Newmarket Pedestrian Sky Bridge Committee. The Committee provided the requested report and supplemental information; easement agreements between the Town of Newmarket and Newmarket Mills. NHDOT and FHWA reviewed and provided review comments on the agreements. An item of concern expressed by the State and Federal agencies was the hours of operation. Currently the agreement establishes hours of operation Monday through Saturday during the hours of 9:00am to 6:00pm. NHDOT/FHWA requested that this easement be revised to be at least open Monday through Sunday 8:00am to 10:00pm. The Committee and the Newmarket Mills, LLC have agreed to this request.

4.0 NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (NEPA)

As part of receiving Federal funds to construct the Sky Bridge and Elevator/Stair Tower, the National Environmental Policy Act of 1969 (NEPA) becomes applicable to the proposed project. The purpose of NEPA is to ensure that environmental factors are equally considered when compared to other factors. The NEPA process consists of an evaluation of relevant environmental effects of a federal project that is divided into three level of review: Categorical Exclusion (CE); Environmental Assessment (EA); or, Environmental Impact Statement (EIS). Unless otherwise directed, typically projects of this nature are classified as Categorical Exclusion through the Programmatic Determination Checklist. Preparing the required documentation for a CE is typically completed during the design phase of the project; specifically upon finalizing preliminary plans.

During the study a brief review of the Programmatic Determination Checklist was completed to detect criteria that could impact the progress of the project and address these items early in the process. The following is a list of typical challenging issues and brief discussion based on past experience of similar projects.

4.1 Cultural Resources

As part of preparing the Programmatic Determination Checklist, a review of the proposed project and its potential to have an adverse effect on properties, eligible for, or listed on the National Register of Historic Places will be performed. This review will also include filing Request for Project Review with the New Hampshire Division of Historical Resources (NHDRH). Currently, since all proposed work is anticipated to re-establish the original alignment of the pedestrian bridge and connection to the forth floor of Mill No. 4, along with not impacting the foundation of the Weave Shed, no adverse impacts are anticipated. However, early coordination with NHDHR will be required to determine if NHDHR will issue a *de minimis* finding or require a Phase I study to be conducted.

Since the proposed locations of the Sky Bridge piers are proposed to be located within areas that have already been disturbed, no adverse impacts to archaeological resources are anticipated.

4.2 Endangered Species

Similar to Cultural Resources, review of the proposed project and its potential to affect species and critical habitat of species protected by the federal Endangered Species Act. Completing this review requires obtaining a Natural Heritage Report from the New Hampshire Division of Forest & Lands (NHDFL) – Natural Heritage Bureau (NHB). As part of this study the NHB database was reviewed by Department staff on August 14, 2012. The Department found records (e.g., rare wildlife, plant, and/or natural community) present in the vicinity, but did not expect that the proposed project will have an adverse effect on the surrounding species and critical habitat. A copy of this report is located in Appendix H of this report and is valid until August 14, 2013; therefore, a new NHB review, but at this time no change in results are anticipated.

4.3 Right-of-way

This has been previously discussed in Section 3.0 of this study.

4.4 Wetland

The proposed project is not anticipated to impact any wetland areas.

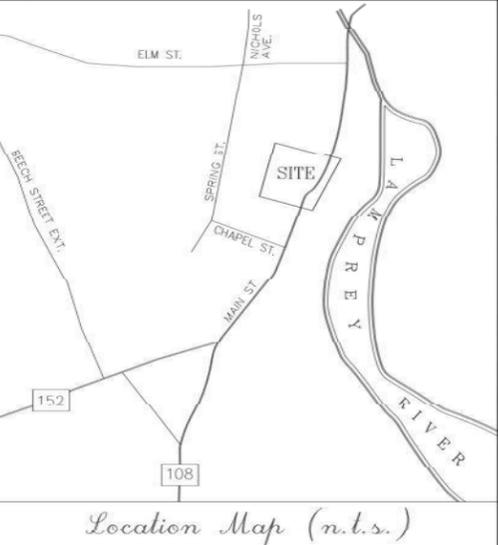
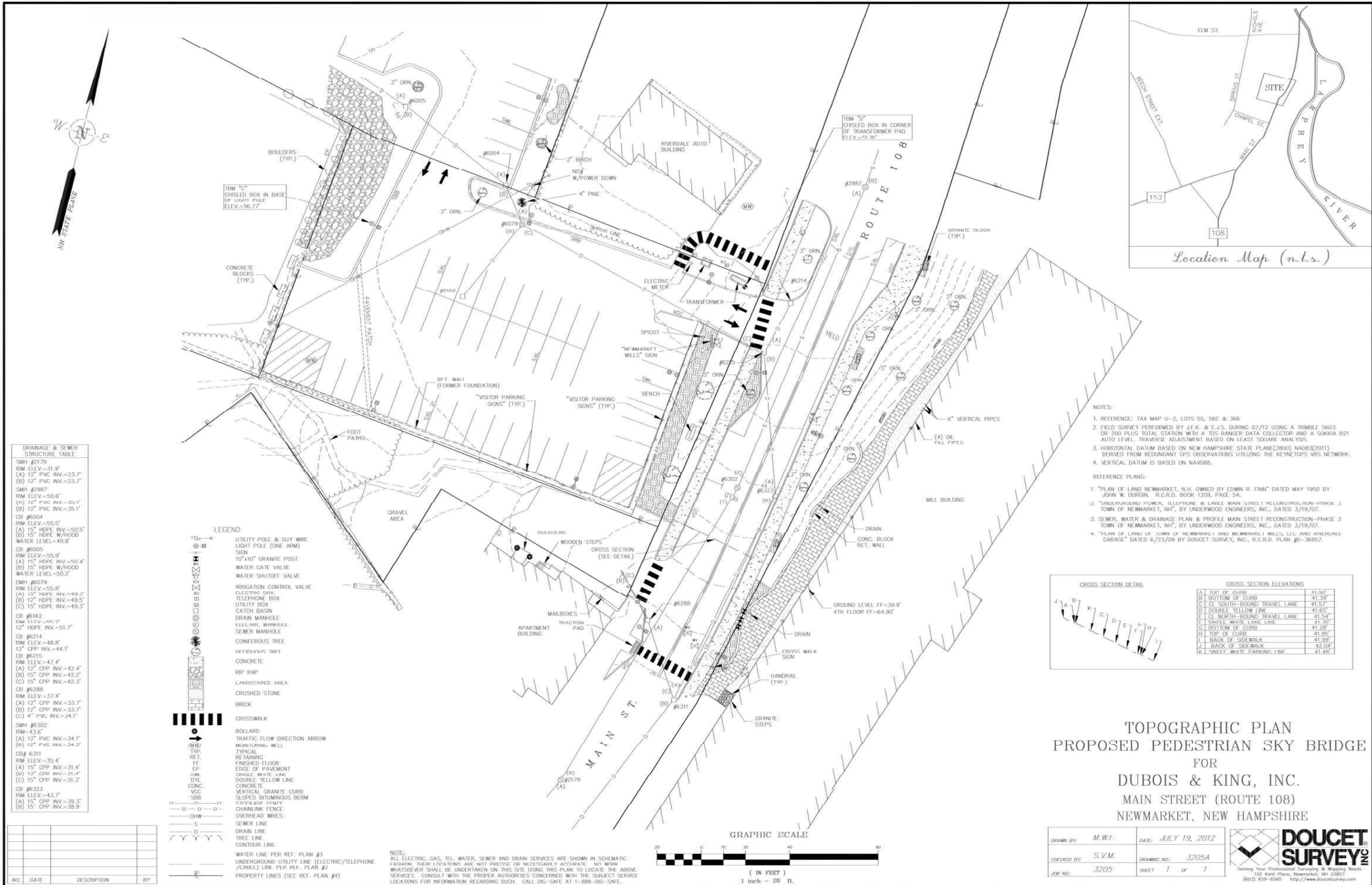
5.0 CONCLUSION

The Town of Newmarket, New Hampshire received funding through the Federal Highway Administration's (FHWA) Transportation Enhancement (TE) grant program to provide safe overhead pedestrian crossing of NH Route 108 between Newmarket Mills/easterly sidewalk infrastructure and the off-street parking/westerly sidewalk infrastructure facilities. This study reviewed existing conditions (including right-of-way and environmental issues) and evaluated multiple conceptual design alternatives. The recommendation of this study is to construct a Sky Bridge and Elevator/Stair Tower. It is the opinion of this report that this alternative provides the safest possible pedestrian crossing of NH Route 108 within the vicinity of Newmarket Mills. Based on the recommendations of this study, the probable construction cost is approximately \$1,122,031. Although the project currently consists of a funding shortfall in the amount of \$490,081, this report recommends that the Town of Newmarket reinitiate discussions with NHDOT to receive additional funding from New Hampshire communities that have received Federal funding but will not complete construction of their proposed project(s) by the expiration date of the current SAFETEA-LU program.

6.0 REFERENCES

1. Lamprey River.org – Industrial Mills
(<http://www.lampreyriver.org/about-the-river-lamprey-history-industrial-mills>).
2. Lamprey River.org – Newmarket Manufacturing Company
(<http://www.lampreyriver.org/education-elementary-lesson-6-5>).
3. Newmarket Historical Society.org – Mill and Worker Photos
(<http://www.newmarketnhhistoricalsociety.org/gallery/index.php?category/5>).
4. Newmarket Historical Society.org – Historic Downtown Photos
(<http://www.newmarketnhhistoricalsociety.org/gallery/index.php?category/1>).
5. Wikipedia – Newmarket, NH (http://en.wikipedia.org/wiki/Newmarket,_New_Hampshire).
6. Wikipedia – NH Route 108(https://en.wikipedia.org/wiki/New_Hampshire_Route_108).
7. Wikipedia – Lamprey River (http://en.wikipedia.org/wiki/Lamprey_River).
8. America's Textile Reporter: For the Combined Textile Industries, Volume 33; January 30, 1919; page (107) 411.
9. Town of Newmarket New Hampshire Master Plan Chapter 9 Historic Resources; dated 08/2001
(<http://web2.newmarketnh.gov/docs/MasterPlanChapter9HistoricResources.pdf>).
10. History of Rockingham and Strafford Counties – Chapter LVIII, Newmarket; by Jonathan Burley
(<http://www.newmarketnhhistoricalsociety.org/documents/histories/Newmarket,%20History%20from%20Rockingham%20County.pdf>).
11. NHDOT 2009-2010 Transportation Enhancement Program Application Form – Additional Information and Documentation for the Town of Newmarket; by Newmarket, NH; dated 2009-2010.
12. Main Street Reconstruction – Findings and Recommendations; by Underwood Engineers, Inc.; dated March 2002.

Appendix A
Existing Conditions Plan



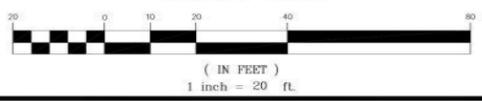
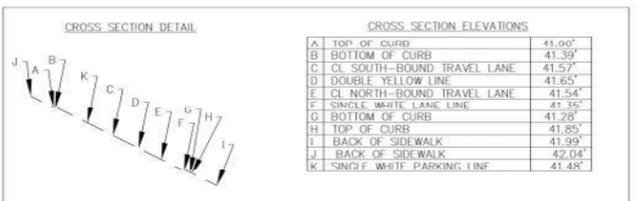
DRAINAGE & SEWER STRUCTURE TABLE

SMH #2179	RIM ELEV.=31.9'
(A) 12" PVC INV.=23.7'	
(B) 12" PVC INV.=23.7'	
SMH #2987	RIM ELEV.=50.6'
(A) 12" PVC INV.=35.1'	
(B) 12" PVC INV.=35.1'	
CB #6004	RIM ELEV.=55.5'
(A) 15" HDPE INV.=50.5'	
(B) 15" HDPE W/HOOD WATER LEVEL=49.8'	
CB #6005	RIM ELEV.=55.9'
(A) 15" HDPE INV.=50.4'	
(B) 15" HDPE W/HOOD WATER LEVEL=50.2'	
DMH #6079	RIM ELEV.=55.8'
(A) 10" HDPE INV.=49.3'	
(B) 12" HDPE INV.=49.5'	
(C) 15" HDPE INV.=49.3'	
CB #6162	RIM ELEV.=44.7'
12" HDPE INV.=51.7'	
CB #6214	RIM ELEV.=48.8'
12" CPP INV.=44.1'	
CB #6215	RIM ELEV.=47.4'
(A) 12" CPP INV.=42.4'	
(B) 15" CPP INV.=42.2'	
(C) 15" CPP INV.=42.3'	
CB #6288	RIM ELEV.=37.4'
(A) 12" CPP INV.=33.7'	
(B) 12" CPP INV.=33.7'	
(C) 4" PVC INV.=34.1'	
SMH #6302	RIM ELEV.=43.6'
(A) 12" PVC INV.=34.1'	
(B) 12" PVC INV.=34.3'	
CB# 6311	RIM ELEV.=35.4'
(A) 15" CPP INV.=31.4'	
(B) 12" CPP INV.=31.4'	
(C) 15" CPP INV.=31.3'	
CB #6323	RIM ELEV.=43.7'
(A) 15" CPP INV.=39.3'	
(B) 15" CPP INV.=38.9'	

LEGEND

	UTILITY POLE & GUY WIRE
	LIGHT POLE (ONE ARM)
	SIGN
	10'x10' GRANITE POST
	WATER GATE VALVE
	WATER SHUTOFF VALVE
	IRRIGATION CONTROL VALVE
	ELECTRIC BOX
	TELEPHONE BOX
	UTILITY BOX
	CATCH BASIN
	DRAIN MANHOLE
	ELECTRIC MANHOLE
	SEWER MANHOLE
	DECIDUOUS TREE
	CONIFEROUS TREE
	CONCRETE
	RIP RAP
	LANDSCAPED AREA
	CRUSHED STONE
	BRICK
	CROSSWALK
	BOLLARD
	TRAFFIC FLOW DIRECTION ARROW
	MANHOLE WELL
	TYPICAL RETAINING
	FINISHED FLOOR
	EDGE OF PAVEMENT
	SINGLE WHITE LINE
	DOUBLE YELLOW LINE
	CONCRETE
	VERTICAL GRANITE CURB
	SLOPED BITUMINOUS BERM
	CHAINLINK FENCE
	OVERHEAD WIRES
	SEWER LINE
	DRAIN LINE
	TREE LINE
	CONTOUR LINE
	WATER LINE PER REF. PLAN #3
	UNDERGROUND UTILITY LINE (ELECTRIC/TELEPHONE/CABLE) LINE PER REF. PLAN #2
	PROPERTY LINES (SEE REF. PLAN #4)

- NOTES:**
- REFERENCE: TAX MAP U-2, LOTS 55, 56C & 366
 - FIELD SURVEY PERFORMED BY J.F.K. & E.J.S. DURING 07/12 USING A TRIMBLE 5603 OR 200 PLUS TOTAL STATION WITH A TDS RANGER DATA COLLECTOR AND A SOKKIA B21 AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARE ANALYSIS.
 - HORIZONTAL DATUM BASED ON NEW HAMPSHIRE STATE PLANE(2800) NAD83(2011) DERIVED FROM REDUNDANT GPS OBSERVATIONS UTILIZING THE KEYNETGPS VRS NETWORK.
 - VERTICAL DATUM IS BASED ON NAVD83.
- REFERENCE PLANS:**
- "PLAN OF LAND NEWMARKET, N.H. OWNED BY EDWIN R. FINN" DATED MAY 1950 BY JOHN W. DURGIN. R.C.R.D. BOOK 1209, PAGE 54.
 - "UNDERGROUND POWER, TELEPHONE & CABLE MAIN STREET RECONSTRUCTION-PHASE 2 TOWN OF NEWMARKET, NH", BY UNDERWOOD ENGINEERS, INC., DATED 3/19/07.
 - "SEWER, WATER & DRAINAGE PLAN & PROFILE MAIN STREET RECONSTRUCTION-PHASE 2 TOWN OF NEWMARKET, NH", BY UNDERWOOD ENGINEERS, INC., DATED 3/19/07.
 - "PLAN OF LAND OF TOWN OF NEWMARKET AND NEWMARKET MILLS, LLC AND RIVERKUAL GARAGE" DATED 6/23/09 BY DOUCET SURVEY, INC., R.C.R.D. PLAN #D-36857.



**TOPOGRAPHIC PLAN
PROPOSED PEDESTRIAN SKY BRIDGE
FOR
DUBOIS & KING, INC.
MAIN STREET (ROUTE 108)
NEWMARKET, NEW HAMPSHIRE**

DRAWN BY:	M.W.F.	DATE:	JULY 19, 2012
CHECKED BY:	S.V.M.	DRAWING NO.:	3205A
JOB NO.:	3205	SHEET	1 OF 1

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(603) 659-6560 <http://www.doucetsurvey.com>

Appendix B
Code Summary Memorandum



23 High Street
Portsmouth, NH 03801
603.431.8701
Fax: 422.8707
www.destefanoarchitects.com

CODE SUMMARY - PRELIMINARY

DATE: 20 SEPTEMBER 2012
RE: NEWMARKET SKY BRIDGE
FROM: ROBERT J. HARBESON, AIA, DeStefano Architects (D|A)

I APPLICABLE CODE DOCUMENTS

- A. INTERNATIONAL BUILDING CODE, 2009 (IBC)
- B. NFPA LIFE SAFETY CODE 101, 2009 (NFPA)
- C. NEC 2008
- D. TOWN OF NEWMARKET - ZONING DISTRICT
- E. INTERNATIONAL PLUMBING CODE 2009
- F. INTERNATIONAL MECHANICAL CODE 2009
- G. INTERNATIONAL ENERGY CONSERVATION CODE 2009
- H. NFPA 1 - UNIFORM FIRE CODE 2009
- I. ICC/ANSI A117.1-2003 - AMERICAN NATIONAL STANDARDS INSTITUTE: ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
- J. ADAAG - 1998, AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES
- K. TOWN OF NEWMARKET, NH BUILDING CODE AMENDMENTS
- L. INTERNATIONAL EXISTING BUILDING CODE 2009

SUMMARY: A STAIR TOWER, ELEVATOR, ASSOCIATED MECHANICAL SPACES, AND MUNICIPAL STORAGE FOR ACCESS TO A CONDITIONED PEDESTRIAN BRIDGE, AND STAIRWAY TO CONNECT THE SIDEWALK, PARKING STRUCTURE, AND MILL BUILDING. THIS SPECIFIC USE IS NOT COVERED DIRECTLY BY THE BUILDING AND LIFE SAFETY CODES, AND THE APPROACH BELOW HAS BEEN DETERMINED THROUGH MUTUAL AGREEMENT BY THE NEWMARKET BUILDING INSPECTOR, THE NEWMARKET LIFE SAFETY OFFICER, AND DeStefano Architects AT A MEETING ON 4 SEPTEMBER 2012. THE STAIR, ELEVATOR, AND BRIDGE ARE FOR CONVENIENCE, ARE NOT A REQUIRED MEANS OF EGRESS FROM ANY BUILDING OR STRUCTURE, AND THEIR ONLY OCCUPANCY / EGRESS REQUIREMENTS ARE RELATED TO THEIR OWN AREA.

II OCCUPANCY CLASSIFICATION - TBD

THE BUILDING SHALL BE CONSTRUCTED USING TYPE IIB CONSTRUCTION

USE IS PRESUMED TO BE LOW STORAGE (S2) WHICH BY NH TABLE 503 AND TYPE IIB CONSTRUCTION IS PERMITTED TO BE:

3 STORIES, 40 FEET
14,400 SF

PROPOSED STRUCTURE IS 3 STORIES, APPX. 39 FEET.

PROPOSED STRUCTURE IS APPX. 1000 SF TOTAL FOR STAIR TOWER AND BRIDGE.

IT IS NOT KNOWN IF SPRINKLERS ARE DESIRED FOR THIS STRUCTURE, THEY DO NOT APPEAR TO BE REQUIRED FOR HEIGHT AND AREA.

OPEN AREA INCREASES ARE AVAILABLE FOR THIS STRUCTURE, BUT IT DOES NOT APPEAR THAT THEY WILL BE REQUIRED FOR HEIGHT AND AREA.

USING 200 SF / OCCUPANT FOR PARKING GARAGE AS A REFERENCE FOR OCCUPANCY OF THIS STRUCTURE IT RESULTS IN AN OCCUPANCY OF APPROXIMATELY 10 INCLUDING BOTH BRIDGE AND STAIR TOWER.

PER IBC 1022.1 EXCEPTION 1 A STAIRWAY IS NOT REQUIRED TO BE ENCLOSED WHEN THE STAIRWAY SERVES AN OCCUPANT LOAD OF LESS THAN 10 AND THE STAIRWAY IS NOT OPEN TO MORE THAN ONE STORY ABOVE OR BELOW ITS LEVEL OF DISCHARGE.

OCCUPANCY OF THE STAIR NEED NOT BE FACTORED IN TO THE EGRESS REQUIREMENTS FOR THE STAIR. THEREFORE OCCUPANCY IS WELL UNDER 10 PERSONS. ADDITIONALLY, THERE IS EGRESS TO THE STAIR DIRECTLY TO THE EXTERIOR FROM THE FIRST TWO LEVELS.

III FIRE-RESISTANCE RATED CONSTRUCTION

FOR THE ELEVATOR: PER 708.4 SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HOUR WHERE CONNECTING LESS THAN 4 STORIES, AND NOT LESS THAN THE FLOOR ASSEMBLY PENETRATED.

PER 708.2 EXCEPTION 14 A SHAFT ENCLOSURE IS NOT REQUIRED FOR ELEVATOR HOISTWAYS IN OPEN OR ENCLOSED PARKING GARAGES THAT SERVE ONLY THE PARKING GARAGE.

- NOTE: THIS ITEM IS PROVIDED FOR REFERENCE, AS THIS STAIR / ELEVATOR TOWER DOES NOT SERVE AS A REQUIRED MEANS OF EGRESS FROM ANY LOCATION. IT DOES NOT DIRECTLY HAVE A USE GROUP ASSOCIATED WITH IT AS IT IS SIMPLY A PUBLIC WAY. HOWEVER, IT DOES CONNECT TO A PARKING STRUCTURE IT MAY BE CONSIDERED TO BE ASSOCIATED WITH IT. REGARDLESS OF THIS, WE ARE NOTING THAT THE HOISTWAY AND MECHANICAL SPACES SHALL BE RATED 1-HOUR AND BELIEVE THAT THIS MEETS OR EXCEEDS ANY REQUIREMENT.

MECHANICAL ROOM ASSOCIATED WITH ELEVATOR SHALL BE 1-HR FIRE RATED CONSTRUCTION FOR ALL SURFACES (WALLS, FLOOR, CEILING). 1-HR RATED DOOR SHALL BE ON AUTO-CLOSER.

MECHANICAL ROOM ASSOCIATED WITH FUTURE HVAC EQUIPMENT FOR CONDITIONING THE BRIDGE SHALL BE IN 1-HOUR RATED CONSTRUCTION FOR ALL SURFACES AND ACCESSED BY DOOR WITH AUTO CLOSER, SIMILAR TO ITEM ABOVE.

STORAGE ROOM SHALL BE 1-HR RATED CONSTRUCTION FOR ALL SURFACES AND ACCESSED BY DOOR WITH AUTO-CLOSER, SIMILAR TO ITEM ABOVE.

PER IBC 1027.1 EXCEPTION 4 IT IS BELIEVED THAT THE STAIR IS NOT REQUIRED TO BE ENCLOSED AT THIS LOCATION. *THIS ITEM IS TO BE DETERMINED AT A MEETING WITH CODE ENFORCEMENT OFFICER, LIFE SAFETY OFFICER, AND ARCHITECT ON TUESDAY 28 AUGUST 2012.*

IV OCCUPANT NEEDS

EGRESS: TWO EXITS HAVE BEEN PROVIDED AT EACH FLOOR OF THE STAIR TOWER. IN ALL CASES, THE STAIR ITSELF AND AN ADDITIONAL EXIT. AT THE FIRST TWO FLOORS THIS IS TO THE EXTERIOR, AT THE UPPER FLOOR IT IS TO THE PEDESTRIAN BRIDGE. THE BRIDGE AND STAIR TOWER ONLY ACT AS EGRESS COMPONENTS FOR THE STAIR TOWER AND BRIDGE. THE EXISTING MILL BUILDING HAS ALREADY BEEN PROVIDED WITH EGRESS TO MEET CODE REQUIREMENTS. THE PEDESTRIAN BRIDGE IS SIMPLY A CONVENIENCE EXIT FROM THAT STRUCTURE TO THE PARKING STRUCTURE. IT IS NOT A REQUIRED MEANS OF EGRESS.

1. GUARDRAILS – NFPA 7.2.2.4.5.2 AND NFPA 7.2.2.4.5.3
 1. HEIGHT: GUARDS SHALL NOT BE LESS THEN 42" HIGH
OPENINGS: OPEN GUARDS SHALL HAVE INTERMEDIATE RAILS OR ORNAMENTAL PATTERN SUCH THAT A 4" SPHERE CANNOT PASS THROUGH, OR 21" FOR SERVICE AREAS ONLY

2. EGRESS DOORS –NFPA 7.2.1.2.3 NEW
MINIMUM WIDTH: 32" CLEAR WIDTH WHEN DOOR IS FULLY OPEN
SWING (7.2.1.4.4): EGRESS DOOR SWINGS SHALL NOT LEAVE LESS THAN ONE-HALF OF THE REQUIRED WIDTH OF AN AISLE, CORRIDOR, PASSAGEWAY, OR LANDING UNOBSTRUCTED AND SHALL NOT PROJECT MORE THAN 7" INTO THE REQUIRED WIDTH OF AN AISLE, CORRIDOR, PASSAGEWAY, OR LANDING, WHEN FULLY OPEN. THE LANDING SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR.
PER 12.2.2.2.3 ALL EGRESS DOORS SHALL HAVE PANIC HARDWARE.

PROPOSED: ALL DOORS IN THIS PROJECT HAVE BEEN PROPOSED TO BE 3'-0" OR LARGER.

3. WIDTH OF COMPONENTS AT STAIRS AND BRIDGE HAVE BEEN DETERMINED FOR COMFORT. ALL COMPONENTS GREATLY EXCEED THE REQUIRED WIDTH FOR EGRESS OF THIS OCCUPANCY NUMBER.

4. STAIRWAYS – IBC 1009.1 AND NFPA TABLE 7.2.2.2.1 (A) NEW STAIRS
 - A. MINIMUM WIDTH: 44"
(MINIMUM OF 48" CLEAR WIDTH BETWEEN HANDRAILS FOR AN ACCESSIBLE EGRESS PATH WHEN AN AREA OF REFUGE IS REQUIRED)

PROPOSED 44" STAIRS WITH 48" LANDINGS. NO AREA OF REFUGE IS REQUIRED AS THERE IS EGRESS AT THE FLOOR LEVEL AT EACH STORY.

 - B. CLEAR OF ALL OBSTRUCTIONS, EXCEPT PROJECTIONS NOT MORE THAN 3-1/2 INCHES AT OR BELOW HANDRAIL HEIGHT ON EACH SIDE.
 - C. MIN. HEADROOM: 6'-8"
 - D. MAX. HEIGHT BETWEEN LANDINGS: 12'
 - E. TREADS AND RISERS:
 1. MAX. HEIGHT OF RISERS: 7 IN.
 2. MIN. HEIGHT OF RISERS: 4 IN.
 3. MIN. TREAD DEPTH: 11 IN.

5. HANDRAILS – NFPA 7.2.2.4.5
 - A. HEIGHT: 34" – 38" ABOVE NOSING
 - B. CLEARANCE: HANDRAILS SHALL NOT PROJECT MORE THAN 3.5" INTO WIDTH OF STAIR ON EACH SIDE.

- C. EXTENSIONS: NON -CONTINUOUS HANDRAILS BETWEEN FLIGHTS OF STAIRS SHALL EXTEND HORIZONTALLY NOT LESS THAN 12" BEYOND THE TOP RISER AND CONTINUE TO SLOPE FOR A DEPTH OF ONE TREAD BEYOND THE BOTTOM RISER.
 - D. ENDS: MUST RETURN TO WALL OR FLOOR OR SHALL TERMINATE AT NEWEL POSTS.
 - E. GRIP SIZE: CIRCULAR WITH DIM. OF NOT LESS THAN 1-1/4" AND NOT MORE THAN 2".
6. THIS PROJECT MAY BE COMPLETED IN PHASES. IT IS NOT REQUIRED THAT IT BE FULLY ROOFED OR ENCLOSED, BUT IT MUST BE MAINTAINED AGAINST ICE AND SNOW.
7. LIFE SAFETY OFFICER HAS STATED THAT FOR NEWMARKET, THE INSIDE CLEAR DIMENSION OF THE ELEVATOR MUST BE A MINIMUM OF 4'-3"x6'-9". PER IBC 3002.4 THE ELEVATOR DOES NOT CONNECT 4 OR MORE STORIES AND THEREFORE DOES NOT NEED TO MEET A STRETCHER REQUIREMENT, BUT MUST SIMPLY MEET THE MINIMUM ACCESSIBILITY REQUIREMENTS PER ANSI FOR SIZING.

V ENERGY CODE

PER TABLE 502.3 A MAXIMUM OF 40% OF THE VERTICAL WALL SURFACE OF THE STRUCTURE MAY BE OPEN (GLASS OR OTHER OPENING). IF THIS STRUCTURE IS CONDITIONED, AND/OR IS TO COMPLY WITH IECC 2009 THE OPEN AREA MUST BE SIGNIFICANTLY REDUCED.

ADDITIONALLY, IF THE STRUCTURE IS CONDITIONED, IT WILL LIKELY BE NECESSARY TO FRAME A WALL INBOARD OF THE STRUCTURAL FRAMING OF THE BRIDGE IN ORDER TO MEET THE REQUIREMENTS BOTH FOR R VALUE AND CONTINUOUS INSULATION.

PER MEETING WITH TOWN OF NEWMARKET BUILDING INSPECTOR 4 SEPTEMBER 2012 IT WAS AGREED THAT THIS IS A UNIQUE STRUCTURE, THE USE OF WHICH IS NOT SPECIFICALLY NOTED IN THE BUILDING CODE. IT WAS DETERMINED THAT THE STRUCTURE WILL NOT BE REQUIRED TO MEET THE REQUIREMENTS OF A BUILDING FOR GLASS AREA. IF CONSIDERED WITH THE ABUTTING MILL BUILDING THE TOTAL STRUCTURE WOULD BE WELL WITHIN THE REQUIREMENTS. ADDITIONALLY, THIS WILL BE TEMPERED SPACE FOR COMFORT, AND TO PREVENT CONDENSATION, ETC. AT THE INTERIOR OF THE STRUCTURE. IT WILL NOT BE CONDITIONED SPACE.

Appendix C

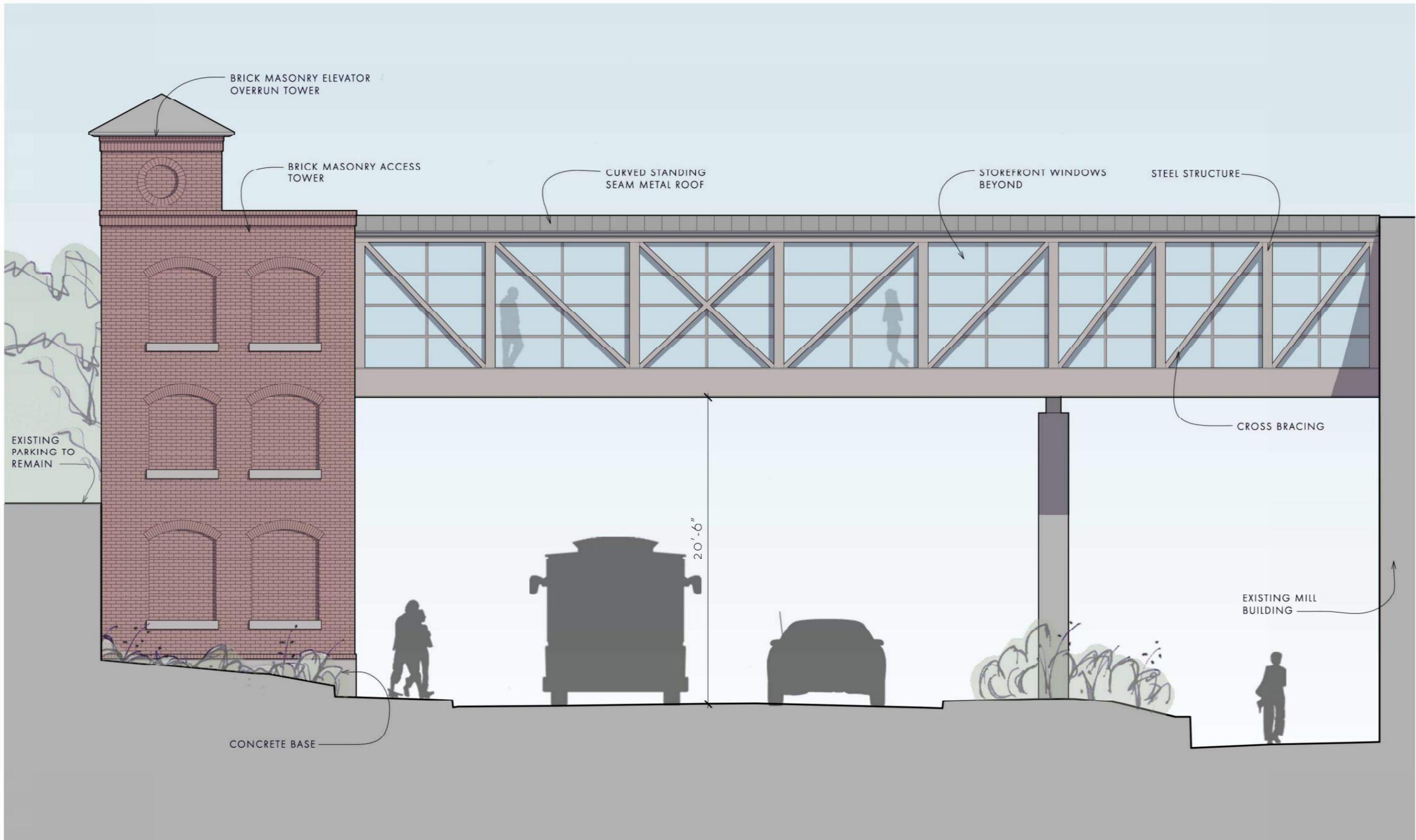
Alternative 1

Elevation View (looking north)

Elevation View (looking south)

Floor Plans

Site Plan



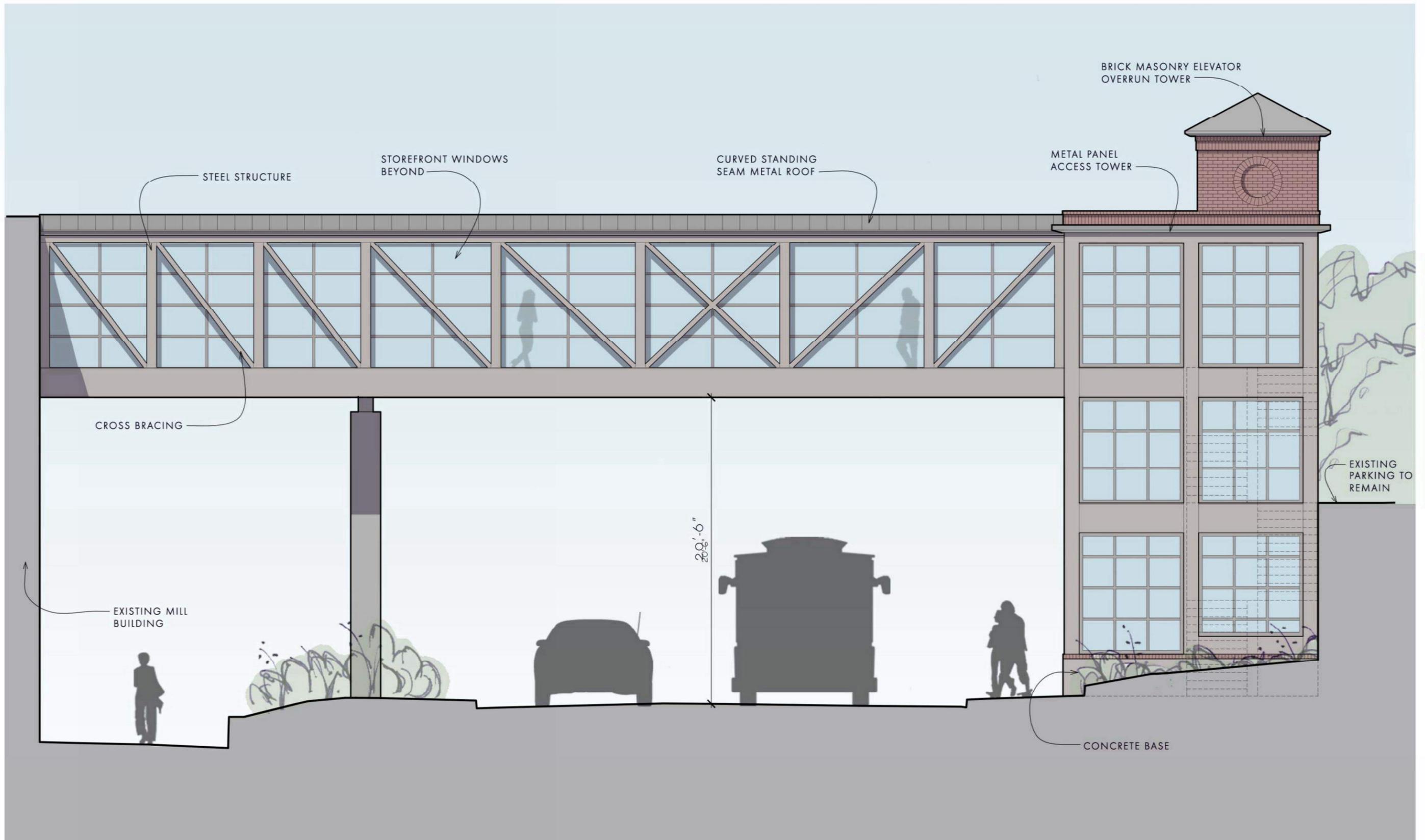
Project No: 201215_000

NEWMARKET SKY BRIDGE
 MAIN STREET, NEWMARKET, NEW HAMPSHIRE

ELEVATION

5 AUGUST 2013





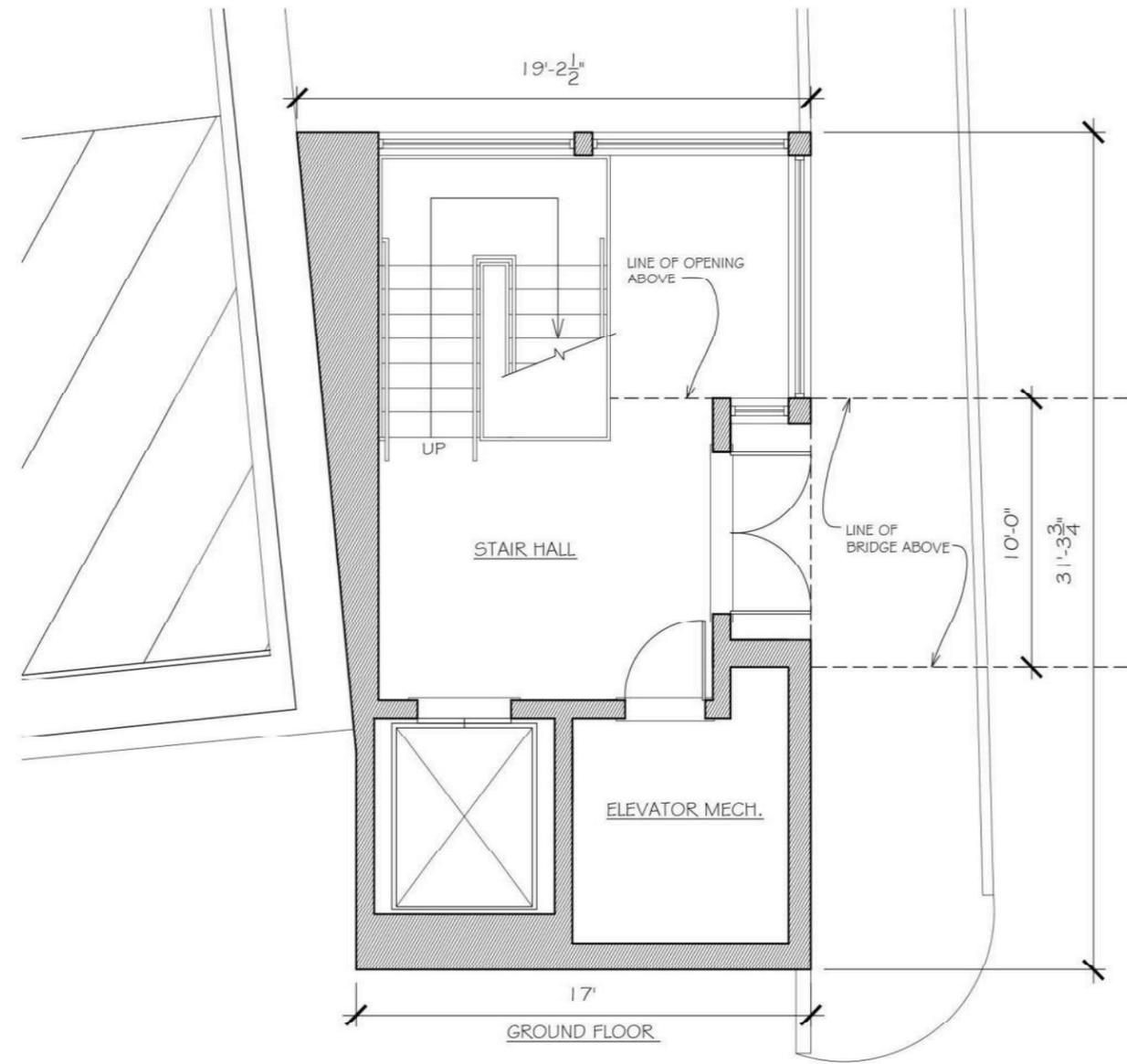
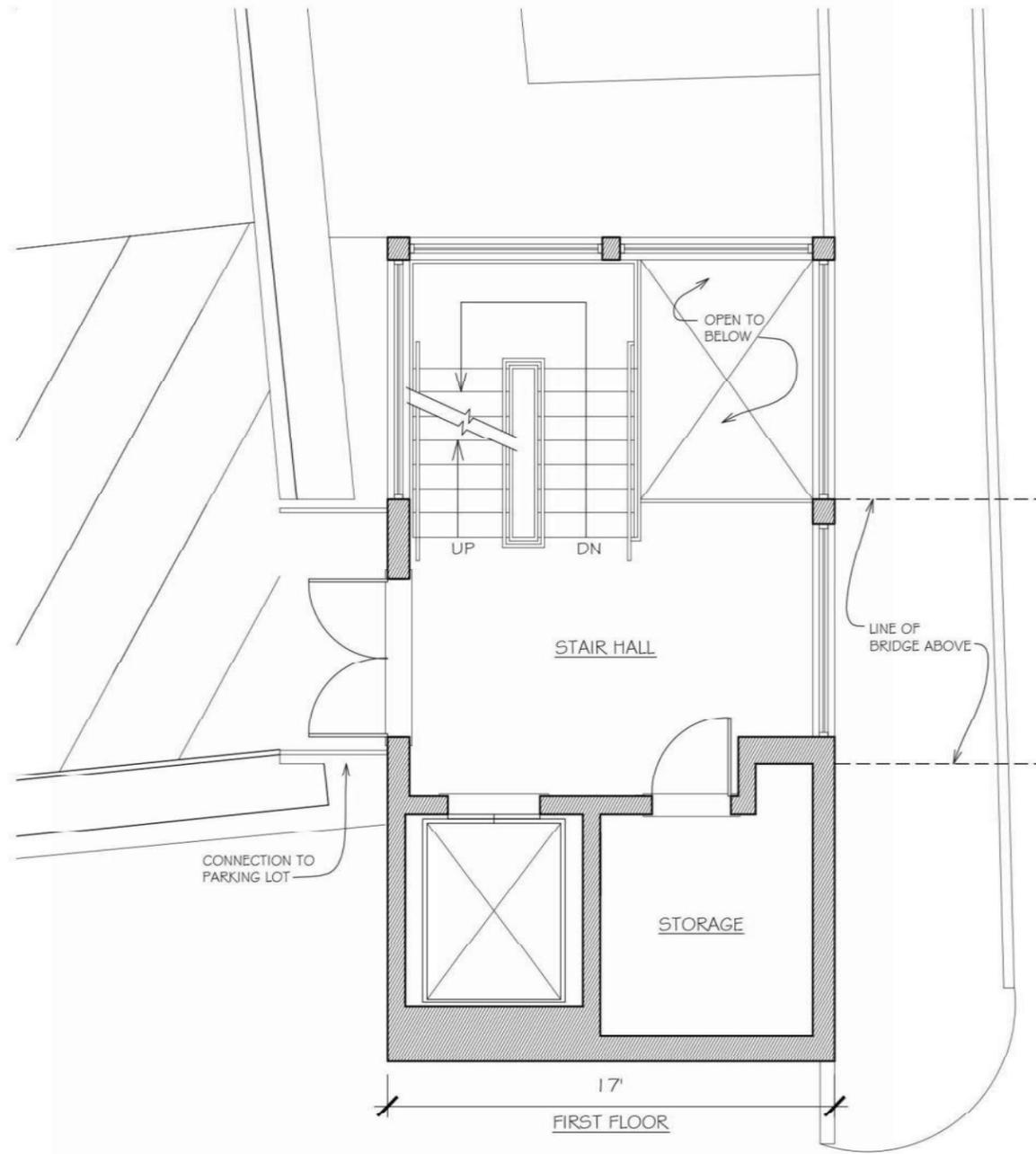
PROJECT No: 201215.000

NEWMARKET SKY BRIDGE
 MAIN STREET, NEWMARKET, NEW HAMPSHIRE

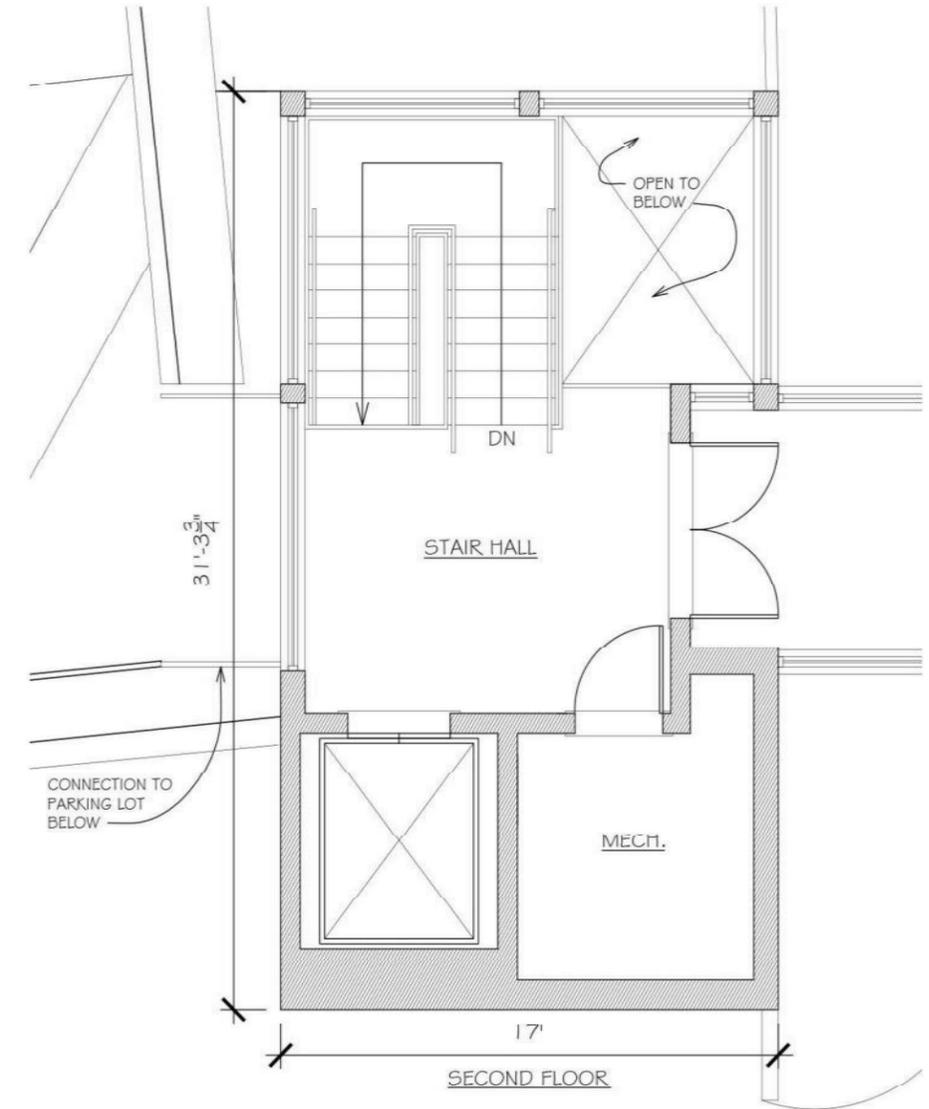
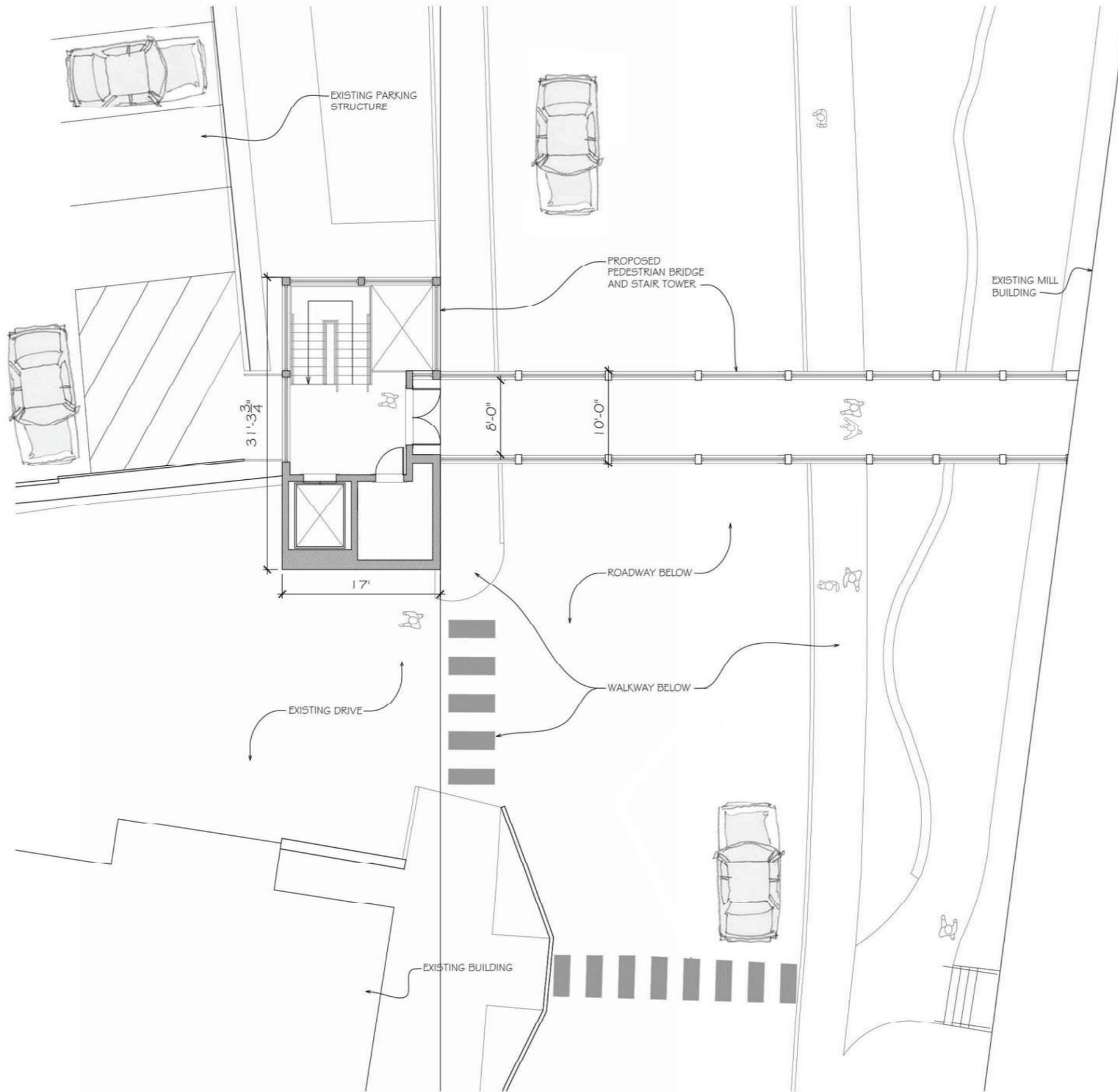
ELEVATION

5 AUGUST 2013





PROJECT No: 201215.000

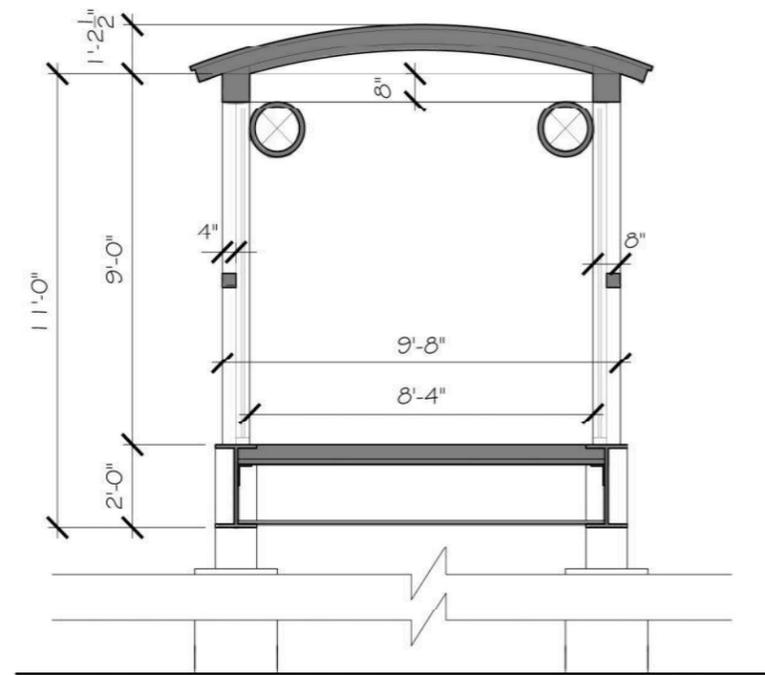


PROJECT No: 201215.000

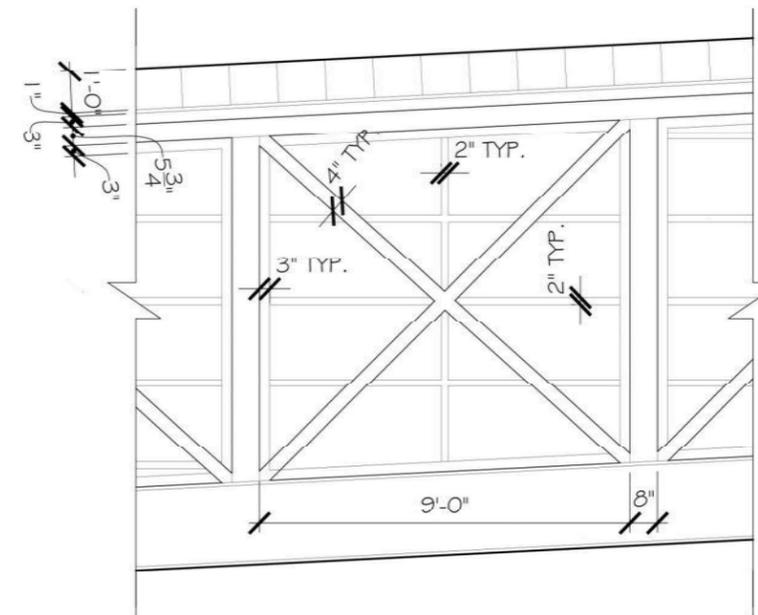
Appendix D
Alternative 4
Elevation View (looking north)
Site Plan



ELEVATION

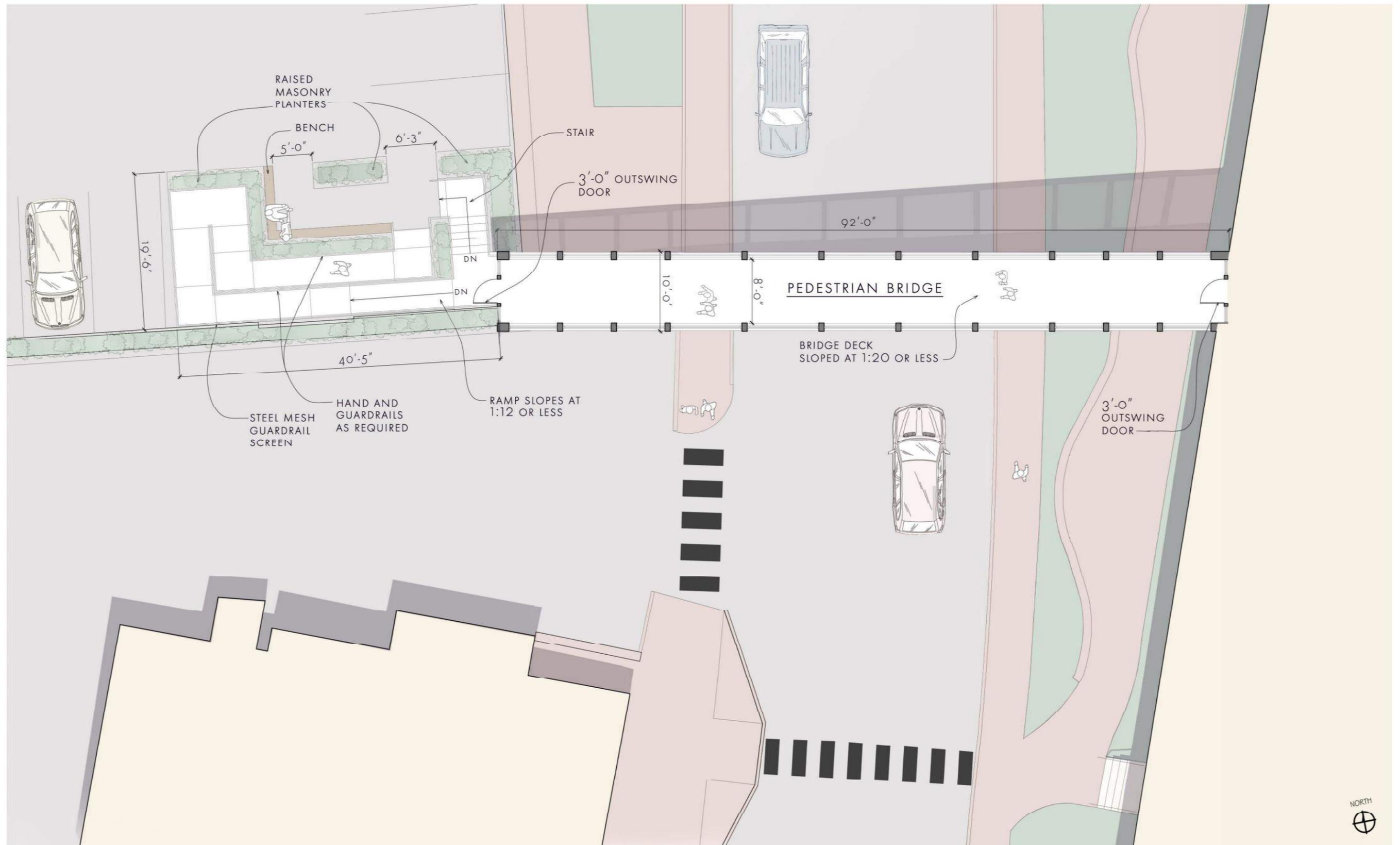


SECTION



DETAIL

PROJECT NO. 201215.000



PROJECT NO. 201215.000



Appendix E
Geotechnical Foundation Investigation Report



May 31, 2013
Project 12450

Mr. Scott M. Bourcier, P.E.
DuBois & King, Inc.
18 Constitution Drive, Suite 8
Bedford, New Hampshire 03110

**Subject: Foundation Investigation
Pedestrian Sky Bridge
Newmarket, New Hampshire**

Dear Mr. Bourcier:

Ward Geotechnical Consulting, PLLC (WGC) has prepared this letter report to summarize the results of the foundation investigation conducted for the proposed new pedestrian bridge over Main Street in Newmarket, New Hampshire. Our work on the project was authorized by the subconsultant agreement between DuBois & King, Inc. (D&K) and WGC dated July 2012.

PROJECT AND SITE DESCRIPTION

The project involves the design and construction of a tower structure housing an elevator and stairwell and an enclosed pedestrian bridge over Main Street. The location of the site is shown on Figure 1. The pedestrian bridge and tower will provide ADA access from an off-street parking lot on the west side of Main Street to the third floor of an existing mill building on the east side of Main Street. The tower structure will also provide ADA access from the Main Street level to the level of the parking lot. A site plan showing the current configuration of the tower and pedestrian bridge is provided on Figure 2.

The tower structure at the west end of the pedestrian bridge will be located near the southeast corner of an old concrete building foundation that has been backfilled to create the relatively flat off-street parking lot, which is several feet above the level of Main Street. The old foundation walls have a maximum exposed height (at the southeast corner) of about 12 feet and are in poor condition. Based on the presence of infilled door and window openings in the foundation walls, it appears that the foundation walls might have been constructed to form a walkout basement level. It is likely that the foundation walls were not designed to retain backfill placed within the building footprint.

The mill building at the east end of the pedestrian bridge is a stone masonry structure currently undergoing renovation for residential and commercial use. At its west side, the building has three stories above grade, one habitable story below grade, and a basement with a

dirt floor. The dirt floor in the portion of the basement directly below the east end of the proposed pedestrian bridge appears to be about 24 feet (two stories) below the grade of the sidewalk at the west side of the building. Bedrock outcrops observed in the basement about 30 to 40 feet north of the east end of the proposed pedestrian bridge appear to be about 15 to 20 feet below the grade of the sidewalk at the west side of the building. We understand that the proposed pedestrian bridge will be designed such that it will not impose any additional load on the mill building.

The original conceptual design of the bridge indicated that it would have three spans, supported by the tower and two piers. The original conceptual design drawings show the piers to be located in the landscaped areas between the Main Street sidewalks and the backfilled foundation walls (supporting the off-street parking lot) on the west and the mill building on the east. Originally, the tower was to straddle the southeast corner of the backfilled foundation walls that support the off-street parking lot, with part of the tower on the parking lot and part of the tower in the landscaped area between the backfilled foundation walls and the sidewalk west of Main Street. The easternmost span was to be cantilevered so as to not impose load on the mill building. Our subsurface exploration program for the project was based on this conceptual design.

During the ongoing preliminary design process, the conceptual design has evolved. At this time, the pedestrian bridge will have two spans supported by the tower and one pier to be located in the landscaped area between Main Street and the mill building. Due to concerns regarding the condition of the old backfilled foundation walls that support the off-street parking area, the tower footprint has been altered such that it will be located entirely within the landscaped area immediately east of the old backfilled foundation walls (i.e., the tower will no longer straddle the backfilled foundation walls). As with the previous conceptual design, the easternmost span of the bridge will be cantilevered such that no load will be imposed on the mill building.

Based on our review of published geologic information and our recent site observations, we expect that the subsurface conditions consist of old fill underlain by glacial till and shallow bedrock.

SUBSURFACE INVESTIGATION

Boring Program

WGC engaged New Hampshire Boring, Inc. to conduct a two-day test boring program at the site. Four borings were drilled at the locations shown on Figure 2. The site plan used to prepare the boring location plan on Figure 2 was provided in AutoCAD format by D & K. The boring locations were measured by taping from existing site features. Ground surface elevations at the borings were estimated based on elevation contours shown on the site plan. The elevations are referenced to the North American Vertical Datum of 1988 (NAVD88).

The borings were advanced to depths ranging from 4.3 feet (B1) to 20 feet (B3) below the existing ground surface using cased wash boring drilling techniques. B1 encountered a

concrete obstruction and was abandoned at a depth of 4.3 feet below the existing ground surface. The drill rig was moved about 1.1 feet north of B1 to drill B1A in an attempt to avoid the concrete obstruction. However, the concrete obstruction was also encountered in B1A and it was necessary to drill through the concrete using both a roller bit and a core barrel to advance the boring into the underlying bedrock. Split-spoon soil sampling with standard penetration tests (SPTs) was conducted in the borings at intervals of about 2 to 7.5 feet. Sampling intervals were irregular in some portions of the borings due to the presence of obstructions. Bedrock core samples were obtained from B1A, B2, and B3. The logs for the borings are provided in Appendix A.

SUBSURFACE CONDITIONS

The subsurface conditions encountered in the borings are described below, from the ground surface down. Subsurface conditions are known only at the boring locations. Conditions at other locations may differ.

Fill (Unified Soil Classification SW, SM, SP-SM) - Fill was encountered at the ground surface in all of the borings.

The fill layer at B1 and B1A, which were drilled in the southeast corner of the off-street parking lot, is approximately 15 feet thick. The upper approximately 6.6 feet of the fill consists primarily of sand and sand with gravel containing varying amounts of fines (soils passing a No. 200 sieve) and occasional fragments of concrete and brick. SPT N-values of 22 and 27 blows per foot were recorded in the fill soils, indicating that the soil is medium dense. Below these fill soils, concrete was encountered from a depth of 6.6 to 15 feet below the existing ground surface. It is not known whether a concrete wall was encountered, or a block of concrete.

The fill at B2, which was drilled within the proposed tower footprint, is about 6 feet thick (including an approximately 8-inch-thick layer of sod and topsoil). The fill at B2 consists primarily of silty sand with gravel, although a nail was also observed in the fill. Also, several obstructions (boulders or debris) were encountered in the fill, causing the casing to deflect out of plumb. The one split-spoon sample obtained in this fill layer encountered refusal on an obstruction after penetrating about 10 inches.

B3, which was drilled in the area of the proposed pier in the landscaped area between Main Street and the mill building, encountered fill to a depth of about 9 feet below the existing ground surface. The fill in this area might have been placed during construction of Main Street or as backfill for the mill foundation wall. The fill consists primarily of sand and sand with gravel with varying amounts of fines. SPT N-values in the fill ranged from 10 to 20 blows per foot, indicating that the fill is medium dense.

Sand with Silt and Gravel (SP-SM) – This deposit was encountered beneath the fill layer in B3, which was drilled in the area of the proposed pier, but was not encountered in the other borings. The deposit, which consists of sand with silt and

gravel containing boulders, is approximately 4.5 feet thick. The one SPT N-value of 57 blows per foot recorded in the deposit indicates that it is very dense. This soil was probably deposited as glacial till.

Bedrock - Bedrock was encountered beneath the concrete in B1A, beneath the fill in B2, and beneath the sand with silt and gravel deposit in B3. The bedrock surface at the boring locations slopes upward from east to west, ranging from about elevation 28.5 feet at B3 to about elevation 40.5 feet at B1A. Based on our observations of the basement in the mill building, it appears that bedrock at the west side of the mill building (at the east end of the proposed pedestrian bridge) is lower than about elevation 15 feet, but might have been excavated during mill construction.

The bedrock observed in the core samples obtained from B1A, B2, and B3 consists of dark gray and white, fine grained, metamorphosed sedimentary rock (probably phyllite or quartzite). The rock in the core samples is fresh to slightly weathered, with joint spacing ranging from less than 1 inch to about 16 inches. The rock quality designations (RQDs) of the core samples range from about 48% to 83%. Note, however, that a roller bit was used to advance about 1.5 to 2.5 feet into the bedrock before the core samples from B2 and B3 were obtained. The upper portions of the bedrock at B2 and B3 might be more fractured or weathered than observed in the core samples.

Groundwater – Groundwater observation wells were not installed in the borings for the measurement of stabilized groundwater levels. Moreover, the borings were drilled using cased wash boring drilling techniques, in which water is introduced into the boreholes to flush drill cuttings. Therefore, estimation of groundwater levels based on sample moisture conditions would not be reliable.

In order to obtain a rough estimate of the groundwater level, we measured the water level in the borehole casing in B3 after completion of drilling. The water level in the casing over a period of about 1.1 hours after removal of the drilling rods dropped from about 8.9 feet to about 12.6 feet below the existing ground surface. After 1.1 hours, the water level was still dropping, but slowly and at a decreasing rate. Based on these water level measurements, as well as the soil and bedrock conditions, we expect that groundwater is typically within about 1 to 3 feet of the bedrock surface at B3.

Our groundwater level evaluation is approximate and represents the conditions at the time the borings were drilled. It should be noted that groundwater levels typically fluctuate with seasonal variations in precipitation and infiltration conditions, and may differ at other times of the year.

BRIDGE FOUNDATION DESIGN AND CONSTRUCTION RECOMMENDATIONS

Introduction

Our recommendations for geotechnical aspects of the design of the new bridge and tower are based on Load and Resistance Factor Design (LRFD) methodology. These recommendations were developed in general accordance with the AASHTO LRFD Bridge Design Specifications, Interim 2010 (AASHTO Specifications). Note that this report was prepared during the preliminary design phase of the project, and information concerning loads and other design details were not yet available. Therefore, several assumptions had to be made in the development of our recommendations. We recommend that WGC be retained during final design to check that our assumptions were reasonable.

Tower Foundations

The proposed stair and elevator tower will be located in the landscaped area immediately east of the old backfilled foundation walls that support the off-street parking lot. The site plan used to prepare Figure 2 shows the tower structure in contact with the old foundation wall. However, we recommend that the tower be separated from the old foundation wall by at least several inches so that the tower will not be impacted by potential movement of the old foundation wall as it continues to age. If the tower were to be in contact with the old foundation wall, movement of the old foundation wall could transfer earth pressure to the tower.

The tower structure should be supported on cast-in-place concrete footings bearing directly on sound bedrock. Bedrock was encountered in B2, which was drilled within the footprint of the tower, at a depth of about 6 feet below the ground surface, corresponding to about elevation 38 feet. The bedrock surface appears to slope upward from east to west.

The footings should be cast directly on sound bedrock (weathered and fractured bedrock should be removed). If the footings are cast on sound bedrock, frost and scour protection would not be a major concern. However, the footings should be embedded at least 2 feet below finished grade.

Based on the bedrock surface elevation observed in B2, we expect a relatively small amount of bedrock excavation will be required to prepare the footing subgrade. However, the bedrock surface elevation could vary considerably across the footprint of the tower foundations. All overburden and weathered or fractured bedrock must be excavated from the all footing bearing areas to provide uniform bearing on sound bedrock and avoid differential settlement and cracking. If the average slope of the bedrock surface is 5° or more, it might be necessary to either overexcavate the bedrock surface to flatten the slope, or dowel the footing to bedrock to increase sliding resistance. The maximum allowable slope for the bedrock bearing surface should be evaluated by overturning and sliding stability analyses.

The tower footings should be designed for a nominal strength limit state bearing resistance of 60 kips per square foot (ksf) and a nominal service limit state bearing resistance of 20 ksf. A

resistance factor (ϕ) of 0.45 should be applied to the nominal strength limit state bearing resistance.

Resistance to sliding should be based only on friction along the bottoms of the footings. For concrete footings cast directly on sound bedrock, the nominal sliding resistance for the strength limit state condition should be calculated as follows:

$$Q_T = 0.90P_V$$

where: Q_T = ultimate sliding resistance
 P_V = vertical load on the footing

A resistance factor (ϕ) of 0.8 should be applied for cast-in-place concrete footings.

The ground floor concrete slab-on-grade for the tower structure should be underlain by a minimum 12-inch-thick layer of compacted structural fill.

Bridge Pier Foundations

The bridge pier should be supported on a spread footing bearing either on the sand with silt and gravel deposit or on sound bedrock. The sand with silt and gravel was encountered at a depth of about 9 feet below the existing ground surface in B3. The bedrock surface was encountered at a depth of 13.5 feet below the existing ground surface in B3. If the footing will bear on bedrock, it should be designed as recommended above for the tower foundations. Recommendations for design of the footing bearing on the sand with silt and gravel deposit are provided below.

If the footing is to bear on the sand with silt and gravel deposit, the footing must be sized and located such that it will not impose significant lateral surcharge pressure on the existing foundation wall for the mill building. We recommend that the footing be located outside a 1:1 plane sloping upward from the intersection of the basement floor elevation with the outside face of the foundation wall. Assuming the basement floor is at elevation 15 feet (not measured – based on visual estimate), and the bottom of the footing is at elevation 33 feet, the east edge of the footing should be located at least 18 feet from the face of the mill foundation wall.

The footing bearing on the sand with silt and gravel deposit should be underlain by a minimum 12-inch-thick layer of compacted structural fill. The structural fill should be placed on undisturbed sand with silt and gravel. The bottom of the footing will be at least 9 feet below the finished grade and will have adequate frost protection.

Bearing capacity and settlement analyses were conducted to determine nominal bearing resistance for the strength and service limit states as a function of the effective footing width (B'_f). The effective footing width is the portion of an eccentrically loaded footing over which an equivalent uniform pressure is applied for the purpose of analysis. The effective footing width is defined as follows:

$$B'_f = B_f - 2e$$

where: B_f = actual footing width
 e = eccentricity

Eccentricity (e) is the distance from the center of the footing to the resultant vertical force, as determined by overturning stability analysis. The AASHTO Specifications indicate that eccentricity should be no greater than $B_f/4$. If this condition is satisfied, the effective footing width will be at least 1/2 of the actual footing width.

We recommend that the footings be designed based on the following bearing pressures:

- The nominal bearing resistance for the strength and extreme limit state conditions should be the ultimate bearing capacity calculated as follows:

$$q_{ult} = 24 + 1.2B'_f$$

where: q_{ult} = ultimate bearing capacity, kips per square foot (ksf)
 B'_f = effective footing width, feet

Since the strength of the soil subgrade was estimated based on SPT data, a resistance factor (ϕ) of 0.45 should be applied.

- A nominal bearing resistance of 10 ksf should be used for the service limit state condition. This is based on settlement analyses conducted assuming that the effective footing width (B'_f) would fall within the range of 5 to 7 feet. Settlements for footings with effective footing widths ranging from 5 to 7 feet and designed for a bearing pressure of 10 ksf are expected to be less than 1/2 inch.

Resistance to sliding should be based on friction along the bottoms of the footings. For concrete footings cast on a minimum 12-inch-thick layer of compacted structural fill, the nominal sliding resistance for the strength limit state condition should be calculated as follows:

$$Q_T = 0.78P_V$$

where: Q_T = ultimate sliding resistance
 P_V = vertical load on the footing

A resistance factor (ϕ) of 0.8 should be applied for cast-in-place concrete footings.

Some resistance to sliding might also be provided by passive earth pressure acting on the footings. However, passive earth pressure requires significantly more movement to fully mobilize than does friction at the bottoms of the footings and in most circumstances should be neglected. Passive earth pressure is discussed in the subsequent section of this report.

Earth Pressure

The tower foundations will bear on bedrock and will not be free to rotate a sufficient amount to mobilize passive earth pressure. Therefore, passive earth pressure should not be used to resist sliding and overturning of the tower structure.

The pier foundation, assuming it will be supported on the sand with silt and gravel deposit, will be free to rotate a sufficient amount to mobilize active and passive earth pressures. However, the rotation needed to fully mobilize passive pressure (about 2 inches of displacement at the ground surface for an embedment of 9 feet) would be considered intolerable. Also, passive pressure within the upper 5 feet of the ground surface must be neglected due to disturbance caused by frost effects. Therefore, we recommend that passive pressure be neglected in overturning and sliding analyses. If a small portion of the passive pressure must be considered to provide an economical design, we should be retained to assist the structural engineer in determining the amount of passive pressure that could be mobilized with tolerable movement of the pier.

Seismic Parameters

Based on the results of the borings, the site is in Site Class C and Seismic Zone 1, per the AASHTO Specifications. Seismic acceleration coefficients, modified by site factors per the AASHTO Specifications, are as follows:

$$A_s = 0.122$$

$$S_{DS} = 0.232$$

$$S_{D1} = 0.076$$

Excavation Support and Temporary Dewatering

Construction of the new bridge pier footing will require excavation to about 10 feet below the existing ground surface if it is to bear on the sand with silt and gravel subgrade, and to about 14 feet below the existing ground surface if it is to bear on bedrock. Due to the close proximity of the pier to Main Street and underground utilities, we expect that the excavation will require an earth support system, such as internally braced sheet piles or soldier piles and lagging. Some pre-excavation might be necessary to clear boulders or other obstructions that could interfere with driving sheet piles or soldier piles.

Construction of the new tower foundations are expected to require excavation to depths of up to about 6 or 7 feet below the existing ground surface. Some bedrock excavation should be anticipated to remove fractured or weathered bedrock from the bearing subgrade, and/or to flatten the slope of the bedrock surface.

Excavation adjacent to the old backfilled foundation walls that support the off-street parking lot must be done carefully to avoid undermining or destabilizing the old foundation walls. Based on the depth to bedrock observed in B1A and B2, the old foundation walls might be founded on bedrock. However, the bearing conditions for the old foundation walls are not known. We recommend that excavation along the toe of the adjacent old foundation wall be

done carefully to expose the bottom of the footing and to determine if it bears on sound bedrock, or on soil or poor bedrock (fractured or weathered) before proceeding with general excavation. If the old foundation wall footing bears on sound bedrock, the bottom of the adjacent tower footing should match the elevation of the bottom of the old foundation wall. If the old foundation wall bears on soil or poor quality bedrock, it will be necessary to evaluate means of protecting the bearing subgrade during excavation for the tower foundations, such as sloping the excavation, temporary earth support, or underpinning the old foundation wall. Note that excavation for the tower foundations will also remove some support from the toe of the old foundation wall. It might be necessary to excavate and cast and backfill the tower foundations in short sections to avoid destabilizing the wall.

The north, south, and east sides of the excavation for the tower foundations could be open cut with side slopes no steeper than 1.5H:1V. However, an earth support system may be desirable to limit excavation quantities and to reduce damage to the sidewalk and nearby buried utilities.

We expect that temporary dewatering can be accomplished by pumping from sumps and trenches. The contract specifications should require the contractor to lower the piezometric water level in the soil below the pier footing to at least 2 feet below the excavation subgrade. Water that is intercepted by the dewatering system should be discharged in accordance with local, state, and federal requirements.

Earth support systems should be designed by a professional engineer licensed in New Hampshire and experienced with this type of work. All excavations should comply with OSHA regulations. Open cut excavations must be properly dewatered and have side slopes no steeper than 1.5H:1V.

Preparation and Maintenance of Footing Subgrades

Excavation of the final 2 feet above the soil subgrades for the new pier footing should be performed using a smooth edged bucket. All loose, soft or disturbed soils, and boulders protruding more than 6 inches above the subgrade should be removed from the subgrade. Proof rolling of the footing subgrades with a vibratory compactor should be performed unless it causes "pumping" and disturbance of the subgrade. The period of time that the footing subgrade is left exposed should be minimized to reduce the risk of subgrade softening and disturbance. If overexcavation of the subgrade is necessary to remove disturbed soils or boulders, the overexcavation should be backfilled with compacted structural fill.

Limited bedrock excavation should be anticipated for the new tower foundations. We expect that mechanical rock removal methods (such as an excavator-mounted jack hammer) will be used. We do not expect that blasting would be necessary. Care must be taken to limit overbreak or shattering of the bedrock below the planned subgrade elevation, or below the adjacent old foundation wall. All loose soil and fractured or weathered rock that can be dislodged using an excavator bucket should be removed from bedrock subgrades prior to casting footings.

Excavation subgrades should be free of standing water, frost, and loose soil before placement of foundations or fill.

Backfill and Compaction

All fill placed behind the tower foundation walls and the pier foundations should consist of Granular Backfill (Bridge), item 209.201 of the NHDOT Specifications.

Structural fill placed beneath the pier footing and the concrete slab-on-grade for the ground floor of the tower should meet the requirements for Crushed Gravel for Structural Fill, item 508 of the NHDOT Specifications. The fill should be placed and compacted in maximum 8-inch-thick loose lifts. Clean Stone Fill for Structural Fill, per item 508 of the NHDOT Specifications, may be used beneath footings in lieu of the Crushed Gravel for Structural Fill. If Clean Stone Fill for Structural Fill is used, it should be completely separated from the subgrade and other backfill soils by a nonwoven, needle-punched medium strength geotextile, item 593.121 of the NHDOT Specifications.

All backfill should be placed in maximum 6-inch-thick loose lifts and be compacted to at least 98% of maximum dry density as determined in accordance with AASHTO T 99 using a vibratory plate compactor.

Heavy compaction equipment (such as vibratory rollers) should not be operated within a distance from the back of a wall equal to the wall height. Fill placement and compaction should be performed simultaneously on both sides of structures to avoid excessive differential earth pressures.

Freezing Conditions

During freezing conditions, additional care must be exercised during construction to prevent disturbance of the soil subgrades and to achieve the required degree of fill compaction. The subgrades and each lift of backfill must be compacted before the water in the subgrade or backfill can freeze.

Frozen material should not be placed as backfill, nor should backfill, foundations, pavements, or slabs be placed on frozen soil. If, during construction, the top layer of soil becomes frozen, the frozen soil should be removed before backfill, foundations, pavements, or slabs are placed on it.

When the air temperature is below 25° F the contractor should not be allowed to place fill or expose final subgrades unless special procedures, approved by the geotechnical engineer, are used to prevent freezing. If footings are built and left exposed during the winter season, precautions should be implemented to prevent damage due to frost heave.

LIMITATIONS

Our recommendations are based on the project information provided to us at the time of this report and may require modification if there are any changes in the nature, design, or location of the proposed structure. We cannot accept responsibility for designs based on our recommendations unless we are engaged to review the final plans and specifications to determine whether any changes in the project affect the validity of our recommendations and whether our recommendations have been properly implemented in the design.

The recommendations in this report are based in part on the data obtained from the borings. The nature and extent of variations in subsurface conditions may not become evident until construction. If variations from the anticipated conditions are encountered, it may be necessary to revise the recommendations in this report. Therefore, we recommend that WGC be engaged to make site visits during construction to:

1. Check that the subsurface conditions exposed during construction are in general conformance with our design assumptions.
2. Ascertain that, in general, the work is being performed in compliance with the contract documents and our recommendations.

Our professional services for this project have been performed in accordance with generally accepted engineering practices; no warranty, express or implied, is made.

We appreciate the opportunity to work with you on this project. Please call if you have any questions.

Sincerely,

Ward Geotechnical Consulting, PLLC

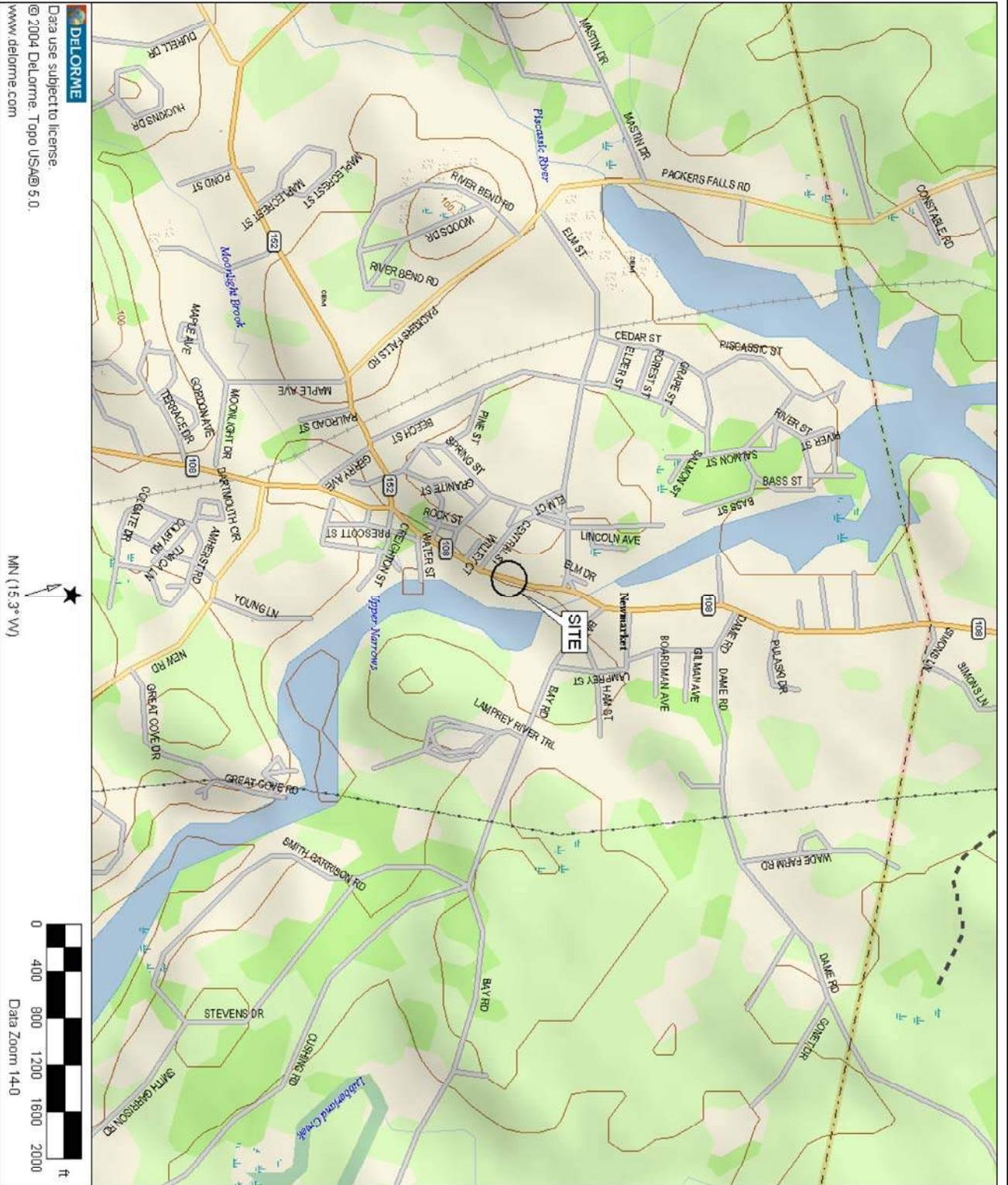


Craig F. Ward, P.E.
Principal

Figures 1 & 2
Appendix A

CFW





DuBois & King, Inc.
 Bedford, New Hampshire



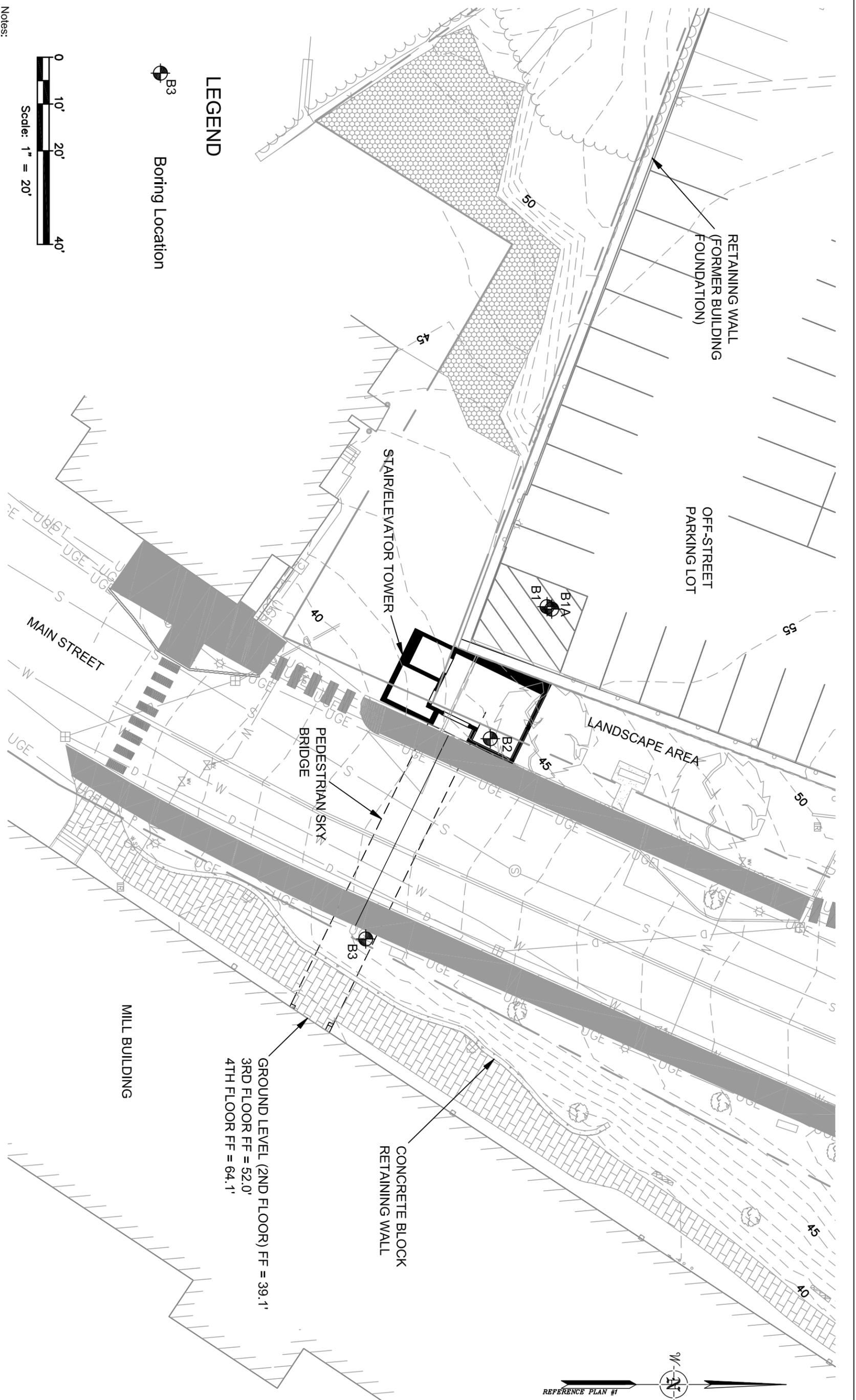
FOUNDATION INVESTIGATION
 PEDESTRIAN SKY BRIDGE
 NEWMARKET, NEW HAMPSHIRE

WGIC Project 12450

SITE LOCATION MAP

May 2013

Figure 1



DuBois & King, Inc. Bedford, New Hampshire	FOUNDATION INVESTIGATION PEDESTRIAN SKY BRIDGE NEWMARKET, NEW HAMPSHIRE	BORING LOCATION PLAN
	WGC Project 12450	May 2013 Figure 2

Appendix A – Boring Logs



Project: Pedestrian Sky Bridge
 Location: Newmarket, New Hampshire
 Client: DuBois & King, Inc.
 Project No.: 12450

Boring Log
B1

Contractor: NewHampshire Boring, Inc.
 Logged By: Craig Ward
 Drilling Dates: 7/25/2012
 Drill Rig: Acker Truck

Groundwater Depth: not measured
 Date:

Page 1 of 1

GS Elevation: 55.5 feet +/-
 Datum: NAVD88
 Boring Location: Southeast corner of parking lot west of Main St.

DEPTH FT.	SAMPLE				REMARKS	GRAPHIC LOG	SOIL AND ROCK DESCRIPTIONS
	TYPE & NO.	BLOWS per 6 IN.	PEN. IN.	REC. IN.			
1.2	S1	50-16	24	13	4" Case & Wash	4" Asphalt Pavement	Fill
3.2		11-8			Spoon deflected by obstruction.		
4.3	S2	50/3"	3	3	Drove casing to 4' and removed. Spoon deflected by obstruction. Appears to be concrete along south side of borehole.	5" - 9": Concrete 9" - 13": Silty Sand (SM) - fine to medium (some coarse) sand, 10%-20% nonplastic fines, occasional subangular gravel to 1/2", moist, brown. S2: Sand with Gravel (SW) - fine to coarse sand, 0-10% fines, 25%-35% subangular gravel to 3/4", moist, brown. 2" rock fragment and concrete in tip of spoon.	4.3'
Bottom of Boring at 4.3'							
Abandoned boring at 4.3' due to concrete obstruction. Moved rig 1.1' north to drill B1A.							

Notes:

Abbreviations:

PEN - Penetration length of sampler or core barrel
 REC - Recovery length of sample
 S - Split Spoon Sample
 C - Rock Core Sample
 U - Undisturbed Tube Sample



Ward Geotechnical
Consulting, PLLC

Project: Pedestrian Sky Bridge
Location: Newmarket, New Hampshire
Client: DuBois & King, Inc.
Project No.: 12450

Boring Log
B1A

Contractor: NewHampshire Boring, Inc.
Logged By: Craig Ward
Drilling Dates: 7/25/2012
Drill Rig: Acker Truck

Groundwater Depth: not measured
Date:

Page 1 of 1

GS Elevation: 55.5 feet +/-
Datum: NAVD88
Boring Location: Southeast corner of parking lot west of Main St.

DEPTH FT.	SAMPLE				REMARKS	GRAPHIC LOG	SOIL AND ROCK DESCRIPTIONS	
	TYPE & NO.	BLOWS per 6 IN.	PEN. IN.	REC. IN.				
4.7					4" Case & Wash			
5					Drove casing to 4'. Casing deflected by obstructions.		See log for B1 (1.1' south of B1A) for soil conditions to ~4'.	Fill
6.7	S1	28-16 6-50	24	10	Casing driving hard at 6.6'. Casing refusal at 7.2'. Rolled ahead within obstruction to 10'. Drove casing to 9.5' & rolled ahead in obstruction to 11.9'. Concrete & black sand cuttings in wash. Attempted S2 at 11.9'. Cored C1.		S1: upper 8": Sand with Silt & Gravel (SP-SM) - fine to medium (some coarse) sand, 5%-15% nonplastic fines, 20%-30% subangular gravel & rock fragments to 1", brick fragment, brown. lower 2": Concrete	~6.6'
11.9	S2	100/1"	1	0			S2: No Recovery	Concrete
15	C1		60	50	Left bottom of core sample in borehole. Core rates of 3.3 to 3.5 minutes per foot.		C1: upper 36": Concrete	~15'
17.0	C2		35	39	Retrieved lower portion of C1, but left bottom of C2 in borehole. C2 jammed at 19.9'. Core rates of 2.6 to 7.3 minutes per foot.		C1: lower 14": Bedrock - meta-sedimentary rock, dark gray and white, one joint at mid sample with sandy gouge dipping about 20°, fresh to slightly weathered. C2: Bedrock - meta-sedimentary rock, dark gray and white, joints dipping 0-10° and ~60° at spacings ranging from 1" to 8.5", some joints with sandy gouge, fresh to slightly weathered.	Bedrock
19.9							RQD = 48% (bedrock in C1 and C2)	
							Bottom of Boring at 19.9'	

Notes:

Abbreviations:

PEN - Penetration length of sampler or core barrel
REC - Recovery length of sample

S - Split Spoon Sample
C - Rock Core Sample

U - Undisturbed Tube Sample



Project: Pedestrian Sky Bridge
 Location: Newmarket, New Hampshire
 Client: DuBois & King, Inc.
 Project No.: 12450

Boring Log
B2

Contractor: NewHampshire Boring, Inc.
 Logged By: Craig Ward
 Drilling Dates: 7/25/2012
 Drill Rig: Acker Truck

Groundwater Depth: not measured
 Date:
 GS Elevation: 44 feet +/-
 Datum: NAVD88

Boring Location:
 Landscaped area west of Main Street

Page 1 of 1

DEPTH FT.	SAMPLE				REMARKS	GRAPHIC LOG	SOIL AND ROCK DESCRIPTIONS
	TYPE & NO.	BLOWS per 6 IN.	PEN. IN.	REC. IN.			
1.8	S1	23 50/4"	10	~1	4" Case & Wash Hand excavated to 1' to clear sprinkler system.		~8" Sod and Topsoil S1: poor recovery - pushed obstruction: Silty Sand with Gravel (SM) - fine to coarse sand, 10%-20% nonplastic fines, 10%-20% subangular gravel to 3/8", moist, brown. ~6" C2: Bedrock - meta-sedimentary rock, dark gray and white, joints dipping 0-10°, 30°-45°, and ~60° at spacings ranging from 3" to 12", most joints rough and fresh, three joints slightly weathered with sandy gouge. RQD = 83%
5					Drove casing to refusal at 4'. Casing deflected on obstructions. Pulled casing - soil plugged in casing consisted of silty sand with gravel (and a nail). Rollover to 5.5' with 6" bit & drove 4" casing to refusal at 6.1'. Rollover ahead within obstruction with 4" bit to 8.5'. Cored C1.		
8.5	C1		60	59	Core rates of 4.5 to 5.7 minutes per foot.		
10							
13.5							Bottom of Boring at 13.5'
15							
20							

Notes:

Abbreviations:

PEN - Penetration length of sampler or core barrel
 REC - Recovery length of sample

S - Split Spoon Sample
 C - Rock Core Sample

U - Undisturbed Tube Sample



Project: Pedestrian Sky Bridge
 Location: Newmarket, New Hampshire
 Client: DuBois & King, Inc.
 Project No.: 12450

Boring Log
B3

Contractor: NewHampshire Boring, Inc.
 Logged By: Craig Ward
 Drilling Dates: 7/26/2012
 Drill Rig: Acker Truck

Groundwater Depth: 12.6' below ground surface (1.1 hours after drilling)
 Date:

Page 1 of 1

GS Elevation: 42 feet +/-
 Datum: NAVD88
 Boring Location: Landscaped area east of Main Street

DEPTH FT.	SAMPLE				REMARKS	GRAPHIC LOG	SOIL AND ROCK DESCRIPTIONS	
	TYPE & NO.	BLOWS per 6 IN.	PEN. IN.	REC. IN.				
					4" Case & Wash Hand excavated to 1' to clear sprinkler system.	~1" Sod and Topsoil S1: upper 1": Sand with Gravel (SW) - fine to coarse sand, 15%-25% subangular gravel to 1/2", light brown. lower 11": Silty Sand with Gravel (SM) - fine to medium (some coarse) sand, 15%-25% nonplastic fines, 15%-25% angular gravel to 1/2", olive-brown. S2: Silty Sand with Gravel (SM) - similar to lower 11" of S1, but with brick fragments. S3: poor recovery: Sand (SW) - fine to coarse sand, <10% fines, rock fragment in tip of spoon.	Fill	
	S1	6-7 13-9	24	12	Drove 3 continuous from 1' to 7' before driving casing.			
5	S2	10-7 7-7	24	12	Pushed casing with head to 6', then drove to 9' with little resistance.			
	S3	5-6 4-6	24	3				
10	S4	38-27 30-30	24	17	Casing driving hard below 9'. Casing refusal at 12'. Rolled ahead and broke thru boulder at 12.5'. Drove casing to refusal at 13.5'. Rolled into bedrock from 13.5' to 15'.	S1: Sand with Silt & Gravel (SW-SM) - fine to coarse sand, 5%-15% nonplastic fines, 25%-35% subangular gravel to 1" (some weathered), light brown-olive. (possible glacial till)	Sand with Silt & Gravel	
15	C1		60	51	Core rates of 4.2 to 5.5 minutes per foot. Left bottom ~6" of C1 in borehole.	C1: Bedrock - dark gray & white meta-sedimentary rock with granitic intrusion from 18.3' to 19', joints dipping 0-10°, and ~75° at spacings ranging from <1" to 16", some joints rough and fresh, some joints slightly weathered with sandy gouge, RQD = 51%	Bedrock	
20							Bottom of Boring at 20'	

Notes: Water levels measured in borehole casing after coring dropped from 8.9' to 12.6' below ground surface in a period of about 1.1 hours. Water level was still dropping slowly. This reflects water level within bedrock. Perched groundwater level over bedrock not measured.

Abbreviations:

PEN - Penetration length of sampler or core barrel
 REC - Recovery length of sample
 S - Split Spoon Sample
 U - Undisturbed Tube Sample
 C - Rock Core Sample

Appendix F

Draft copy of the Definitive Agreement for Construction of Pedestrian Bridge
Over NH Route 108 and Temporary Construction and Pedestrian Easement

**DEFINITIVE AGREEMENT
FOR CONSTRUCTION OF PEDESTRIAN BRIDGE
OVER NH ROUTE 108 TOWN OF NEWMARKET**

**__ and __ Main Street, Newmarket, NH
Tax Map U2- ____ and U2-__**

This Definitive Easement for Easement and Construction (the “Agreement”) is entered by and between Newmarket Mills, LLC (the “Owner”), a New Hampshire limited liability company, with an address of 8 Newmarket Road, Durham, NH 03824 and the Town of Newmarket (the “Town”), a New Hampshire body, corporate and politic, with offices at 186 Main Street, Town of Newmarket, County of Strafford, and State of New Hampshire 03857, and its assigns.

RECITALS

A. The Owner owns certain real property located in Rockingham Country identified on the Town of Newmarket Tax Maps as Tax Map U2-__ and U2-____ located on Main Street, Newmarket, Rockingham Country, New Hampshire (the “Property”).

B. The Town has obtained a grant from the Department of Transportation of the State of New Hampshire (“DOT”) to construct a certain improvements over NH Route 108 (the “Pedestrian Bridge”) in the Town of Newmarket under the Transportation Enhancement Program created by the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”) pursuant to Transportation Enhancement Program Local Project Agreement For Town of Newmarket Project #16048 (the “TEP”).

C. The Owner has agreed to grant Town a Temporary Construction Easement to construct the Pedestrian Bridge and a Pedestrian Access Easement to the Pedestrian Bridge for the benefit of the public over portions of Grantor’s Property in the form of the Easement Agreement attached and incorporated as Exhibit A.

D. The Owner and the Town will derive mutual benefit by executing this Agreement to that each may commence the planning and execution of the transactions contemplated herein.

NOW, THEREFORE, for value received the Owner and the Town covenant and agree as follows:

1. The Easements

1.1 Easement Boundary Description. The Temporary Construction Easement and Pedestrian Access Easement (hereinafter collectively referred to as the "Easements") shall be defined as found in the Easement Agreement.

1.2 Allowable Uses. The allowable uses of the Easements shall be defined as found in the Easement Agreement. [The intent of allowable uses is to provide for a pedestrian access walk that does not interfere with the quiet enjoyment of surrounding property and the reserved rights of the Owner.]

2. Easement Agreement

2.1 Easement Grant. The parties agree to the language of the Easement Agreement attached and incorporated herein as Exhibit A and agree to contemporaneously with the execution of this Agreement, execute the Easement Agreement and record the Easement Agreement at the Rockingham County Registry of Deeds.

3. Pedestrian Bridge Design and Construction

3.1 The Pedestrian Bridge. The grant of the Easement is for the construction of the Pedestrian Bridge and pedestrian access by the public to the Pedestrian Bridge to connect [the parking lots on the west side of Main Street to the Mill Buildings] upon certain terms and conditions as defined in the Easement Agreement.

3.2 Pedestrian Bridge Design. The Town shall provide final construction and architectural design documents (the "Design Documents") for the development and construction of the Pedestrian Bridge similar in detail and quality to the preliminary drawings approved by the DOT upon the award of the TEP. The Design Documents will be subject to the review and approval of the Owner, which shall not be unreasonably withheld or delayed.

3.3 Amendment and Modification. Any amendments to the approved Design Documents shall require the Owner's approval, which shall not be unreasonably withheld or delayed.

3.4 Construction of Pedestrian Bridge. The Town shall construct the Pedestrian Bridge in accordance with the approved Design Documents in a good and workmanlike manner and in compliance with the applicable statutes, ordinances, rules and regulations of all governing public authorities as those statutes, ordinances, rules and regulations are amended from time to time.

3.5 Completion. The Town shall achieve "substantial completion" of the Pedestrian Bridge within six (6) months of the date of the grant of the Easement Agreement (the "Pedestrian Bridge Completion Date"). "Substantial Completion" shall mean the completion of all "Work" (as those terms are defined in the then current AIA Contract for Construction) in accordance with the approved design documents and issuance of a permit for use or occupancy. In the event the construction of the Pedestrian Bridge is not completed on or before the Pedestrian Bridge Completion Date, then the Easement Agreement shall be extinguished and rescinded and no

longer in effect, and all rights of access and entry with respect to the Easements shall revert to the Owner. The Pedestrian Bridge Completion Date may be extended upon mutual agreement in writing between the Town and the Owner.

3.6 Fees and Permits. The Town shall be solely responsible for paying the fees and obtaining the necessary permits for the construction of the Pedestrian Bridge in accordance with the approved Design Documents. The Town shall be responsible for securing any state or federal agency granting funds or permits for the project having jurisdiction in the matter.

3.7 Cost/Lien Free Construction. Town shall bear and promptly pay without the imposition of any lien or charge on or against all or any portion of the Owner's Property all costs and expenses of construction of the Pedestrian Bridge, including but not limited to the installation of the elevator.

3.8 Notice. The Owner shall be reasonably responsible for notifying the Tenants/Occupants of the Property that access to the Temporary Construction Easement Area is prohibited during the construction including those areas that are necessary to maintain a secure and safe construction site and to insure compliance with all OSHA requirements. The Town shall stage all construction materials, when not in use, [in _____].

3.9 Bill of Sale. Once construction is complete the Grantee shall obtain engineer's certificate that the Pedestrian Bridge has been constructed in compliance with the approved design documents and is safe and shall convey all right title and interest to the Grantor via a Bill of Sale.

4. Owner's Contribution

4.1 Amount. The Owner has agreed to contribute _____ of to the cost of the Pedestrian Bridge. The Owner's contribution is contingent upon the Town receiving all the necessary approvals to construct the Pedestrian Bridge.

4.2 Timing. The Owner shall pay the Owner's contribution within thirty days of the receipt of all necessary permits.

5. Maintenance and Repair of Pedestrian Bridge

5.1 Once constructed, the Owner, at the Owner's sole cost and expense, shall maintain and repair the Pedestrian Bridge and associated improvements.

5.2 The Owner shall keep the Pedestrian Bridge in clean and safe condition and remove all trash, snow and ice from the Pedestrian Bridge.

6. Insurance

6.1 The Town shall procure and maintain insurance throughout the existence of the Easements a policy or policies of insurance, at its sole cost and expense, insuring both

Grantor and Grantee against all claims, demands or actions arising out of or in connection with the use of the Easements, the limits of such policy or policies to be in an amount not less than \$2,000,000 in respect of injuries to or death of any one person, and in an amount not less than \$2,000,000 in respect of any one accident or disaster, [and in an amount not less than \$500,000 in respect of property damaged or destroyed], and to be written by insurance companies reasonably satisfactory to the Owner. The Town shall obtain a written obligation on the part of each insurance company to notify the Owner at least twenty (20) days prior to cancellation or material modification of such insurance. Such insurance shall name the Owner as an additional named insured, provide for coverage on an "occurrence" basis and otherwise be in form reasonably satisfactory to the Owner. Such policies or duly executed certificates of insurance shall be promptly delivered to the Owner and renewals thereof as required shall be delivered to the Owner at least twenty (20) days prior to the expiration of the respective policy terms.

6.2 The Town hereby agrees to indemnify and hold the Owner harmless from any liabilities, damages, losses, expenses or claims (including any court costs and attorney's fees) arising out of the use of the Temporary Construction Easement or Pedestrian Access Easement (collectively, the "Easements") by the public, or any of its agents, employees, contractors, or licensees of the Town in or about the Easements, except for causes arising out of the negligence of the Owner or any of its agents, employees, contractors or licensees. The provisions of this Section shall survive the termination of this Easement Agreement with respect to any claims or liability accruing or occurring prior to such termination.

6.3 [The Owner shall procure and maintain property insurance insuring the Pedestrian Bridge in the amount reasonably determined by the Owner to be appropriate.]

6.4 All insurance required to be maintained by a party hereunder shall contain a waiver of subrogation.

7. Survey

7.1 The Town shall pay for the preparation of the legal descriptions and a survey of the Easement Areas (the "Survey") by a land surveyor registered or certified in the State of New Hampshire and in form recordable in the Registry of Deeds. Upon the Owner's request, Grantee shall provide Grantor with as-built drawings and a survey showing the location of the Pedestrian Bridge and all associated improvements.

8. General Provisions

8.1 Assignment. This Agreement may not be assigned without the approval of either party.

8.2 Notices. Any notice permitted or required by this Agreement shall be deemed received, if delivered, when actually received, or, if mailed, on the third day after mailing by registered or certified mail, postage prepaid, to the party's address set forth below their respective signatures to this Agreement, or to such other address designated in writing to the other parties.

8.3 Attorney's Fees. In the event of any dispute between the parties regarding the enforcement or effect of this Agreement, including one subject to arbitration, the non-prevailing party in any such dispute shall pay the prevailing party's reasonable attorney's fees and costs incurred. In the event of arbitration, the fees of the arbitrator and the cost of the arbitration shall be paid by the non-prevailing party. In the event that neither party wholly prevails, the court or arbitrator, as applicable, may apportion the costs or fees as the court or arbitrator deems appropriate.

8.4 Further Cooperation. Each of the signatures to this Easement Agreement agree to execute such other documents and to perform such other acts as may be reasonably necessary or desirable to further the expressed and intent purpose of this Easement Agreement.

8.5 Exhibits. The following Exhibits are attached and incorporated by reference:

Exhibit A – Easement Agreement

8.6 Amendment. This Agreement may only be amended by a written agreement signed by both parties.

IN WITNESS of this, the undersigned have executed this Easement Agreement as of this _____ day of _____, 2011.

NEWMARKET MILLS, LLC

By: _____
Eric J. Chinburg, Managing Member

TOWN OF NEWMARKET

By: _____

STATE OF NEW HAMPSHIRE
COUNTY OF STRAFORD

_____, 2011

Personally appeared, Eric J, Chinburg, managing member of Newmarket Mills, LLC, known to me, or satisfactorily proven to be the person whose name is subscribed to the foregoing and acknowledged that he executed the same for the purposes therein contained.

Before me,

Justice of the Peace/Notary Public
My Commission Expires:

STATE OF NEW HAMPSHIRE
COUNTY OF ROCKINGHAM

_____, 2011

Personally appeared, _____, Town Manager of the Town of Newmarket, known to me, or satisfactorily proven to be the person whose name is subscribed to the foregoing and acknowledged that he executed the same for the purposes therein contained.

Before me,

Justice of the Peace/Notary Public
My Commission Expires:

TEMPORARY CONSTRUCTION AND PEDESTRIAN ACCESS EASEMENT

This Temporary Construction and Pedestrian Access Easement (the “Easement Agreement”) is entered by and between Newmarket Mills, LLC (“Grantor”), a New Hampshire limited liability company, with an address of 8 Newmarket Road, Durham, NH 03824 and the Town of Newmarket (“Grantee”), a New Hampshire body, corporate and politic, with offices at 186 Main Street, Town of Newmarket, County of Strafford, and State of New Hampshire 03857, and its assigns.

RECITALS

- A. Grantor owns of record certain real property located in Rockingham County identified on the Town of Newmarket Tax Maps as Tax Map U2-__ and U2-____ located on Main Street, Newmarket, Rockingham County, New Hampshire, as more specifically described on the attached and incorporated Exhibit A (“Grantor’s Property”).
- B. Town has obtained a grant from the Department of Transportation of the State of New Hampshire (“DOT”) to construct a certain improvements over NH Route 108 (the “Pedestrian Bridge”) in the Town of Newmarket under the Transportation Enhancement Program created by the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”) pursuant to Transportation Enhancement Program Local Project Agreement For Town of Newmarket Project #16048 the (“TEP”).
- C. Grantor has agreed to grant Grantee a temporary construction easement to construct the Pedestrian Bridge over a portion of Grantor’s Property as more particularly described below.
- D. Grantor has agreed to grant Grantee a pedestrian access easement to the Pedestrian Bridge for the benefit of the public over a portion of Grantor’s Property as more particularly described below.

NOW, THEREFORE, for value received Grantor and Grantee covenant and agree as follows:

1. Grant of Easements

1.1 Temporary Construction Easement. Grantor hereby grants to Grantee, its successors and assigns, a temporary, non-exclusive easement (the "Temporary Construction Easement") over, under, in, along and across and upon a portion of Grantor's Property described on the attached and incorporated Exhibit B (the "Temporary Easement Area") for the use in the construction of the Pedestrian Bridge and other construction purposes reasonably related to the construction of the Pedestrian Bridge.

1.2 Pedestrian Access Easement. Grantor hereby grants to Grantee, its successors and assigns, a non-exclusive pedestrian access easement (the "Pedestrian Access Easement") over, under, in along and across and upon a portion of Grantor's Property described on the attached and incorporated Exhibit C (the "Pedestrian Access Easement Area") for pedestrian access by the public to the Pedestrian Bridge to connect [the parking lots on the west side of Main Street to the Mill Buildings].

2. Term of Easements

2.1 Temporary Construction Easement. The Temporary Construction Easement shall commence on the date of this Easement Agreement and shall automatically terminate and expire upon the (i) the date construction of the Pedestrian Bridge is completed or (ii) _____ 2014, whichever shall first occur. Upon the expiration of the Temporary Construction Easement, all rights and benefits of the Grantee in, to and under this Easement Agreement with respect to the Temporary Construction Easement shall automatically terminate and be of no further force and effect.

2.2 Pedestrian Access Easement. The Pedestrian Access Easement shall commence on the date of the Pedestrian Bridge is completed and shall run with the land and continue in full force and effect until Grantee has "abandoned" it rights hereunder as such term is defined in Section 9.6 below.

3. Construction of the Pedestrian Bridge

3.1 Compliance With Laws. Grantee shall construct the Pedestrian Bridge in accordance with the approved design documents in a good and workmanlike manner and in compliance with the applicable statutes, ordinances, rules and regulations of all governing public authorities as those statutes, ordinances, rules and regulations are amended from time to time.

3.2 Substantial Completion. Town shall and achieve "substantial completion" of the Pedestrian Bridge within six (6) months of the date of the grant of the Easement Agreement (the "Pedestrian Bridge Completion Date"). "Substantial Completion" shall mean the completion of all "Work" (as those terms are defined in the then current AIA Contract for Construction) in accordance with the approved design documents and issuance of a permit for use or occupancy. In the event the construction of the Pedestrian Bridge is not completed on or before the Pedestrian Bridge Completion Date, then the Easement Agreement shall be extinguished and

rescinded and no longer in effect, and all rights of access and entry with respect to the Easements shall revert to the Owner. The Pedestrian Bridge Completion Date may be extended upon mutual agreement in writing between the Town and Owner.

3.3 Cost/Lien Free Construction. Grantee shall bear and promptly pay without the imposition of any lien or charge on or against all or any portion of the Grantor's Property all costs and expenses of construction of the Pedestrian Bridge and associated improvements.

3.4 Restoration. In the event the surface of any easement area is disturbed by Grantee's exercise of any of its easement rights under this Easement Agreement, such area shall be restored to the condition in which it existed at the commencement of such activities.

4. Bill of Sale; Plans

4.1 Bill of Sale. Once construction of the Pedestrian Bridge is complete the Grantee shall obtain engineer's certificate that the Pedestrian Bridge has been constructed in compliance with the approved design documents and is safe and shall convey all right title and interest to the Grantor via a Bill of Sale.

4.2 Plans. Upon Grantor's request, Grantee shall provide Grantor with as-built drawings and a survey showing the location of the Pedestrian Bridge and all associated improvements.

5. Limitations on Pedestrian Access

5.1 Hours. Use of the Pedestrian Access Easement shall be limited to Monday – Saturday 9:00 am to 6:00 pm, and such other times there are activities and events are scheduled at the Civic Center operates. Grantor reserves the right to change the times as it deems necessary and reserves the right to terminate access during emergencies and repairs.

5.2 Rules and Regulations. Grantor reserves the right to impose certain rules and restrictions on the access and use of the Pedestrian Bridge to promote safety and to prohibit loitering, breaches of the peace, or the destruction or vandalism of the of the Pedestrian Bridge any part of thereof.

6. Maintenance and Repair of Pedestrian Bridge

6.1 Once constructed, Grantor, at Grantor's sole cost and expense, shall maintain and repair the Pedestrian Bridge and associated improvements.

6.2 Grantor shall keep the Pedestrian Bridge in clean and safe condition and remove all trash, snow and ice from the Pedestrian Bridge.

7. Insurance

7.1 Grantee shall procure and maintain insurance throughout the existence of the Easements a policy or policies of insurance, at its sole cost and expense, insuring both Grantor and Grantee against all claims, demands or actions arising out of or in connection

with the use of the Easements, the limits of such policy or policies to be in an amount not less than \$2,000,000 in respect of injuries to or death of any one person, and in an amount not less than \$2,000,000 in respect of any one accident or disaster, [and in an amount not less than \$500,000 in respect of property damaged or destroyed], and to be written by insurance companies reasonably satisfactory to Grantor. Grantee shall obtain a written obligation on the part of each insurance company to notify Grantor at least twenty (20) days prior to cancellation or material modification of such insurance. Such insurance shall name Grantor as an additional named insured, provide for coverage on an "occurrence" basis and otherwise be in form reasonably satisfactory to Grantor. Such policies or duly executed certificates of insurance shall be promptly delivered to Grantor and renewals thereof as required shall be delivered to Grantor at least twenty (20) days prior to the expiration of the respective policy terms.

7.2 Grantee hereby agrees to indemnify and hold Grantor harmless from any liabilities, damages, losses, expenses or claims (including any court costs and attorney's fees) arising out of the use of the Temporary Construction Easement or Pedestrian Access Easement (collectively, the "Easements") by the public, or any of its agents, employees, contractors, or licensees of the Grantor in or about the Easements, except for causes arising out of the negligence of the Grantor or any of its agents, employees, contractors or licensees. The provisions of this Section shall survive the termination of this Easement Agreement with respect to any claims or liability accruing or occurring prior to such termination.

7.3 [Grantor shall procure and maintain property insurance insuring the Pedestrian Bridge in the amount reasonably determined by Grantor to be appropriate.]

7.4 All insurance required to be maintained by a party hereunder shall contain a waiver of subrogation.

8. Signage

8.1 Grantee shall be allowed to place signs for informational and educational purposes such as historical display, direction signs and notices of public safety on the Pedestrian Access Easement, subject to the Grantor's review and approval of the design, content and location which approval shall not be unreasonably withheld.

8.2 During the construction, Grantor shall place signs on Grantor's Property giving notice to tenants and occupants of the Mill Building that access to the Temporary Construction Easement Area is prohibited.

9. General Provisions

9.1 Covenants Running with the Land/Assignment. The parties to this Easement Agreement acknowledge and agree that the easements and other rights conferred by this Easement Agreement are intended to, and do, constitute covenants that run with the land and shall inure to the benefit of and be binding upon the parties and their respective grantees, heirs, successors and assigns.

9.2 Effective Date. This Easement Agreement shall be effective upon the date it is executed by an authorized representative of each signing party.

9.3 Authorized Representative. Each individual signing on behalf of a party to this Easement Agreement states that he or she is the duly authorized representative of the signing party and that his or her signature on this Easement Agreement has been duly authorized by, and creates the binding and enforceable obligation of, the party on whose behalf the representative is signing.

9.4 Notices. Any notice permitted or required by this Easement Agreement shall be deemed received, if delivered, when actually received, or, if mailed, on the third day after mailing by registered or certified mail, postage prepaid, to the party's address set forth below their respective signatures to this Easement Agreement, or to such other address designated in writing to the other parties.

9.5 Attorney's Fees. In the event of any dispute between the parties regarding the enforcement or effect of this Easement Agreement, including one subject to arbitration, the non-prevailing party in any such dispute shall pay the prevailing party's reasonable attorney's fees and costs incurred. In the event of arbitration, the fees of the arbitrator and the cost of the arbitration shall be paid by the non-prevailing party. In the event that neither party wholly prevails, the court or arbitrator, as applicable, may apportion the costs or fees as the court or arbitrator deems appropriate.

9.6 Abandonment. In the event Grantee or its successors and assigns abandon or terminate their use of all of the improvements for a period of thirty-six (36) consecutive months, this Easement Agreement and all easement rights granted hereunder shall terminate.

9.7 Further Cooperation. Each of the signatures to this Easement Agreement agree to execute such other documents and to perform such other acts as may be reasonably necessary or desirable to further the expressed and intent purpose of this Easement Agreement.

9.8 Exhibits. The following Exhibits are attached and incorporated by reference:

Exhibit A – Legal Description of Grantor's Property

Exhibit B-Legal Description of Temporary Easement Agreement

Exhibit C-Legal Description of Pedestrian Access Easement

9.9 Amendment. This Agreement may only be amended by a written agreement signed by both parties.

9.10 Title Reference. For title reference see the Warranty Deed from the Town of Newmarket dated _____, and recorded at the Rockingham County Registry of Deeds at Book _____, Page _____.

IN WITNESS of this, the undersigned have executed this Easement Agreement as of this _____ day of _____, 2011.

NEWMARKET MILLS, LLC

By: _____
Eric J. Chinburg, Managing Member

TOWN OF NEWMARKET

By: _____

STATE OF NEW HAMPSHIRE
COUNTY OF STRAFORD

_____, 2011

Personally appeared, Eric J, Chinburg, managing member of Newmarket Mills, LLC, known to me, or satisfactorily proven to be the person whose name is subscribed to the foregoing and acknowledged that he executed the same for the purposes therein contained.

Before me,

Justice of the Peace/Notary Public
My Commission Expires:

STATE OF NEW HAMPSHIRE
COUNTY OF ROCKINGHAM

_____, 2011

Personally appeared, _____, Town Manager of the Town of
Newmarket, known to me, or satisfactorily proven to be the person whose name is
subscribed to the foregoing and acknowledged that he executed the same for the
purposes therein contained.

Before me,

Justice of the Peace/Notary Public
My Commission Expires:

Appendix G
Natural Heritage Report



NEW HAMPSHIRE NATURAL HERITAGE BUREAU
NHB DATACHECK RESULTS LETTER

To: TJ Labore, Dubois & King, Inc.
18 Constitution Drive Suite 8

Bedford, NH 03110

From: NH Natural Heritage Bureau

Date: 8/14/2012 (valid for one year from this date)

Re: Review by NH Natural Heritage Bureau of request submitted 8/8/2012

NHB File ID: NHB12-2145

Applicant: TJ Labore

Location: Newmarket
60 Main St Newmarket NH 03857

Project Description: The Town of Newmarket proposed to construct a pedestrian skybridge across Rte 108 (Main St) to connect the existing parking lot and historic mill building through the FHWA / NHDOT's Transportation Enhancement Program

The NH Natural Heritage database has been checked by staff of the NH Natural Heritage Bureau and/or the NH Nongame and Endangered Species Program for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government.

It was determined that, although there was a NHB record (e.g., rare wildlife, plant, and/or natural community) present in the vicinity, we do not expect that it will be impacted by the proposed project. This determination was made based on the project information submitted via the NHB Datacheck Tool on 8/8/2012, and cannot be used for any other project.



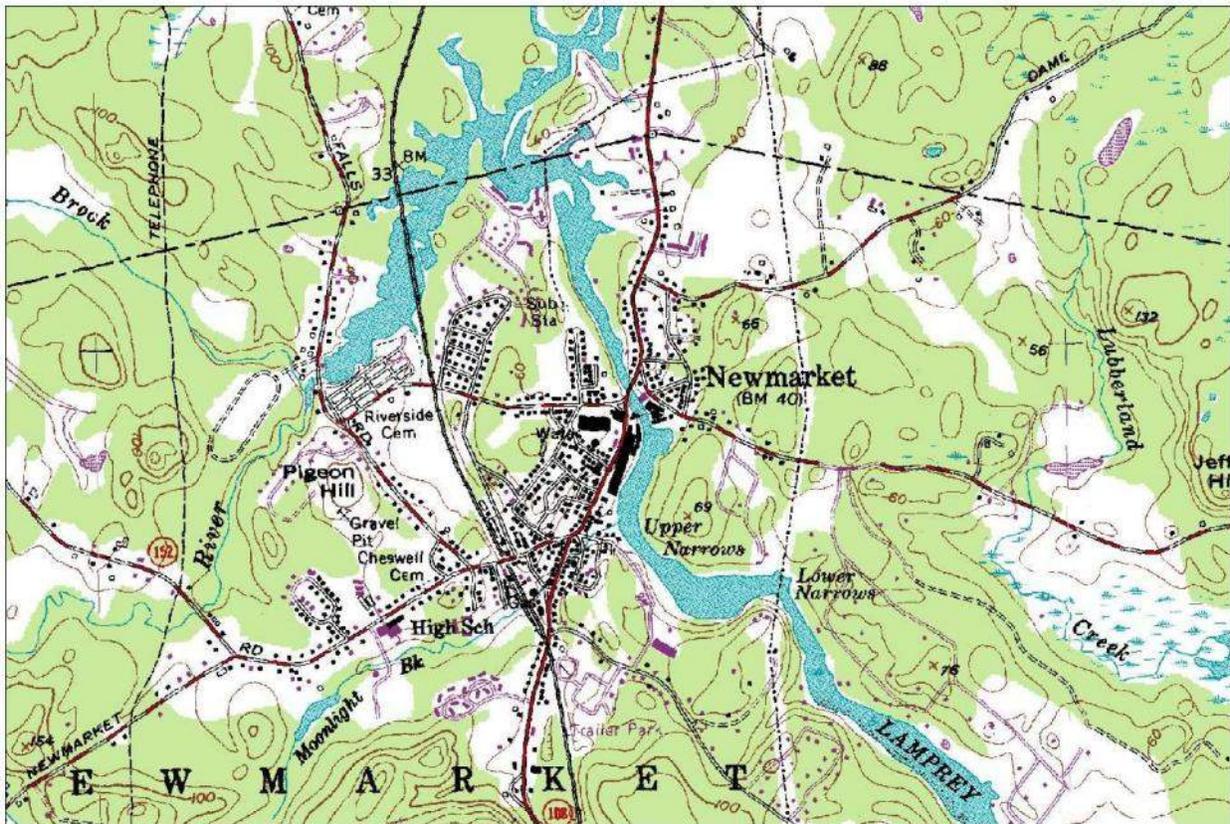
NEW HAMPSHIRE NATURAL HERITAGE BUREAU
NHB DATA CHECK RESULTS LETTER

MAP OF PROJECT BOUNDARIES FOR: **NHB12-2145**

NHB12-2145

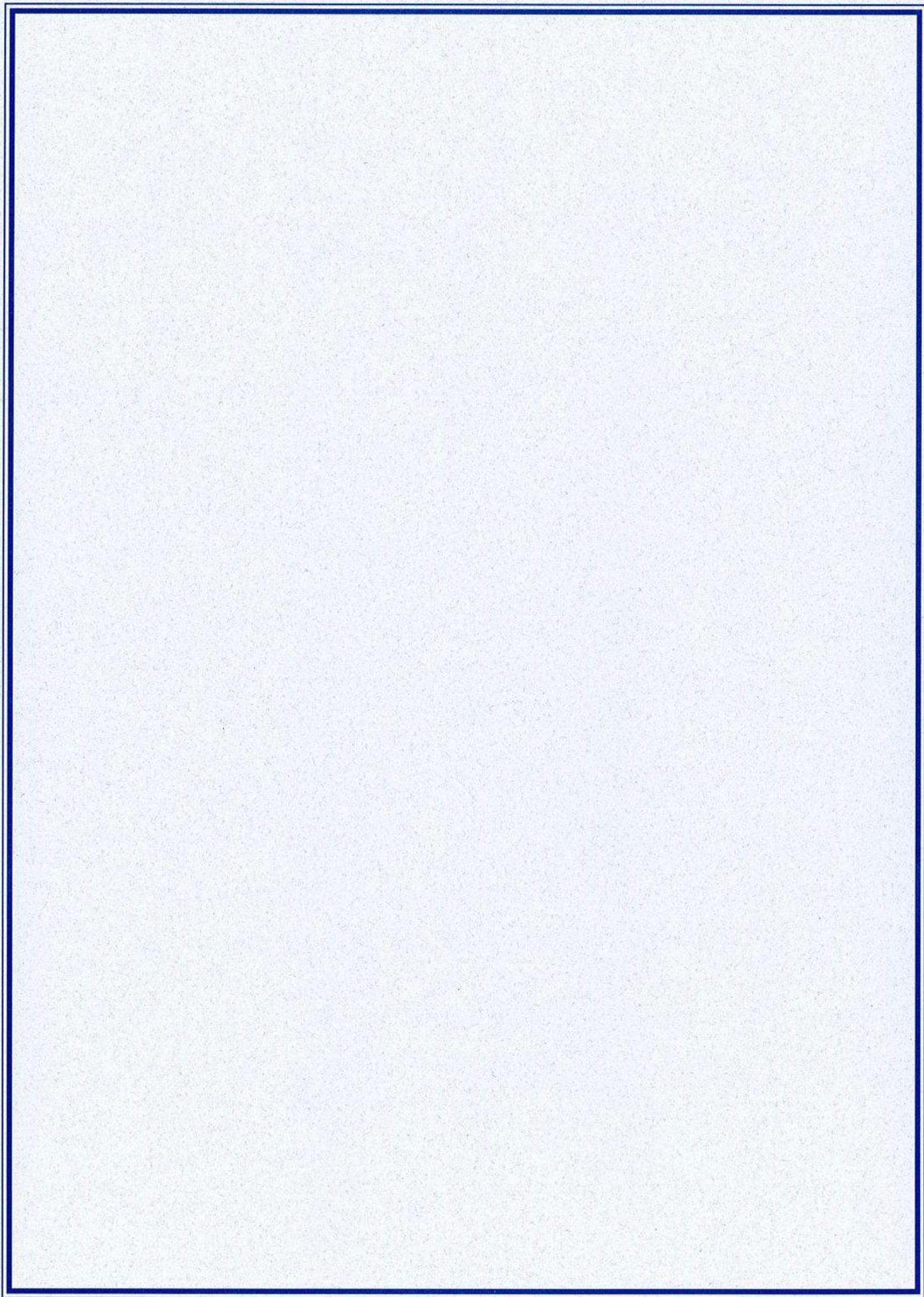


NH NATURAL HERITAGE BUREAU



1:18042

Valid for one year from this date: 14 Aug 2012



APPENDIX B



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Scott M. Bourcier, P.E.
 Project Manager



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File
RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Pre-Design Conference
DATE: July 12, 2012

The purpose of this memorandum is to document the above-referenced project’s Pre-Design Conference held on July 11, 2012.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Rick Malasky	Town of Newmarket	Public Works Director / Fire Chief
Janice Rosa	Town of Newmarket	Planning Board Member
John Badger	Town of Newmarket	Sky Bridge Committee Member
Geoff Spitzer	Newmarket Mill Project	Project Manager
Marc Ambrosi	Rockingham Planning Commission	Regional Traffic Planner
Brittany Givens	Exeter News Letter	Reporter
Lisa DeStefano	DeStefano Architects	Architect
Tom Boll	DuBois & King, Inc.	Structural Engineer
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Introduction

A. Diane Hardy reported to the group that the Newmarket Town Counsel and New Hampshire Department of Transportation (NHDOT) – Planning Bureau recently approved the scope and fee for the first phase (Engineering Study). Diane also reported that the current project grant has been amended to receive an additional \$80,000 from the Transportation Enhancement program.

2. Project Summary

- A. Scott Bourcier provided a brief project overview. Scott reported the following:
1. Project is located along Main Street within the Newmarket Downtown area.
 2. The project will consist of a building tower and a sky pedestrian bridge.
 3. The building tower is anticipated to be located at the southwest corner of the existing off-street parking area along the westerly side of Main Street.
 4. The sky pedestrian bridge is anticipated to span over Main Street connecting the proposed building tower and the existing historic mill building along the west and easterly side of Main Street; respectively.
 5. The project is funded in-part by the Town and a grant from the Federal Highway Administration’s (FHWA) Transportation Enhancement (TE) program; via the NHDOT – Planning Bureau.
 6. Due to the grant funding source, the project is required to follow the NHDOT’s Local Public Agency (LPA) manual.

3. Design Parameters

A. Scott reported to the group the design parameters that the project will adhere to. Below is a minimum list of parameters:

1. 2012 NHDOT Local Public Agency (LPA) Manual
2. 2010 American Disability Act (ADA) Standards for Accessible Design
3. 2010 American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) Bridge Specification
4. 2010 NHDOT Standard Specifications for Road and Bridge Construction
5. 2009 International Building Code

4. Requirements of the Newmarket Police Chief

A. Unfortunately Police Chief Kevin Cyr was unable to attend the meeting. However, Rick Malasky, on behalf of Chief Cyr, reported requirements to be incorporated into the project. Below is the list of requirements:

1. Unobtrusive sight lines. According to Rick, the Police Department would like to patrol the proposed building and bridge structures primarily via drive-by.
2. Be conscious of site lighting to minimize shadows or dark areas.

B. After the meeting, Scott attempted to speak with Chief Cyr (via telephone) to confirm the above requirements. Currently, Scott has not been able to speak with Chief Cyr, but will continue to efforts to confirm requirements by the Department to be incorporated into the project. (As of 7/20/12, Scott and Cyr have not been able to connect; effort will continue.)

5. Requirements of the Newmarket Fire Chief

A. Fire Chief Rick Malasky reported requirements to be incorporated into the project. Below is the list of requirements:

1. Include the 2012 National Fire Protection Association (NFPA) Life Safety Codes as part of the design parameters.

6. Requirements of the Newmarket Public Works Director

A. Director Rick Malasky reported requirements to be incorporated into the project. Below is the list of requirements:

1. Locate the bridge piers far from the existing sidewalk to not impact maintenance.
2. Locate the bridge piers to not obstruct vehicular sight-distance with respect to potential pedestrian crossings.
3. Coordinate with NHDOT, District 6 with respect to the clear height – minimum of 15'-6", but preferred to be 17'-6".

B. Rick reported to the group that maintenance of the building and bridge structure is the responsibility of Chinburg Builders.

7. Requirements of the Newmarket Sky Committee

A. Town Planner/Committee Chair Diane Hardy reported requirements to be incorporated into the project. Below is the list of requirements:

1. A safe way for pedestrians to cross Main Street
2. Features to be compatible with the Newmarket Historic District area; the something that compliments the area in a tasteful manner without being grand/large scale.
3. Throughout this project coordination with the Newmarket Historical Advisory Committee.
4. Throughout this project coordination with the Newmarket Historical Society.
5. Self-cleaning / low maintenance (Janice Rosa request).
6. Enclosed bridge structure (Geoff Spitzer request)

- B. Diane reported that the building tower and sky bridge will have hours of operation. Currently the Town is preparing legal documents regarding security and hours of operation.

8. Overview of the NHDOT LPA Process

- A. Scott reported that this project is required to follow the new NHDOT LPA process. Scott informed the group that until recently, many TE projects did not follow a definitive plan from soliciting qualifications to design, and ultimately construction. Recently, the NHDOT's Planning Bureau developed a manual that defines the process for all TE projects to follow. As a result, all projects are mandated to complete an Engineering Study, Preliminary Design, Final Design, Construction (including observation) and project closeout. Between each phase, NHDOT is required to review and approved each step prior to the project proceeding to the subsequent phase.

9. Goal/Objective of the Engineering Study

- A. Scott informed the group that the goal/objective of the report is to:
 1. Establish a base-line of existing conditions, including completing a topographic survey of the project area and geotechnical investigations of subsurface conditions.
 2. Prepare a Site Plan of the project limits.
 3. Develop conceptual design (and alternatives) as it relates to the building and bridge components.
 4. Identify requirements that may impact the design of the project; including building codes, design specifications and the National Environmental Protection Act (NEPA).
 5. Prepare an Engineer's Opinion of Probable Construction Cost that would also estimate the cost for construction observation services.

10. Funding: Budget vs. Desires

- A. Diane reported to the group that there have been many sketches that have been prepared to provide a "vision" of the building tower and sky pedestrian bridge's aesthetics. However, Diane expressed to the group that the Town has amended the current grant amount from \$550,000 to \$630,000 (approx.), the amended grant is the budget.
- B. Diane reported that Marc Ambrosi is currently assisting the Town to discover additional funding sources that would help improve the aesthetics of the project. With that stated, the goal is a safety of providing pedestrians access across Main Street without impacting traffic flow.
- C. There is a general understanding that the current budget may not be able to support the project as depicted in the previous renderings. This will be addressed as the project design and construction estimates are further developed. Janice Rosa and Geoff Spitzer expressed the strong desire of having the bridge enclosed.
- D. Lisa Destefano discussed with the group that based on the current budget, the project might be better suited to construct the bones of the structures and then add layers as public interest becomes heightened, which may lead to a significant donation that would provide the means to complete the aesthetic value of the structure and securely tie in with the downtown area.

11. Public Charrette

- A. Lisa expressed concern with the subsequent step of a Public Design Charrette. Lisa reported that her concern is that the public would provide their design ideas that would continue to increase the cost the project. As a result, the project would be constructed within the budget parameters, not incorporate public comment and all parties associated with the project would be viewed as not listening to the public. Lisa recommends that the subsequent meeting be re-titled as a Public Informational Meeting; where we outline the project summary, list the design parameters and discuss the objective of the engineering study. Diane, Janice and the Committee concurred with Lisa's recommendation.

- B. Scott inquired who should be invited to the Public Informational Meeting. Diane reported that it is anticipated that public response would be low due to the summer months and recommended a mid-September meeting. Discussions of who should be invited continued and the following was agreed to:
1. A Public Informational Meeting, to solicit public input, would be scheduled the same night as the presentation to the Newmarket Town Council; subsequent of submitting the draft engineering report to the Town for review/comment.
 2. A interim meeting (titles as a Stakeholder Informational Meeting) would be scheduled in mid-September and open to local committees, groups and societies of the downtown/historical/business area
 3. A couple of weeks prior to the Stakeholder Informational Meeting, DuBois & King and the Newmarket Sky Committee would meet to present our findings prior to conducting a Stakeholder Meeting, completing the draft report and conducting a Public Meeting.
- C. Marc recommended that the Stakeholder Meeting be held within the public space of the mill building; Geoff agreed. An estimate of expected attendance was requested by Geoff.

12. Project Schedule

- A. Janice inquired the estimated timeframe for the project. Scott replied that within a year the project should be advertised for bidding.
- B. Diane requested that the project schedule be updated. Below is the updated project schedule for the Engineering Study phase.

a. Pre-Design Conference	July 11, 2012
b. Project Status Meeting	August 15, 2012
c. Interim Stakeholder Meeting	September 12, 2012 (approx.)
d. Stakeholder Meeting	September 26, 2012 (approx.)
e. Submission of Draft Report	September 28, 2012
f. Public Meeting	October 3, 2012
g. Submission of Final Report	October 12, 2012
h. NHDOT approval of Final Report	November 12, 2012

13. Next Meeting Date

- A. August 15, 2012 at 10:00am within the Newmarket Council Chambers



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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

ATTENDANCE SHEET

July 11, 2012 / 10:00am

Town of Newmarket, NH – Sky Pedestrian Bridge
 D&K Project No.: 621764L

Name	Company	Telephone No.	Email Address
✓ Scott Prouzier	Dubas & King, Inc	(603) 637-1043	SPROUZIER@DUBAS-KING.COM
✓ LISA DESPESKES	DESPEFANO Architects	603-431-8201	LD@DESPEFANOARCHITECTS.COM
Brittany Givens	Exeter News-Letter	401-575-0985	bmf39@wildcats.unh.edu
✓ TOM BOLL	DUBAS & KING	802-878-7661	tboll@dubas-king.com
✓ JANICE ROSE	Town Planning Board	603-655-5358	jan.kandye@comcast.net
✓ JEAN BADGER	Newmarket	603-292-5977	jbodger1@comcast.com
✓ GEOF SPRITZER	Citrusville Builders	603-234-1649	gspritzer@citrusvillebuilders.com
✓ RICK MALASKY	Town Newmarket	603 659 3093	rmalasky@newmarketnh.gov

Name	Company	Telephone No.	Email Address
Diane Hardy	Town of Newmarket	603-8501 X 1315	dHardy57@newmarketnh.gov



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Scott M. Bourcier, P.E.
 Project Manager



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File
RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Monthly Committee Meeting
DATE: August 18, 2012

The purpose of this memorandum is to document the above-referenced project’s Monthly Committee Meeting held on August 15, 2012.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Rick Malasky	Town of Newmarket	Public Works Director / Fire Chief
John Badger	Town of Newmarket	Sky Bridge Committee Member
Geoff Spitzer	Newmarket Mill Project	Project Manager
Marc Ambrosi	Rockingham Planning Commission	Regional Traffic Planner
Lisa DeStefano	DeStefano Architects	Architect
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Project Status

- A. Scott Bourcier reported to the group that great progress has been made. The following is a summary of the Tasks (as defined by the agreement) that has been completed to-date.
 - 1. Task 1 – Topographical Survey and Base Mapping
 - i. Right-of-way Information
 - ii. Utility Location
 - iii. Topographical Survey
 - iv. Base Map Preparation
 - 2. Task 2 – Conceptual Design Conference
 - i. Pre-Design Conference
 - 3. Task 3 – Conceptual Design Study
 - i. Site Plan
 - ii. Code Review
 - 4. Task 4 – Site Investigations and NEPA Permitting Review
 - i. Geotechnical Investigations
 - ii. Endangered Species
 - 5. Task 5 – Engineering Report
 - i. Report Outline. Scott distributed memorandum dated July 17, 2012 that outlined the proposed Engineering Report. Scott reported to the group that this engineering report will be unlike typical engineering reports that review three (3); including a “Do Nothing” alternative. This report will discuss the basic design that meets safety and codes and then discusses the phased approach that adds “layers” to grow the project to the ultimate goal as discussed at the previous meeting.

2. Findings

A. Base Map:

1. Scott reported that Doucet Survey had completed the topographical survey and obtained the necessary right-of-way and utility information within the project limits. Scott proceeded to inform the group that the parcel located adjacent southerly to the off-street parking requires some additional investigation to determine the proper owner of the lot. Based on initial review of the Town's Tax Maps, the graphical layout of Tax Map U2 / Lot 55 and Map U2 / Lot 54 do not match that of the information provided by Doucet Survey. Diane Hardy responded that she would introduce Scott to the Town Tax Collector in an effort to assist with addressing this issue.
2. After the Committee meeting, Scott spoke with Becky Benvenuti, Newmarket Tax Collector, and Steve Michaud, Doucet Survey, with respect to the boundaries of Map U2 / Lot 55 and Map U2 / Lot 54. Steve, provided me with a recorded plan depicting that Map U2 / Lot 55 is owned by the Town of Newmarket. Therefore, bridge alignment can be improved to be more perpendicular to Main Street than skewed as initially depicted on the Site Plan as discussed later within these minutes. Attached is a copy of the plan showing the property boundary limits of Map U2 / Lot 55.

B. Geotechnical Investigations:

1. Scott reported that subsurface investigations (i.e. soil borings) were performed within the past month and bedrock was discovered; which is excellent for bridge and building footings. Bedrock was discovered at shallow and deep depths within the vicinity of the building area and bridge pier; respectively. The respective depths impact the projects as it would have been preferred to have deep bedrock elevations within the building area to satisfy the additional excavation depth for the associated elevator pit and shallow depths within the vicinity of the bridge piers.
2. Scott reported to the group that currently our Geotechnical and Structural Engineers are collaborating to determine if it would be appropriate to install micro-piles to support the bridge footing and minimize disturbance area adjacent to the existing Mill Building.

C. Site Plan:

1. Scott presented the group an initial draft of the proposed Site Plan. Scott reported to the group that after much collaboration with DeStefano Architects (based on their code review) the location of the Building Tower is located parallel to the westerly sidewalk of Main Street, within the property boundary of Tax Map U2 / Lot 56C and offset four (4) feet west of the sidewalk to mitigate pedestrian conflict with egress of the building; please see attached Site Plan (Sheet C2).
2. Scott reported to the group that alternatives reviewed were as follows:
 - a. Bridge alignment perpendicular to the Mill Building;
 - b. Bridge alignment perpendicular to Main Street;
 - c. Tower rotated parallel to the off-street parking lot; and,
 - d. Tower rotated parallel to the westerly Main Street sidewalk (selected).
3. Attached is a revised Site Plan (Sheet C2.1), has been revised based on the information reported within Item 2.A.2 of these minutes.

D. Code Review:

1. Lisa DeStefano reported the results of the project code review. In addition, a five (5) page colored architectural figures were distributed to the group. The figures included a colored Site Plan; Floor Plan of the ground, first and upper levels; Phase I profile of the project; Phase II profile of the project; and, a Section Details Plan.

2. Lisa reported that based on the code review, an elevator, accommodating an emergency gurney, is required to be incorporated as part of the Building Tower. Geoff Spitzer inquired if an elevator is required since there is an elevator located within the Mill Building. Lisa replied that an elevator is required to allow disabled access to both the off-street parking and Main Street elevations. Geoff then inquired if the elevator is required to accommodate an emergency gurney, since the existing elevator located within the Mill Building currently accommodates an emergency gurney. Lisa reported she would review this alternative.
3. Lisa reported to the group that upon their review, it was determined that defining the Building Tower as a means of egress, versus a building, allowed flexibility to the project. Lisa continued by stating that as a result, the building and bridge components would not be required to be covered. Rick Malasky inquired the maintenance of the building and bridge; specifically related to birds and ice. Diane reported that a maintenance agreement between the Town and Newmarket Mills. Geoff and John Badger expressed their concern of the recommendation to phase the project and more importantly not including a roof system in Phase I.
4. Lisa responded to the concern of phasing and lack of roof system of Phase I by reporting that during the conceptual design the goal was to develop a complete structure and then determine appropriate layers that could be removed to break the project into financially manageable segments. In addition, Lisa stated that layers were developed to be utilized for the duration of the project; versus, temporary installation that would be removed at a later date. Rick responded by expressing a concern of a phased approach. According to Rick, a new fire station phased lockers to be included at a later date; which has not come to fruition. After much discussion, it was agreed that a very conceptual cost estimate would be appropriate to submit to the Committee; at which time, the Committee could provide direction as to which components are to be in determine.
5. Scott recommended to the group to conduct a subsequent Committee meeting where all parties could review the conceptual cost estimate. It was agreed that the next meeting would be September 12th and the conceptual cost estimate would be distributed September 5th for review prior to the meeting. Geoff inquired of design and construction observation fees would be included as part of the cost estimate. Scott replied that it would be a challenge to determine design fee based on the current design and difficult to determine construction observation fees without understanding construction schedule. Scott added that the NHDOT – LPA allows a 15%, 10% and 0% contingency on Study, Preliminary Design and Final Design; respectively. Scott added that the design team would put a best guess in an effort for the Committee to understand the full project cost. Marc Ambrosi recommended that we invite Bob Hudson from NHDOT – Planning Bureau attend the upcoming meeting to inquire about additional funding.

3. Project Schedule

A. The following is the project schedule for the Study Phase:

- | | |
|--|------------------------------|
| 1. Submission of Conceptual Cost Estimate | September 5, 2012 |
| 2. Cost Estimate Committee Meeting | September 12, 2012 |
| 3. Advertisement of NDC Meeting | September 5, 2012 (approx.) |
| 4. Newmarket Downtown Committee (NDC) Meeting | September 26, 2012 (approx.) |
| 5. NH Department of Historical Resources Meeting | September 26, 2012 (approx.) |
| 6. Submission of Draft Report | October 24, 2012 (approx.) |
| 7. Public Meeting | November 7, 2012 (approx.) |
| 8. Submission of Final Report | November 12, 2012 (approx.) |

4. Next Meeting Date

A. September 12, 2012 at 10:00am within the Newmarket Council Chambers



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Scott M. Bourcier, P.E.
Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File
RE: Newmarket, NH – Sky Pedestrian Bridge; Engineering Report Outline
DATE: July 17, 2012

The following is the anticipated engineering report outline for the above-referenced project.

- I. Introduction**
 - a. Project Summary
 - b. Existing Conditions
 - c. Design Parameters
 - d. Site Plan
- II. Building Tower**
 - a. Base Design
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
 - b. Tier One
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
 - c. Tier Two
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
- III. Sky Pedestrian Bridge**
 - a. Base Design
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
 - b. Tier One
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
 - c. Tier Two
 - i. Design Requirements
 - ii. Conceptual Design
 - iii. Construction Estimate
- IV. Foundations**
 - a. Design Requirements
 - b. Conceptual Design
 - c. Construction Estimate
 - d. Geotechnical Report
- V. NEPA Documentation Review**
- VI. Conclusion**

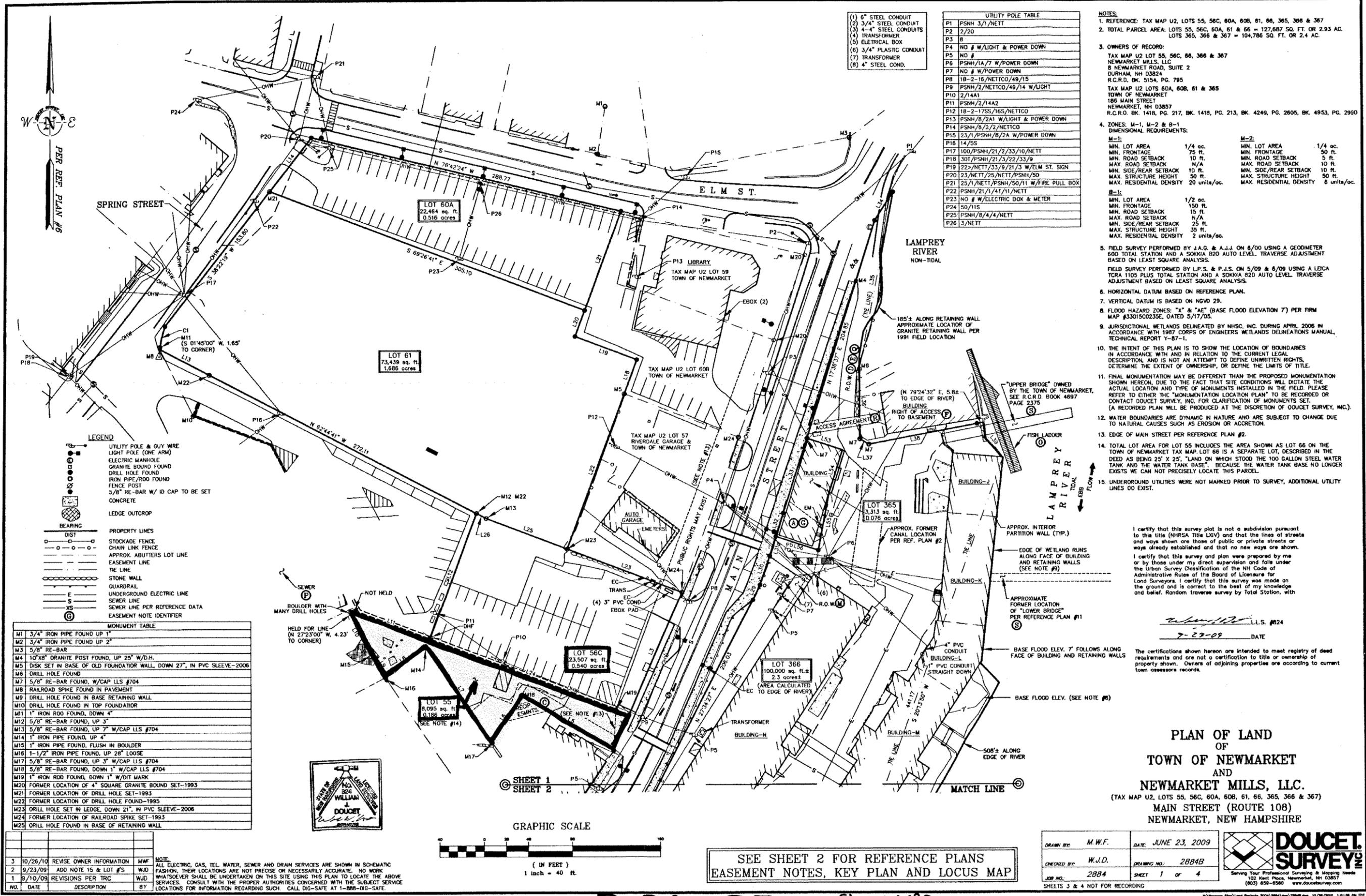


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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

ATTENDANCE SHEET
 August 15, 2012 / 10:00am

Town of Newmarket, NH – Sky Pedestrian Bridge D&K Project No.: 621764L			
Name	Company	Telephone No.	Email Address
Scott Bourcier	DUBOIS + KING, INC.	(603) 637-1043	SBOUTZNER@DUBOIS-KING.COM
LESLIE DEEPERMAN	D/A	431-8701	leedep@deepermanconsultants.com
JOHN BADGER	NEW MARKET	292-5977	jbadger.1@comcast.net
MARC AMBROSIO	SRPC	994 3500	mambrosi@starkland.org
GEORGE SPITZER	CBSI	234-1647	gsptzere@chimb.org builders.com
VICKI WACHUSKY	TOWN NEW MARKET	659 3093	v.wachusky@newmarketnh.gov
DIANE HARDY	NEW MARKET	X 1315 659-8501	dhardy@newmarketnh.gov



- (1) 6" STEEL CONDUIT
- (2) 3/4" STEEL CONDUIT
- (3) 4-4" STEEL CONDUITS
- (4) TRANSFORMER
- (5) ELECTRICAL BOX
- (6) 3/4" PLASTIC CONDUIT
- (7) TRANSFORMER
- (8) 4" STEEL COND.

UTILITY POLE TABLE	
P1	PSNH 3/1/NETT
P2	2/20
P3	B
P4	NO # W/LIGHT & POWER DOWN
P5	NO #
P6	PSNH/1A/7 W/POWER DOWN
P7	NO # W/POWER DOWN
P8	1B-2-16/NETT/CO/49/15
P9	PSNH/2/NETT/CO/49/14 W/LIGHT
P10	2/14A1
P11	PSNH/2/14A2
P12	1B-2-17SS/16S/NETT/CO
P13	PSNH/6/2A1 W/LIGHT & POWER DOWN
P14	PSNH/6/2/2/NETT/CO
P15	23/1/PSNH/6/2A W/POWER DOWN
P16	14/5S
P17	100/PSNH/21/2/33/10/NETT
P18	301/PSNH/21/3/22/33/9
P19	22>/NETT/33/9/21/3 W/ELM ST. SIGN
P20	23/NETT/25/NETT/PSNH/50
P21	25/1/NETT/PSNH/50/11 W/FIRE PULL BOX
P22	PSNH/21/1/41/11/NETT
P23	NO # W/ELECTRIC BOX & METER
P24	50/11S
P25	PSNH/6/4/4/NETT
P26	3/NETT

- NOTES:**
- REFERENCE: TAX MAP U2, LOTS 55, 56C, 60A, 60B, 61, 66, 365, 366 & 367
 - TOTAL PARCEL AREA: LOTS 55, 56C, 60A, 61 & 66 = 127,687 SQ. FT. OR 2.93 AC. LOTS 365, 366 & 367 = 104,786 SQ. FT. OR 2.4 AC.
 - OWNERS OF RECORD:**
TAX MAP U2 LOT 55, 56C, 60A, 60B, 61 & 365
NEWMARKET MILLS, LLC
8 NEWMARKET ROAD, SUITE 2
DURHAM, NH 03824
R.C.R.D. BK. 5154, PG. 795
TAX MAP U2 LOTS 60A, 60B, 61 & 365
TOWN OF NEWMARKET
186 MAIN STREET
NEWMARKET, NH 03857
R.C.R.O. BK. 1418, PG. 217, BK. 1418, PG. 213, BK. 4249, PG. 2605, BK. 4953, PG. 2990
 - ZONES: M-1, M-2 & B-1**
DIMENSIONAL REQUIREMENTS:

M-1:	MIN. LOT AREA 1/4 ac.	M-2:	MIN. LOT AREA 1/4 ac.
	MIN. FRONTAGE 75 ft.		MIN. FRONTAGE 50 ft.
	MIN. ROAD SETBACK 10 ft.		MIN. ROAD SETBACK 10 ft.
	MAX. ROAD SETBACK N/A		MAX. ROAD SETBACK 10 ft.
	MIN. SIDE/REAR SETBACK 10 ft.		MIN. SIDE/REAR SETBACK 10 ft.
	MAX. STRUCTURE HEIGHT 50 ft.		MAX. STRUCTURE HEIGHT 50 ft.
	MAX. RESIDENTIAL DENSITY 20 units/oc.		MAX. RESIDENTIAL DENSITY 8 units/oc.
 - FIELD SURVEY PERFORMED BY J.A.G. & A.J.J. ON 6/00 USING A GEODIMETER 600 TOTAL STATION AND A SOKKIA 820 AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARE ANALYSIS.
 - FIELD SURVEY PERFORMED BY L.P.S. & P.L.S. ON 5/09 & 6/09 USING A LEICA TCR1105 PLUS TOTAL STATION AND A SOKKIA 820 AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARE ANALYSIS.
 - HORIZONTAL DATUM BASED ON REFERENCE PLAN.
 - VERTICAL DATUM IS BASED ON NGVD 29.
 - FLOOD HAZARD ZONES: "X" & "AE" (BASE FLOOD ELEVATION 7) PER FIRM MAP #33015C0235E, DATED 5/17/05.
 - JURISDICTIONAL WETLANDS DELINEATED BY NHSC, INC. DURING APRIL 2006 IN ACCORDANCE WITH 1987 CORPS OF ENGINEERS WETLANDS DELINEATIONS MANUAL, TECHNICAL REPORT Y-87-1.
 - THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH AND IN RELATION TO THE CURRENT LEGAL DESCRIPTION, AND IS NOT AN ATTEMPT TO DEFINE UNWRITTEN RIGHTS, DETERMINE THE EXTENT OF OWNERSHIP, OR DEFINE THE LIMITS OF TITLE.
 - FINAL MONUMENTATION MAY BE DIFFERENT THAN THE PROPOSED MONUMENTATION SHOWN HEREON, DUE TO THE FACT THAT SITE CONDITIONS WILL DICTATE THE ACTUAL LOCATION AND TYPE OF MONUMENTS INSTALLED IN THE FIELD. PLEASE REFER TO EITHER THE "MONUMENTATION LOCATION PLAN" TO BE RECORDED OR CONTACT DOUCET SURVEY, INC. FOR CLARIFICATION OF MONUMENTS SET. (A RECORDED PLAN WILL BE PRODUCED AT THE DISCRETION OF DOUCET SURVEY, INC.)
 - WATER BOUNDARIES ARE DYNAMIC IN NATURE AND ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES SUCH AS EROSION OR ACCRETION.
 - EDGE OF MAIN STREET PER REFERENCE PLAN #2.
 - TOTAL LOT AREA FOR LOT 55 INCLUDES THE AREA SHOWN AS LOT 66 ON THE TOWN OF NEWMARKET TAX MAP. LOT 66 IS A SEPARATE LOT, DESCRIBED IN THE DEED AS BEING 25' X 25', "LAND ON WHICH STOOD THE 100 GALLON STEEL WATER TANK AND THE WATER TANK BASE", BECAUSE THE WATER TANK BASE NO LONGER EXISTS WE CAN NOT PRECISELY LOCATE THIS PARCEL.
 - UNDERGROUND UTILITIES WERE NOT MARKED PRIOR TO SURVEY, ADDITIONAL UTILITY LINES DO EXIST.

- LEGEND**
- UTILITY POLE & GUY WIRE
 - LIGHT POLE (ONE ARM)
 - ELECTRIC MANHOLE
 - GRANITE BOUND FOUND
 - DRILL HOLE FOUND
 - IRON PIPE/ROD FOUND
 - FENCE POST
 - 5/8" RE-BAR W/ ID CAP TO BE SET
 - CONCRETE
 - LEDGE OUTCROP
 - BEARING
 - PROPERTY LINES
 - STOCKADE FENCE
 - CHAIN LINK FENCE
 - APPROX. ADJUTERS LOT LINE
 - EASEMENT LINE
 - TIE LINE
 - STONE WALL
 - GUARDRAIL
 - UNDERGROUND ELECTRIC LINE
 - SEWER LINE
 - SEWER LINE PER REFERENCE DATA
 - EASEMENT NOTE IDENTIFIER

MONUMENT TABLE

M1	3/4" IRON PIPE FOUND UP 1"
M2	3/4" IRON PIPE FOUND UP 2"
M3	5/8" RE-BAR
M4	10"x8" GRANITE POST FOUND, UP 25" W/D.H.
M5	DISK SET IN BASE OF OLD FOUNDATION WALL, DOWN 27", IN PVC SLEEVE-2006
M6	DRILL HOLE FOUND
M7	5/8" RE-BAR FOUND, W/CAP ILLS #704
M8	RAILROAD SPIKE FOUND IN PAVEMENT
M9	DRILL HOLE FOUND IN BASE RETAINING WALL
M10	DRILL HOLE FOUND IN TOP FOUNDATION
M11	1" IRON ROD FOUND, DOWN 4"
M12	5/8" RE-BAR FOUND, UP 3"
M13	5/8" RE-BAR FOUND, UP 7" W/CAP ILLS #704
M14	1" IRON PIPE FOUND, UP 4"
M15	1" IRON PIPE FOUND, FLUSH IN BOULDER
M16	1-1/2" IRON PIPE FOUND, UP 28" LOOSE
M17	5/8" RE-BAR FOUND, UP 3" W/CAP ILLS #704
M18	5/8" RE-BAR FOUND, DOWN 1" W/CAP ILLS #704
M19	1" IRON ROD FOUND, DOWN 1" W/DIT MARK
M20	FORMER LOCATION OF 4" SQUARE GRANITE BOUND SET-1993
M21	FORMER LOCATION OF DRILL HOLE SET-1993
M22	FORMER LOCATION OF DRILL HOLE FOUND-1995
M23	DRILL HOLE SET IN LEDGE, DOWN 21", IN PVC SLEEVE-2006
M24	FORMER LOCATION OF RAILROAD SPIKE SET-1993
M25	DRILL HOLE FOUND IN BASE OF RETAINING WALL

I certify that this survey plot is not a subdivision pursuant to this title (NH RSA Title LXIV) and that the lines of streets and ways shown are those of public or private streets or ways already established and that no new ways are shown.

I certify that this survey and plan were prepared by me or by those under my direct supervision and falls under the Urban Survey Classification of the NH Code of Administrative Rules of the Board of Licensure for Land Surveyors. I certify that this survey was made on the ground and is correct to the best of my knowledge and belief. Random traverse survey by Total Station, with

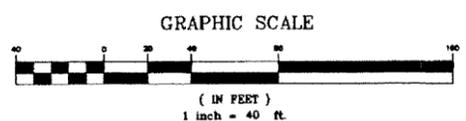
WILLIAM J. DOUCET, L.L.S. #24
7-27-09 DATE

The certifications shown hereon are intended to meet registry of deed requirements and are not a certification to title or ownership of property shown. Owners of adjoining properties are according to current town assessors records.

PLAN OF LAND
OF
TOWN OF NEWMARKET
AND
NEWMARKET MILLS, LLC.
(TAX MAP U2, LOTS 55, 56C, 60A, 60B, 61, 66, 365, 366 & 367)
MAIN STREET (ROUTE 108)
NEWMARKET, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY
3	10/26/10	REVISE OWNER INFORMATION	MWF
2	9/23/09	ADD NOTE 15 & LOT #S	WJD
1	9/10/09	REVISIONS PER TRC	WJD

NOTE:
ALL ELECTRIC, GAS, TEL, WATER, SEWER AND DRAIN SERVICES ARE SHOWN IN SCHEMATIC FASHION. THEIR LOCATIONS ARE NOT PRECISE OR NECESSARILY ACCURATE. NO WORK WHATSOEVER SHALL BE UNDERTAKEN ON THIS SITE USING THIS PLAN TO LOCATE THE ABOVE SERVICES. CONSULT WITH THE PROPER AUTHORITIES CONCERNED WITH THE SUBJECT SERVICE LOCATIONS FOR INFORMATION REGARDING SUCH. CALL DIG-SAFE AT 1-888-DIG-SAFE.

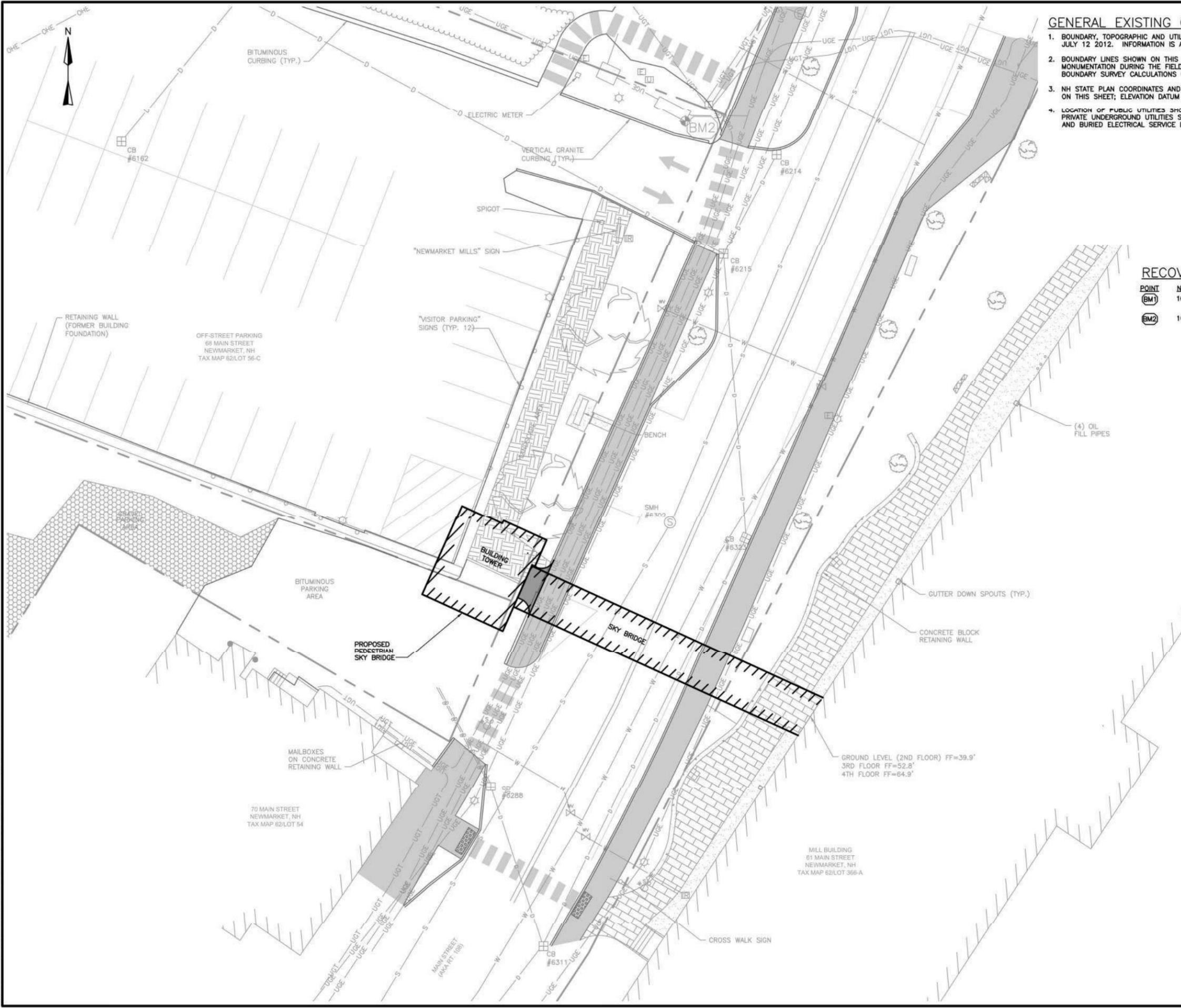


SEE SHEET 2 FOR REFERENCE PLANS
EASEMENT NOTES, KEY PLAN AND LOCUS MAP

DRAWN BY:	M.W.F.	DATE:	JUNE 23, 2009
CHECKED BY:	W.J.D.	DRAWING NO.:	2884B
JOB NO.:	2884	SHEET	1 OF 4

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D-36585 Sheet 1 of 2



GENERAL EXISTING CONDITION NOTES:

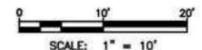
1. BOUNDARY, TOPOGRAPHIC AND UTILITY INFORMATION WAS OBTAINED BY DOUCET SURVEY ON JULY 12 2012. INFORMATION IS A COMPILATION OF FIELD SURVEY AND RECORD DRAWINGS.
2. BOUNDARY LINES SHOWN ON THIS PLAN ARE APPROXIMATE AND BASED ON FOUND MONUMENTATION DURING THE FIELD SURVEY. DOUCET SURVEY WAS NOT PROVIDED ANY BOUNDARY SURVEY CALCULATIONS OR DATA BY OTHERS.
3. NH STATE PLAN COORDINATES AND ELEVATIONS ARE DERIVED BENCHMARK AND ARE IDENTIFIED ON THIS SHEET; ELEVATION DATUM NAVD 88
4. LOCATION OF PUBLIC UTILITIES SHOWN IS ONLY APPROXIMATE AND MAY NOT BE COMPLETE. PRIVATE UNDERGROUND UTILITIES SUCH AS, BUT NOT LIMITED TO, SEWER LINES, WATER LINES AND BURIED ELECTRICAL SERVICE LINES ARE NOT SHOWN.

RECOVERABLE BENCHMARK POINTS

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM1	10,428.06	9,828.92	57.51'	CHISLED BOX IN BASE OF LIGHT POLE
BM2	10,399.79	9,996.80	52.65'	CHISLED BOX IN CORNER OF TRANSFORMER PAD

LEGEND:

- | | |
|-----------------|------------------|
| EXISTING | PROPOSED |
| ---50--- | MAJOR CONTOUR |
| --- | MINOR CONTOUR |
| -S- | SEWER PIPE |
| -D- | DRAIN PIPE |
| -OHE- | OVERHEAD ELEC |
| -UGE- | UNDERGROUND ELEC |
| -UGT- | UNDERGROUND TEL |
| -W- | WATER LINE |
| - - - | PROPERTY LINE |
| -X- | FENCE |
| ~ ~ ~ | TREELINE |
| ⊙ | SEWER MANHOLE |
| ⊕ | DRAIN MANHOLE |
| ⊙ | UTILITY POLE |
| ⊕ | CATCH BASIN |
| ⊙ | MONITORING WELL |
| ⊕ | WATER VALVE |
| ⊙ | WATER SHUTOFF |
| ⊕ | LITE POLE |
| ⊙ | ELECTRIC BOX |
| ⊕ | TELEPHONE BOX |
| ⊙ | UTILITY BOX |
| ⊕ | TRANSFORMER |
| ⊙ | IRRIGATION BOX |



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 TEL: (603) 637-1043
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 www.dubois-king.com
 RANDOLPH, VT
 WILLISTON, VT
 SPRINGFIELD, VT
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 PROFESSIONAL SEAL

NOT FOR CONSTRUCTION PRELIMINARY PLANS

NO.	DATE	DESCRIPTION	BY	CKD

TOWN OF NEW MARKET, NEW HAMPSHIRE

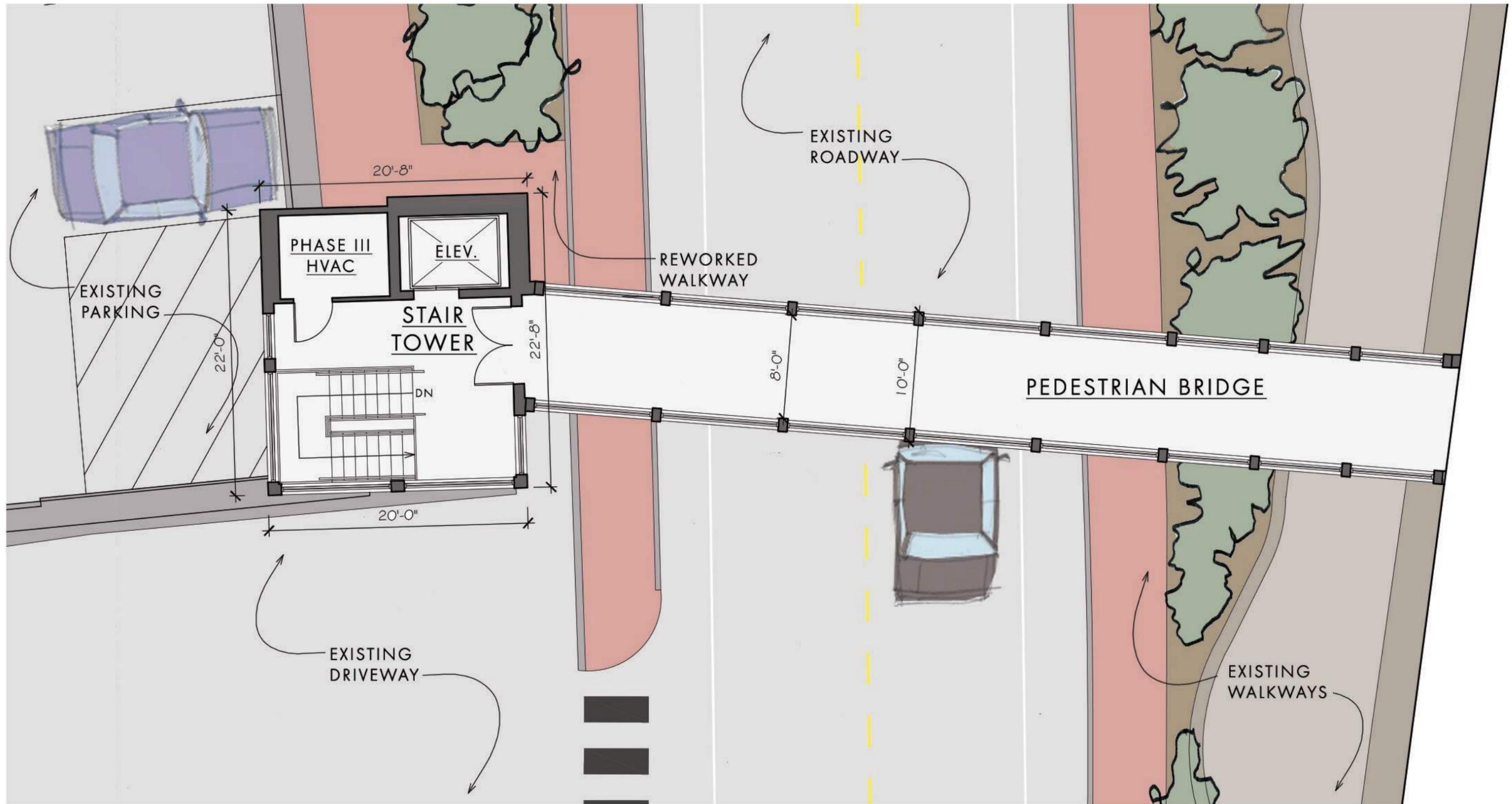
PEDESTRIAN SKY BRIDGE OVER ROUTE 108

SHEET TITLE
 SITE PLAN

DRAWN BY JDG/TJL	DATE AUG 2012
CHECKED BY SMB	DSK PROJECT # 621764L
PROJ. ENG. SMB	DSK ARCHIVE #

SHEET NUMBER
C2.1
 SHEET 3 OF 3

I:\621764L - Newmarket NH - R1108 Sky Bridge\Civil_3D_2012 Drawings\Site Plan.dwg 8/20/2012 9:51 AM



NEWMARKET SKY BRIDGE
 NEWMARKET, NEW HAMPSHIRE

SITE PLAN/UPPER LEVEL PLAN

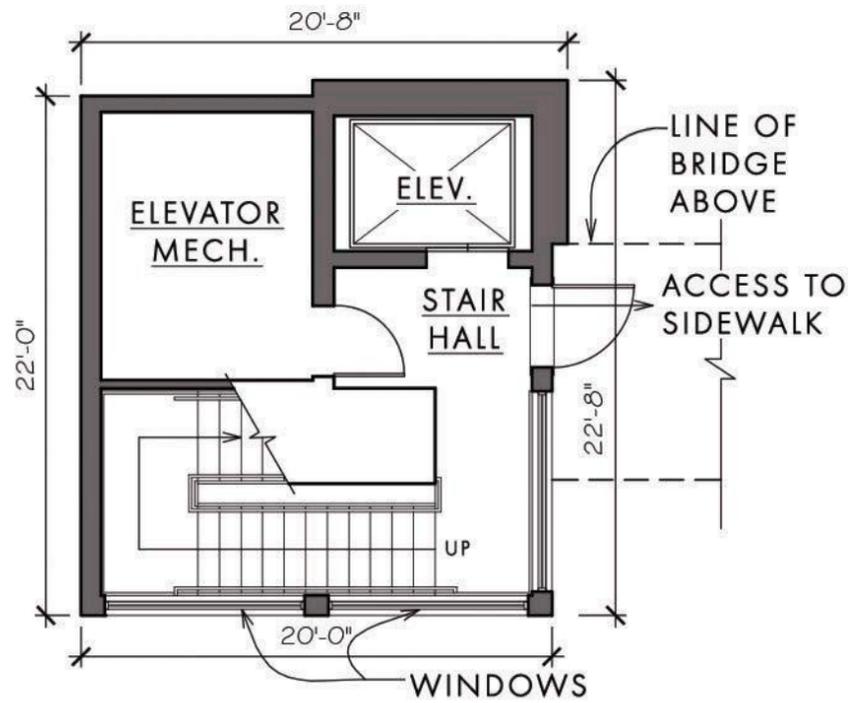
1/8" = 1'-0"

15 AUGUST 2012

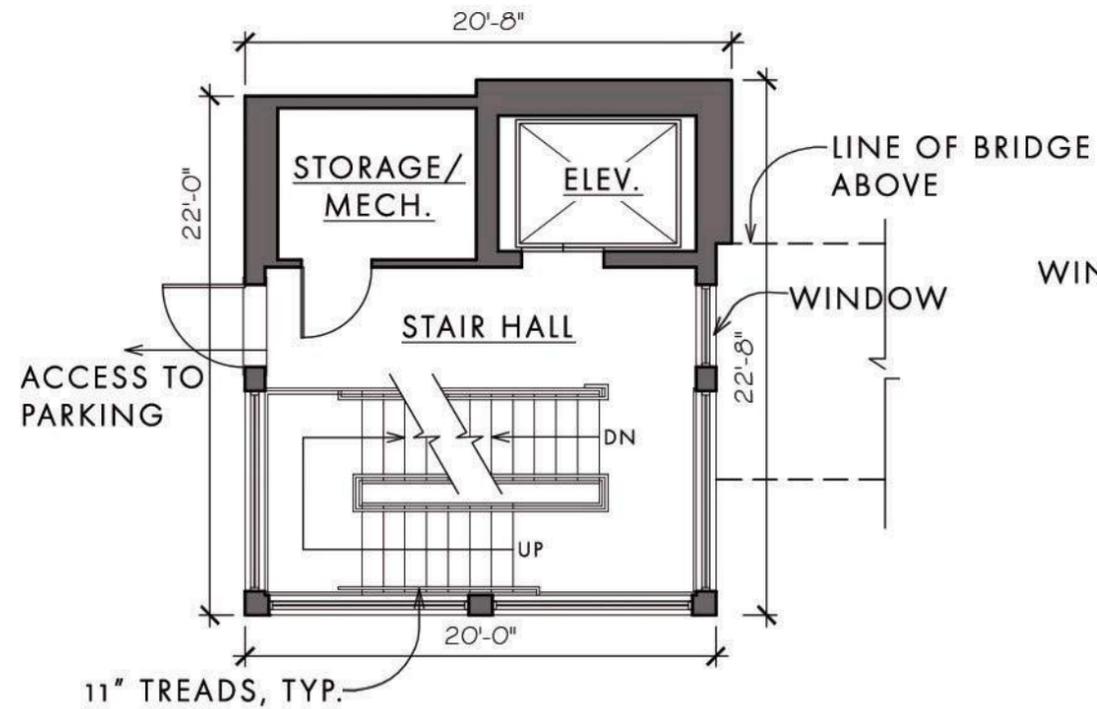
1 OF 5



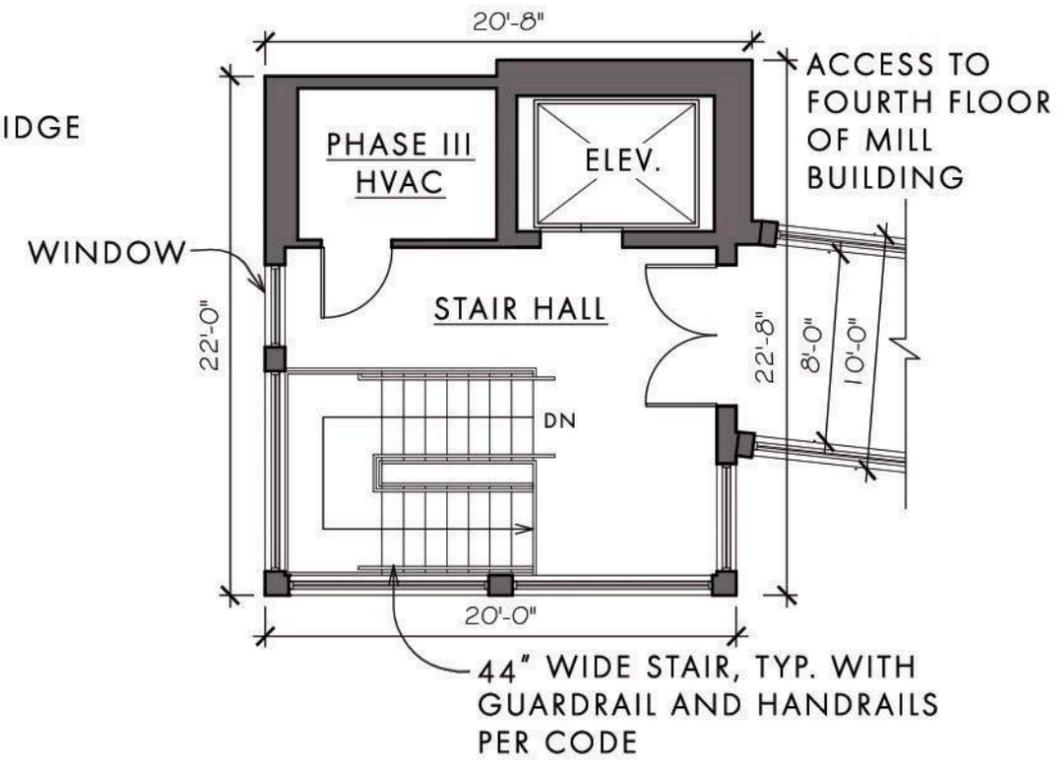
©2012



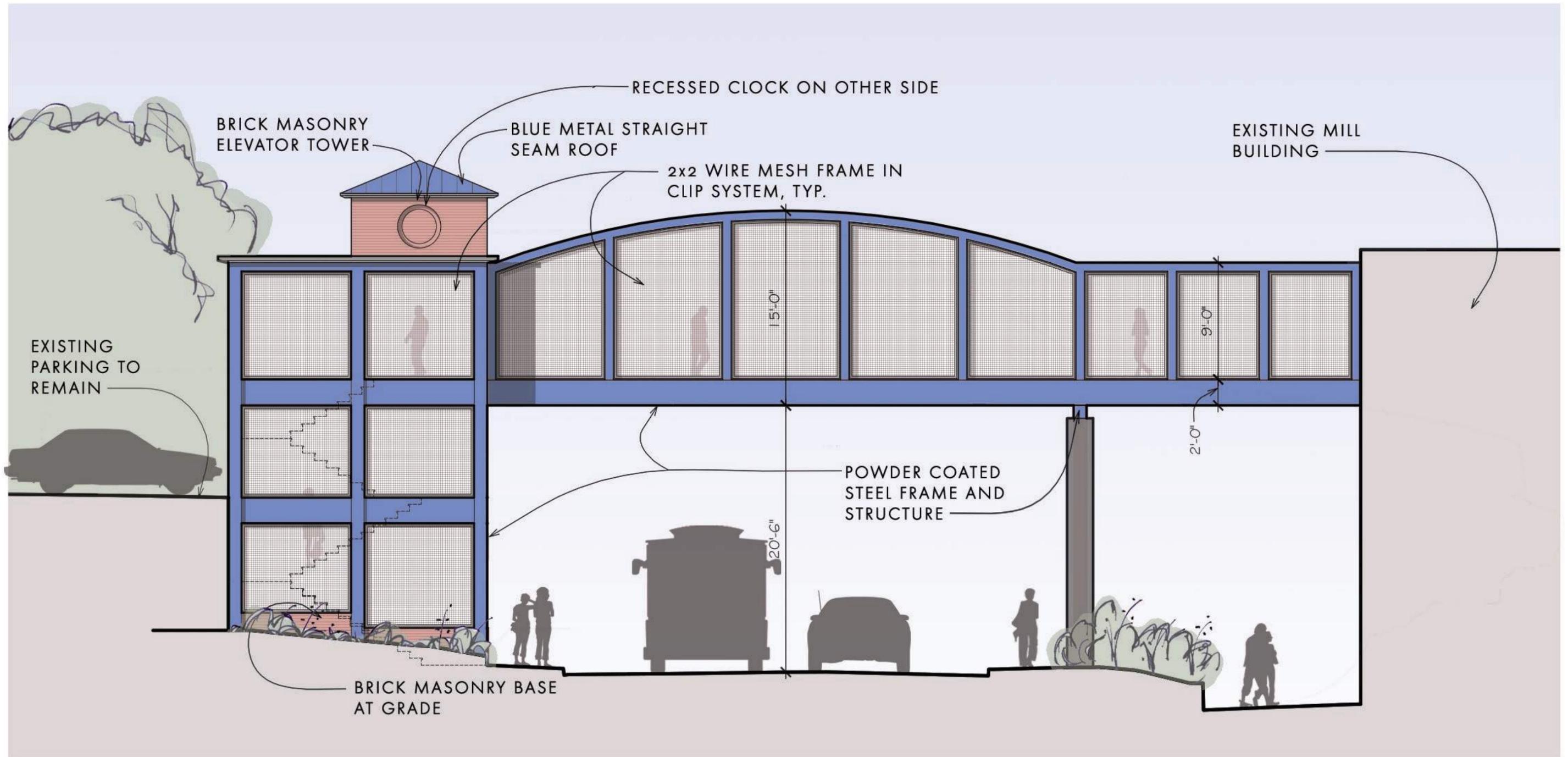
GROUND FLOOR STAIR TOWER WITH ACCESS TO SIDEWALK



FIRST FLOOR STAIR TOWER WITH ACCESS TO PARKING



UPPER FLOOR STAIR TOWER WITH ACCESS TO MILL BUILDING



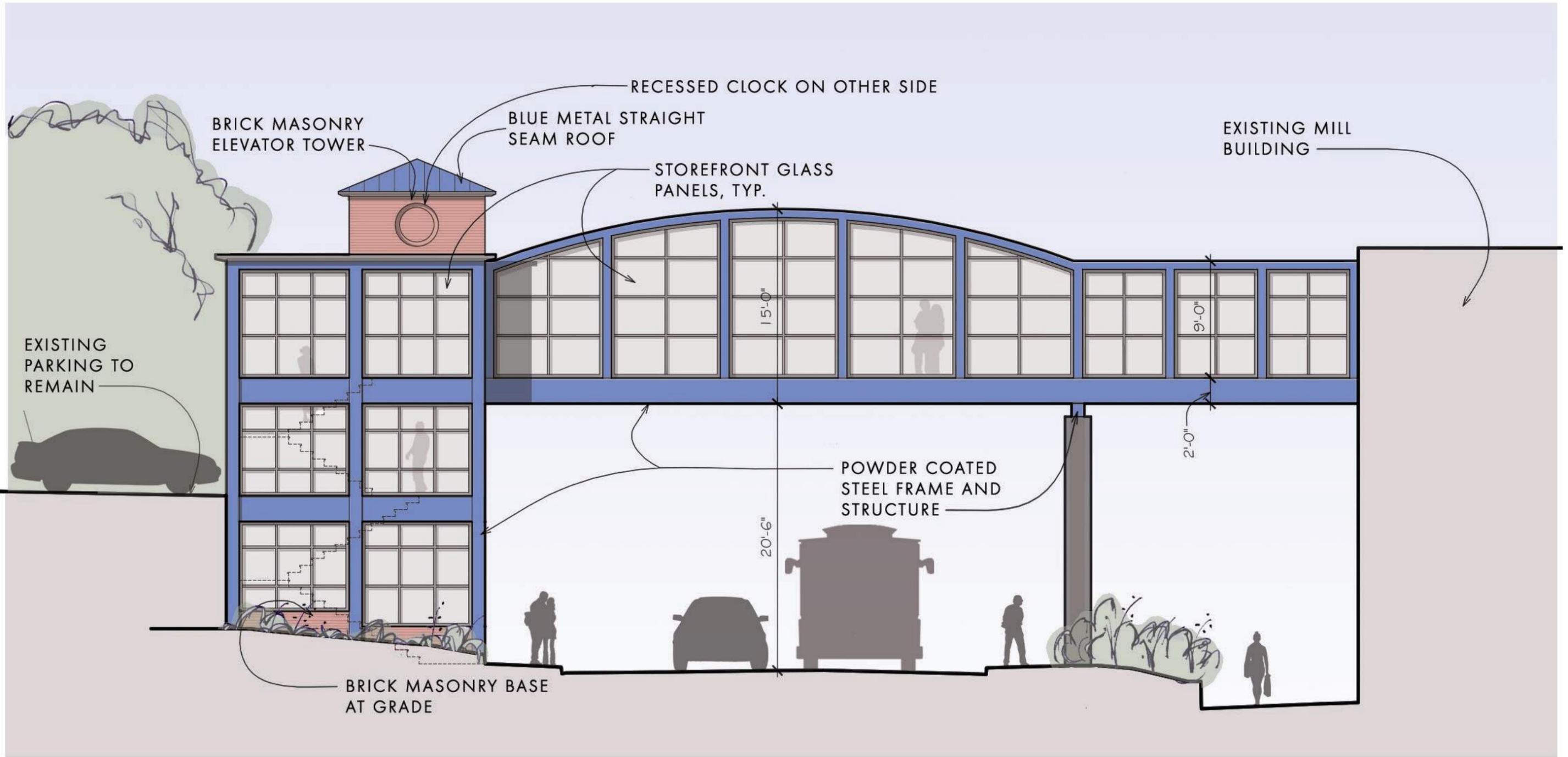
NEWMARKET SKY BRIDGE
 NEWMARKET, NEW HAMPSHIRE

ELEVATION: PHASE 1
 1/8" = 1'-0"

15 AUGUST 2012

3 OF 5





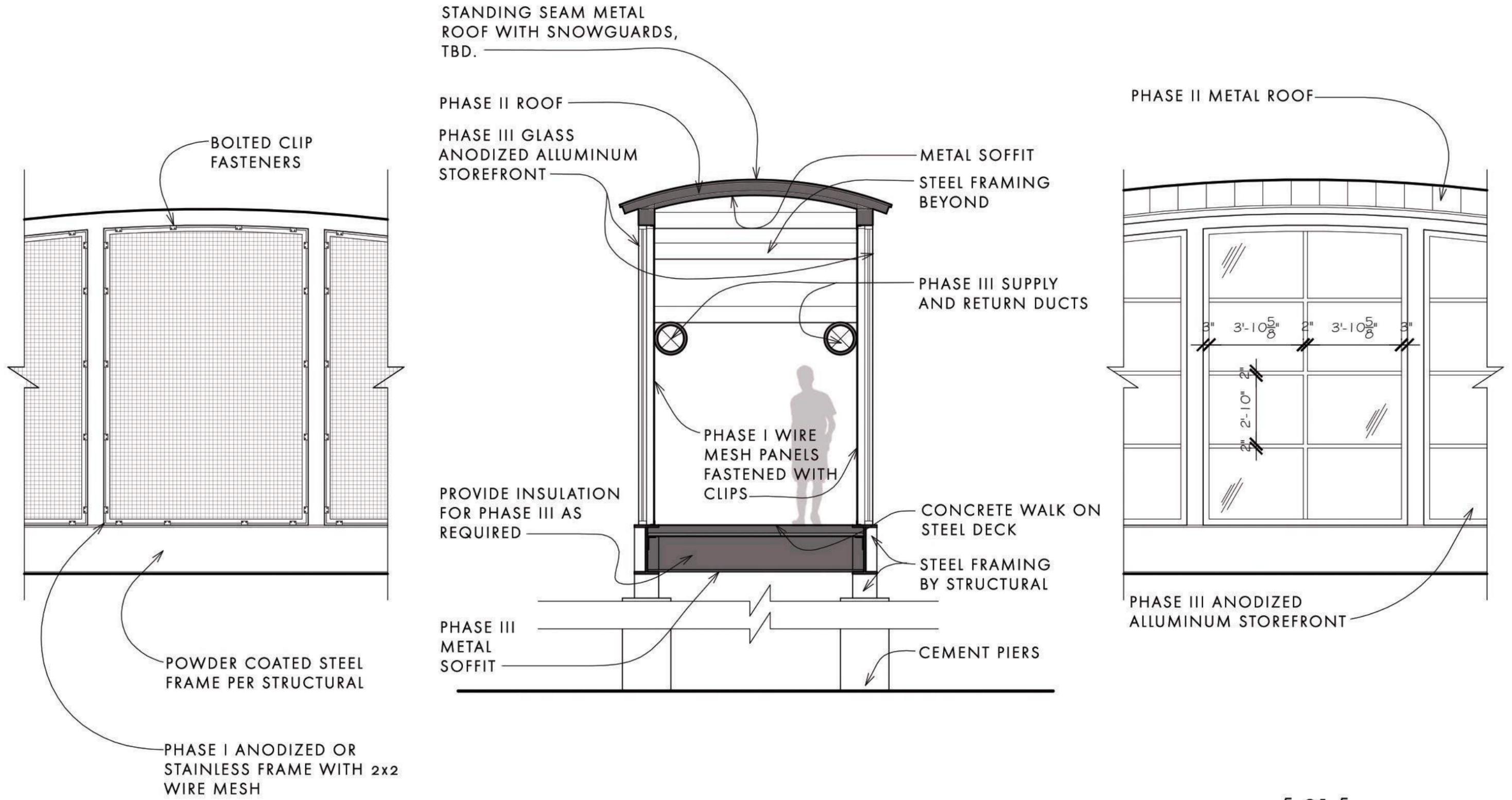
NEWMARKET SKY BRIDGE
 NEWMARKET, NEW HAMPSHIRE

ELEVATION: PHASE 2
 1/8" = 1'-0"

15 AUGUST 2012

4 OF 5





NEWMARKET SKY BRIDGE
 NEWMARKET, NEW HAMPSHIRE

SECTION AND DETAILS

1/4" = 1'-0"

15 AUGUST 2012

5 OF 5





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 Fax: (866) 783-7101

Scott M. Bourcier, P.E.
 Project Manager



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File

RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Monthly Committee Meeting

DATE: September 23, 2012

The purpose of this memorandum is to document the above-referenced project’s Monthly Committee Meeting held on September 21, 2012.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Rick Malasky	Town of Newmarket	Public Works Director / Fire Chief
John Badger	Town of Newmarket	Sky Bridge Committee Member
Eric Botterman	Town of Newmarket	Planning Board Member
Geoff Spitzer	Newmarket Mill Project	Project Manager
Nancy Mayville	NHDOT – Planning Bureau	Department Manager
Robert Hudson	NHDOT – Planning Bureau	Project Manager
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Project Status

- A. Scott Bourcier reported to the group that progress continues to be made. The following is a summary of the Tasks (as defined by the agreement) that has been completed to-date.
 - 1. Task 2 – Conceptual Design Conference
 - i. August Monthly Meeting
 - 2. Task 3 – Conceptual Design Study
 - i. Code Review – finalized
 - ii. Preliminary Building Design Review – initial
 - iii. Preliminary Bridge Design Review – initial
 - iv. Probable Construction Cost (OPCC)

2. Findings

- A. Code Review:
 - 1. This topic was not discussed during the meeting. Attached is the finalized code review as prepared by DeStefano Architects.
- B. Probable Construction Costs (OPCC):
 - 1. Scott reported to the group that a Cost Estimator was incorporated as part of the team. Scott explained that due to the conceptual phase of the proposed project it was determined that a Cost Estimator would provide a better probable construction costs based on current rates.
 - 2. Scott reported that the Probable Construction Cost was prepared based on the architectural renderings, floor plans and civil site plan layout submitted during the August Monthly Meeting with the exception of the following assumption: the existing off-street

parking lot “retaining wall” would not be impacted during the construction of the Stair Tower. Scott summarized the results of the conceptual OPCC, reporting that Phase I and Phase II are estimated to be approximately \$963,000 and \$160,000 (including construction, A/E Design fee and A/E Construction Observation fee); respectively. Please see the September 7, 2012 OPCC Summary Memorandum; attached herein.

3. Scott reported that during the preparation of the OPCC, DeStefano Architects modified the layout of the Stair Tower to mitigate impact to the existing off-street parking lot “retaining wall”. Scott distributed a revised Stair Tower, which showed the building structure rotated 90-degrees. Copy of the revised floor plan is attached herein.
4. John Badger inquired the current grant amount. Diane Hardy reported that the original Transportation Enhancement (TE) application had \$550,000 in total approved funds for the project. Nancy Mayville gave the current approved breakdown, which includes \$101,000 for Preliminary Engineering, \$1,000 for Right-of-Way and \$529,950 for Construction giving a project total of \$631,950. Given the current estimated total project cost of \$1,173,600 (\$1,122,100 + \$51,500) the project is short \$541,650.
5. Robert Hudson inquired if the Committee has considered eliminating Phase II (i.e. glass enclosure, mechanical and ventilation). Scott responded that further discussion would be required by the Committee. Scott continued by stating that it would be the preference of the Committee to include Phase II, but, considering costs and that at a minimum the Stair Tower and Bridge include a roof system, it is assumed that Phase II could be eliminated from the project.
6. Eric Botterman inquired about additional funding. Diane responded that the purpose of this meeting is to discuss options. Diane continued by stating that it is unlikely that additional funding for this project is available by Federal Highway Administration (FHWA); Nancy concurred.
7. Geoff Spitzer inquired the possibility of a prefabricated bridge. According to Geoff, during Chinburg’s discussions with prefabricators, the fabricator would construct the bridge off-site; which greatly reduced the cost of the bridge – according to Geoff, approximately half of what is currently shown on the OPCC. Scott responded that initial discussions have been made with a prefabricated bridge company, but the prefabricator is concerned about the cantilever portion of the bridge between the Mill Building and the easterly piers. Scott stated that during live loads, the concern is that the cantilever portion connecting to the Mill Building might deflect out of acceptable tolerance of building code. Scott also reported to the group that if a prefabricated bridge is selected, then the architectural arch of the bridge between the Stair Tower and the easterly pier would be eliminated. Eric supported the direction to continue discussion with bridge prefabricators. However, Eric recommended to the group that a detail review of the Stair Tower might be more cost effective to close the cost/funding discrepancy; compared to the savings of the bridge.
8. Eric inquired if materials were reviewed to keep costs within budget. Scott reported that materials were reviewed and that methodology of eliminating waste (i.e. not installing temporary materials which would be later discarded); hence, wasting funds. Scott also reported that during code review, the Building Tower has been re-labeled as a Stair Tower. Scott continued to report that the re-labeling has greatly reduce costs; not being required to meet energy codes, reducing the size of the elevator, etc.
9. Robert inquired about eliminating the roof system. Rick Malasky and John responded that for security reasons, elimination of the roof system would not be acceptable; Geoff confirmed.
10. Geoff inquired if the project could be separated into two projects. Nancy reported that projects can be separated into participating and non-participating components. However,

Nancy continued by reporting that both components will continue to be required to meet FHWA requirements, which includes Federal labor compliance requirements.

11. Diane inquired about Chinburg constructing the Stair Tower as part of the future parking structure. Geoff reported that the anticipated retail store agreement did not come to fruition and therefore, the parking structure is currently not financially feasible.
12. Geoff suggested to the group that DuBois & King prepare an alternative that considers a prefabricated bridge and a re-review the Stair Tower. Geoff continued by recommending that the Stair Tower eliminate the elevator and the interior stairs only access the bridge and the off-street parking elevations; ADA would be via exterior switch-back ramps from the bridge to the off-street parking elevations – located within the limits of the off-street parking area. Scott responded by noting that this recommendation would eliminate the experience of patrons from Main Street to the Mill Building. In addition, Scott informed the group that this suggestion would require disabled patrons take a route up the Main Street sidewalk, turn left into the off-street parking lot and then back-track through the off-street parking lot to the Sky Bridge. John responded that the purpose of the project was to facilitate the Town by providing a means to parking and access the Mill without crossing Main Street. John continued to report that it is anticipated that patrons of the Downtown area would utilize the crosswalk, located just south of the bridge, to cross Main Street versus the Sky Bridge.
13. Eric suggested to the group that DuBois & King prepare a second alternative that considers a prefabricated bridge, elimination of the Stair Tower and exterior stairs and ADA ramps from the bridge to the off-street parking elevations – located within the limits of the off-street parking area.

C. Maintenance Agreement and Easement Agreement:

1. Nancy inquired about obtaining a copy of the maintenance agreement and easement agreement between the Town of Newmarket and Newmarket Mill. Nancy indicated that both NHDOT and FHWA are especially interested in reviewing the hours that the proposed tower and bridge will be open to the public. Diane reported that a draft copy of these agreements will be submitted to NHDOT for review within a month.

3. Project Schedule

- A. The following is the project schedule for the Study Phase has been placed on “To Be Determined” status until the above additional alternatives (as discussed in Items 2.B.12 and 2.B.13) have been reviewed and submitted to the Newmarket Sky Committee for review.

1. Advertisement of NDC Meeting	TBD
2. Newmarket Business Association (NBA) Meeting*	TBD
3. NH Department of Historical Resources Meeting	TBD
4. Submission of Draft Report	TBD
5. Public Meeting	TBD
6. Submission of Final Report	TBD

*Note: The previous meeting minutes incorrectly identified a stakeholder meeting with the Newmarket Downtown Committee [a.k.a. Newmarket Community Development Corporation, (NCDC)]. The stakeholder meeting will be conducted with the Newmarket Business Association (NBA); above reflects this correction.

- B. Diane noted to the group that she has spoken with the Newmarket Business Association (NBA) with respect to the proposed Sky Bridge project and they are very interested in a public stakeholders meeting. According to Diane, the NBA is requesting a couple of weeks notice when the Sky Committee is ready for a presentation.

4. Next Meeting Date

- A. October 17, 2012 at 10:00am within the Newmarket Council Chambers.



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 Fax: (866) 783-7101

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ATTENDANCE SHEET

September 21, 2012 / 10:00am

Town of Newmarket, NH – Sky Pedestrian Bridge D&K Project No.: 621764L			
Name	Company	Telephone No.	Email Address
SCOTT BAUER	DUBOIS & KING	(603) 637-1043	SPBAUER@DUBOIS-KING.COM
DIANE HARDY	NEWMARKET		
Robert Hudson	DOT	(603) 271-7866	
NANCY MAYNILE	DOT	603-271-1609	NMayville@dot.state.nh.us
GEOFF SPITZER	CITINGRAG BUILDING	(603) 234-1649	gspitzer@chingragsbuilders.com
JOHN BAOSER	Newmarket	603-292-5977	jbaoser@comcast.net
RICK MALASKY	Newmarket	603 659 3043	rmalasky@newmarket-nh.gov
ERIC BOTTEZMAN	Newmarket	603 659 5059	EBOTTEZMAN@MEI-NH.COM



23 High Street
Portsmouth, NH 03801
603.431.8701
Fax: 422.8707
www.destefanoarchitects.com

CODE SUMMARY - PRELIMINARY

DATE: 20 SEPTEMBER 2012
RE: NEWMARKET SKY BRIDGE
FROM: ROBERT J. HARBESON, AIA, DeStefano Architects (D|A)

I APPLICABLE CODE DOCUMENTS

- A. INTERNATIONAL BUILDING CODE, 2009 (IBC)
- B. NFPA LIFE SAFETY CODE 101, 2009 (NFPA)
- C. NEC 2008
- D. TOWN OF NEWMARKET - ZONING DISTRICT
- E. INTERNATIONAL PLUMBING CODE 2009
- F. INTERNATIONAL MECHANICAL CODE 2009
- G. INTERNATIONAL ENERGY CONSERVATION CODE 2009
- H. NFPA 1 - UNIFORM FIRE CODE 2009
- I. ICC/ANSI A117.1-2003 - AMERICAN NATIONAL STANDARDS INSTITUTE: ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
- J. ADAAG - 1998, AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES
- K. TOWN OF NEWMARKET, NH BUILDING CODE AMENDMENTS
- L. INTERNATIONAL EXISTING BUILDING CODE 2009

SUMMARY: A STAIR TOWER, ELEVATOR, ASSOCIATED MECHANICAL SPACES, AND MUNICIPAL STORAGE FOR ACCESS TO A CONDITIONED PEDESTRIAN BRIDGE, AND STAIRWAY TO CONNECT THE SIDEWALK, PARKING STRUCTURE, AND MILL BUILDING. THIS SPECIFIC USE IS NOT COVERED DIRECTLY BY THE BUILDING AND LIFE SAFETY CODES, AND THE APPROACH BELOW HAS BEEN DETERMINED THROUGH MUTUAL AGREEMENT BY THE NEWMARKET BUILDING INSPECTOR, THE NEWMARKET LIFE SAFETY OFFICER, AND DeStefano Architects AT A MEETING ON 4 SEPTEMBER 2012. THE STAIR, ELEVATOR, AND BRIDGE ARE FOR CONVENIENCE, ARE NOT A REQUIRED MEANS OF EGRESS FROM ANY BUILDING OR STRUCTURE, AND THEIR ONLY OCCUPANCY / EGRESS REQUIREMENTS ARE RELATED TO THEIR OWN AREA.

II OCCUPANCY CLASSIFICATION - TBD

THE BUILDING SHALL BE CONSTRUCTED USING TYPE IIB CONSTRUCTION

USE IS PRESUMED TO BE LOW STORAGE (S2) WHICH BY NH TABLE 503 AND TYPE IIB CONSTRUCTION IS PERMITTED TO BE:

3 STORIES, 40 FEET
14,400 SF

PROPOSED STRUCTURE IS 3 STORIES, APPX. 39 FEET.

PROPOSED STRUCTURE IS APPX. 1000 SF TOTAL FOR STAIR TOWER AND BRIDGE.

IT IS NOT KNOWN IF SPRINKLERS ARE DESIRED FOR THIS STRUCTURE, THEY DO NOT APPEAR TO BE REQUIRED FOR HEIGHT AND AREA.

OPEN AREA INCREASES ARE AVAILABLE FOR THIS STRUCTURE, BUT IT DOES NOT APPEAR THAT THEY WILL BE REQUIRED FOR HEIGHT AND AREA.

USING 200 SF / OCCUPANT FOR PARKING GARAGE AS A REFERENCE FOR OCCUPANCY OF THIS STRUCTURE IT RESULTS IN AN OCCUPANCY OF APPROXIMATELY 10 INCLUDING BOTH BRIDGE AND STAIR TOWER.

PER IBC 1022.1 EXCEPTION 1 A STAIRWAY IS NOT REQUIRED TO BE ENCLOSED WHEN THE STAIRWAY SERVES AN OCCUPANT LOAD OF LESS THAN 10 AND THE STAIRWAY IS NOT OPEN TO MORE THAN ONE STORY ABOVE OR BELOW ITS LEVEL OF DISCHARGE.

OCCUPANCY OF THE STAIR NEED NOT BE FACTORED IN TO THE EGRESS REQUIREMENTS FOR THE STAIR. THEREFORE OCCUPANCY IS WELL UNDER 10 PERSONS. ADDITIONALLY, THERE IS EGRESS TO THE STAIR DIRECTLY TO THE EXTERIOR FROM THE FIRST TWO LEVELS.

III FIRE-RESISTANCE RATED CONSTRUCTION

FOR THE ELEVATOR: PER 708.4 SHAFT ENCLOSURES SHALL HAVE A FIRE-RESISTANCE RATING OF NOT LESS THAN 1 HOUR WHERE CONNECTING LESS THAN 4 STORIES, AND NOT LESS THAN THE FLOOR ASSEMBLY PENETRATED.

PER 708.2 EXCEPTION 14 A SHAFT ENCLOSURE IS NOT REQUIRED FOR ELEVATOR HOISTWAYS IN OPEN OR ENCLOSED PARKING GARAGES THAT SERVE ONLY THE PARKING GARAGE.

- NOTE: THIS ITEM IS PROVIDED FOR REFERENCE, AS THIS STAIR / ELEVATOR TOWER DOES NOT SERVE AS A REQUIRED MEANS OF EGRESS FROM ANY LOCATION. IT DOES NOT DIRECTLY HAVE A USE GROUP ASSOCIATED WITH IT AS IT IS SIMPLY A PUBLIC WAY. HOWEVER, IT DOES CONNECT TO A PARKING STRUCTURE IT MAY BE CONSIDERED TO BE ASSOCIATED WITH IT. REGARDLESS OF THIS, WE ARE NOTING THAT THE HOISTWAY AND MECHANICAL SPACES SHALL BE RATED 1-HOUR AND BELIEVE THAT THIS MEETS OR EXCEEDS ANY REQUIREMENT.

MECHANICAL ROOM ASSOCIATED WITH ELEVATOR SHALL BE 1-HR FIRE RATED CONSTRUCTION FOR ALL SURFACES (WALLS, FLOOR, CEILING). 1-HR RATED DOOR SHALL BE ON AUTO-CLOSER.

MECHANICAL ROOM ASSOCIATED WITH FUTURE HVAC EQUIPMENT FOR CONDITIONING THE BRIDGE SHALL BE IN 1-HOUR RATED CONSTRUCTION FOR ALL SURFACES AND ACCESSED BY DOOR WITH AUTO CLOSER, SIMILAR TO ITEM ABOVE.

STORAGE ROOM SHALL BE 1-HR RATED CONSTRUCTION FOR ALL SURFACES AND ACCESSED BY DOOR WITH AUTO-CLOSER, SIMILAR TO ITEM ABOVE.

PER IBC 1027.1 EXCEPTION 4 IT IS BELIEVED THAT THE STAIR IS NOT REQUIRED TO BE ENCLOSED AT THIS LOCATION. *THIS ITEM IS TO BE DETERMINED AT A MEETING WITH CODE ENFORCEMENT OFFICER, LIFE SAFETY OFFICER, AND ARCHITECT ON TUESDAY 28 AUGUST 2012.*

IV OCCUPANT NEEDS

EGRESS: TWO EXITS HAVE BEEN PROVIDED AT EACH FLOOR OF THE STAIR TOWER. IN ALL CASES, THE STAIR ITSELF AND AN ADDITIONAL EXIT. AT THE FIRST TWO FLOORS THIS IS TO THE EXTERIOR, AT THE UPPER FLOOR IT IS TO THE PEDESTRIAN BRIDGE. THE BRIDGE AND STAIR TOWER ONLY ACT AS EGRESS COMPONENTS FOR THE STAIR TOWER AND BRIDGE. THE EXISTING MILL BUILDING HAS ALREADY BEEN PROVIDED WITH EGRESS TO MEET CODE REQUIREMENTS. THE PEDESTRIAN BRIDGE IS SIMPLY A CONVENIENCE EXIT FROM THAT STRUCTURE TO THE PARKING STRUCTURE. IT IS NOT A REQUIRED MEANS OF EGRESS.

1. GUARDRAILS – NFPA 7.2.2.4.5.2 AND NFPA 7.2.2.4.5.3
 1. HEIGHT: GUARDS SHALL NOT BE LESS THEN 42" HIGH
OPENINGS: OPEN GUARDS SHALL HAVE INTERMEDIATE RAILS OR ORNAMENTAL PATTERN SUCH THAT A 4" SPHERE CANNOT PASS THROUGH, OR 21" FOR SERVICE AREAS ONLY

2. EGRESS DOORS –NFPA 7.2.1.2.3 NEW
MINIMUM WIDTH: 32" CLEAR WIDTH WHEN DOOR IS FULLY OPEN
SWING (7.2.1.4.4): EGRESS DOOR SWINGS SHALL NOT LEAVE LESS THAN ONE-HALF OF THE REQUIRED WIDTH OF AN AISLE, CORRIDOR, PASSAGEWAY, OR LANDING UNOBSTRUCTED AND SHALL NOT PROJECT MORE THAN 7" INTO THE REQUIRED WIDTH OF AN AISLE, CORRIDOR, PASSAGEWAY, OR LANDING, WHEN FULLY OPEN. THE LANDING SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR.
PER 12.2.2.2.3 ALL EGRESS DOORS SHALL HAVE PANIC HARDWARE.

PROPOSED: ALL DOORS IN THIS PROJECT HAVE BEEN PROPOSED TO BE 3'-0" OR LARGER.

3. WIDTH OF COMPONENTS AT STAIRS AND BRIDGE HAVE BEEN DETERMINED FOR COMFORT. ALL COMPONENTS GREATLY EXCEED THE REQUIRED WIDTH FOR EGRESS OF THIS OCCUPANCY NUMBER.

4. STAIRWAYS – IBC 1009.1 AND NFPA TABLE 7.2.2.2.1 (A) NEW STAIRS
 - A. MINIMUM WIDTH: 44"
(MINIMUM OF 48" CLEAR WIDTH BETWEEN HANDRAILS FOR AN ACCESSIBLE EGRESS PATH WHEN AN AREA OF REFUGE IS REQUIRED)

PROPOSED 44" STAIRS WITH 48" LANDINGS. NO AREA OF REFUGE IS REQUIRED AS THERE IS EGRESS AT THE FLOOR LEVEL AT EACH STORY.

 - B. CLEAR OF ALL OBSTRUCTIONS, EXCEPT PROJECTIONS NOT MORE THAN 3-1/2 INCHES AT OR BELOW HANDRAIL HEIGHT ON EACH SIDE.
 - C. MIN. HEADROOM: 6'-8"
 - D. MAX. HEIGHT BETWEEN LANDINGS: 12'
 - E. TREADS AND RISERS:
 1. MAX. HEIGHT OF RISERS: 7 IN.
 2. MIN. HEIGHT OF RISERS: 4 IN.
 3. MIN. TREAD DEPTH: 11 IN.

5. HANDRAILS – NFPA 7.2.2.4.5
 - A. HEIGHT: 34" – 38" ABOVE NOSING
 - B. CLEARANCE: HANDRAILS SHALL NOT PROJECT MORE THAN 3.5" INTO WIDTH OF STAIR ON EACH SIDE.

- C. EXTENSIONS: NON -CONTINUOUS HANDRAILS BETWEEN FLIGHTS OF STAIRS SHALL EXTEND HORIZONTALLY NOT LESS THAN 12" BEYOND THE TOP RISER AND CONTINUE TO SLOPE FOR A DEPTH OF ONE TREAD BEYOND THE BOTTOM RISER.
 - D. ENDS: MUST RETURN TO WALL OR FLOOR OR SHALL TERMINATE AT NEWEL POSTS.
 - E. GRIP SIZE: CIRCULAR WITH DIM. OF NOT LESS THAN 1-1/4" AND NOT MORE THAN 2".
6. THIS PROJECT MAY BE COMPLETED IN PHASES. IT IS NOT REQUIRED THAT IT BE FULLY ROOFED OR ENCLOSED, BUT IT MUST BE MAINTAINED AGAINST ICE AND SNOW.
7. LIFE SAFETY OFFICER HAS STATED THAT FOR NEWMARKET, THE INSIDE CLEAR DIMENSION OF THE ELEVATOR MUST BE A MINIMUM OF 4'-3"x6'-9". PER IBC 3002.4 THE ELEVATOR DOES NOT CONNECT 4 OR MORE STORIES AND THEREFORE DOES NOT NEED TO MEET A STRETCHER REQUIREMENT, BUT MUST SIMPLY MEET THE MINIMUM ACCESSIBILITY REQUIREMENTS PER ANSI FOR SIZING.

V ENERGY CODE

PER TABLE 502.3 A MAXIMUM OF 40% OF THE VERTICAL WALL SURFACE OF THE STRUCTURE MAY BE OPEN (GLASS OR OTHER OPENING). IF THIS STRUCTURE IS CONDITIONED, AND/OR IS TO COMPLY WITH IECC 2009 THE OPEN AREA MUST BE SIGNIFICANTLY REDUCED.

ADDITIONALLY, IF THE STRUCTURE IS CONDITIONED, IT WILL LIKELY BE NECESSARY TO FRAME A WALL INBOARD OF THE STRUCTURAL FRAMING OF THE BRIDGE IN ORDER TO MEET THE REQUIREMENTS BOTH FOR R VALUE AND CONTINUOUS INSULATION.

PER MEETING WITH TOWN OF NEWMARKET BUILDING INSPECTOR 4 SEPTEMBER 2012 IT WAS AGREED THAT THIS IS A UNIQUE STRUCTURE, THE USE OF WHICH IS NOT SPECIFICALLY NOTED IN THE BUILDING CODE. IT WAS DETERMINED THAT THE STRUCTURE WILL NOT BE REQUIRED TO MEET THE REQUIREMENTS OF A BUILDING FOR GLASS AREA. IF CONSIDERED WITH THE ABUTTING MILL BUILDING THE TOTAL STRUCTURE WOULD BE WELL WITHIN THE REQUIREMENTS. ADDITIONALLY, THIS WILL BE TEMPERED SPACE FOR COMFORT, AND TO PREVENT CONDENSATION, ETC. AT THE INTERIOR OF THE STRUCTURE. IT WILL NOT BE CONDITIONED SPACE.



18 Constitution Drive, Suite 8
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Scott M. Bourcier, P.E.
 Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: Town of Newmarket Sky Pedestrian Bridge Committee

RE: Sky Pedestrian Bridge (NHDOT Project No. 16048 / FHWA Project No. X-A001(108)
 Conceptual Engineer's Opinion of Probable Construction Cost

DATE: September 7, 2012

The attached Conceptual Engineer's Opinion of Probable Construction Cost was prepared for the proposed Town of Newmarket Sky Pedestrian Bridge over Route 108 (Main Street). This conceptual construction cost estimate was prepared based on the following:

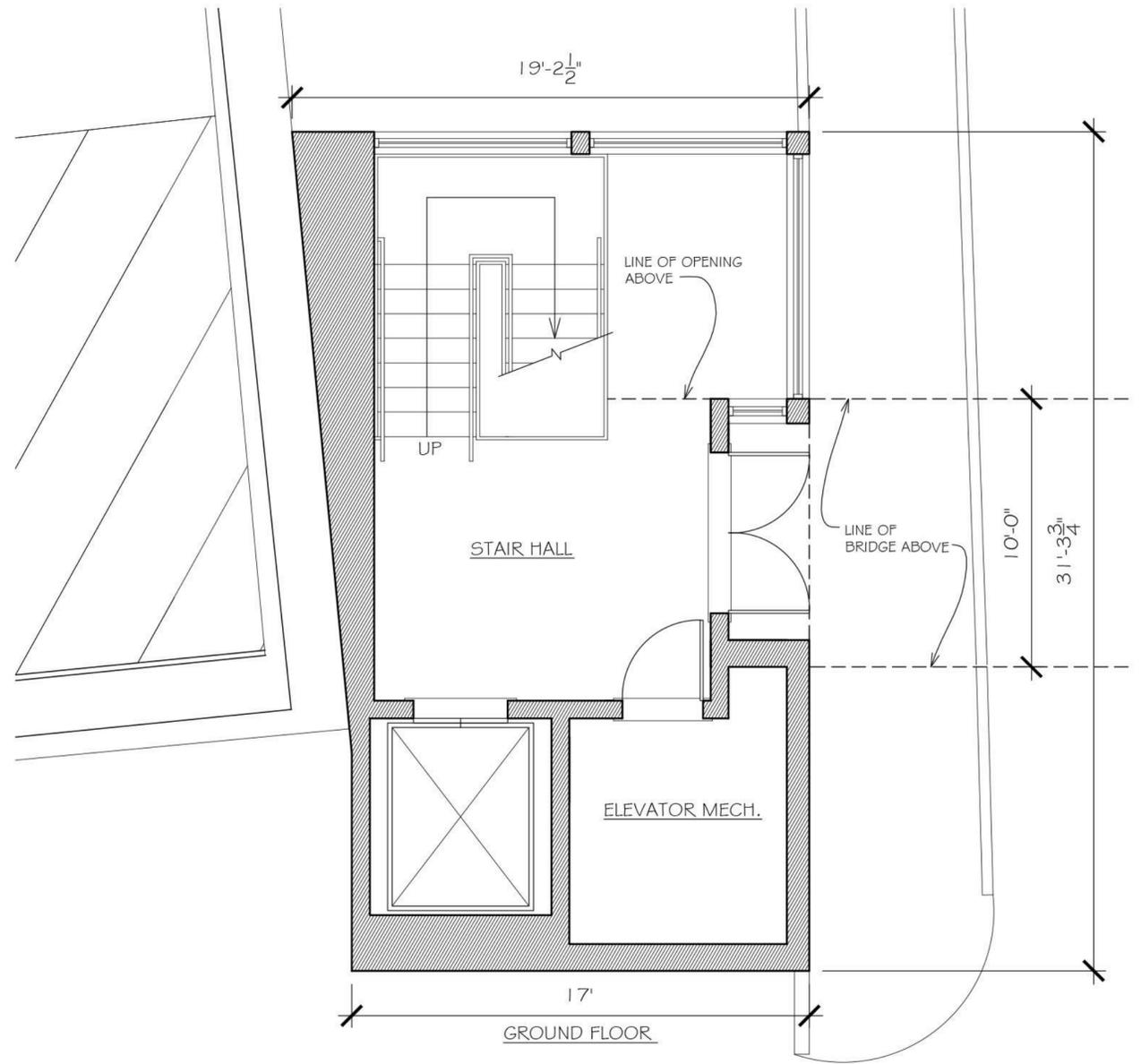
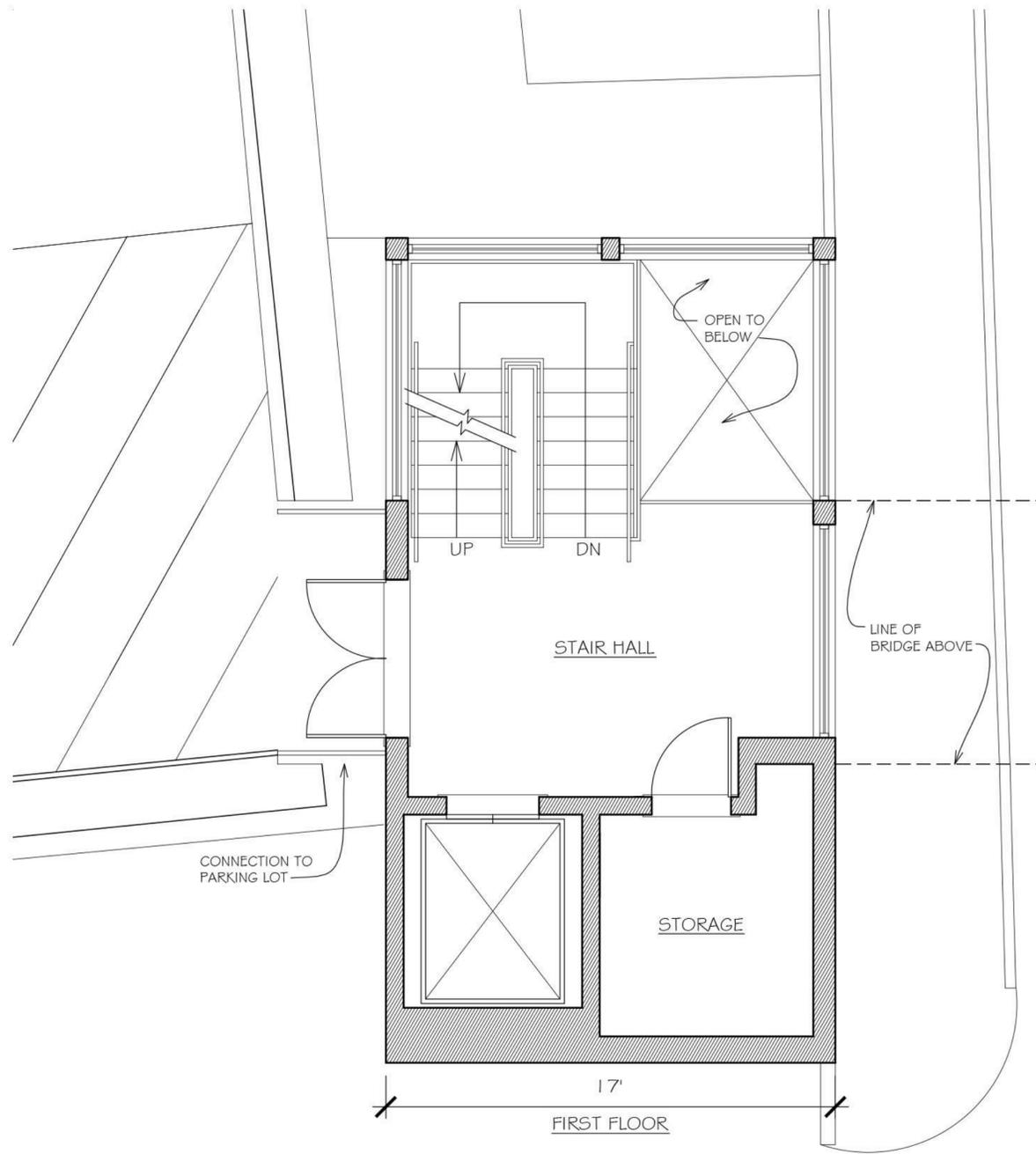
1. The site, architectural floor, elevation, section and detail plans dated August 15, 2012; please see Monthly Committee Meeting minutes dated August 18, 2012.
2. The project is divided into two (2) phases.
 - Phase I – defined by the above-noted plan set, including a roof system over the Stair Tower, elevator and Pedestrian Bridge.
 - Phase II as defined by the combination of Phases II and III of the above-noted plan set.
3. No impact to the existing off-street parking lot masonry wall located along the westerly side of the proposed Stair Tower. It is assumed that modifications would be required to the design of the Stair Tower to achieve this assumption.

As a result, the Conceptual Engineer's Opinion of Probable Construction Cost is as follows:

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Phase I			
Item	Building	Bridge	Total
Phase I Construction	\$486,500	\$248,500	\$735,000
Contingency (15%)	\$73,000	\$37,300	\$110,300
Design A/E Fees (8%)**	\$39,000	\$19,800	\$58,800
Construction A/E Fees (8%)**	\$39,000	\$19,800	\$58,800
Phase I Total	\$637,500	\$325,400	\$962,900

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Phase II			
Item	Building	Bridge	Total
Phase II Construction	\$93,800	\$27,700	\$121,500
Contingency (15%)	\$14,100	\$4,200	\$18,300
Design A/E Fees (8%)**	\$7,500	\$2,200	\$9,700
Construction A/E Fees (8%)**	\$7,500	\$2,200	\$9,700
Phase II Total	\$122,900	\$36,300	\$159,200
Phase I and II Total			\$1,122,100

**Note: Design and Construction A/E Fees are assumed.



PROJECT No: 201215.000



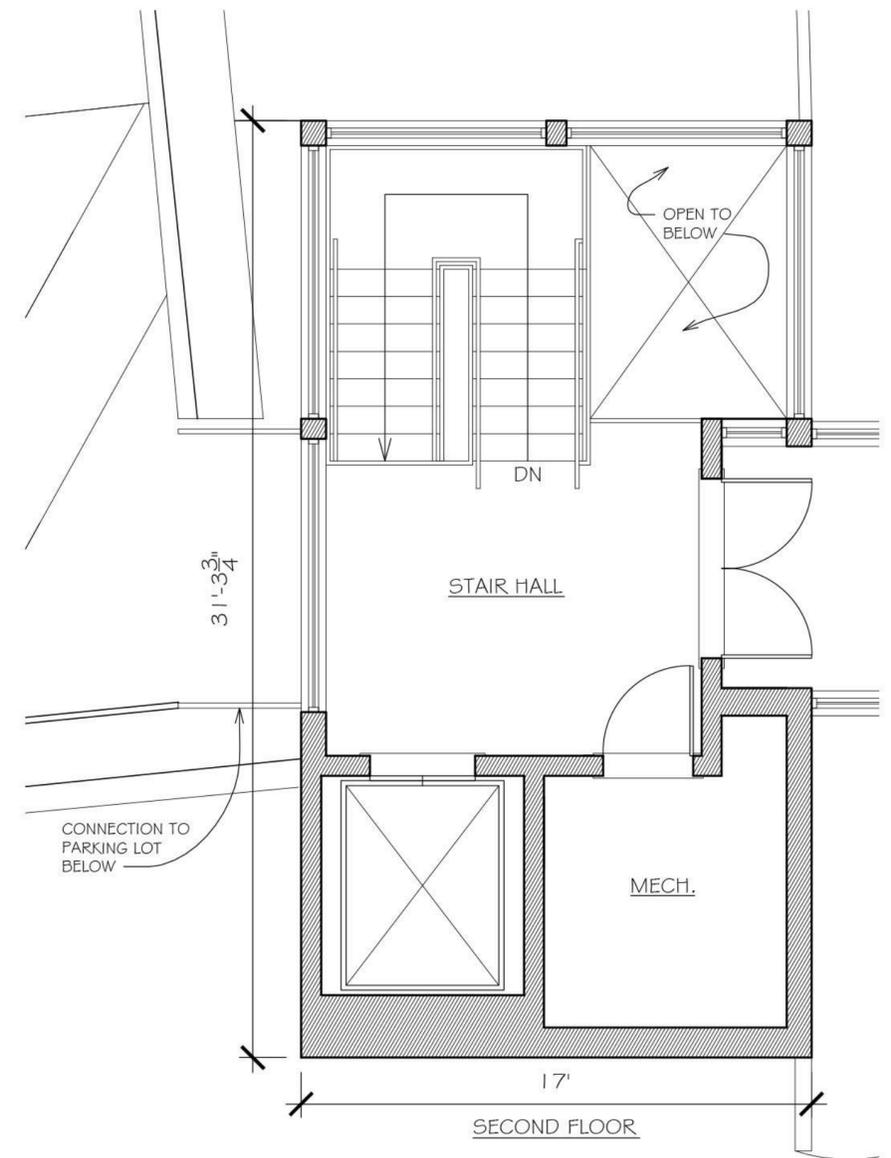
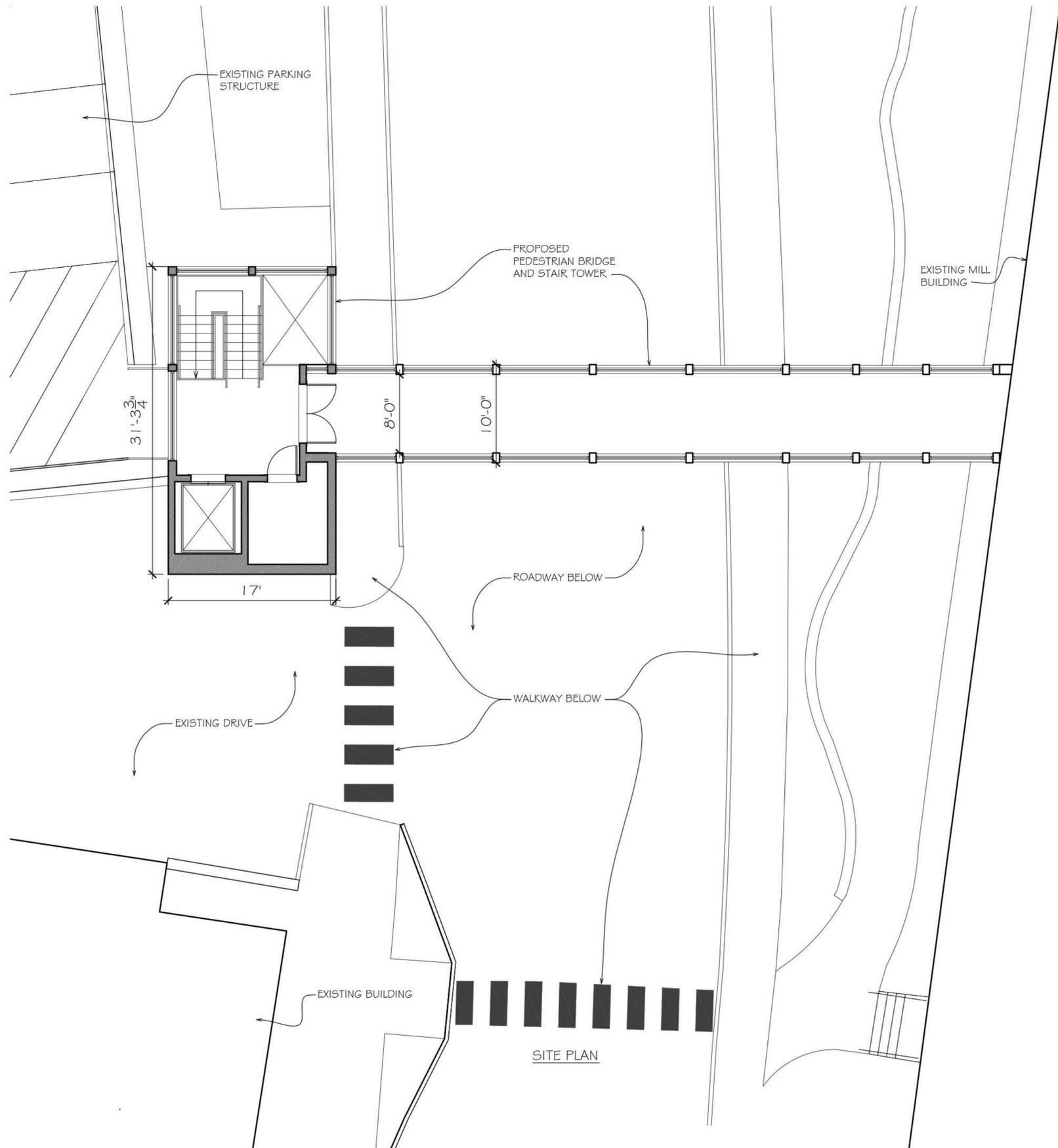
NEWMARKET SKY BRIDGE

NEWMARKET, NEW HAMPSHIRE

GROUND AND FIRST FLOOR PLANS

1/4" = 1'-0"

28 AUGUST 2012



PROJECT No: 201215.000



NEWMARKET SKY BRIDGE

NEWMARKET, NEW HAMPSHIRE

SITE PLAN AND SECOND FLOOR PLAN

1/8" = 1'-0"

1/4" = 1'-0"

28 AUGUST 2012



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Scott M. Bourcier, P.E.
 Project Manager



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File

RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Monthly Committee Meeting

DATE: November 18, 2012 (updated 12/07/12)

The purpose of this memorandum is to document the above-referenced project’s Monthly Committee Meeting held on November 15, 2012.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Michael Hoffman	Town of Newmarket	Building Official
Geoff Spitzer	Newmarket Mill Project	Project Manager
Marc Ambrosi	Strafford Planning Commission Regional	Traffic Planner
Lisa DeStefano	DeStefano Architects	Architect
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Project Status

A. Scott Bourcier provided a brief project history to Michael Hoffmann.

2. Conceptual Engineer’s Opinion of Probable Construction Costs - Alternatives

A. Scott provided a copy of the Conceptual Engineer’s Opinion of Probable Construction Costs – Alternatives memorandum (dated October 26, 2012 – Revised 10/29/12). Scott then explained the development of the project design alternatives. Scott reported that opposite to the original cost estimate, this cost estimate started with the base project and removed “layers” based on discussions of the previous Committee Meeting. Scott also presented a design sketch that graphically showed the layout/impacts of the handicapped accessible ramps from Main Street to the Parking Level and from the Parking Level to the Bridge Level.

B. Marc Ambrosi requested clarification regarding the elevation difference between the parking and bridge levels; he wasn’t aware of the magnitude of the elevation difference. Scott reported that there is an approximate 10-foot elevation difference. As a result, the associated accessibility ramp was conceptually depicted as a switch-back style of four (4) 30’ x 3’ ramps and five (5) 5’ x 6.5’ landings; in accordance with current American Disability Act design requirements.

C. Geoff Spitzer expressed a concern that Alternative No. 3 does not include an enclosed structure. Scott responded that with the elimination of the elevator (including the associated mechanical, HVAC and storage rooms) for this task there did not appear to be a feasible location for the equipment to maintain ventilation of the bridge. Diane Hardy reinforced the importance of an enclosed structure as identified by Committee members of the initial meeting. Geoff stated that he would inquire the feasibility of locating the HVAC equipment on the roof of the Mill Building.

3. Project Direction

- A. After much discussion, the group mutually expressed their disappointment of eliminating the Stair Tower from the project, but agreed that Alternative 3 was the most financially responsible design. The group agreed that DuBois & King's design team will redesign the project based on Alternative No. 3 of the Conceptual EOPCC – Alternatives memorandum (dated October 26, 2012 – Revised 10/29/12). However, the following design modifications will be included as part of the redesign:
 - i. The pedestrian bridge will be an enclosed structure.
 - ii. The bridge structure will be sloped from the Mill Building to the Parking Level to reduce the amount of stairs/length of accessibility ramp to compensate for the elevation difference; while maintaining NHDOT's height clearance requirement over Route 108.
 - iii. A court yard will be included as part of the design development (to be located within the area of the bridge entrance of the off-street parking lot).
 - iv. The court yard will be designed to include an informational kiosk; Marc will explore the possibility of additional funding from Scenic By-ways.
 - v. The court yard will also include a night-time focal point to guide users to the entrance of the Sky Bridge.
 - vi. The entrance of the Sky Bridge will include awning.
- B. The cost estimate will be updated to reflect the above.

4. Project Schedule

- A. The following is the anticipated project schedule.

1. Advertisement of NBA Meeting	01/17/2013
2. Newmarket Business Association (NBA) Meeting	01/24/2013
3. NH Department of Historical Resources Meeting	02/07/2013
4. Submission of Draft Report	03/01/2013
5. Public Meeting	TBD
6. Submission of Final Report	TBD

5. Quorum (added on 12/6/12)

- A. To ensure that meeting quorum was met, request of approval/disapproval of this day's meeting was made to Committee Members that were unable to attend the meeting.
- B. Rick Malasky inquired via email the approximate location of the second bridge pier; Scott replied reporting that the second pier is anticipated to be located within the area of the now eliminated Stair Tower (i.e. between the sidewalk and the off-street parking retaining wall).
- C. The count of responses with respect to this meeting is as follows:

Total Committee Members	8
Members approve direction	6
Members disapprove direction	0
Members sustaining	1
Non-responsive Members	1

6. Next Meeting Date

- A. January 17, 2013 at 10:00am within the Newmarket Council Chambers.



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Scott M. Bourcier, P.E.
Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: Town of Newmarket Sky Pedestrian Bridge Committee

RE: Sky Pedestrian Bridge (NHDOT Project No. 16048 / FHWA Project No. X-A001(108)
Conceptual Engineer's Opinion of Probable Construction Cost – Alternatives

DATE: October 26, 2012 (Rev. 10/29/12)

The following memorandum summarizes the total probable architectural/engineering (A/E) and construction costs associated with design alternatives of the above-referenced project. Design alternatives were based on discussions of the previous Committee meeting held on September 21, 2012.

In preparing design alternatives, the original project layout (dated August 15, 2012) was first established as the basis of design. The exercise then systematically eliminated (and added as necessary) design component of the original project layout. At each interval of eliminating a design component, a design alternative was identified. The process of progressively removing design components continued until no further components could be removed. A total of 3 design alternatives were prepared for this memorandum and assumes no project phasing.

In preparing probable construction costs associated with each design alternative, the original probable construction costs (dated September 7, 2012) was combined (Phase I and II) identified as the initial cost. Line item credits (and adds) were then applied to the original and subsequent cost estimates for each design alternative. Once all construction costs were identified a fifteen percent (15%) contingency, eight percent (8%) A/E design fee and eight percent (8%) A/E construction fee was applied to calculate the total probable architectural/engineering (A/E) and construction costs of each alternative. Please note, design A/E fees are assumed for all alternatives.

Original Project Layout:

- Stair Tower – 3 floors from Main Street to Bridge Level, including interior stairs, elevator, mechanical room, HVAC, interior wire mesh/exterior store front glass windows and roof.
- Sky Bridge – 71 feet in length, one (1) support column, foundation, HVAC, interior wire mesh/store front glass windows and roof.

Alternative 1:

- Stair Tower – eliminate elevator, mechanical room, HVAC and exterior store front glass window; add ADA ramp from Main Street to Parking Level and from Parking Level to Bridge Level.
- Sky Bridge – eliminate HVAC and exterior store front glass window.

Alternative 2:

- Stair Tower – eliminate interior stairs and exterior ADA ramp (both) from Main Street to Parking Level; maintain ADA ramp from Parking Level to Bridge Level and no elevator / mechanical room.
- Sky Bridge – maintain no HVAC and exterior store front glass window.

Alternative 3:

- Stair Tower – eliminate in its entirety; maintain ADA ramp from Parking Level to Bridge Level; add exterior stairs from Parking Level to Bridge Level.
- Sky Bridge – length increased to 92 feet; add second support column.

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Original Project			
Item	Building	Bridge	Total
Original Construction Total	\$580,300	\$281,600**	\$861,900
Contingency (15%)	\$87,100	\$42,200	\$129,300
Design A/E Fees (8%)	\$46,500	\$22,500	\$69,000
Construction A/E Fees (8%)	\$46,500	\$22,500	\$69,000
Original Project Total	\$760,400	\$368,800	\$1,129,200

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Alternative 1			
Item	Building	Bridge	Total
Original Construction Total	\$580,300	\$281,600	\$861,900
Credit – Elevator/Mechanical	(\$102,900)		(\$102,900)
Credit – HVAC and Glass	(\$93,800)	(\$27,700)	(\$121,500)
Add – Ramp Main to Parking	\$168,800		\$168,800
Add – Ramp Parking to Bridge	\$128,600		\$128,600
Total Construction	\$681,000	\$253,900	\$934,900
Contingency (15%)	\$102,200	\$38,100	\$140,300
Design A/E Fees (8%)	\$54,500	\$20,300	\$74,800
Construction A/E Fees (8%)	\$54,500	\$20,300	\$74,800
Original Project Total	892,200	\$326,600	\$1,224,800

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Alternative 2			
Item	Building	Bridge	Total
Alternative 1 Construction Total	\$681,000	\$253,900	\$934,900
Credit – Ramp Main to Parking	(\$168,800)		(\$168,800)
Credit – Stairs Main to Parking	(\$82,700)		(\$82,700)
Total Construction	\$429,500	\$253,900	\$683,400
Contingency (15%)	\$64,500	\$38,100	\$102,600
Design A/E Fees (8%)	\$34,400	\$20,300	\$54,700
Construction A/E Fees (8%)	\$34,400	\$20,300	\$54,700
Original Project Total	\$562,800	\$326,600	\$895,400

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual Engineer's Opinion of Probable Construction Cost – Alternative 3			
Item	Building	Bridge	Total
Alternative 2 Construction Total	\$429,500	\$253,900	\$683,400
Credit – Stair Tower	(\$399,176)		(\$399,176)
Add – Stairs Parking to Bridge	\$40,300		\$40,300
Add – 71 to 92 bridge length		\$60,400	\$60,400
Add – Second support column		\$12,000	\$12,000
Total Construction	\$70,600	\$326,300	\$396,900
Contingency (15%)	\$10,600	\$48,900	\$59,500
Design A/E Fees (8%)	\$5,600	\$26,100	\$31,700
Construction A/E Fees (8%)	\$5,600	\$26,100	\$31,700
Original Project Total	\$92,400	427,400	\$519,800

**The original bridge cost has been modified to replace the on-site construction of the bridge structure with a pre-fabricated as estimated by Contech; approximately \$100k is maintained as on-site work to be completed as considered not to be included within the pre-fabricated scope.

10/29/2012

Scott Bourcier
Dubois & King
18 Constitution Drive
Suite 8
Bedford, NH 03110
603-637-1043 ext 13

Subject: New Market Sky Bridge, New Market Sky Bridge, NH , (CONTECH Project #401625)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

- 1 - 71 x 8.5 Continental Gateway Bridge
- 3-Coat Paint Finish
- 6" Concrete Deck (Galv. Form Deck)
- Design stresses in accordance with
- No safety Railing provided
- No Handrail or Rub Rail Provided
- Uniform Live Load of 100 psf psf
- No Vehicle Load
- Delivered in 1 sections
- Provide 2" mesh panels in the plane of the truss
- Bridge to be a Verendeel truss with no diagonals
- Includes framing for a shallow pitched roof. Roofing and any glazing to be provided by others.
- Roof framing to ship seperately and to be installed by contractor

ESTIMATE: \$181,600 Delivered (F.O.B.)

Estimated Heaviest Crane Pick: 41,300 lbs

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

Respectfully,

Steve
802-233-9110

CC: Jay Jennato
603-627-2214

10/29/2012

Scott Bourcier
Dubois & King
18 Constitution Drive
Suite 8
Bedford, NH 03110
603-637-1043 ext 13

Subject: New Market Sky Bridge, New Market Sky Bridge, NH , (CONTECH Project #401625)

The following is a Continental Pedestrian Bridge System ENGINEER'S COST ESTIMATE for the subject project. This ESTIMATE is intended for preliminary estimating purposes only and should **not** be interpreted as a final QUOTATION. The information presented is based on the most current data made available to CONTECH.

CONTECH will fabricate and deliver the following described Continental Pedestrian Bridge components and appurtenances:

DESCRIPTION OF SUPPLIED MATERIALS:

- 1 - 92 x 8.5 Continental Gateway Bridge
- 3-Coat Paint Finish
- 6" Concrete Deck (Galv. Form Deck)
- Design stresses in accordance with
- No safety Railing provided
- No Handrail or Rub Rail Provided
- Uniform Live Load of 100 psf psf
- No Vehicle Load
- Delivered in 2 sections
- Provide 2" mesh panels in the plane of the truss
- Bridge to be a Verendeel truss with no diagonals
- Includes framing for a shallow pitched roof. Roofing and any glazing to be provided by others.
- Roof framing to ship seperately and to be installed by contractor

ESTIMATE: \$242,000 Delivered (F.O.B.)

Estimated Heaviest Crane Pick: 54,600 lbs

These costs do not include the foundation, or installation costs. As part of the construction process, the contractor is to perform the items listed below in accordance with the installation drawings:

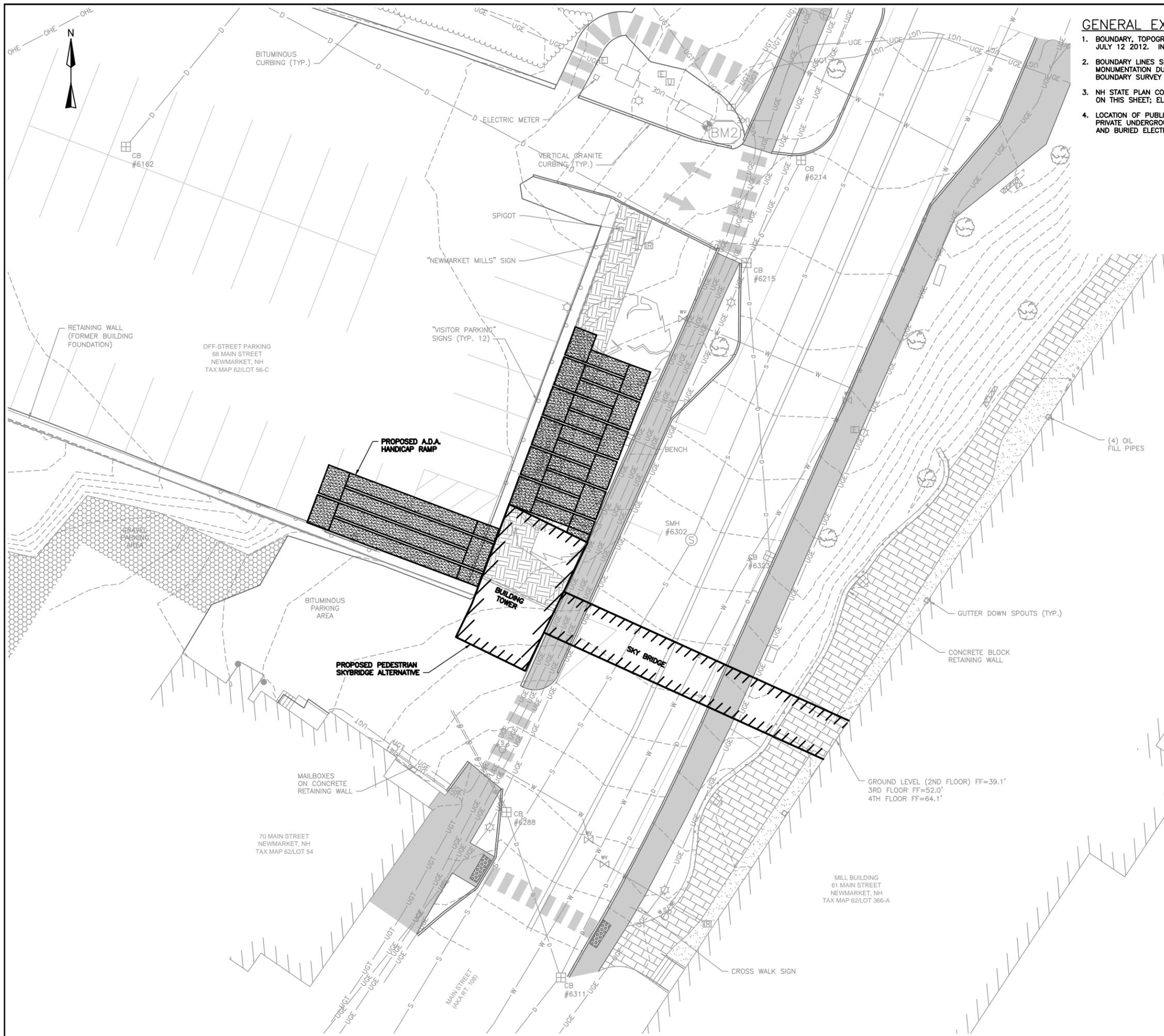
- Excavate and/or construction for the structure & foundations
- Provide and install anchor bolts
- Unload and set structure utilizing crane
- Touch-Up paint work
- Third-party testing
- Materials and work for reinforced concrete deck slab

Please contact me should you have any questions or need additional information. Thank you for your interest in the Continental Pedestrian Bridge System.

Respectfully,

Steve
802-233-9110

CC: Jay Jennato
603-627-2214



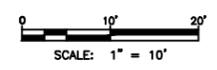
GENERAL EXISTING CONDITION NOTES:

- BOUNDARY, TOPOGRAPHIC AND UTILITY INFORMATION WAS OBTAINED BY DOUCET SURVEY ON JULY 12 2012. INFORMATION IS A COMPILATION OF FIELD SURVEY AND RECORD DRAWINGS.
- BOUNDARY LINES SHOWN ON THIS PLAN ARE APPROXIMATE AND BASED ON FOUND MONUMENTATION DURING THE FIELD SURVEY. DOUCET SURVEY WAS NOT PROVIDED ANY BOUNDARY SURVEY CALCULATIONS OR DATA BY OTHERS.
- NH STATE PLAN COORDINATES AND ELEVATIONS ARE DERIVED BENCHMARK AND ARE IDENTIFIED ON THIS SHEET; ELEVATION DATUM NAVD 88
- LOCATION OF PUBLIC UTILITIES SHOWN IS ONLY APPROXIMATE AND MAY NOT BE COMPLETE. PRIVATE UNDERGROUND UTILITIES SUCH AS, BUT NOT LIMITED TO, SEWER LINES, WATER LINES AND BURIED ELECTRICAL SERVICE LINES ARE NOT SHOWN.

RECOVERABLE BENCHMARK POINTS

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM1	10,428.06	9,828.92	56.78'	CHISLED BOX IN BASE OF LIGHT POLE
BM2	10,399.79	9,996.80	51.94'	CHISLED BOX IN CORNER OF TRANSFORMER PAD

EXISTING	LEGEND:	PROPOSED
---50---	MAJOR CONTOUR	
---10---	MINOR CONTOUR	
S	SEWER PIPE	
D	DRAIN PIPE	
OHE	OVERHEAD ELEC	
UGE	UNDERGROUND ELEC	
UGT	UNDERGROUND TEL.	
---	WATER LINE	
---	PROPERTY LINE	
---	FENCE	
---	TREELINE	
●	SEWER MANHOLE	
○	DRAIN MANHOLE	
⊕	UTILITY POLE	
⊞	CATCH BASIN	
⊕	MONITORING WELL	
⊕	WATER VALVE	
⊕	WATER SHUTOFF	
⊕	LITE POLE	
⊞	ELECTRIC BOX	
⊞	TELEPHONE BOX	
⊞	UTILITY BOX	
⊞	TRANSFORMER	
⊞	IRRIGATION BOX	



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 RANDOLPH, VT
 WILLISTON, VT
 SPRINGFIELD, VT
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PROFESSIONAL SEAL
NOT FOR CONSTRUCTION PRELIMINARY PLANS

NO.	DATE	DESCRIPTION	BY	CHK'D

TOWN OF NEW MARKET, NEW HAMPSHIRE

PEDESTRIAN SKY BRIDGE OVER ROUTE 108

SHEET TITLE
 SITE PLAN (ALTERNATIVES)

DRAWN BY	DATE
TJL	NOV. 2012
CHECKED BY	D&K PROJECT #
SMB	621764L
PROJ. ENG.	D&K ARCHIVE #
SMB	

SHEET NUMBER
1
 SHEET 1 OF 1



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Scott M. Bourcier, P.E.
 Project Manager



ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File

RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Monthly Committee Meeting

DATE: January 29, 2013

The purpose of this memorandum is to document the above-referenced project's Monthly Committee Meeting held on January 17, 2013.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Michael Hoffman	Town of Newmarket	Building Official
John Badger	Town of Newmarket	Sky Bridge Committee Member
Geoff Spitzer	Newmarket Mill Project	Project Manager
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Project Status

- A. Design Alternative No. 4 – Elimination of Stair Tower: Scott Bourcier summarized the design approach to eliminate the proposed stair tower; extend the pedestrian bridge; maintain the bridge to be enclosed; maintain the clear height over Main Street (aka US Route 108) as requested by the NHDOT, District 6 Office; and, provide handicap accessibility to/from the bridge structure. A detail description of the design alternative is further described in the Memorandum dated January 14, 2013; included herein these minutes. Scott provided full size hardcopies of the conceptual plans to the Newmarket Sky Bridge Committee for review; plans were emailed to the Committee on 01/14/13.
- B. Engineer's Opinion of Probable Construction Cost – Design Alternative No. 4: Scott summarized the updated conceptual project cost that included the anticipated construction cost, contingency, design architectural/engineering (A/E) fee and construction observation A/E fee. A detail breakdown was provided to the Committee (via email) on 01/14/13, while a summary has been included in the Memorandum dated January 14, 2013; included herein these minutes.

2. Project Direction

- A. The Committee reviewed Design Alternative No. 4 and acknowledged that the new design yielded many compromises from the original concept in an effort reduce project budget. However, the Committee agreed that the current plan meets the basic design requirements. The Committee agreed to accept the current conceptual design.
- B. The Committee reviewed the associated project cost of Design Alternative No. 4. John Badger expressed his concern that the project budget is approximately \$632,000 and the current project cost is estimated at \$729,000; approximately \$92,000 over. The remaining Committee members agreed with John's concern, but felt that no additional concessions could be made to project scope to reduce project costs. After much discussion, the Committee voted to accept the current project cost estimate, complete the Engineering Study and proceed with design of the project.

- C. Geoff Spitzer inquired the anticipated project schedule. Scot responded reporting that the next items to complete is a project review with the New Hampshire Department of Historical Resources (NHDHR), a meeting with stakeholders (Newmarket Business Association); Scott noted that he hopes to complete these items in parallel. Scott then reported that he anticipates a draft report submission to the Committee and Newmarket Town Council in March, followed by a Public Meeting two weeks later and the final study completed two weeks after the Public Meeting. Geoff then inquired how long it would take to advertise the project for construction. Scott reported that he would discuss this item with his team and report back. Geoff commented that it would be great if advertisement could be scheduled for August 2013, bid openings September 2013, commence construction soon after and potentially complete the project on/about January 2014.

(DuBois & King anticipates 2 months to complete Preliminary Design, 1 month for NHDOT to complete review, 2 months to complete Final Design and 1 month for NHDOT final review. However, in an effort to advance the project, D&K will proceed with Final Design while NHDOT is performing their review on Preliminary Design and will incorporate review comments into the Final Design. Based on the design schedule of 5 months, if Preliminary Design commenced in May 2013, advertisement could be posted in October 2013, bid opening in November 2013, and construction commencing in December 2013.)

- D. Diane Hardy reported to the group that she recently had a discussion with Robert Hudson (NHDOT – Bureau of Planning & Community Assistance) regarding the Newmarket Sky Pedestrian Bridge. Diane continued to report that according to Robert, since the project has eliminated the Stair Tower (and associated elevator) the project is required to be amended in the NHDOT Statewide Transportation Improvement Program (STIP). Currently the project is described as “Elevator and Sky Bridge Connection with Historic Mill Building” and since the elevator (and stair tower) is removed from the project this triggers an amendment due to the change in project scope of work. The amended is scheduled to be approved in July 2013. Diane stated that the impacts of this amendment is that the project’s current funding limit is \$100,000 and the balance will not be available until after the amendment is approved in July. Currently, Diane reported, there is not evidence that the amendment will not be approved. Geoff inquired how this will affect the project schedule. Scott reported that the current funding limit will allow the study and a large portion of the design to be completed; hence, there is no anticipated impact to schedule. Scott also reported to the Committee that as the project progresses, D&K will work with the Committee.
- E. The Committee then discussed the next tasks to be completed.
1. Scott and Geoff reported that they would collaborate to meet with NHDHR. Scott would forward the current conceptual plan to Geoff and would coordinate the project with Christine Beard of Tremont Preservation Services who provided historical support during the development of the Mill Building.
 2. The Committee selected a stakeholder meeting to be scheduled on Wednesday, February 13, 2013 at 5:00pm. Michael Hoffman will coordinate with the Newmarket Business Association (NBA) and the Newmarket Economic Development Committee (NECD).
 3. Diane requested Scott to make a project status presentation to the Newmarket Town Council at the next workshop scheduled for February 20th. Scott agreed to attend.

3. Next Meeting Date

- A. None scheduled at this time.



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Scott M. Bourcier, P.E.
 Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: Town of Newmarket Sky Pedestrian Bridge Committee

RE: Sky Pedestrian Bridge (NHDOT Project No. 16048 / FHWA Project No. X-A001(108)
 Revised Design – Elimination of Stair Tower
 Conceptual Engineer’s Opinion of Probable Construction Cost (Alternative No. 4)

DATE: January 14, 2013

The following memorandum is a result of DuBois & King and DeStefano Architects’ effort to prepare a revised conceptual Sky Pedestrian Bridge design. The revised design was per the direction of the Newmarket Sky Pedestrian Bridge Committee at the recent November 18, 2012 meeting.

In an effort to reduce project costs to meet budget constraints, the Committee recently provided direction to eliminate the proposed Stair Tower; extend the proposed Sky Bridge accordingly to meet the off-street parking lot; and, develop accessibility ramp and stairs as required to compensate the elevation difference of the off-street parking lot and pedestrian bridge. Attached to this memorandum are two architectural renderings plans illustrating the revised design.

The first architectural sheet (Site Plan) graphically depicts the Sky Pedestrian Bridge connecting the existing Mill Building and off-street parking lot. The elimination of the proposed Stair Tower required the proposed bridge structure to lengthen from approximately 71 feet to 92 feet. Removal of the Stair Tower also required external accessibility ramps and stairs to be added to project scope to address the finish floor elevation differences between the proposed bridge structure and the existing off-street parking lot. To encompass the required accessibility ramps into the project, the layout was developed to create a focal point (i.e. court-yard) at the entrance of the proposed bridge structure. However, in an effort to minimize the length of accessibility ramps and quantity of steps, the proposed bridge structure is anticipated to slope no greater than 5% from the Mill Building down towards the off-street parking lot. The slope percentage was selected based on the maximum slope allowable in accordance with the current ADA 2010 Standards for Accessible Design. The result of the 5% sloping bridge structure reduced the elevation difference between the bridge and parking lot by approximately half, while maintaining the preferred clear height of 17’-6” over Main Street as requested by the NHDOT, District 6 Office.

The second architectural sheet provides an Elevation View of the Sky Pedestrian Bridge and associated accessibility ramps, along with Section View of the bridge structure and a Detail of the bridge glass-front.

A conceptual Engineer’s Opinion of Probable Construction Cost (EOPCC) was prepared based on the current conceptual design alternative. The following conceptual EOPP summarizes the total probable architectural/engineering (A/E) and construction costs.

Town of Newmarket Sky Pedestrian Bridge over Route 108 Conceptual EOPCC – Alternative 4	
Item	Cost
Construction	\$ 578,900
Contingency (10%)	\$ 57,890
Design A/E Fee (8%)**	\$ 46,310
Construction A/E Fee (8%)**	\$ 46,300
Total	\$ 729,400

**Note: Design and Construction A/E Fees are assumed.



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ATTENDANCE SHEET
 January 17, 2013 / 10:00am

Town of Newmarket, NH – Sky Pedestrian Bridge D&K Project No.: 621764L			
Name	Company	Telephone No.	Email Address
SCOTT POURCEUR	DUBOIS • KING	(603) 637-1043	SPOURCEUR@ DUBOIS-KING.COM
MIKE HOFFMAN	NEWMARKET	(603) 659-8501 x 1311	MHOFFMAN@ NEWMARKETNH.GOV
JOHN BADGER	NEWMARKET	603-292-5977	jbodger.1@comcast.net
GEORGE SPITZER	CHANGING BELLS	603-234-1649	gspitzer@changingbells.com
DIANE HARDY	NEWMARKET	603-659-8501 x1315	dhardy@newmarketnh.gov



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Scott M. Bourcier, P.E.
Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File

RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – NHDOT Meeting

DATE: March 7, 2013

The purpose of this memorandum is to document the above-referenced project's meeting with the New Hampshire Department of Transportation – Planning Bureau held on March 6, 2013.

Attendees

Robert Hudson	NHDOT – Planning Bureau	Project Manager
Thomas Jameson	NHDOT – Planning Bureau	TE Division Manager
Stephen Fournier	Town of Newmarket	Town Administrator
Rick Malasky	Town of Newmarket	Public Works Director / Fire Chief
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. NHDOT Meeting

- A. Robert Hudson explained to the group that the purpose of the meeting was to discuss the New Hampshire Department of Transportation's (NHDOT) and Federal Highway Administration's (FHWA) concerns with the direction of the project. Bob reported to the group that DuBois & King has done a well in-depth alternative evaluation and cost analysis of the project.
- B. Bob requested that Scott Bourcier provide a summary of the alternatives and the associated costs. Scott reported that four (4) alternatives were reviewed. Below is a summary description of the alternatives and the total project estimated costs (including the current engineering study fee, anticipated design and construction fees).
 - i. Original Project Layout:
 - a. Stair Tower – 3 floors from Main Street to Bridge Level, including interior stairs, elevator, mechanical room, HV, interior wire mesh/ exterior store front glass windows and roof.
 - b. Sky Bridge – 71 feet in length, one (1) support column, foundation, HVAC, interior wire mesh/ exterior store front glass windows and roof.
 - c. Cost: \$1.18 million
 - ii. Alternative 1:
 - a. Stair Tower – eliminate elevator, mechanical room, HV and exterior store front glass window; add ADA ramp from Main Street to Parking Level and from Parking Level to Bridge Level.
 - b. Sky Bridge – eliminate HV and exterior store front glass window.
 - c. Cost: \$1.28 million
 - iii. Alternative 2:
 - a. Stair Tower – eliminate interior stairs and exterior ADA ramp (both) from Main Street to Parking Level; maintain ADA ramp from Parking Level to Bridge Level and no

- elevator / mechanical room.
 - b. Sky Bridge – maintain no HV and exterior store front glass window.
 - c. Cost: \$947,000
 - iv. Current project Layout:
 - a. Stair Tower – eliminate in its entirety; maintain ADA ramp from Parking Level to Bridge Level; add exterior stairs from Parking Level to Bridge Level.
 - b. Sky Bridge – length increased to 92 feet; add second support column.
 - c. Cost: \$781,000
- C. Bob then proceed to report that based on NHDOT and FHWA's review of the Town of Newmarket/ Newmarket Mills, LLC easement agreement, the estimated project costs and current design layout there are three concerns that he would like to discuss.
- i. Hours of Operation:
 - a. Bob reported to the group that based on their review of the Town of Newmarket/ Newmarket Mills, LLC easement agreement it was discovered that the hours of operation have been limited to Monday – Saturday 9:00 am to 6:00 pm. Bob requested that this easement be revised to be at lease be open Monday – Sunday 8:00 am to 10:00pm. Tom Jameson added that NHDOT and FHWA would prefer to see the operation be open 24-hours per day, seven days per week.
 - ii. Project Shortfall:
 - a. Bob reported to the group that although many concessions have been made to reduce the project scope to match budget, the project continues to be approximately \$148,950 over available funds. Bob explained that funding is capped at \$631,950; hence, any and all additional costs will be the responsibility of the Town. Bob concluding by requesting that the Town provide a response addressing the budget discrepancy.
 - iii. Current Design Layout:
 - a. Bob reported that out of the three issues expressed at this meeting, the third concern is the primary concern. Bob explained to the group that based on the current Site Layout Plan, NHDOT and FHWA are greatly concerned that the removal of the Stair Tower has eliminated direct access from the Main Street sidewalk to the Sky Bridge. Bob continued to report that funding was awarded to the Town based on the direct access from the sidewalk and currently the project appears to service the residents of the Mill and not the community of the Town.
 - b. Tom inquired how important the Sky Bridge was to the Town. Stephen Fournier responded that the bridge was very important due to the amount of pedestrian/vehicular conflicts at the current crossing location. Steve continued to report that although there have not been any pedestrian/vehicular accidents, there have been numerous vehicular accidents due to avoiding pedestrians crossing Main Street. Rick Malasky added that the result of the first vehicle stopping for pedestrians have resulted in rear-ending accidents of the subsequent vehicles.
 - c. After much discussion, Tom and Bob concluded by noting that if the Town proceeds with the current design, it is anticipated that NHDOT / FHWA would not approve funding for the subsequent phases. Steve, Rick and Scott responded noting that NHDOT / FHWA's concerns will be forwarded to the Sky Bridge Committee and reply to NHDOT accordingly.

2. NH Department of Historical Resources (NHDHR) / Cultural Resources Meeting

- A. Based on the results of today's discussion, Scott agreed with Bob's recommendation to postpone the initial NHDHR / Cultural Resource meeting; scheduled for Thursday, March 7th.



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Scott M. Bourcier, P.E.
 Project Manager



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MEMORANDUM

TO: File
RE: Newmarket Sky Pedestrian Bridge (Engineering Study) – Monthly Committee Meeting
DATE: April 2, 2013 (Rev. 05/02/13)

The purpose of this memorandum is to document the above-referenced project’s Monthly Committee Meeting held on March 28, 2013.

Attendees

Diane Hardy	Town of Newmarket	Town Planner
Steve Fournier	Town of Newmarket	Town Administrator
Rick Malasky	Town of Newmarket	Public Works Director/Fire Chief
Michael Hoffman	Town of Newmarket	Building Official
John Badger	Town of Newmarket	Sky Bridge Committee Member
Eric Botterman	Town of Newmarket	Planning Board Member
Geoff Spitzer	Newmarket Mill Project	Project Manager
Leo Filion	Newmarket Community Dev. Corporation	Representative
Marc Ambrosi	Strafford Planning Commission	Regional Traffic Planner
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Project Status

A. Scott Bourcier reported to the group a summary of the meeting held with the New Hampshire Department of Transportation (NHDOT) – Planning Bureau’s Robert Hudson (Project Manager) and Tom Jameson (Transportation Enhancement Director). Scott informed the group that Robert expressed NHDOT’s and US Federal Highway Administration’s (FHWA) concerns with the status of the project. Below is a brief outline of the State and Federal concerns; please see Memorandum dated 03/07/13 for detailed minutes.

1. Hours of Operation:

i. Based on NHDOT / FHWA’s review of the Town of Newmarket/ Newmarket Mills, LLC easement agreement it was discovered that the hours of operation have been limited to Monday – Saturday 9:00 am to 6:00 pm. NHDOT / FHWA requested that this easement be revised to be at least be open Monday – Sunday 8:00 am to 10:00pm. NHDOT / FHWA would prefer to see the operation be open 24-hours per day, seven days per week.

2. Project Shortfall:

i. NHDOT / FHWA reported that funds are capped at \$631,950 and are concerned with the current project anticipated budget that is approximately \$148,950 over available funds; current project proposes no stair tower and longer sky bridge with court-yard. NHDOT / FHWA has reported that any and all additional costs will be the responsibility of the Town. NHDOT / FHWA is requesting a response from the Town addressing the budget discrepancy.

3. Current Design Layout:
 - i. NHDOT / FHWA are greatly concerned that the removal of the Stair Tower has eliminated direct access to and from the Main Street sidewalk to the Sky Bridge. NHDOT reported that funding was awarded to the Town based on the direct access from the sidewalk and currently the project appears to service the residents of the Mill and not the community of the Town.
- B. John Badger inquired if NHDOT and/or FHWA are disappointed with the Town and the current design. Scott reported that NHDOT or FHWA are not disappointed or upset with the Town. Scott continued to report that the State and Federal Departments understand the Town is reviewing all alternatives to stay within the confines of the grant budget. With that stated, Scott added, NHDOT and FHWA wanted to express their concerns of the current design and caution the Town that if the Engineering Report recommends the current design of no direct access from the Main Street (Rt. 108) sidewalk it is anticipated that NHDOT / FHWA would not approve funding for the subsequent phases.
- C. Marc Ambrosi recommended converting the parking lot that the Sky Bridge accesses into a Park-n-Ride to receive a supplemental Transit Oriented grant. The Committee liked the supplemental grant, but felt that the limited twenty (20) parking spaces that are owned by the Town are designated for the Town/patrons of the downtown area. The Committee expressed concerns that the 20 spaces could be used for over-night parking and impact the current downtown parking issue.
- D. The Committee discussed the option of maintaining the current design, and not receive funding assistance from the Transportation Enhancement grant. The thought was that no full-time construction observation or meeting Davis-Bacon Wage rates requirements would reduce the project costs. The Committee assumed that the savings of not meeting the construction requirements would reduce the project to approximately \$600k; all of which the Town would be responsible for. The Committee then determined that the project is approximately \$600k short of meeting the Stair Tower/Sky Bridge project budget of approximately \$1.2 million; hence, the Town continues to be responsible for \$600k.
- E. The Committee greatly discussed fund raising opportunities. Topics of discussion included FHWA Transit Oriented Grants, FHWA Scenic By-way Grants, Downtown Tax Increment Financing (TIF) funding (that no longer exists), assistance from Newmarket Community Development Corporation, Transportation Infrastructure Finance and Innovation Act (TIFIA), Newmarket Mills School Impact Fee, Newmarket Mills Recreation Fee, re-writing the Newmarket Mills Revitalization District Fee, Newmarket Vehicle Registration Fee, etc. After much discussion, Eric Botterman motioned to vote on continuing efforts to raise funds for the Stair Tower/Sky Bridge project. The Committee voted in agreement.
- F. The Committee provided direction to Scott to respond to NHDOT / FHWA reporting that the Town of Newmarket will work with NHDOT on the Hours of Operation; understands that the project budget is capped at \$631,950 and all overages will be the responsibility of the Town; and, will re-instate the Stair Tower/Sky Bridge design to meet the concerns of direct access. The Committee request to receive a timeline from NHDOT as to how long the Town has to raise the shortfall funds. In addition, the Committee agreed that the Engineering Study should be completed recommending the Stair Tower/Sky Bridge design alternative.
- G. Diane Hardy inquired if the Committee agreed with the Town Council to open the pedestrian bridge to save costs; the Committee voted to maintain the current proposed enclosed bridge structure design based on issues of previously discussed at the project kick-off meeting.

2. Next Meeting Date

None scheduled until the draft Engineering Study has been prepared.

3. Meeting Follow-up

- A. On April 3, 2013 (via email) Geoff Spitzer presented the following alternatives to address NHDOT / FHWA's concerns with the status of the project

Hours of Operation: Of the three points brought up, I think we're all in agreement that we can take care of Hours of Operation by agreeing to 8AM to 10PM with the stipulation that should there be safety or property damage issues during the later hours, the Town and Newmarket Mills will work together to solve.

Current Design Layout: As I understand it, NHDOT/FHWA's concerns as to the lack of the tower are based not just on the issue of having "direct access" to/from the sidewalk, but also the perception that without the tower to the sidewalk, both ends of the bridge serve a single private entity. Could we "mitigate" this concern by providing public access easements? Specifically we would propose:

- (1) On the parking lot side, Newmarket Mills (NM) grant the town a public access agreement for the ramp and stairs (to the parking area) as well as use of 6-8 parking spaces identified on the attached sketch and based on DuBois & King/D/A Arch's 12/18/12 Conceptual Drawings. The easement for the ramp, stairs and parking spaces would be during the same hours as the bridge per above. Additionally, we'd ask that the spaces also have a time-limit for each user similar to what they are now for mill visitors (1-2 hours). If necessary, we propose that the easement include (as has been previously proposed by DuBois & King) a striped walkway over to the sidewalk that goes through "Riverdale Auto" and onto the Town's sidewalk.
- (2) On the building side, NM would grant to the town a public access agreement in the 4th floor lobby of the building. Further we would offer to the Town a portion of the lobby to display mill artifacts and mill-related artwork. (Hours to be the same as the bridge.)
- (3) NM would grant to the town a public access agreement to use the stairs and elevator to go through the building and exit out the rear door on the lower level for direct access to the Public Waterfront Park. (Hours to be the same as the bridge.)
- (4) Note: This arrangement would be modeled after a similar public access agreement that was used at Bryant Rock (it even included access to their lobby for display during "business hours.")

Project funding Shortfall: Should the above suggestion work, then we would be able to avoid the tower/elevator/stairs and stick to the latest design with the ramp off the end of the bridge. And, the budget shortfall would be in the \$150K-\$165K range. Based on that, we believe that possibly with NCDC's help as well as some of the other suggestions mentioned in our recent meeting, the gap could be closed.

- B. Scott Bourcier and Diane Hardy presented these alternatives to Robert Hudson (NHDOT) for his review and comment. Robert's respective response are as follows:
1. Hours of Operation: The Town appears to be in the right direction.
 2. Current Layout: The alternatives do not address the Department's biggest concern – direct access the pedestrian bridge from the Main Street sidewalk.
 3. Project Shortfall: The existing TE funds have a limited timeframe due to the expiration of the TE program under MAP-21. All TE funds must be authorized before September 20, 2015. NHDOT is working on providing guidance to TE applicants on when the Department will require funds to be authorized to ensure that all TE funds get used. This date will be well in advance of the September 2015 deadline. NHDOT will need to know how realistic it is for the Town of Newmarket to raise the funds needed to advertise the project and requests a status report by July 24, 2013.



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ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

ATTENDANCE SHEET

March 28 2013 / 2:00pm

Town of Newmarket, NH – Sky Pedestrian Bridge
 D&K Project No.: 621764L

Name	Company	Telephone No.	Email Address
Scott Pender	DUBOIS & KING	(603) 637-1043	SPENDER@DUBOIS-KING.COM
Marc Ambrosi	SRPC	603 994 3500	marcbrosi@srpc.com
Steve Toumen	Town	603-659-3617	stoumen@newmarketnh.gov
Leo Filion	NOBC	603 659-5377	LPFilion@yahoo.com
JOHN BADGER	NEWMARKET	603-292-5977	jbadger@newmarketnh.gov
MINE HOFFMAN	NEWMARKET	603-850-1501	MHOFFMAN@NEWMARKETNH.GOV
ERIC BOTTERNAU	NEWMARKET	603 659-5059	EBOTTERNAU@NEWMARKETNH.COM
GEOFF SPITZER	CITIZENS & BUSINESSES	603-234-1649	gspitzer@citizensbusiness.com

Name	Company	Telephone No.	Email Address
DIANE HARDY	NEWMARKET	(603) 659-8510	dhardy@newmarketnh.gov
TODD RANNER	NEWMARKET	603 659 3043	tanner@newmarketnh.gov
RICK MALASKY	NEWMARKET		
SUSAN MALASKY	NEWMARKET	603-659-8510	



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Scott M. Bourcier, P.E.
 Project Manager

ENGINEERING • PLANNING • MANAGEMENT • DEVELOPMENT

MEMORANDUM

TO: File
RE: Newmarket Pedestrian Engineering Study – Pre-Design Conference
DATE: January 12, 2014

The purpose of this memorandum is to document the above-referenced project's Pre-Design Conference held on January 9, 2014.

Attendees

Steve Fournier	Town of Newmarket	Town Administrator
Diane Hardy	Town of Newmarket	Town Planner
Rick Malasky	Town of Newmarket	Public Works Director / Fire Chief
Kyle True	Town of Newmarket	Police Officer
Michael Hoffman	Town of Newmarket	Building Official
Geoff Spitzer	Newmarket Mill, LLC	Sky Bridge Committee Member
Marc Ambrosi	Rockingham Planning Commission	Regional Traffic Planner
Jim Driver	NHDOT	District 6 Office
Kevin Russell	NHDOT	District 6 Office
Michael O'Donnell	DuBois & King, Inc.	Traffic Engineer
Scott Bourcier	DuBois & King, Inc.	Project Manager

Minutes

1. Introduction

A. Per the request of Scott Bourcier, all parties introduced themselves to the group.

2. Project Summary

A. Scott reported to the group that the current study is an amendment to the Sky Bridge study that evaluated bridge alternatives to provide a safe crossing over NH Route 108 (a.k.a. Main Street) from Newmarket Mills to the off-street parking lot; servicing the Town, along with residents, retail and business of Newmarket Mills. Scott informed the group that due to the \$1.12 million estimated project cost of the preferred bridge alternative, the New Hampshire Department of Transportation (NHDOT) – Bureau of Planning and Community Assistance requested that non-bridge related alternatives be reviewed. The pedestrian study is proposed to focus on the following:

1. The study area is Main Street and limited to the intersections of Elm Street (north of the Public Library) and Central Street (south of Newmarket Mills); please see attached basemap that was distributed during the meeting.
2. Three (3), 15-hour pedestrian counts will be completed. Each count will be performed on a weekday, Saturday, and Sunday. The counts will identify the predominant pedestrian travel patterns in the study area.
3. Interviews will be conducted to determine the pedestrian's point of origin and destination.
4. The project is funded in-part by the Town and a grant from the Federal Highway Administration's (FHWA) Transportation Enhancement (TE) program.
5. The project is required to follow the NHDOT's Local Public Agency (LPA) manual.

3. Design Criteria

- A. Scott distributed a memorandum prepared by DuBois & King identifying the design criteria of the pedestrian study; please see attached. Diane Hardy informed Scott that the “Local Design Guidelines, Standards and Regulations” should identify “Newmarket Site Review Regulations”; Scott responded that this would be corrected.

4. Requirements / Observations of the Newmarket Town Planner

- A. Diane Hardy informed the group the re-development of the Mills is a partnership between the Town and Newmarket Mills, LLC. During the planning phase of the re-development, pedestrian safety crossing NH Route 108 was a concern; specially, north of the Downtown area as vehicular traffic crosses the Lamprey River. As a result, the Town applied for the Transportation Enhancement grant.
- B. Diane presented the following requirements and observations of the study area:
 - 1. Requirements:
 - a. Evaluate existing cross-walks.
 - b. Evaluate the sight distance of the Main Street profile – specifically the area from Riverdale Automotive (top of hill) to the southerly limits of Newmarket Mills (bottom of hill).
 - c. Review the alternative to caution motorists (via signage) of a downtown area.
 - d. Review the alternative cross-walk signage, markings.
 - 2. Observations:
 - a. It appears that the traffic speeds within the study area are high compared to the pedestrian congestion of the urban area (the speed limit is posted at 30mph).

5. Requirements / Observations of the Newmarket Mills / Committee Member

- A. Geoff Spitzer reported that Newmarket Mills provides both a private and public experience. In addition to the residential apartments, professional offices and retail business, there is a 10,000 square-foot public civic center that was recently completed and patrons of the center are anticipated to park at the parking lot across Main Street.
- B. Geoff presented the following requirements and observations of the study area:
 - 1. Requirements:
 - a. Evaluate improvements for pedestrian safety.
 - 2. Observations:
 - a. Traffic along Main Street appears to be high.
 - b. Pedestrians crossing Main Street appear to impact the flow of traffic that causes back-ups for a long distance.
- C. Marc Ambrosi inquired about the future development of Newmarket Mills. Geoff reported that there are preliminary plans for the Riverdale Automotive lot. Geoff also reported that there is some potential to develop the westerly limits of the off-street parking lot across from the Mills, but this currently has a low probability.

6. Requirements / Observations of the Newmarket Police Department

- A. Officer True informed the group that the Newmarket Police Department reviewed their vehicular accident database between the years of 2008 to 2013. Based on the Department’s review, the information did not appear to demonstrate any patterns. Officer True reported the following:
 - a. 2008: 2 accidents; 1 each in February and November
 - b. 2009: 2 accidents; 1 each in May and October
 - c. 2010: 3 accidents; 1 each in January, May and December
 - d. 2011: 6 accidents; 1 each in February, April, May, July and 2 in OctoberSteve Fournier noted that in 2011 Newmarket Mills opened.

- e. 2012: 6 accidents; 2 each in April, May and June
 - f. 2013: 3 accidents; 2 in February
- B. Officer True confirmed that the posted speed limit within the study area is 30mph, but noted that the roadway is a State highway; hence, the speed limit can not be reduced. Mike O'Donnell inquired the lowest enforceable speed limits; Officer True responded 30mph for State and 25 for local.
- C. Officer True informed DuBois & King that they will reserve the necessary parking spaces for the data collectors once the schedule has been provided to the Department. Mike reported that data collection is currently scheduled for today, this Saturday (01/11) and Sunday (01/12). Steve recommended that the data collection be post-poned until the University of New Hampshire (UNH) is back in-session; scheduled to be January 21st. Steve reported that Newmarket has become an extension of the University and students behave in the same manner in Newmarket as they would at UNH; disregard current cross-walk infrastructure. After some minor discussion, Scott, Mike and Marc agreed to reschedule the data collection for the weekending 01/25 for the weekday, and Saturday (01/25) and Sunday (01/26).

7. Requirements / Observations of the Newmarket Town Administrator

- A. Steve Fournier reported that this project is a highly controversial project. At this time the current Town Council members are not in support of the Sky Bridge; based on the high cost and need.
- B. Steve presented the following requirements and observations of the study area:
- 1. Requirements:
 - a. Improve pedestrian safety.
 - b. Evaluate traffic calming measures.
 - c. Evaluate crosswalks with at-grade flashing lights that span the crosswalk.
 - 2. Observations:
 - a. Newmarket has become an extension of the University and students behave in the same manner in Newmarket as they would at UNH.
 - b. NH Route 108 is not an Urban Compact Zone; hence, speed appears to be high.

8. Requirements / Observations of the Newmarket Town Public Works Director

- A. Rick Malasky noted to Scott that the crosswalk located on the Basemap adjacent to the Newmarket Mills appears to be incorrectly located. Rick reported that the location should be on the southerly side of the southerly side of the driveway (80 Main Street); Scott responded that this would be corrected.
- B. Rick presented the following requirements and observations of the study area:
- 1. Requirements:
 - a. Rick noted that although he understands the methodology of traffic calming measures, he expressed concern that the measures greatly impact his Department's efficiency to maintain Main Street; especially during the winter months. Rick requested that roadway maintenance be part of the alternative evaluation.
 - 2. Observations:
 - a. Patrons exiting the Mills first head in a southerly direction and then turn toward Main Street to access the public sidewalk. This movement distracts north bound motorists who think the pedestrian is crossing Main Street. Although the first motorists stop to prevent a conflict, the subsequent motorists typically does not stop in time.
 - b. Pedestrians cross Main Street from behind parked vehicles along Main Street.
 - c. The crosswalk located at the southerly curb-cut of 80 Main Street has the highest frequency of users, but appears to have the lowest sight distance.

- d. The crosswalk at the top of the hill (adjacent to Riverdale Automotive) appears to have the highest sight distance, but the location provides an inconvenience to pedestrians.

9. Requirements / Observations of the Newmarket Building Official / Committee Member

- A. Michael Hoffman presented the following requirements and observations of the study area:
 - 1. Requirements:
 - a. Improve pedestrian safety.
 - b. Urban compact should take precedence over vehicular movements.
 - 2. Observations:
 - a. Speed appears to be high.
 - b. The mix of a State road through a Downtown area does not appear to be converging well.

10. Requirements / Observations of the NHDOT, District 6

- A. Jim Driver requested a copy of the Sky Pedestrian Bridge study for their review. Scott responded that he would forward a copy.
- B. Jim re-iterated Rick's request roadway maintenance be included as part of the alternative evaluation.
- C. Discussion about converting a portion of Main Street to an Urban Compact Zone took place. Scott reported that he would coordinate with NHDOT, District 6 and submit a memorandum to the Town outlining the procedure in developing an Urban Compact Zone.

11. Requirements / Observations of the Strafford Regional Planning Commission

- A. Marc reported that Strafford Regional Planning Commission (SRPC) has recently conducted traffic counts along NH Route 108. The data collection was performed this past summer and resulted in approximately 17,000 vehicles per day. Steve noted that counts should be anticipated to be higher during the months that UNH is in-session.
- B. Marc confirmed all previous requirements and observations noted by other parties.

12. Overview of the NHDOT Local Public Agency (LPA) Process

- A. Scott reported that the current funding mechanism of the Federal Highway Administration Transportation Enhancement grant is scheduled to expire in late 2015. As a result, milestones have been established by NHDOT – Bureau of Planning and Community Assistance to ensure that projects currently listed under this funding mechanism meet the funding closeout deadline. As a result, the engineering study is required to be submitted to the Department by February 28, 2014.
- B. Scott noted that ultimately, construction is required by NHDOT to be completed by September 30, 2015. Marc responded that it is his understanding that construction funds are to be obligated. Both parties agreed to re-review this requirement.

13. Project Schedule

- A. Scott provided a memorandum that DuBois & King prepared outline the anticipated project schedule to meet the February 28, 2014 deadline; please see attached.

14. Next Meeting Date

- A. To be scheduled at a later date.

TOWN OF NEWMARKET, NEW HAMPSHIRE
TOWN COUNCIL REGULAR MEETING
FEBRUARY 19, 2014
COUNCIL CHAMBERS

DRAFT MINUTES

PRESENT: Council Chairman Gary Levy, Councilor Dan Wright, Councilor Phil Nazzaro, Councilor Larry Pickering, Councilor Dale Pike, Councilor Ed Carmichael

EXCUSED: Council Vice Chairman John Bentley

ALSO PRESENT: Chief Kevin Cyr

Council Chairman Levy opened the meeting at 7:00 p.m., followed by the Pledge of Allegiance. He announced that Town Administrator Fournier would not be in attendance, and that Council Vice Chairman Bentley would arrive late to the meeting.

AGENDA

PUBLIC FORUM

Bert Allen of Moody Point spoke about alternatives to building a new school, such as having rotating, year-round school sessions as had been done in Hudson, NH. Council Chairman Levy suggested his concerns should be brought to the School Board, as the Council does not weigh in on School decisions.

Ellen Read of Lita Lane encouraged the Council to vote in favor of Resolution 2013/2014-50 Limiting Political Spending. She said that the political issue of campaign finance reform affected everyone and concerned the integrity of the democracy, and that elections should be controlled by people and not by special interests or by money organizations. She added that 96% of people felt that money had too much control over the political system, and that 75%, and a majority of those who operated small businesses, disagreed with the recent deregulation of political spending. She said that the majority of liberal and conservative constituents agreed that this system did not serve the people well. She noted inefficiencies in the government that had politicians spending 70% of their time fund raising for the next election, rather than doing the will of their constituents. She said that money interests had developed Super Pacs that allowed money to come from undisclosed donors, special and foreign interests in unlimited amounts, but there was little that New Hampshire as a state could do about this. She stated that in the 2012 New Hampshire gubernatorial race, 5 times more money came from outside sources than from the candidates themselves and in the 2012 District 2 election, spending was up 40%.

Ms. Read said that fewer than half of one percent of Americans were responsible for 80% of campaign contributions. She stated that outside money did not allow New Hampshire residents to control its own elections, and money determined who ran for office and the messages to which the electorate was exposed. She felt that good candidates who would work for their constituents could be prevented from running because they could not afford to counteract the negative and often false ads to which the public was exposed. She felt that there could not be a democracy when money determined the results of elections. She said the decision by Citizens United to deregulate spending was based on 2 erroneous premises: that political spending is free speech and artificial entities are people under the Constitution. Ms. Read cited that the late Senator Rudman maintained political spending was not free speech when only the wealthy could be heard, and corporations/entities were clearly not considered people under the Constitution.

Ms. Read went on to stress the need for an Amendment to the Constitution to limit political spending. She noted that over 500 towns and 16 states, including all the other New England states had called for an Amendment. In 2014, New Hampshire and 70 of its towns, along with 12 other states were voting on the Amendment, and 140 members of Congress had offered their support. Wherever the call for an Amendment was passed, it was by a majority of 75%. She said that the Constitution had been amended 27 times, on average every 10 years in the 20th century, and it was incumbent on the people to amend the Constitution when the need arose. She said some might not agree with this method to fix the situation, but nearly everyone agreed that there was a problem. She felt that it was necessary to at least begin the conversation and urge the legislators to get the ball rolling.

Bert Allen spoke about political spending and the power and influence of unions and the need to return power to the public.

Council Chairman Levy closed the Public Forum at 7:10 p.m.

APPROVAL OF MINUTES

Councilor Nazzaro moved to approve the minutes of the February 5, 2014 meeting. Councilor Pike seconded. There was no discussion. Chief Cyr polled the Council. Motion passed unanimously, 6 – 0.

PRESENTATION ON THE ALTERNATIVES TO THE PEDESTRIAN BRIDGE: Diane Hardy and Dubois King

The Council had approved amending the original bridge proposal at its January 8, 2014 meeting to seek lower cost alternatives to a pedestrian bridge. Town Planner Diane Hardy had been working with engineers Scott Bourcier and Mike O'Donnell of Dubois & King, who had also worked closely with Mark Ambrosi from Strafford Regional Planning Commission. Ms. Hardy said they had pulled together pedestrian count and traffic data and developed a report, which had been given to the Councilors. Dubois King would be coming forth with a recommendation that the Council approve Alternative #3, which was outlined on pages 29 – 32 in the report. She said that following the presentation by the consultants, she would review Alternative #3 budget information for the Council. She said the Resolution to accept Alternative #3 would have a first reading later in the meeting, and a Public Hearing and vote would take place at the March 5, 2014 meeting.

Scott Bourcier stated the purpose of the presentation was to summarize the findings of the study. He said they would present current conditions and alternatives that they had considered to improve pedestrian safety along Main Street, (Route 108), from Elm Street to the area near Central Street. They had used the LPA guidelines from the Department of Transportation, (DOT) planning module as required for federally funded projects. The characteristics of the study included parallel parking, sidewalks, sub-surface utilities, along with signage, curbing and other factors consistent with existing roadways. Currently, there were 3 crossings along Main Street, each at different elevations, the highest being Elm Street. The road alignment consisted of a straight area beginning at Elm Street, but also a curve in one direction near the second crosswalk and another one in the opposite direction before the third crosswalk. The posted speed limit, as set by DOT District 6, was 30 MPH. The recommended sight distance for cars to stop for pedestrians was 200 feet. The sight distance along Main Street ranged from 92 to 250 feet. In the areas with short sight distance, the pedestrian would have the impression that traffic was moving too quickly, while the driver would feel that pedestrians were jumping out into traffic. Mr. Bourcier stated that both impressions were incorrect as the problem stemmed from not having enough sight distance to evaluate the safety of crossing or the need to stop.

Mike O'Donnell, Traffic Engineer, presented the collected data and results, along with alternatives that had been evaluated to improve pedestrian safety. He had studied the number of pedestrians, their destinations and patterns of crossing the street for 3 days from 7:00 a.m. to 10:00 p.m. On the weekday, they counted 1,400

pedestrians, on Saturday 2,100 and on Sunday, 1,600. They also determined that the peak crossing times per day were between 4:45 and 5:45 p.m. on weekdays with 143 pedestrians crossing; between 12:45 and 1:45 p.m. on Saturdays with 242 pedestrians crossing and between 12:45 and 1:45 p.m. on Sundays with 145 pedestrians crossing. The average number of pedestrian crossings was 116 per hour during the times they observed. Mr. O'Donnell showed a mapping of where the crossings occurred, and said that 76% were within crosswalks. Of the remaining 24%, many crossed from the parallel parking spaces to the other side of the street. There also was an area near the War Memorial that was a common place to cross, even though it was not technically a crosswalk. They concluded that with 76% using the crosswalks, they were placed correctly, but the issue was sight distance.

Mr. O'Donnell summarized the alternatives which they were not recommending. A tunnel, while separating pedestrians from vehicles, would mostly serve Newmarket Mills lower level and parking lot, but not help the Mills' upper levels or the area near Center Street. Other disadvantages included having to construct a tunnel through ledge below utilities in a trench 18 to 20 feet deep, and detour traffic during construction. It was felt that most pedestrians would not use or need a tunnel. There also could be security issues because of limited visibility. The cost of a tunnel was estimated to be between 2 and 3 million dollars. A glass-enclosed pedestrian bridge would also separate pedestrians from vehicles but would mostly serve the upper floors of the Mills. A bridge could be accessed through a series of ramps or an elevator. They had felt this would enhance the downtown as it would be built where a previous bridge had existed. However, it would not address the needs of other areas or the lower level of the Mills. There also could be security concerns with the elevator, because of lack of visibility. It was estimated that perhaps 14% of pedestrians would use a bridge. The cost of the bridge would be \$729,000 with ramps or \$1.22 million with an elevator tower.

The next alternative that had been considered was realigning the road to match the 30 mph speed limit or slowing the traffic. To accommodate the 30 mph speed limit, the road would be realigned for 500 feet between the curbing. The 7 parking spaces on the west side of the street near the Mills would be relocated to the east side, and the centerline would be moved. The advantages would be in compliance with road standards and improve visibility. However, this would place parking spaces across the street from the businesses they served and could encourage more jaywalking. This would soften some curves and increase sight distance, but the openness could also give a false sense of security for both pedestrians and drivers, who might feel more comfortable going 35 or 40 mph. This would also alter the character of the downtown as the buffer of parked cars would be gone and with it the restaurant sidewalk tables and chairs. This alternative was estimated to cost around \$353,000.

Alternative #3, traffic calming, which they were recommending, would incorporate some of the techniques he would suggest. Mr. O'Donnell stated that the existing road conditions would allow for a 15 mph or perhaps 20 mph speed limit. The design suggestions would encourage drivers to move at a more reasonable speed and enhance visibility. There would be some improvements made outside the downtown area to develop consistency on the roadway and to allow traffic to slow down before reaching the downtown. The first improvement would be to install pedestrian signs at each crosswalk, and ensure that they complied with current standards. The next step would be to install additional pedestrian signs with yellow flashing lights. Currently there were 2 of the signs, but each crosswalk should have this type of sign, especially at night. Also to increase night time visibility, they were suggesting adding to the existing pedestrian level lighting at every crosswalk. He further suggested that raised table-type crosswalks be installed which would feel comfortable for those driving between 15 to 20 mph, but not for those driving at 30 mph. Flush inlays, which added a textured surface and gave the impression that the road was narrower than it actually was, could be added to areas approaching crosswalks. Sidewalk extensions, bricked-in areas the same width as the parking spaces, would allow a pedestrian to be more visible and closer to the other side of the street before entering the actual crosswalk.

Mr. O'Donnell also suggested that the crosswalks be painted with white stripes. He said the confusion about crossing by the War Memorial was because there was a textured surface, but a single white line could be added. He said there were "Yield to Pedestrian" signs in the area, but they were worn and needed replacing. He said, in regards to having a crosswalk at the War Memorial, he did not think that the textured surface or existing granite should be changed, but suggested the addition of a white line outside the granite and lights. He noted that driving north by Newmarket Mills its middle door was obscured by a fence, and suggested that if the fence was pulled further away from the door it would be easier to see pedestrians and discern whether or not they intended to cross the street. He synopsised the advantages of Alternative #3 as increased visibility for oncoming traffic, reduced speed limits leading to crosswalks, decreased distance in crossing and clearly delineated crosswalks, all of which would increase the pedestrians' sense of protection. The estimated cost of including all the suggestions would be \$262,000.

Mr. Bourcier said they were recommending Alternative #3 as it met the needs and statement purpose by increasing visibility and enhancing pedestrian safety on Main Street. A speed limit of 15 mph in the downtown would meet the recommended sight distance recommendations. However, this alternative would depend on Newmarket being classified as a compact urban zone under RSA 229:5 so that DOT could reduce the speed limit. The DOT Commissioner can only reduce speed limits for the towns listed in the law. Because Newmarket is not listed, legislation would have to be drafted to add Newmarket. Even if legislation passed, it would be at the Commissioner's discretion whether or not to approve a speed reduction lower than 25 miles per hour. If Newmarket was not approved for a compact urban zone, the speed limit could be reduced to 25 mph under RSA 265 and Alternative #3 could be modified. As the State maintains Main Street, it would not allow sidewalk extensions and crosswalks would be flush with the sidewalks. Some of the sight distances would have to be improved to equal a 25 mph speed limit. However, there were other improvements that could be made to increase pedestrian safety. Mr. Bourcier said the next steps would be for the Town to review the study, and if in agreement, approve and submit Alternative #3 to DOT for approval, with a statement that the Town has agreed to go along with the recommendations of the study. Once approval was received, the work on the final design could be completed. In the meanwhile, work could begin on establishing an urban compact.

Councilor Pike asked if Dubois & King or the State determined the effect this would have on traffic flow, especially during rush hour. Mr. O'Donnell replied that many drivers seemed to slow down on their own as they realized they couldn't see very well, and they didn't determine that exceeding the current speed limit was a huge issue. He didn't feel that dropping the speed limit to 15 mph for a short distance would make a big impact. Councilor Nazzaro asked if drivers might seek alternate routes, which could affect businesses that get a lot of customers who were just driving through. Mr. O'Donnell said that he noticed a lot of confusion when doing the sight measurements himself wearing an orange jacket and standing in the road. He said that a number of motorists stopped for him, even if he didn't intend to cross. He said that the drivers want to stop for pedestrians, but sometimes can't because of inadequate sight distance and the time necessary to come to a stop. He said the recommendations would prevent many false stops and because of increased clarity, balance the reduced speed limit. He also felt that defining the War Memorial as a proper crossing area would help, and that people would be directed to cross at the crosswalks. Mr. Bourcier added that this would improve the efficiency of downtown traffic.

Councilor Carmichael asked if they needed an answer by March 5th. Mr. Bourcier said that DOT had to have the report by February 28th. However, Town Administrator Fournier and Ms. Hardy had spoken with DOT and it was willing to allow the Town to submit a letter of decision by March 5th. Councilor Carmichael asked what the Town's additional financial commitment would be if it chose Alternative #3. Ms. Hardy presented a financial analysis including the 80% federal funding and the local match of 20% divided equally between Newmarket Mills and the Town. The top of the spread sheet concerned the available funding. The original approved grant showed a State commitment of \$440,000 and a \$55,000 contribution from both Newmarket Mills and the Town

for a total of \$550,000. There was an amendment to the grant when it was determined that the cost would exceed the amount budgeted, and the grant was increased to \$505,560, with a contribution from both Newmarket Mills and the Town of \$63,950, for a total of \$631,950. In January, there was another amendment to include the cost of the study of alternatives, and the grant was increased to \$534,806, with a \$66,850 commitment from both Newmarket Mills and the Town for a total of \$668,506. Thus far, a total of \$88,067 had been encumbered with \$70,445 coming from State/FHWA funds, and \$8,806 from both Newmarket Mills and the Town. The construction, final design and engineering for Alternative #3 would total \$262,000 in additional funds, with \$209,600 coming from grant monies and \$26,200 from both Newmarket Mills and the Town. The total cost including encumbered funds and those to be spent in completing the project would be \$350,045, with \$280,045 coming from grant monies and \$35,006 from both Newmarket Mills and the Town.

Ms. Hardy had spoken with Mr. Chinburg's representative, Geoff Spitzer, earlier in the day and received the following statement:

"Newmarket Mills, LLC continues to feel that the pedestrian bridge is the safest way to ensure the safety of the citizens of Newmarket when crossing route 108 in order to enjoy access to the downtown businesses, parking as well as the retail, offices and residential units located in the Mills. However, we recognize that the bridge cost has exceeded the available funding at this time. The proposed Alternative #3 described in the Pedestrian Crossing Improvements Engineering Study by Dubois & King is the next most reasonable approach. Newmarket Mills, LLC will contribute \$26,200 (10%) toward this effort. Unfortunately, neither Eric nor I is available to attend tonight's meeting. Please share our statement."

Councilor Wright noted that even though the bridge was preferred, it was pointed out that probably only 15% of pedestrians would actually use it. His concern was that since the safety problems had been identified, the Town would have to correct the problems or incur liability. Councilor Pickering asked if there was any chance that the State could renege on its share of the funding. Ms. Hardy said that the State had committed to the funding, indicating that further funds would be forthcoming, and was waiting for the Town's decision on a preferred alternative to the bridge. The Council would have to approve another amendment in the form of a Resolution. The Town had initially set aside \$55,000 for the project, which was available for the Council to appropriate. She added that there was a short time frame as the work had to be under contract by June, 2015, and the design completed before that date. However, she felt this was doable.

Council Chairman Levy asked if they were sure that DOT could not approve the urban contract on its own if it was clear that there were safety issues. Mr. Bourcier said it was his understanding that only the Legislature could add a town to the list in RSA 229:5. He said they had had some conversations with DOT District 6, and they indicated they would support this, but there would have to be supporting legislation. Ms. Hardy and Town Administrator Fournier had spoken with DOT (Concord), and it had offered its help to the Town to prepare a bill and to shepherd the bill through the legislative process. Council Chairman Levy asked for clarification that there would not be any lights in the sidewalk, but an increase in signage commensurate with the flashing signs the Town had put up. This was verified. To his further question about adding sidewalk extensions to all the crosswalks, Mr. Bourcier confirmed that was the intention. Council Chairman Levy asked if the cost of \$262,000 for Alternative #3 was a real number, and Mr. Bourcier said it was a best-guess estimate at this point. Council Chairman Levy asked if anything further could be done to reduce the approximate 25% of pedestrians who were jaywalking, mostly from parking spaces, and wondered if adding pylons with chains on one side of the road would help. Mr. Bourcier said the improvements would provide information to the drivers. Mr. O'Donnell added that 76% were crossing in crosswalks, and about 9% were crossing at the War Memorial, bringing the total into the 80% range. He said the next worst area for jaywalking was in the center of downtown at the bottom of the hill leading from Durham, and he felt that improving the signage and adding downward pointing arrows would alert drivers and encourage pedestrians to use sidewalks as a safer option. He felt that pylons and chains would

not be very expensive and would discourage people from jaywalking, but pedestrians could be in the street longer. This also could present a problem to the DPW in removing snow; however they would look into it. Council Chairman Levy felt the chains might be removed in the fall.

Councilor Pike stated that the focus of the study had been around Newmarket Mills, but there might be pedestrian safety issues south of the boundary line of the study that needed to be addressed. Mr. O'Donnell responded that Alternative #3 recommended improving all 5 crosswalks in the downtown area and converting the War Memorial area into a crosswalk. The improvements would be made from Exeter Road to Elm Street, and slow the traffic before it entered the downtown study area. The crosswalks at Chapel Street and Church Street had good sight distance. Councilor Pike said that there was a lot of jaywalking in that area as the distance was longer between crosswalks. Mr. O'Donald said the area was outside the study boundaries, but they would be looking to improve those crosswalks as well. Council Chairman Levy said that he thought the jaywalking was most dangerous where the hill receded, and the south end was mostly flat. Councilor Pike felt that coming up uphill from the gulley had a traffic calming effect, but was still a tricky place for pedestrians to cross. Mr. Bourcier said that even though the area was outside the study, they had included plans for improvements to achieve consistency on the road. Those improvements were included in the \$262,000 estimate.

Councilor Nazzaro asked if there was snow on the ground when the data was collected, and Mr. Bourcier said there was, but Mr. Malasky had ensured that snow was removed from sidewalks and the roadway so as not to skew the study results. He said that ideally, another study could be conducted in the warmer months, but, data collection was very expensive and he did not feel it would change the results very much. Councilor Nazzaro agreed with Councilor Wright that since they now had the information, they had to address the problem and make improvements. He asked if there were funds set aside for the improvements or if they would be paid for through new money. Ms. Hardy said that the Town had set aside \$55,000 when the Downtown TIF was closed, and most of the amount was still available. Council Chairman Levy said that in driving over the hill, he felt the most dangerous are to cross was the area of most jaywalking. Mr. O'Donnell said that while pedestrians could look over the crest of the hill and see oncoming traffic, the driver could be distracted by buildings, signs, lights and parked cars, and sight visibility prevented a driver from seeing more than the top of a person's head. He said that just past Elm Street would be the first speed table after entering the 15 mph area and this would make it easier for drivers to stop.

Council Chairman Levy said they had done a good job in developing an alternative. Councilor Carmichael asked Chief Cyr if he felt signage and a 15 mph speed limit would help. Chief Cyr said that improved signage would definitely help, but he felt that the most significant part of the proposal was getting the urban contract and allowing the speed limit to be reduced. He said that daytime drivers seldom went above 30 miles per hour during the daytime. The problem was in enforcement, because drivers were not violating the law. He said that if the speed limit was reduced to about 20 mph, he could put cruisers in the area to stop cars and get the message out. He said that drivers going 20 miles an hour would be able to see more than at 30 mph. Councilor Carmichael asked if there was the possibility that a stoplight or crosswalk could be placed near South Park and Riverworks. Chief Cyr agreed that the sight distance in the area was poor for those driving from Exeter. He added that his officers called the lighting in the downtown "mood lighting" because even though it looked pretty, it was difficult for people to see as well. He felt that adding lighting to the crosswalks would be an improvement. The Council will next have a Public Hearing and vote on Alternative #3 at its March 5th meeting.

COMMITTEE REPORTS

Council Chairman Levy said the Economic Development Committee would meet toward the end of the March. There were no other Committee reports.

OLD BUSINESS: Ordinances and Resolutions in the 2nd Reading

Resolution #2013/2014-48 Municipal Trash Bags

Councilor Nazzaro moved to approve Resolution #2013/2014-48 Municipal Trash Bags. Councilor Pike seconded. Councilor Pike asked if there were quality differences in the bags. Interim Finance Director Matt Angell said that the DPW Director checks the bags and the quality was essentially the same. The current provider would not maintain the same price, and they were able to buy bags from a new provider for a little, but not substantially more. Councilor Pickering asked Mr. Angell to confer with Town Administrator Fournier about some problems with trash bags from the old provider. Chief Cyr called the roll. Motion passed unanimously, 6 – 0.

Resolution #2013/2014-49 Relating to Stair Well Door Push-Bar Hardware

Councilor Nazzaro moved to approve Resolution #2013/2014-49 Relating to Stair Well Door Push-Bar Hardware as written. Councilor Pike seconded. There was no discussion. Chief Cyr called the roll. Motion passed unanimously, 6 – 0.

Resolution #2013/2014-50 Limiting Political Spending

Councilor Nazzaro moved to approve Resolution #2013/2014-50 Limiting Political spending. Councilor Pike seconded.

Discussion: Councilor Wright said he saw the intent and felt it was a noble one, but questioned if the issue should be fought at this level or at a higher level. Councilor Nazzaro, who had written the Resolution, said he had been asked 2 questions, and one was the same that Councilor Wright asked. He felt there was a historical precedent in the Country for sub-divisions of the State or the State itself to urge Representatives to support an action at the Federal level, so he did not think it was outside the auspices of this body to urge support. He added that he had been told this was a partisan issue, but he could not disagree more. He said he did not mind that companies and unions had a lot of money, but did object when they used that money to buy the government. He said the way the Resolution was written, it was very clear in stating that entities should not be able to influence the government only because they had more money than individuals. Councilor Pike said that this was the first issue that he had seen in a year that was different from the general interests of the Town. He thought that if this became a concern, they could address it in the future. However, not having done that before, he felt they should consider the Resolution on its merits. Councilor Carmichael said he did not think the Council should be involved in making this decision. He had been speaking with some people about the pros and cons, and he felt this was not a Town, but a State and Federal issue.

Council Chairman Levy said he had similar issues. Although he did not like the way campaigns were run and the money, etc., he said the Resolution did not say anything about how the goal would be reached. He said there were problems before the Supreme Court ruling. Also, although the Resolution made reference to Wall Street money and implied large corporations, nothing was mentioned about union money or what individuals or couples could personally give. He did not think there was anything in the Resolution that pointed the way towards fixing the problem, although he did not expect a blue print. He also was concerned that 7 people would be speaking for the Town of Newmarket, where there could be very divergent opinions. Councilor Nazzaro stated that every time the Council voted it was speaking for the Town of Newmarket. To Councilor Carmichael's statement, he said that although he understood, he felt that, as a political sub-division, the Council had every right and obligation to act on this, adding that the Council did this all the time. He said it was not up to the Council to provide a blue print, because that was the responsibility of representatives on the Federal level. He felt they had a right and obligation to point out concerns on the Federal level. He agreed with Councilor Pike

that they should debate on the merits of the Resolution and not worry about future issues. He felt that there was too much influence from entities and that the people were not being adequately represented.

Council Chairman Levy said he could support the Resolution if the section referring to Wall Street campaign contributions was removed, as it was only one entity and there was no reference to union or other spending. Councilor Nazzaro said he would be willing to make an amendment to remove that section. Councilor Wright said he had been in a union for 25 years, and that members were strongly encouraged to give PAC money, but had no say in who received the money. Between 1989 and 2014, 6 out the 10 top donors to campaigns were unions. He said he would appreciate it if the Wall Street reference was removed. Councilor Nazzaro said to him the important part was conveying to their representatives the recognition that something was broken on the Federal level.

Councilor Nazzaro amended his motion by striking the last Whereas at the bottom of the first page of the Resolution: " Whereas, Wall Street campaign contributions to candidates for federal office increased five-fold from \$60 million in 1990 to \$311 million in 2008." Councilor Pike seconded.

Chief Cyr polled the Council on the amendment. Amendment passed unanimously, 6 – 0.

Chief Cyr polled the Council on the motion. Motion passed unanimously, 6 – 0.

Items Laid on the Table: Council Chairman Levy said that the Town Administrator was still working on the Harvest Way issue. The Administrative Code would be addressed after the town vote on Charter amendments.

NEW BUSINESS

Town Council to Consider Nominations, Appointments and Elections

Councilor Nazzaro moved to appoint John Deziel to the Macallen Dam Committee. Councilor Pike seconded. Chief Cyr polled the Council. Motion passed unanimously, 6 – 0.

Ordinances and Resolutions in the 1st reading

Resolution #2013/2014-51 Purchase of a 2015 Ford F-250 for \$31,561 for the Water Sewer Department: Council Chairman Levy read the Resolution in full. Councilor Carmichael asked if the year of the vehicle should be 2014 rather than 2015. That will be determined before the next meeting.

Resolution #2013/2014-52 Accepting a Preferred Alternative to the Pedestrian Bridge: Council Chairman Levy read the Resolution in full.

Closing Comments by Councilors

Councilor Nazzaro said that early Sunday morning the town lost Mike Sharples who was very active in the American Legion. He offered condolences to Rocky, and the family and friends.

Councilor Pickering asked about the snow budget. Although information was included in the packet, it was as of the end of January. The Council briefly discussed the impact of subsequent storms.

ADJOURNMENT: Councilor Pike moved to adjourn and Councilor Nazzaro seconded. Motion passed unanimously, and the meeting adjourned at 8:45 p.m.

Respectfully submitted, Ellen Adlington, Recording Secretary

APPENDIX C

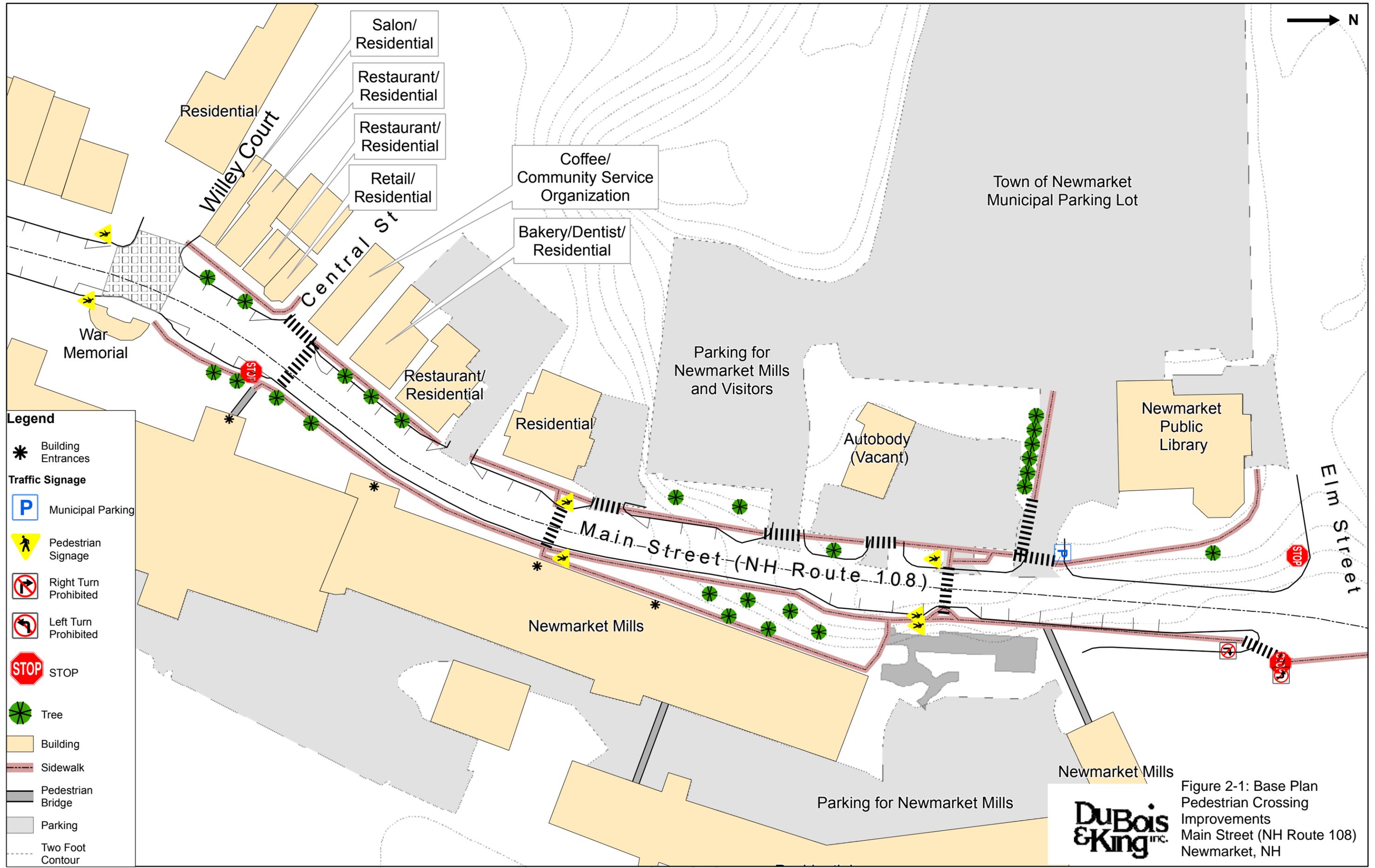


Figure 2-1: Base Plan Pedestrian Crossing Improvements Main Street (NH Route 108) Newmarket, NH



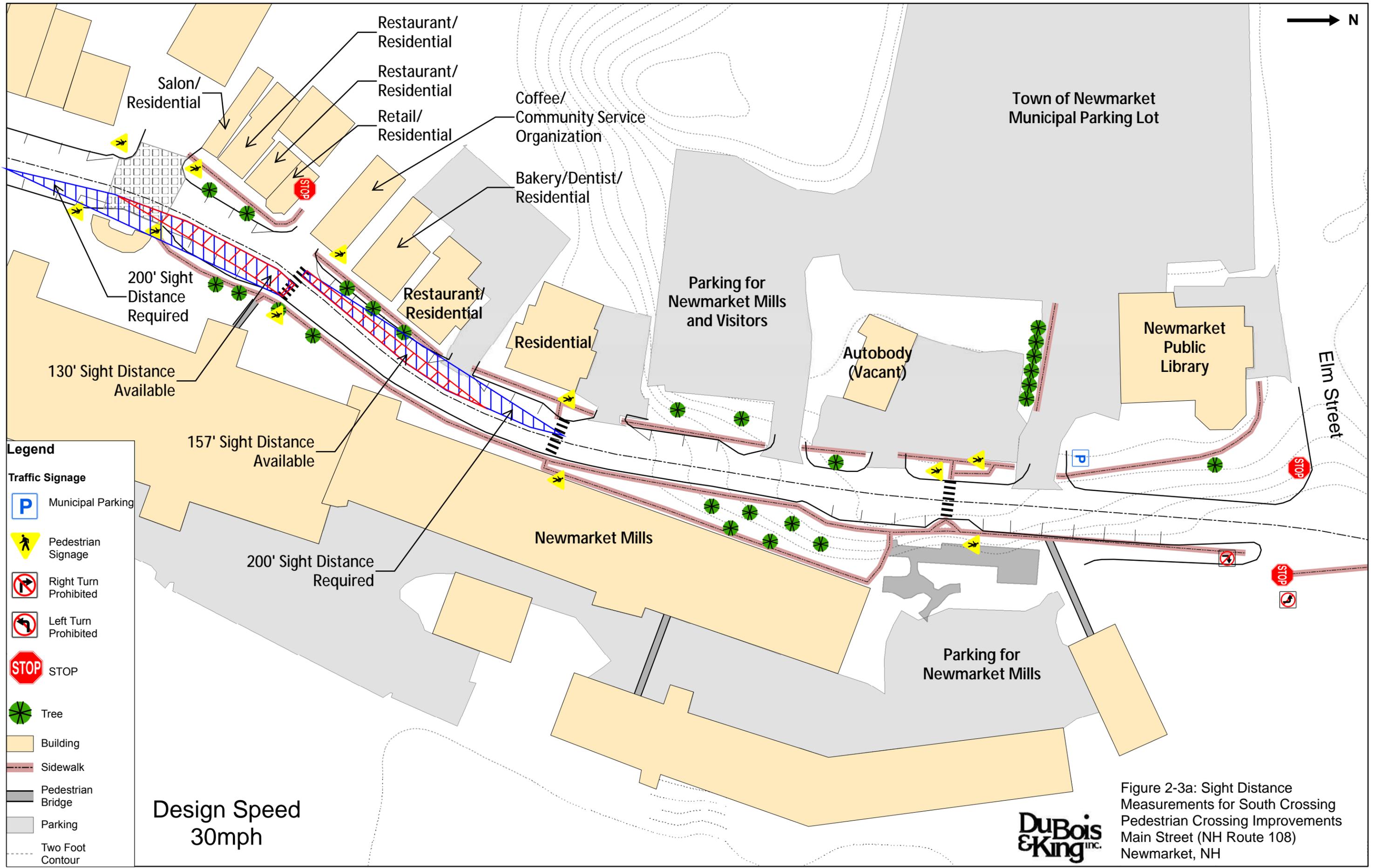


Figure 2-3a: Sight Distance Measurements for South Crossing Pedestrian Crossing Improvements Main Street (NH Route 108) Newmarket, NH



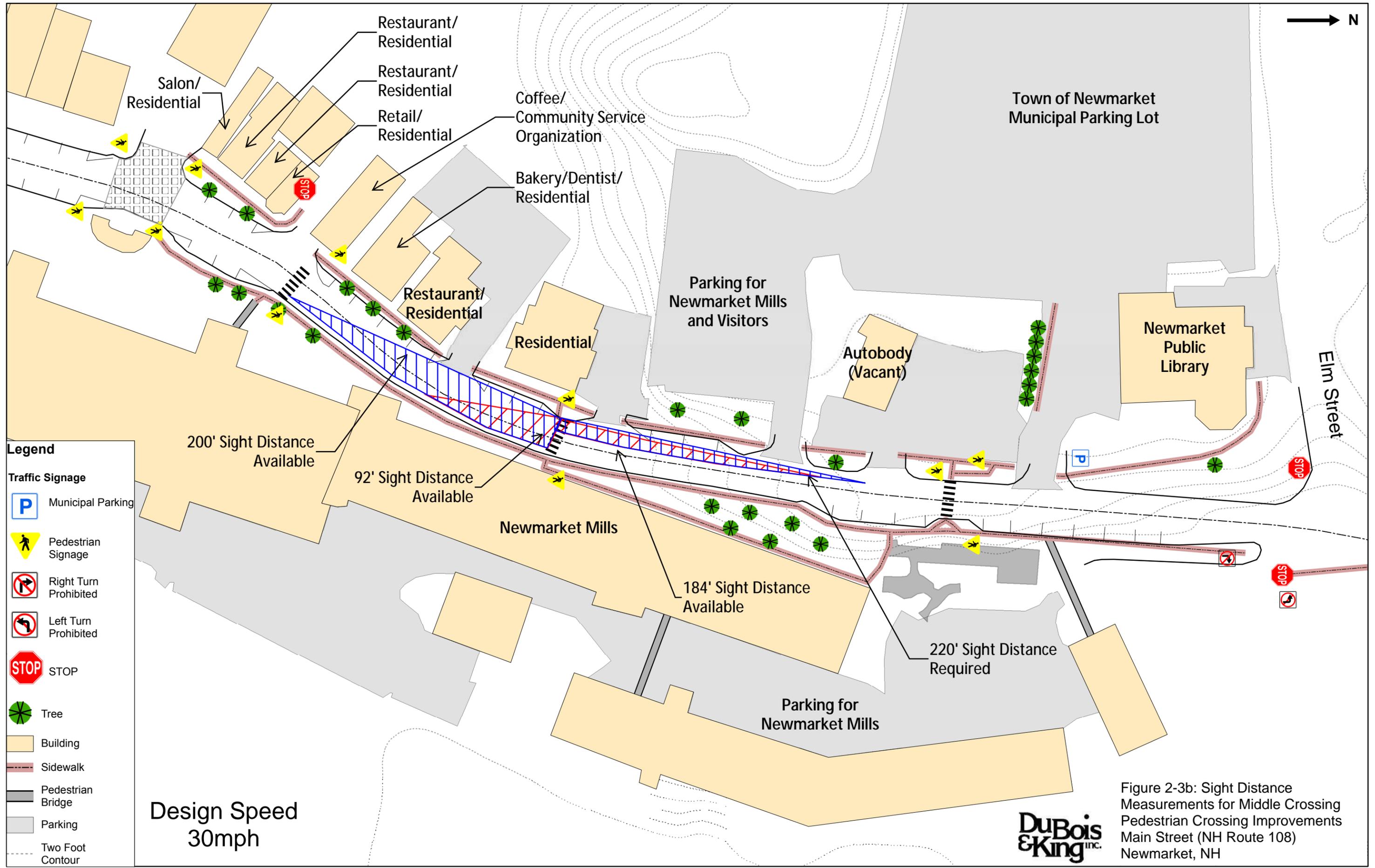


Figure 2-3b: Sight Distance Measurements for Middle Crossing Pedestrian Crossing Improvements Main Street (NH Route 108) Newmarket, NH



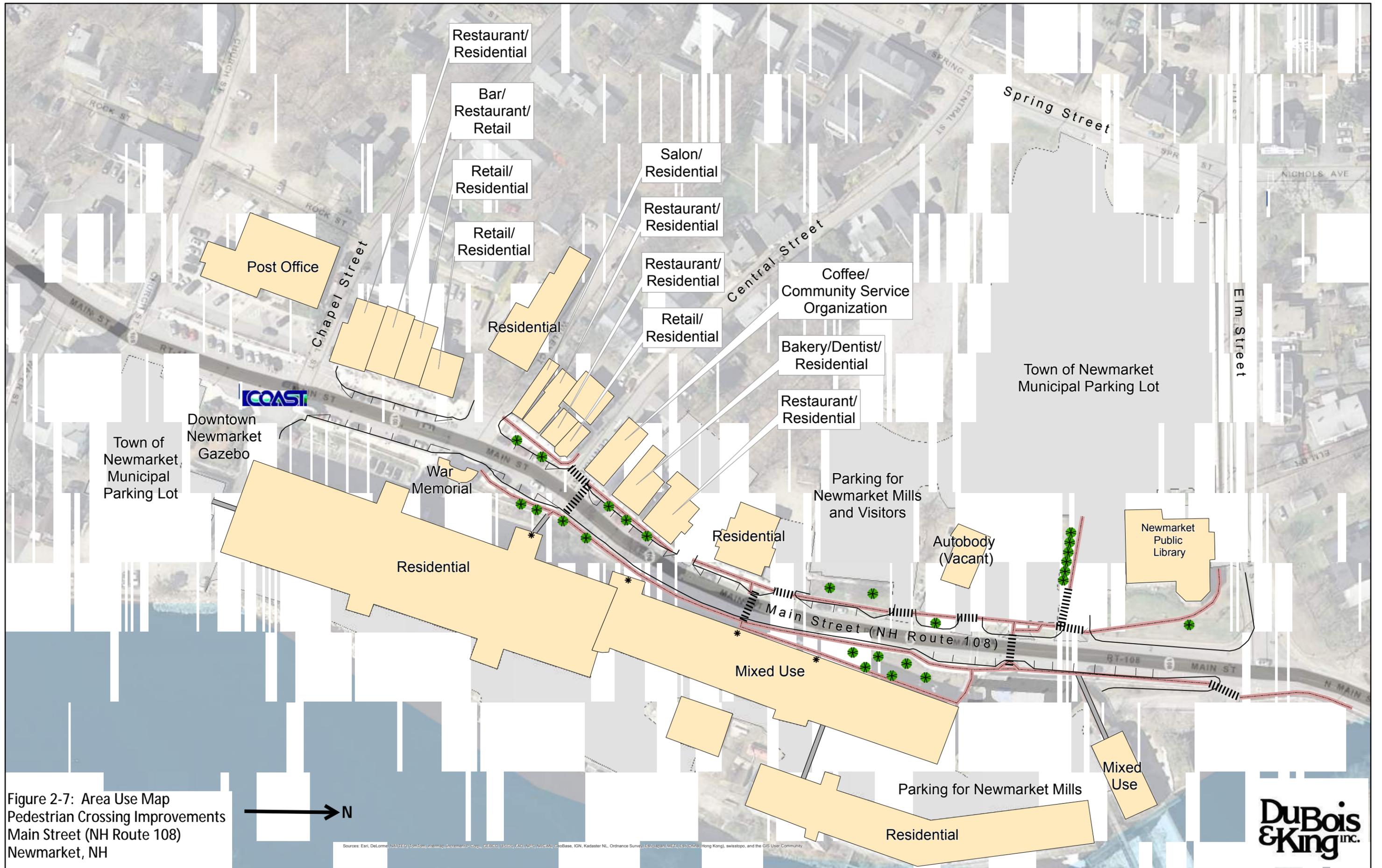


Figure 2-7: Area Use Map
 Pedestrian Crossing Improvements
 Main Street (NH Route 108)
 Newmarket, NH



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, JPS, NRCAN, Esri, IGN, Kadaster NL, Ordnance Survey, Esri, Swisstopo, Mapbox, Swisstopo, and the GIS User Community

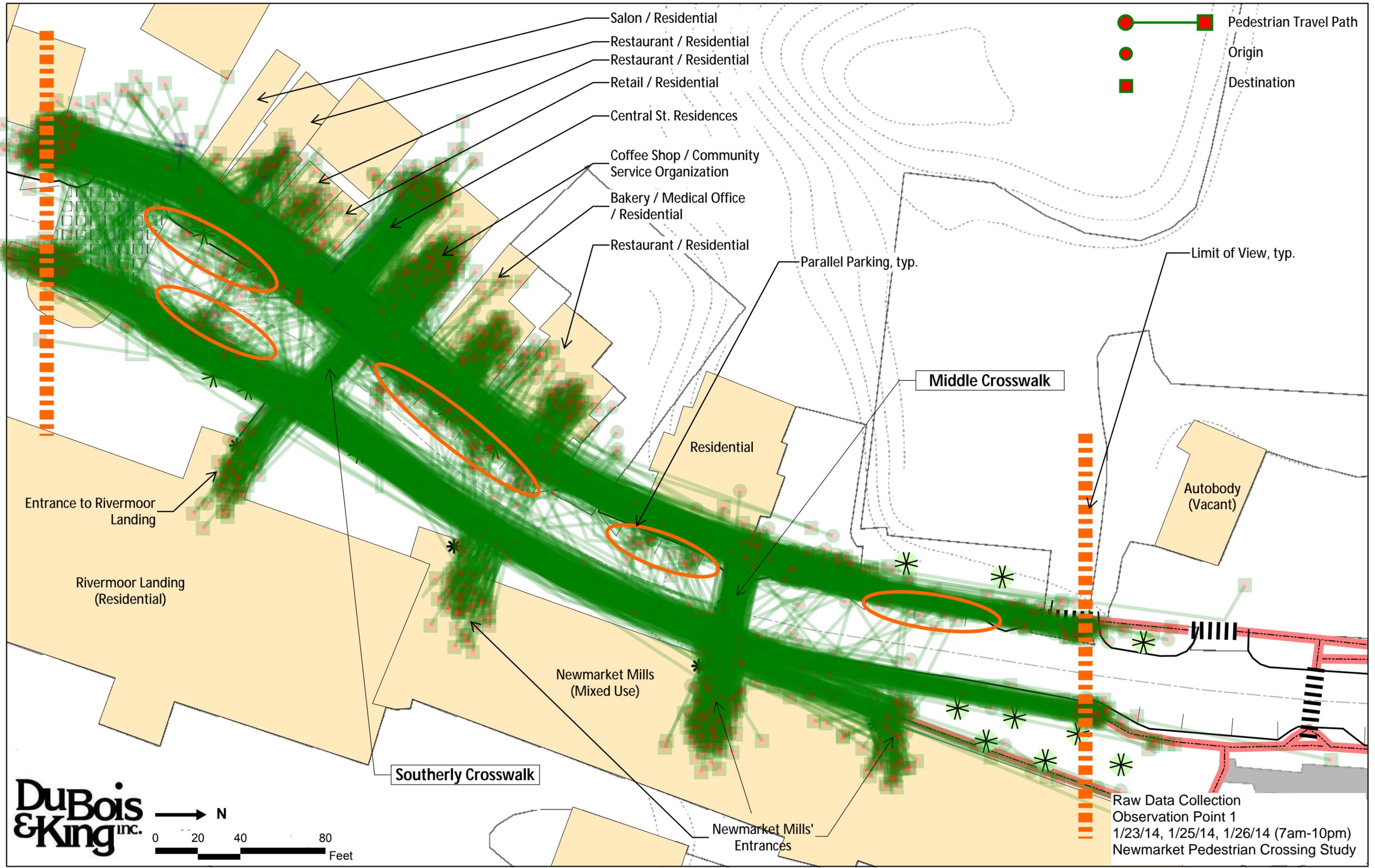
APPENDIX D

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC**

12-Feb-13

Bureau of Planning, Traffic Section, Traffic Reports

STAT. TYPE	LOCATION	FC	2005	2006	2007	2008	2009	2010	2011	2012
Town: NEWMARKET										
337050	62 NH 108 (EXETER RD) AT NEWFIELDS TL (SB-NB) (61337010-61337011)	17	*	*	16000	*	*	17000	*	*
337051	82 NH 152 (WADLEIGH FALLS RD) AT LEE TL (EB-WB) (81337012-81337013)	07	1900	*	*	1700	*	*	1700	*
337052	82 NH 152 (SO. MAIN ST) EAST OF MAPLECREST ST (EB-WB) (81337014-81337015)	17	4800	*	*	5200	*	*	5200	*
337054	82 GRANT RD WEST OF NH 152	09	*	*	3800	*	*	3000	*	*
337056	82 PACKERS FALLS RD AT DURHAM TL (SB-NB) (81337016-81337017)	08	*	*	1500	*	*	1400	*	*
337058	82 NH 108 (NO. MAIN ST) AT LAMPREY RIVER	17	*	*	12000	*	*	12000	*	*
337059	82 NH 152 (WADLEIGH FALLS RD) AT PISCASSIC RIVER	07	*	*	3100	*	*	2600	*	*
337061	82 ASH SWAMP RD OVER PISCASSIC RIVER	09	2300	*	*	2200	*	*	2100	*



- Salon / Residential
- Restaurant / Residential
- Restaurant / Residential
- Retail / Residential
- Central St. Residences
- Coffee Shop / Community Service Organization
- Bakery / Medical Office / Residential
- Restaurant / Residential

- Pedestrian Travel Path
- Origin
- Destination

Entrance to Rivermoor Landing

Rivermoor Landing (Residential)

Newmarket Mills (Mixed Use)

Southerly Crosswalk

Newmarket Mills' Entrances

Residential

Parallel Parking, typ.

Middle Crosswalk

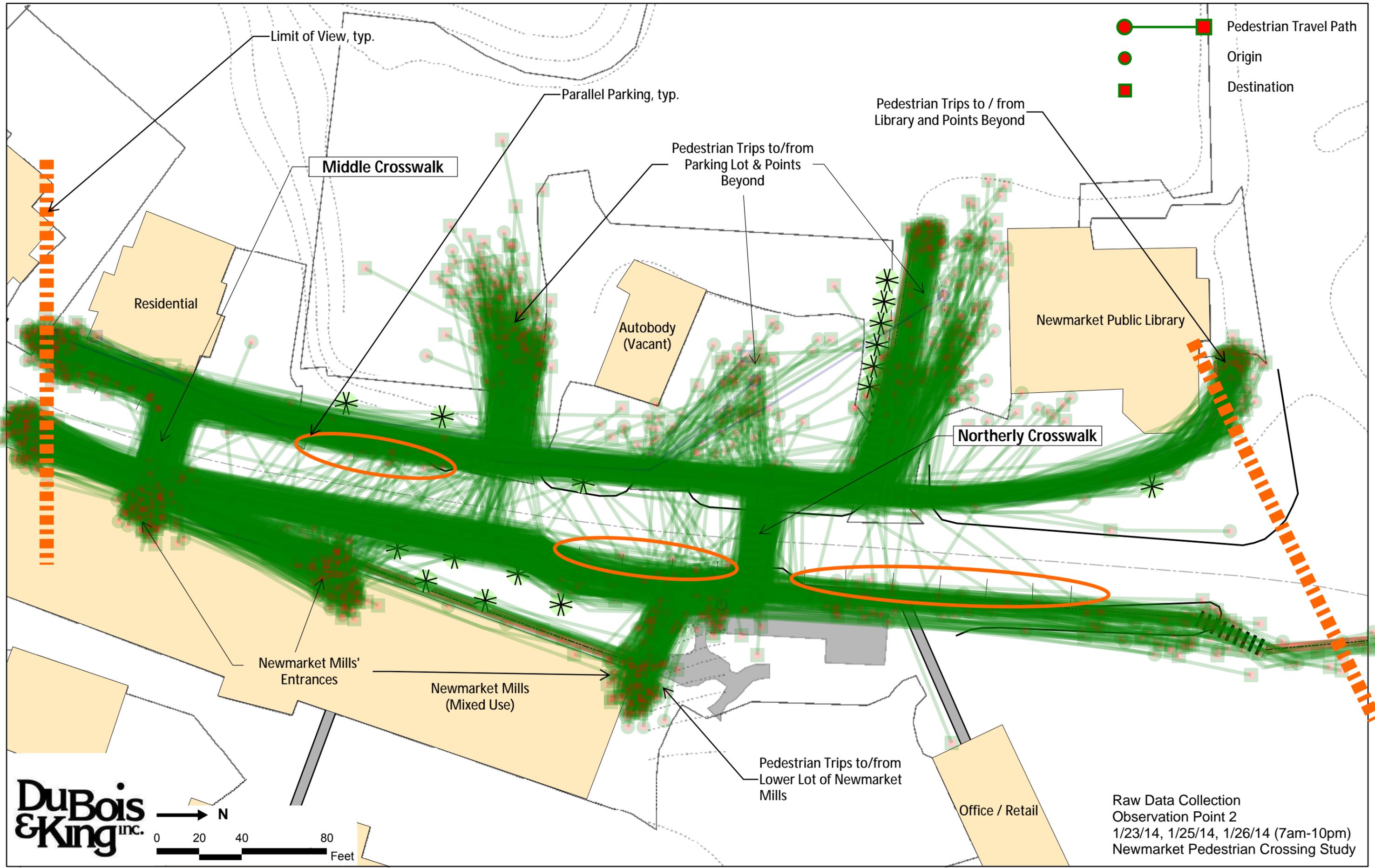
Autobody (Vacant)

Limit of View, typ.

DuBois & King inc.



Raw Data Collection
 Observation Point 1
 1/23/14, 1/25/14, 1/26/14 (7am-10pm)
 Newmarket Pedestrian Crossing Study



- — ■ Pedestrian Travel Path
- Origin
- Destination

Limit of View, typ.

Parallel Parking, typ.

Pedestrian Trips to / from Library and Points Beyond

Middle Crosswalk

Pedestrian Trips to/from Parking Lot & Points Beyond

Residential

Autobody (Vacant)

Newmarket Public Library

Northerly Crosswalk

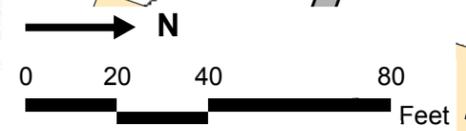
Newmarket Mills' Entrances

Newmarket Mills (Mixed Use)

Pedestrian Trips to/from Lower Lot of Newmarket Mills

Office / Retail

DuBois & King inc.



Raw Data Collection
 Observation Point 2
 1/23/14, 1/25/14, 1/26/14 (7am-10pm)
 Newmarket Pedestrian Crossing Study

Pedestrian Volume Counts and Street Crossing Locations
Main Street between Elm Street and Central Street, Newmarket, NH
NH DOT Project No. 16048/FHWA Project No. X-A001(108)

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Jaywalk	MTO	1/23/2014 7:04	1
Standard		SRPC	1/23/2014 7:06	1
Standard		SRPC	1/23/2014 7:07	1
Standard	North Crosswalk	SRPC	1/23/2014 7:08	1
Standard	South Crosswalk	MTO	1/23/2014 7:09	1
Standard		SRPC	1/23/2014 7:09	1
Disabled		MTO	1/23/2014 7:10	1
Standard	North Crosswalk	SRPC	1/23/2014 7:12	1
Standard	South Jaywalk	MTO	1/23/2014 7:13	1
Standard		MTO	1/23/2014 7:14	1
Standard	North Crosswalk	SRPC	1/23/2014 7:15	1
Standard		MTO	1/23/2014 7:15	1
Standard		SRPC	1/23/2014 7:16	1
Standard	South Jaywalk	MTO	1/23/2014 7:16	1
Standard		SRPC	1/23/2014 7:18	1
Standard		SRPC	1/23/2014 7:19	1
Standard		SRPC	1/23/2014 7:20	1
Standard	South Jaywalk	MTO	1/23/2014 7:21	1
Standard		SRPC	1/23/2014 7:22	1
Standard	South Crosswalk	MTO	1/23/2014 7:23	1
Standard	North Crosswalk	SRPC	1/23/2014 7:24	1
Standard		MTO	1/23/2014 7:25	1
Standard	North Crosswalk	SRPC	1/23/2014 7:26	1
Standard	North Crosswalk	SRPC	1/23/2014 7:27	1
Standard	North Crosswalk	SRPC	1/23/2014 7:27	1
Standard		MTO	1/23/2014 7:27	1
Standard		SRPC	1/23/2014 7:29	1
Standard		MTO	1/23/2014 7:29	1
Standard		MTO	1/23/2014 7:30	1
Standard		SRPC	1/23/2014 7:31	1
Standard		SRPC	1/23/2014 7:31	1
Standard		MTO	1/23/2014 7:31	1
Standard	South Jaywalk	MTO	1/23/2014 7:31	1
Standard	Middle Crosswalk	SRPC	1/23/2014 7:32	1
Standard	South Jaywalk	MTO	1/23/2014 7:32	1
Standard	Middle Crosswalk	SRPC	1/23/2014 7:32	1
Standard	South Crosswalk	MTO	1/23/2014 7:34	1
Standard	North Crosswalk	SRPC	1/23/2014 7:34	1
Standard		MTO	1/23/2014 7:35	1
Standard		MTO	1/23/2014 7:35	1
Standard		MTO	1/23/2014 7:36	1
Standard		MTO	1/23/2014 7:37	1
Standard	North Crosswalk	SRPC	1/23/2014 7:38	1
Standard	South Middle Jaywalk	MTO	1/23/2014 7:40	1
Standard	North Crosswalk	SRPC	1/23/2014 7:41	1
Standard	North Crosswalk	SRPC	1/23/2014 7:41	1
Standard	North Crosswalk	SRPC	1/23/2014 7:41	1
Standard	North Crosswalk	SRPC	1/23/2014 7:42	1
Standard	North Crosswalk	SRPC	1/23/2014 7:42	1
Standard		SRPC	1/23/2014 7:42	1
Standard		MTO	1/23/2014 7:42	1
Standard		MTO	1/23/2014 7:45	1
Standard		SRPC	1/23/2014 7:45	1
Standard		SRPC	1/23/2014 7:45	1
Standard		SRPC	1/23/2014 7:45	1
Standard		SRPC	1/23/2014 7:45	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:46	1
Standard	North Crosswalk	SRPC	1/23/2014 7:47	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	MTO	1/23/2014 7:47	1
Standard	North Crosswalk	SRPC	1/23/2014 7:47	1
Standard		SRPC	1/23/2014 7:47	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:49	1
Standard	North Crosswalk	SRPC	1/23/2014 7:50	1
Standard	North Crosswalk	SRPC	1/23/2014 7:51	1
Standard		MTO	1/23/2014 7:52	1
Standard		SRPC	1/23/2014 7:52	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:53	1
Standard	North Crosswalk	SRPC	1/23/2014 7:54	1
Standard		MTO	1/23/2014 7:54	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:56	1
Standard		SRPC	1/23/2014 7:57	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:57	1
Standard	Middle Crosswalk	MTO	1/23/2014 7:58	1
Standard	South Crosswalk	MTO	1/23/2014 8:01	1
Standard	North Crosswalk	SRPC	1/23/2014 8:01	1
Standard	North Crosswalk	SRPC	1/23/2014 8:03	1
Standard		MTO	1/23/2014 8:03	1
Standard		SRPC	1/23/2014 8:04	1
Standard		SRPC	1/23/2014 8:04	1
Standard		MTO	1/23/2014 8:05	1
Standard	North Crosswalk	SRPC	1/23/2014 8:06	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:07	1
Standard	South Jaywalk	MTO	1/23/2014 8:08	1
Standard	South Jaywalk	MTO	1/23/2014 8:08	1
Standard		MTO	1/23/2014 8:08	1
Standard		SRPC	1/23/2014 8:08	1
Standard	South Crosswalk	MTO	1/23/2014 8:09	1
Standard		MTO	1/23/2014 8:09	1
Standard	North Crosswalk	SRPC	1/23/2014 8:10	1
Standard		SRPC	1/23/2014 8:10	1
Standard	North Crosswalk	SRPC	1/23/2014 8:11	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:11	1
Standard		SRPC	1/23/2014 8:11	1
Standard	South Crosswalk	MTO	1/23/2014 8:12	1
Standard	North Crosswalk	SRPC	1/23/2014 8:14	1
Standard	South Jaywalk	MTO	1/23/2014 8:15	1
Standard		MTO	1/23/2014 8:16	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:16	1
Standard		MTO	1/23/2014 8:17	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:20	1
Standard		MTO	1/23/2014 8:20	1
Standard	North Crosswalk	SRPC	1/23/2014 8:21	1
Standard	North Crosswalk	SRPC	1/23/2014 8:21	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:21	1
Standard	North Crosswalk	SRPC	1/23/2014 8:22	1
Standard		MTO	1/23/2014 8:22	1
Standard		MTO	1/23/2014 8:22	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:24	1
Standard		MTO	1/23/2014 8:24	1
Standard		SRPC	1/23/2014 8:24	1
Standard	North Crosswalk	SRPC	1/23/2014 8:25	1
Standard		SRPC	1/23/2014 8:25	1
Standard		MTO	1/23/2014 8:25	1
Standard		MTO	1/23/2014 8:25	1
Standard	North Crosswalk	SRPC	1/23/2014 8:25	1
Standard		MTO	1/23/2014 8:25	1
Standard		MTO	1/23/2014 8:26	1
Standard		MTO	1/23/2014 8:26	1
Standard		SRPC	1/23/2014 8:26	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/23/2014 8:28	1
Standard	North Crosswalk	SRPC	1/23/2014 8:28	1
Standard	South Crosswalk	MTO	1/23/2014 8:28	1
Standard		MTO	1/23/2014 8:29	1
Standard		MTO	1/23/2014 8:29	1
Standard		MTO	1/23/2014 8:30	1
Standard		SRPC	1/23/2014 8:31	1
Standard	South Crosswalk	MTO	1/23/2014 8:31	1
Standard		MTO	1/23/2014 8:32	1
Standard		MTO	1/23/2014 8:32	1
Standard	South Crosswalk	MTO	1/23/2014 8:32	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:32	1
Standard		MTO	1/23/2014 8:32	1
Standard		SRPC	1/23/2014 8:33	1
Standard		SRPC	1/23/2014 8:33	1
Standard		MTO	1/23/2014 8:34	1
Standard		SRPC	1/23/2014 8:34	1
Standard		MTO	1/23/2014 8:35	1
Standard		SRPC	1/23/2014 8:35	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:35	1
Standard		MTO	1/23/2014 8:36	1
Standard	North Crosswalk	SRPC	1/23/2014 8:39	1
Standard	North Crosswalk	SRPC	1/23/2014 8:40	1
Standard		SRPC	1/23/2014 8:40	1
Standard		SRPC	1/23/2014 8:41	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:42	1
Standard		MTO	1/23/2014 8:42	1
Standard		SRPC	1/23/2014 8:45	1
Standard		MTO	1/23/2014 8:45	1
Standard		MTO	1/23/2014 8:46	1
Standard		SRPC	1/23/2014 8:46	1
Standard	North Crosswalk	SRPC	1/23/2014 8:47	1
Standard	North Crosswalk	SRPC	1/23/2014 8:47	1
Standard	South Jaywalk	MTO	1/23/2014 8:48	1
Standard		SRPC	1/23/2014 8:48	1
Standard		MTO	1/23/2014 8:48	1
Standard		MTO	1/23/2014 8:49	1
Standard	North Crosswalk	SRPC	1/23/2014 8:50	1
Standard		SRPC	1/23/2014 8:50	1
Standard		SRPC	1/23/2014 8:50	1
Standard		SRPC	1/23/2014 8:50	1
Standard		MTO	1/23/2014 8:51	1
Standard	North Crosswalk	SRPC	1/23/2014 8:51	1
Standard	North Crosswalk	SRPC	1/23/2014 8:51	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:51	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:51	1
Standard		MTO	1/23/2014 8:51	1
Standard		SRPC	1/23/2014 8:52	1
Standard		SRPC	1/23/2014 8:52	1
Standard	North Crosswalk	SRPC	1/23/2014 8:53	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:53	1
Standard		SRPC	1/23/2014 8:54	1
Standard		SRPC	1/23/2014 8:54	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:54	1
Standard	North Crosswalk	SRPC	1/23/2014 8:55	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:55	1
Standard	South Crosswalk	MTO	1/23/2014 8:56	1
Standard	Middle Crosswalk	MTO	1/23/2014 8:56	1
Standard		SRPC	1/23/2014 8:56	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 8:57	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 8:57	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	MTO	1/23/2014 9:00	1
Standard	South Jaywalk	MTO	1/23/2014 9:00	1
Standard		MTO	1/23/2014 9:01	1
Standard		SRPC	1/23/2014 9:02	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:03	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 9:04	1
Standard		MTO	1/23/2014 9:07	1
Standard	North Crosswalk	SRPC	1/23/2014 9:08	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 9:08	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:09	1
Standard		MTO	1/23/2014 9:10	1
Standard	North Crosswalk	SRPC	1/23/2014 9:13	1
Standard	South Middle Jaywalk	MTO	1/23/2014 9:14	1
Standard		MTO	1/23/2014 9:15	1
Standard	North Crosswalk	SRPC	1/23/2014 9:15	1
Standard		MTO	1/23/2014 9:16	1
Standard		MTO	1/23/2014 9:16	1
Standard		SRPC	1/23/2014 9:17	1
Standard	South Crosswalk	MTO	1/23/2014 9:17	1
Standard		MTO	1/23/2014 9:17	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:18	1
Standard	North Crosswalk	SRPC	1/23/2014 9:18	1
Standard	North Crosswalk	SRPC	1/23/2014 9:22	1
Standard		SRPC	1/23/2014 9:22	1
Standard		MTO	1/23/2014 9:23	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:23	1
Standard		MTO	1/23/2014 9:23	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:25	1
Standard		MTO	1/23/2014 9:25	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:25	1
Standard		SRPC	1/23/2014 9:26	1
Standard		MTO	1/23/2014 9:26	1
Standard		MTO	1/23/2014 9:26	1
Standard		SRPC	1/23/2014 9:27	1
Standard		MTO	1/23/2014 9:27	1
Standard		SRPC	1/23/2014 9:27	1
Standard	South Middle Jaywalk	MTO	1/23/2014 9:27	1
Standard		SRPC	1/23/2014 9:27	1
Standard		MTO	1/23/2014 9:27	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:28	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:29	1
Standard	South Middle Jaywalk	MTO	1/23/2014 9:32	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:33	1
Standard		MTO	1/23/2014 9:34	1
Standard		MTO	1/23/2014 9:36	1
Standard		MTO	1/23/2014 9:37	1
Standard		MTO	1/23/2014 9:37	1
Standard		MTO	1/23/2014 9:37	1
Standard	North Crosswalk	SRPC	1/23/2014 9:39	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:40	1
Standard		SRPC	1/23/2014 9:42	1
Standard	North Crosswalk	SRPC	1/23/2014 9:42	1
Standard	South Crosswalk	MTO	1/23/2014 9:44	1
Standard	South Middle Jaywalk	MTO	1/23/2014 9:45	1
Standard	North Crosswalk	SRPC	1/23/2014 9:46	1
Standard		MTO	1/23/2014 9:50	1
Standard		MTO	1/23/2014 9:50	1
Standard	North Crosswalk	SRPC	1/23/2014 9:51	1
Standard		MTO	1/23/2014 9:53	1
Standard		SRPC	1/23/2014 9:53	1
Standard		MTO	1/23/2014 9:53	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/23/2014 9:54	1
Standard	South Crosswalk	MTO	1/23/2014 9:54	1
Standard	Middle Crosswalk	MTO	1/23/2014 9:54	1
Standard		SRPC	1/23/2014 9:55	1
Standard		MTO	1/23/2014 9:55	1
Standard		MTO	1/23/2014 9:55	1
Standard		MTO	1/23/2014 9:57	1
Standard	South Crosswalk	MTO	1/23/2014 9:58	1
Standard		MTO	1/23/2014 9:58	1
Standard		SRPC	1/23/2014 9:58	1
Standard		MTO	1/23/2014 9:59	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 9:59	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 9:59	1
Standard		MTO	1/23/2014 9:59	1
Standard		MTO	1/23/2014 10:00	1
Standard		MTO	1/23/2014 10:00	1
Standard		MTO	1/23/2014 10:04	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 10:04	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:06	1
Standard		MTO	1/23/2014 10:06	1
Standard		SRPC	1/23/2014 10:06	1
Standard		SRPC	1/23/2014 10:07	1
Standard		SRPC	1/23/2014 10:07	1
Standard	North Crosswalk	SRPC	1/23/2014 10:07	1
Standard		SRPC	1/23/2014 10:10	1
Standard		SRPC	1/23/2014 10:10	1
Standard		MTO	1/23/2014 10:11	1
Standard		MTO	1/23/2014 10:11	1
Standard		MTO	1/23/2014 10:12	1
Standard		MTO	1/23/2014 10:14	1
Standard		MTO	1/23/2014 10:17	1
Standard		MTO	1/23/2014 10:17	1
Standard		MTO	1/23/2014 10:18	1
Standard		SRPC	1/23/2014 10:18	1
Standard		MTO	1/23/2014 10:18	1
Standard		MTO	1/23/2014 10:19	1
Standard		MTO	1/23/2014 10:21	1
Standard		MTO	1/23/2014 10:21	1
Standard		MTO	1/23/2014 10:21	1
Standard	North Crosswalk	SRPC	1/23/2014 10:21	1
Standard		SRPC	1/23/2014 10:23	1
Standard	South Jaywalk	MTO	1/23/2014 10:23	1
Standard	South Jaywalk	MTO	1/23/2014 10:24	1
Standard		SRPC	1/23/2014 10:24	1
Standard		MTO	1/23/2014 10:24	1
Standard		MTO	1/23/2014 10:25	1
Disabled		MTO	1/23/2014 10:26	1
Standard		MTO	1/23/2014 10:26	1
Standard		MTO	1/23/2014 10:26	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:27	1
Standard	South Crosswalk	MTO	1/23/2014 10:27	1
Standard		SRPC	1/23/2014 10:27	1
Standard		SRPC	1/23/2014 10:27	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:28	1
Standard		MTO	1/23/2014 10:30	1
Standard		SRPC	1/23/2014 10:30	1
Standard		MTO	1/23/2014 10:30	1
Standard		MTO	1/23/2014 10:30	1
Standard		MTO	1/23/2014 10:30	1
Standard		SRPC	1/23/2014 10:31	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/23/2014 10:32	1
Standard		MTO	1/23/2014 10:32	1
Standard		SRPC	1/23/2014 10:33	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:33	1
Standard	South Jaywalk	MTO	1/23/2014 10:34	1
Standard		SRPC	1/23/2014 10:34	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:34	1
Standard		MTO	1/23/2014 10:35	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:36	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:36	1
Standard	South Jaywalk	MTO	1/23/2014 10:36	1
Standard		SRPC	1/23/2014 10:37	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:37	1
Standard		SRPC	1/23/2014 10:37	1
Standard		SRPC	1/23/2014 10:37	1
Standard	South Crosswalk	MTO	1/23/2014 10:38	1
Standard		SRPC	1/23/2014 10:38	1
Standard	North Middle Jaywalk	MTO	1/23/2014 10:38	1
Standard		MTO	1/23/2014 10:39	1
Disabled	Middle Crosswalk	MTO	1/23/2014 10:39	1
Standard		MTO	1/23/2014 10:39	1
Standard		MTO	1/23/2014 10:40	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:40	1
Standard		MTO	1/23/2014 10:40	1
Standard	South Crosswalk	MTO	1/23/2014 10:40	1
Standard		SRPC	1/23/2014 10:40	1
Standard	South Crosswalk	MTO	1/23/2014 10:41	1
Standard		MTO	1/23/2014 10:41	1
Standard		MTO	1/23/2014 10:43	1
Standard		MTO	1/23/2014 10:43	1
Standard		MTO	1/23/2014 10:44	1
Standard	South Crosswalk	MTO	1/23/2014 10:44	1
Standard		MTO	1/23/2014 10:45	1
Standard		MTO	1/23/2014 10:46	1
Standard		SRPC	1/23/2014 10:46	1
Standard		MTO	1/23/2014 10:46	1
Standard	South Crosswalk	MTO	1/23/2014 10:47	1
Standard		MTO	1/23/2014 10:48	1
Standard		MTO	1/23/2014 10:49	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:49	1
Standard		SRPC	1/23/2014 10:50	1
Standard	Middle Crosswalk	MTO	1/23/2014 10:50	1
Standard		SRPC	1/23/2014 10:50	1
Standard		MTO	1/23/2014 10:51	1
Standard		SRPC	1/23/2014 10:51	1
Standard	South Middle Jaywalk	MTO	1/23/2014 10:57	1
Standard		MTO	1/23/2014 10:58	1
Standard		MTO	1/23/2014 10:58	1
Standard		MTO	1/23/2014 10:59	1
Standard		MTO	1/23/2014 11:00	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:01	1
Standard		MTO	1/23/2014 11:02	1
Standard	North Crosswalk	SRPC	1/23/2014 11:02	1
Standard	North Crosswalk	SRPC	1/23/2014 11:02	1
Standard		MTO	1/23/2014 11:03	1
Standard		SRPC	1/23/2014 11:03	1
Standard		MTO	1/23/2014 11:03	1
Standard	South Crosswalk	MTO	1/23/2014 11:03	1
Standard		MTO	1/23/2014 11:04	1
Standard		MTO	1/23/2014 11:04	1
Standard		MTO	1/23/2014 11:04	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	MTO	1/23/2014 11:04	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:06	1
Standard		MTO	1/23/2014 11:06	1
Standard		SRPC	1/23/2014 11:06	1
Standard		MTO	1/23/2014 11:07	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:07	1
Standard		MTO	1/23/2014 11:09	1
Standard		MTO	1/23/2014 11:09	1
Standard		SRPC	1/23/2014 11:11	1
Standard		MTO	1/23/2014 11:12	1
Standard		MTO	1/23/2014 11:12	1
Standard		MTO	1/23/2014 11:12	1
Standard		SRPC	1/23/2014 11:14	1
Standard		SRPC	1/23/2014 11:14	1
Standard		SRPC	1/23/2014 11:14	1
Standard		MTO	1/23/2014 11:15	1
Standard		SRPC	1/23/2014 11:15	1
Standard		MTO	1/23/2014 11:16	1
Standard		MTO	1/23/2014 11:16	1
Standard	North Crosswalk	SRPC	1/23/2014 11:17	1
Standard		MTO	1/23/2014 11:17	1
Standard	North Crosswalk	SRPC	1/23/2014 11:17	1
Standard		MTO	1/23/2014 11:18	1
Standard		SRPC	1/23/2014 11:19	1
Standard		MTO	1/23/2014 11:20	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:21	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:22	1
Standard		SRPC	1/23/2014 11:22	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:23	1
Standard		MTO	1/23/2014 11:23	1
Standard		MTO	1/23/2014 11:23	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:24	1
Standard		MTO	1/23/2014 11:24	1
Standard		MTO	1/23/2014 11:24	1
Standard	South Jaywalk	MTO	1/23/2014 11:25	1
Standard		MTO	1/23/2014 11:26	1
Standard		MTO	1/23/2014 11:26	1
Standard	South Crosswalk	MTO	1/23/2014 11:26	1
Standard	North Crosswalk	SRPC	1/23/2014 11:27	1
Standard	North Crosswalk	SRPC	1/23/2014 11:27	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:27	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:27	1
Standard		MTO	1/23/2014 11:28	1
Standard		SRPC	1/23/2014 11:28	1
Standard		SRPC	1/23/2014 11:28	1
Standard	South Crosswalk	MTO	1/23/2014 11:28	1
Standard		SRPC	1/23/2014 11:28	1
Standard		MTO	1/23/2014 11:28	1
Standard		MTO	1/23/2014 11:29	1
Standard		MTO	1/23/2014 11:29	1
Standard		MTO	1/23/2014 11:29	1
Standard		MTO	1/23/2014 11:30	1
Standard		MTO	1/23/2014 11:30	1
Standard	North Crosswalk	SRPC	1/23/2014 11:31	1
Standard		SRPC	1/23/2014 11:31	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:32	1
Standard	North Crosswalk	SRPC	1/23/2014 11:32	1
Standard		MTO	1/23/2014 11:32	1
Standard	North Crosswalk	SRPC	1/23/2014 11:33	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:33	1
Standard		MTO	1/23/2014 11:33	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/23/2014 11:39	1
Standard		SRPC	1/23/2014 11:39	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:43	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:43	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:43	1
Standard		SRPC	1/23/2014 11:43	1
Standard		MTO	1/23/2014 11:44	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 11:44	1
Standard		SRPC	1/23/2014 11:44	1
Standard		MTO	1/23/2014 11:45	1
Standard	North Crosswalk	SRPC	1/23/2014 11:45	1
Standard	North Crosswalk	SRPC	1/23/2014 11:45	1
Standard	North Crosswalk	SRPC	1/23/2014 11:46	1
Standard	North Crosswalk	SRPC	1/23/2014 11:46	1
Standard		MTO	1/23/2014 11:47	1
Standard		MTO	1/23/2014 11:48	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:50	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:53	1
Standard		MTO	1/23/2014 11:54	1
Standard		SRPC	1/23/2014 11:55	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:55	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:56	1
Standard		MTO	1/23/2014 11:56	1
Standard		SRPC	1/23/2014 11:56	1
Standard		MTO	1/23/2014 11:56	1
Standard	South Middle Jaywalk	MTO	1/23/2014 11:57	1
Standard	Middle Crosswalk	MTO	1/23/2014 11:58	1
Standard		MTO	1/23/2014 11:59	1
Standard	South Jaywalk	MTO	1/23/2014 11:59	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:00	1
Standard		SRPC	1/23/2014 12:00	1
Standard		MTO	1/23/2014 12:01	1
Standard		MTO	1/23/2014 12:06	1
Standard		MTO	1/23/2014 12:07	1
Standard		MTO	1/23/2014 12:08	1
Standard	North Crosswalk	SRPC	1/23/2014 12:08	1
Standard		SRPC	1/23/2014 12:10	1
Standard		SRPC	1/23/2014 12:10	1
Standard		MTO	1/23/2014 12:12	1
Standard		SRPC	1/23/2014 12:13	1
Standard		MTO	1/23/2014 12:13	1
Standard		SRPC	1/23/2014 12:13	1
Standard		MTO	1/23/2014 12:13	1
Standard		MTO	1/23/2014 12:14	1
Standard		SRPC	1/23/2014 12:14	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:14	1
Standard		MTO	1/23/2014 12:14	1
Standard	North Crosswalk	SRPC	1/23/2014 12:14	1
Standard		MTO	1/23/2014 12:16	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:16	1
Standard		MTO	1/23/2014 12:17	1
Standard		SRPC	1/23/2014 12:17	1
Standard		MTO	1/23/2014 12:18	1
Standard		MTO	1/23/2014 12:18	1
Standard		MTO	1/23/2014 12:18	1
Standard		MTO	1/23/2014 12:20	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 12:20	1
Standard		MTO	1/23/2014 12:20	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 12:20	1
Standard		MTO	1/23/2014 12:21	1
Standard		SRPC	1/23/2014 12:21	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	MTO	1/23/2014 12:21	1
Standard		MTO	1/23/2014 12:21	1
Standard		SRPC	1/23/2014 12:23	1
Standard		SRPC	1/23/2014 12:23	1
Standard		MTO	1/23/2014 12:23	1
Standard		MTO	1/23/2014 12:24	1
Standard		SRPC	1/23/2014 12:25	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 12:26	1
Standard		MTO	1/23/2014 12:26	1
Standard	South Crosswalk	MTO	1/23/2014 12:26	1
Standard		MTO	1/23/2014 12:27	1
Standard		MTO	1/23/2014 12:27	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:28	1
Standard		SRPC	1/23/2014 12:28	1
Standard		MTO	1/23/2014 12:28	1
Standard	North Crosswalk	SRPC	1/23/2014 12:29	1
Standard		SRPC	1/23/2014 12:29	1
Standard		MTO	1/23/2014 12:30	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:30	1
Standard	South Crosswalk	MTO	1/23/2014 12:31	1
Standard		MTO	1/23/2014 12:31	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:32	1
Standard		SRPC	1/23/2014 12:32	1
Standard		SRPC	1/23/2014 12:33	1
Standard		MTO	1/23/2014 12:33	1
Standard		SRPC	1/23/2014 12:33	1
Standard		MTO	1/23/2014 12:34	1
Standard	North Crosswalk	SRPC	1/23/2014 12:34	1
Standard	North Crosswalk	SRPC	1/23/2014 12:35	1
Standard	South Jaywalk	MTO	1/23/2014 12:36	1
Standard	North Crosswalk	SRPC	1/23/2014 12:36	1
Standard	South Jaywalk	MTO	1/23/2014 12:36	1
Standard		SRPC	1/23/2014 12:37	1
Standard	South Jaywalk	MTO	1/23/2014 12:38	1
Standard		MTO	1/23/2014 12:38	1
Standard		MTO	1/23/2014 12:38	1
Standard	South Jaywalk	MTO	1/23/2014 12:39	1
Standard		MTO	1/23/2014 12:39	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:40	1
Standard		MTO	1/23/2014 12:40	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:41	1
Standard		MTO	1/23/2014 12:41	1
Standard		MTO	1/23/2014 12:41	1
Standard	South Jaywalk	MTO	1/23/2014 12:42	1
Standard	South Crosswalk	MTO	1/23/2014 12:43	1
Standard		MTO	1/23/2014 12:44	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:44	1
Standard		SRPC	1/23/2014 12:45	1
Standard		MTO	1/23/2014 12:45	1
Standard		SRPC	1/23/2014 12:45	1
Standard	South Jaywalk	MTO	1/23/2014 12:46	1
Standard	South Crosswalk	MTO	1/23/2014 12:46	1
Standard		MTO	1/23/2014 12:46	1
Standard		MTO	1/23/2014 12:47	1
Disabled		MTO	1/23/2014 12:48	1
Standard		MTO	1/23/2014 12:48	1
Standard		MTO	1/23/2014 12:50	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:51	1
Standard		MTO	1/23/2014 12:51	1
Disabled		SRPC	1/23/2014 12:53	1
Standard	North Crosswalk	SRPC	1/23/2014 12:53	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		MTO	1/23/2014 12:53	1
Standard	North Crosswalk	SRPC	1/23/2014 12:53	1
Standard		MTO	1/23/2014 12:53	1
Standard	North Crosswalk	SRPC	1/23/2014 12:54	1
Standard		SRPC	1/23/2014 12:54	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:54	1
Standard		SRPC	1/23/2014 12:54	1
Standard		MTO	1/23/2014 12:55	1
Standard	South Crosswalk	MTO	1/23/2014 12:55	1
Standard		MTO	1/23/2014 12:55	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:56	1
Standard		MTO	1/23/2014 12:57	1
Standard	South Middle Jaywalk	MTO	1/23/2014 12:58	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:58	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 12:59	1
Standard	Middle Crosswalk	MTO	1/23/2014 12:59	1
Standard		MTO	1/23/2014 13:00	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:00	1
Standard		MTO	1/23/2014 13:04	1
Standard	South Jaywalk	MTO	1/23/2014 13:04	1
Standard		MTO	1/23/2014 13:05	1
Standard		SRPC	1/23/2014 13:08	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:08	1
Standard		SRPC	1/23/2014 13:09	1
Standard		MTO	1/23/2014 13:09	1
Standard		MTO	1/23/2014 13:10	1
Standard	North Crosswalk	SRPC	1/23/2014 13:10	1
Standard	North Crosswalk	SRPC	1/23/2014 13:10	1
Standard		MTO	1/23/2014 13:10	1
Standard		MTO	1/23/2014 13:11	1
Standard		MTO	1/23/2014 13:11	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:12	1
Standard		MTO	1/23/2014 13:12	1
Standard	South Crosswalk	MTO	1/23/2014 13:12	1
Standard		SRPC	1/23/2014 13:13	1
Standard		MTO	1/23/2014 13:13	1
Standard		MTO	1/23/2014 13:15	1
Standard		MTO	1/23/2014 13:16	1
Standard		MTO	1/23/2014 13:16	1
Standard	South Crosswalk	MTO	1/23/2014 13:17	1
Standard		MTO	1/23/2014 13:17	1
Standard	North Crosswalk	SRPC	1/23/2014 13:21	1
Standard		MTO	1/23/2014 13:21	1
Standard		SRPC	1/23/2014 13:21	1
Standard	North Crosswalk	SRPC	1/23/2014 13:22	1
Standard	North Crosswalk	SRPC	1/23/2014 13:23	1
Standard	North Crosswalk	SRPC	1/23/2014 13:24	1
Standard	North Crosswalk	SRPC	1/23/2014 13:24	1
Standard		SRPC	1/23/2014 13:25	1
Standard	South Crosswalk	MTO	1/23/2014 13:25	1
Standard	South Jaywalk	MTO	1/23/2014 13:26	1
Standard	South Middle Jaywalk	MTO	1/23/2014 13:26	1
Standard		MTO	1/23/2014 13:27	1
Standard		SRPC	1/23/2014 13:27	1
Standard		SRPC	1/23/2014 13:27	1
Standard		SRPC	1/23/2014 13:27	1
Standard		MTO	1/23/2014 13:29	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:29	1
Disabled		SRPC	1/23/2014 13:30	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:30	1
Standard	North Crosswalk	SRPC	1/23/2014 13:31	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		MTO	1/23/2014 13:31	1
Standard	North Crosswalk	SRPC	1/23/2014 13:31	1
Standard		MTO	1/23/2014 13:32	1
Standard		MTO	1/23/2014 13:33	1
Standard		MTO	1/23/2014 13:34	1
Standard	South Middle Jaywalk	MTO	1/23/2014 13:34	1
Standard	South Crosswalk	MTO	1/23/2014 13:35	1
Disabled		MTO	1/23/2014 13:35	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:37	1
Standard	South Crosswalk	MTO	1/23/2014 13:37	1
Standard		MTO	1/23/2014 13:39	1
Standard	South Jaywalk	MTO	1/23/2014 13:40	1
Standard	South Crosswalk	MTO	1/23/2014 13:40	1
Standard		MTO	1/23/2014 13:40	1
Standard		MTO	1/23/2014 13:40	1
Standard		MTO	1/23/2014 13:41	1
Standard		SRPC	1/23/2014 13:44	1
Standard	South Middle Jaywalk	MTO	1/23/2014 13:45	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:45	1
Standard		MTO	1/23/2014 13:50	1
Standard	South Crosswalk	MTO	1/23/2014 13:51	1
Standard		MTO	1/23/2014 13:54	1
Standard	Middle Crosswalk	MTO	1/23/2014 13:54	1
Standard	South Middle Jaywalk	MTO	1/23/2014 13:55	1
Standard	North Crosswalk	SRPC	1/23/2014 13:55	1
Standard	South Crosswalk	MTO	1/23/2014 13:56	1
Standard		MTO	1/23/2014 13:57	1
Standard	South Crosswalk	MTO	1/23/2014 13:58	1
Standard	North Crosswalk	SRPC	1/23/2014 13:59	1
Standard		MTO	1/23/2014 13:59	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:00	1
Standard	South Middle Jaywalk	MTO	1/23/2014 14:00	1
Standard	South Crosswalk	MTO	1/23/2014 14:01	1
Standard	South Crosswalk	MTO	1/23/2014 14:01	1
Standard		MTO	1/23/2014 14:02	1
Standard		MTO	1/23/2014 14:02	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:03	1
Standard		SRPC	1/23/2014 14:03	1
Standard		SRPC	1/23/2014 14:03	1
Standard		SRPC	1/23/2014 14:04	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:05	1
Standard	South Crosswalk	MTO	1/23/2014 14:06	1
Standard		MTO	1/23/2014 14:07	1
Standard		MTO	1/23/2014 14:09	1
Standard	North Crosswalk	SRPC	1/23/2014 14:09	1
Standard		MTO	1/23/2014 14:10	1
Standard		MTO	1/23/2014 14:11	1
Standard		MTO	1/23/2014 14:11	1
Standard	North Crosswalk	SRPC	1/23/2014 14:15	1
Standard		MTO	1/23/2014 14:15	1
Standard		MTO	1/23/2014 14:16	1
Standard		SRPC	1/23/2014 14:17	1
Standard	South Middle Jaywalk	MTO	1/23/2014 14:17	1
Standard		MTO	1/23/2014 14:17	1
Standard		MTO	1/23/2014 14:19	1
Disabled		SRPC	1/23/2014 14:19	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:19	1
Standard		MTO	1/23/2014 14:21	1
Standard		MTO	1/23/2014 14:21	1
Standard		SRPC	1/23/2014 14:22	1
Standard		SRPC	1/23/2014 14:22	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	MTO	1/23/2014 14:22	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:23	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:24	1
Standard		MTO	1/23/2014 14:24	1
Standard		SRPC	1/23/2014 14:25	1
Standard		MTO	1/23/2014 14:25	1
Standard		MTO	1/23/2014 14:26	1
Standard		MTO	1/23/2014 14:27	1
Standard	South Middle Jaywalk	MTO	1/23/2014 14:27	1
Standard		MTO	1/23/2014 14:28	1
Standard		SRPC	1/23/2014 14:29	1
Standard		MTO	1/23/2014 14:29	1
Standard		SRPC	1/23/2014 14:29	1
Standard		SRPC	1/23/2014 14:29	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:29	1
Standard	South Middle Jaywalk	MTO	1/23/2014 14:30	1
Standard		MTO	1/23/2014 14:30	1
Standard		MTO	1/23/2014 14:31	1
Standard	North Crosswalk	SRPC	1/23/2014 14:32	1
Standard	North Crosswalk	SRPC	1/23/2014 14:33	1
Standard	North Crosswalk	SRPC	1/23/2014 14:33	1
Standard		MTO	1/23/2014 14:35	1
Standard		SRPC	1/23/2014 14:35	1
Standard		SRPC	1/23/2014 14:36	1
Standard	Middle Crosswalk	MTO	1/23/2014 14:36	1
Standard		SRPC	1/23/2014 14:36	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 14:37	1
Standard	South Crosswalk	MTO	1/23/2014 14:39	1
Standard		MTO	1/23/2014 14:40	1
Standard		MTO	1/23/2014 14:42	1
Standard		SRPC	1/23/2014 14:43	1
Standard		SRPC	1/23/2014 14:44	1
Standard		SRPC	1/23/2014 14:45	1
Standard		Paul's iPad	1/23/2014 14:45	1
Standard		Paul's iPad	1/23/2014 14:46	1
Standard		Paul's iPad	1/23/2014 14:47	1
Standard		Paul's iPad	1/23/2014 14:48	1
Standard	North Crosswalk	SRPC	1/23/2014 14:48	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 14:48	1
Standard		Paul's iPad	1/23/2014 14:49	1
Standard		Paul's iPad	1/23/2014 14:50	1
Standard	North Crosswalk	SRPC	1/23/2014 14:50	1
Standard		Paul's iPad	1/23/2014 14:52	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 14:53	1
Standard		Paul's iPad	1/23/2014 14:53	1
Standard		SRPC	1/23/2014 14:54	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 14:54	1
Standard		SRPC	1/23/2014 14:54	1
Standard		SRPC	1/23/2014 14:54	1
Standard		Paul's iPad	1/23/2014 14:54	1
Standard		SRPC	1/23/2014 14:55	1
Standard	North Crosswalk	SRPC	1/23/2014 14:55	1
Standard		SRPC	1/23/2014 14:55	1
Standard		SRPC	1/23/2014 14:55	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 14:56	1
Standard		Paul's iPad	1/23/2014 14:56	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 14:56	1
Standard		SRPC	1/23/2014 14:56	1
Standard		Paul's iPad	1/23/2014 14:57	1
Standard		SRPC	1/23/2014 14:58	1
Standard		Paul's iPad	1/23/2014 14:58	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Middle Jaywalk	SRPC	1/23/2014 14:59	1
Standard		SRPC	1/23/2014 14:59	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 14:59	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:00	1
Standard		Paul's iPad	1/23/2014 15:01	1
Standard	North Crosswalk	SRPC	1/23/2014 15:01	1
Standard		Paul's iPad	1/23/2014 15:01	1
Standard		SRPC	1/23/2014 15:02	1
Standard		Paul's iPad	1/23/2014 15:03	2
Standard		Paul's iPad	1/23/2014 15:04	1
Standard		Paul's iPad	1/23/2014 15:05	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 15:05	1
Standard		Paul's iPad	1/23/2014 15:05	1
Standard		SRPC	1/23/2014 15:06	1
Standard	North Crosswalk	SRPC	1/23/2014 15:06	1
Standard		Paul's iPad	1/23/2014 15:06	1
Standard		Paul's iPad	1/23/2014 15:06	1
Standard		SRPC	1/23/2014 15:06	1
Standard	North Crosswalk	SRPC	1/23/2014 15:07	1
Standard		SRPC	1/23/2014 15:07	1
Standard		Paul's iPad	1/23/2014 15:07	1
Standard		Paul's iPad	1/23/2014 15:08	1
Standard	North Crosswalk	SRPC	1/23/2014 15:09	1
Standard		Paul's iPad	1/23/2014 15:09	1
Standard		Paul's iPad	1/23/2014 15:09	1
Standard	North Crosswalk	SRPC	1/23/2014 15:10	1
Standard	North Crosswalk	SRPC	1/23/2014 15:10	1
Standard		Paul's iPad	1/23/2014 15:11	1
Standard		Paul's iPad	1/23/2014 15:12	1
Standard	North Crosswalk	SRPC	1/23/2014 15:13	1
Standard		SRPC	1/23/2014 15:13	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:13	1
Standard		SRPC	1/23/2014 15:14	1
Standard		Paul's iPad	1/23/2014 15:14	2
Standard	North Crosswalk	SRPC	1/23/2014 15:15	1
Standard		Paul's iPad	1/23/2014 15:16	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 15:17	2
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:17	1
Standard		Paul's iPad	1/23/2014 15:17	1
Standard		Paul's iPad	1/23/2014 15:19	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:19	2
Standard		Paul's iPad	1/23/2014 15:20	2
Standard		SRPC	1/23/2014 15:20	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 15:20	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:21	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:21	1
Standard		Paul's iPad	1/23/2014 15:22	1
Standard		Paul's iPad	1/23/2014 15:22	1
Standard		Paul's iPad	1/23/2014 15:23	1
Standard		Paul's iPad	1/23/2014 15:23	1
Standard		Paul's iPad	1/23/2014 15:23	1
Standard	North Crosswalk	SRPC	1/23/2014 15:24	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:24	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 15:25	1
Standard		Paul's iPad	1/23/2014 15:25	1
Standard		Paul's iPad	1/23/2014 15:26	1
Standard		Paul's iPad	1/23/2014 15:26	1
Standard		SRPC	1/23/2014 15:26	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:26	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 15:27	1
Standard		Paul's iPad	1/23/2014 15:28	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/23/2014 15:28	1
Standard		Paul's iPad	1/23/2014 15:28	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 15:29	1
Standard		Paul's iPad	1/23/2014 15:29	1
Standard		SRPC	1/23/2014 15:29	1
Standard		Paul's iPad	1/23/2014 15:29	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 15:32	1
Standard		Paul's iPad	1/23/2014 15:32	1
Standard		Paul's iPad	1/23/2014 15:34	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:35	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:36	1
Standard		Paul's iPad	1/23/2014 15:38	1
Standard		Paul's iPad	1/23/2014 15:38	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:39	1
Standard		SRPC	1/23/2014 15:39	1
Standard		SRPC	1/23/2014 15:41	1
Standard	North Crosswalk	SRPC	1/23/2014 15:41	1
Standard		Paul's iPad	1/23/2014 15:42	1
Standard		Paul's iPad	1/23/2014 15:42	1
Standard	North Crosswalk	SRPC	1/23/2014 15:42	1
Standard		Paul's iPad	1/23/2014 15:42	1
Standard	North Crosswalk	SRPC	1/23/2014 15:43	1
Standard	North Crosswalk	SRPC	1/23/2014 15:44	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 15:45	1
Standard		Paul's iPad	1/23/2014 15:46	1
Standard		SRPC	1/23/2014 15:47	1
Standard		Paul's iPad	1/23/2014 15:47	2
Standard		Paul's iPad	1/23/2014 15:48	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:49	1
Standard	North Crosswalk	SRPC	1/23/2014 15:50	1
Standard		SRPC	1/23/2014 15:50	1
Standard		SRPC	1/23/2014 15:50	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:50	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:52	1
Standard		Paul's iPad	1/23/2014 15:52	1
Standard	North Crosswalk	SRPC	1/23/2014 15:52	1
Standard		Paul's iPad	1/23/2014 15:52	1
Standard		SRPC	1/23/2014 15:53	1
Standard		SRPC	1/23/2014 15:53	1
Standard		SRPC	1/23/2014 15:53	1
Standard		SRPC	1/23/2014 15:54	1
Standard		SRPC	1/23/2014 15:54	1
Standard		SRPC	1/23/2014 15:54	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 15:54	1
Standard		SRPC	1/23/2014 15:54	1
Standard		SRPC	1/23/2014 15:54	1
Standard		Paul's iPad	1/23/2014 15:55	1
Standard		SRPC	1/23/2014 15:56	1
Standard		SRPC	1/23/2014 15:56	1
Standard		SRPC	1/23/2014 15:56	1
Standard	North Crosswalk	SRPC	1/23/2014 15:56	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 15:56	1
Standard		Paul's iPad	1/23/2014 15:57	1
Standard	North Crosswalk	SRPC	1/23/2014 15:57	1
Standard		SRPC	1/23/2014 15:57	1
Standard		SRPC	1/23/2014 15:57	1
Standard		Paul's iPad	1/23/2014 15:57	1
Standard		Paul's iPad	1/23/2014 15:59	1
Standard	North Crosswalk	SRPC	1/23/2014 15:59	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:00	1
Standard		Paul's iPad	1/23/2014 16:00	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/23/2014 16:01	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 16:01	1
Standard		Paul's iPad	1/23/2014 16:02	1
Standard		SRPC	1/23/2014 16:03	1
Standard		SRPC	1/23/2014 16:03	1
Standard		SRPC	1/23/2014 16:03	1
Standard		Paul's iPad	1/23/2014 16:03	1
Standard	North Crosswalk	SRPC	1/23/2014 16:04	1
Standard		Paul's iPad	1/23/2014 16:05	1
Standard		Paul's iPad	1/23/2014 16:05	1
Standard		Paul's iPad	1/23/2014 16:05	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:06	2
Standard		SRPC	1/23/2014 16:07	1
Standard	North Crosswalk	SRPC	1/23/2014 16:08	1
Standard	North Jaywalk	SRPC	1/23/2014 16:08	1
Standard		Paul's iPad	1/23/2014 16:09	1
Standard		SRPC	1/23/2014 16:09	1
Standard		Paul's iPad	1/23/2014 16:09	2
Standard		SRPC	1/23/2014 16:10	1
Standard		SRPC	1/23/2014 16:10	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 16:10	1
Standard		SRPC	1/23/2014 16:10	1
Standard		Paul's iPad	1/23/2014 16:10	1
Standard		SRPC	1/23/2014 16:10	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:10	1
Standard		Paul's iPad	1/23/2014 16:11	1
Standard	North Crosswalk	SRPC	1/23/2014 16:11	1
Standard		Paul's iPad	1/23/2014 16:11	1
Standard		Paul's iPad	1/23/2014 16:12	1
Standard		SRPC	1/23/2014 16:14	1
Standard		SRPC	1/23/2014 16:16	1
Standard		SRPC	1/23/2014 16:17	1
Standard		SRPC	1/23/2014 16:18	1
Standard		Paul's iPad	1/23/2014 16:18	1
Standard		Paul's iPad	1/23/2014 16:18	1
Standard		Paul's iPad	1/23/2014 16:19	1
Standard		SRPC	1/23/2014 16:19	1
Standard		Paul's iPad	1/23/2014 16:19	1
Standard		SRPC	1/23/2014 16:19	1
Standard	North Crosswalk	SRPC	1/23/2014 16:21	1
Standard		Paul's iPad	1/23/2014 16:22	1
Standard		Paul's iPad	1/23/2014 16:22	1
Standard		Paul's iPad	1/23/2014 16:23	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:24	1
Standard		Paul's iPad	1/23/2014 16:24	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:25	1
Standard		SRPC	1/23/2014 16:26	1
Standard		Paul's iPad	1/23/2014 16:26	1
Standard		SRPC	1/23/2014 16:26	1
Standard		SRPC	1/23/2014 16:26	1
Standard		Paul's iPad	1/23/2014 16:26	1
Standard		Paul's iPad	1/23/2014 16:27	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 16:27	1
Standard		Paul's iPad	1/23/2014 16:27	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:27	1
Standard		SRPC	1/23/2014 16:28	1
Standard		SRPC	1/23/2014 16:28	1
Standard		SRPC	1/23/2014 16:28	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 16:29	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 16:29	1
Standard		SRPC	1/23/2014 16:30	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	Paul's iPad	1/23/2014 16:33	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:34	1
Standard		SRPC	1/23/2014 16:34	1
Standard		Paul's iPad	1/23/2014 16:34	2
Standard		SRPC	1/23/2014 16:34	1
Standard		Paul's iPad	1/23/2014 16:37	1
Standard		Paul's iPad	1/23/2014 16:38	3
Standard		Paul's iPad	1/23/2014 16:39	2
Standard	South Crosswalk	Paul's iPad	1/23/2014 16:40	1
Standard		Paul's iPad	1/23/2014 16:43	1
Standard	North Crosswalk	SRPC	1/23/2014 16:43	1
Standard		Paul's iPad	1/23/2014 16:44	1
Standard		Paul's iPad	1/23/2014 16:45	1
Standard		SRPC	1/23/2014 16:45	1
Standard		SRPC	1/23/2014 16:45	1
Standard		SRPC	1/23/2014 16:45	1
Standard		SRPC	1/23/2014 16:45	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 16:46	2
Standard		SRPC	1/23/2014 16:47	1
Standard		Paul's iPad	1/23/2014 16:47	1
Standard	North Crosswalk	SRPC	1/23/2014 16:47	1
Standard	North Crosswalk	SRPC	1/23/2014 16:47	1
Standard	North Crosswalk	SRPC	1/23/2014 16:48	1
Standard		Paul's iPad	1/23/2014 16:48	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 16:48	1
Standard		Paul's iPad	1/23/2014 16:49	1
Standard		SRPC	1/23/2014 16:49	1
Standard		SRPC	1/23/2014 16:49	1
Standard		SRPC	1/23/2014 16:50	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 16:51	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:51	1
Standard	North Crosswalk	SRPC	1/23/2014 16:52	1
Standard		Paul's iPad	1/23/2014 16:52	1
Standard		Paul's iPad	1/23/2014 16:53	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:53	1
Standard	North Crosswalk	SRPC	1/23/2014 16:54	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 16:54	1
Standard	North Crosswalk	SRPC	1/23/2014 16:54	1
Standard	North Crosswalk	SRPC	1/23/2014 16:55	1
Standard		Paul's iPad	1/23/2014 16:56	1
Standard		Paul's iPad	1/23/2014 16:57	1
Standard	North Crosswalk	SRPC	1/23/2014 16:57	1
Standard		Paul's iPad	1/23/2014 16:57	1
Standard		SRPC	1/23/2014 16:58	1
Standard		Paul's iPad	1/23/2014 16:58	1
Standard		SRPC	1/23/2014 16:58	1
Standard		Paul's iPad	1/23/2014 16:59	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 16:59	1
Standard		Paul's iPad	1/23/2014 17:00	1
Standard		Paul's iPad	1/23/2014 17:00	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 17:00	1
Standard	North Crosswalk	SRPC	1/23/2014 17:01	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 17:01	1
Standard	North Crosswalk	SRPC	1/23/2014 17:02	1
Standard		SRPC	1/23/2014 17:02	1
Standard	North Crosswalk	SRPC	1/23/2014 17:02	1
Standard		SRPC	1/23/2014 17:02	1
Standard		Paul's iPad	1/23/2014 17:02	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:03	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 17:03	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 17:03	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:03	3
Standard		Paul's iPad	1/23/2014 17:04	1
Standard		SRPC	1/23/2014 17:04	1
Standard		SRPC	1/23/2014 17:04	1
Standard		SRPC	1/23/2014 17:04	1
Standard		Paul's iPad	1/23/2014 17:05	1
Standard		Paul's iPad	1/23/2014 17:05	1
Standard		Paul's iPad	1/23/2014 17:06	1
Standard		SRPC	1/23/2014 17:06	1
Standard		SRPC	1/23/2014 17:07	1
Standard		Paul's iPad	1/23/2014 17:08	1
Standard		Paul's iPad	1/23/2014 17:08	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 17:09	1
Standard		Paul's iPad	1/23/2014 17:09	1
Standard		SRPC	1/23/2014 17:10	1
Standard	North Crosswalk	SRPC	1/23/2014 17:10	1
Standard		SRPC	1/23/2014 17:11	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:11	1
Standard	North Crosswalk	SRPC	1/23/2014 17:11	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:12	1
Standard		Paul's iPad	1/23/2014 17:12	1
Standard		SRPC	1/23/2014 17:14	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:15	1
Standard		Paul's iPad	1/23/2014 17:15	2
Standard	North Crosswalk	SRPC	1/23/2014 17:15	1
Standard		SRPC	1/23/2014 17:16	1
Standard		SRPC	1/23/2014 17:16	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:16	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:18	1
Standard		Paul's iPad	1/23/2014 17:18	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:19	1
Standard		Paul's iPad	1/23/2014 17:20	5
Standard		Paul's iPad	1/23/2014 17:20	1
Standard	North Crosswalk	SRPC	1/23/2014 17:20	1
Standard		SRPC	1/23/2014 17:21	1
Standard		Paul's iPad	1/23/2014 17:21	1
Standard	North Crosswalk	SRPC	1/23/2014 17:21	1
Standard		SRPC	1/23/2014 17:22	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:22	1
Standard		SRPC	1/23/2014 17:22	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:22	1
Standard		Paul's iPad	1/23/2014 17:24	1
Standard		SRPC	1/23/2014 17:24	1
Standard		Paul's iPad	1/23/2014 17:24	4
Standard		SRPC	1/23/2014 17:25	1
Standard		SRPC	1/23/2014 17:25	1
Standard		Paul's iPad	1/23/2014 17:26	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:26	1
Standard	North Crosswalk	SRPC	1/23/2014 17:26	1
Standard		Paul's iPad	1/23/2014 17:27	1
Standard		Paul's iPad	1/23/2014 17:28	2
Standard		SRPC	1/23/2014 17:28	1
Standard		Paul's iPad	1/23/2014 17:29	2
Standard	North Crosswalk	SRPC	1/23/2014 17:29	1
Standard		Paul's iPad	1/23/2014 17:29	1
Standard		Paul's iPad	1/23/2014 17:30	1
Standard		Paul's iPad	1/23/2014 17:31	2
Standard		SRPC	1/23/2014 17:31	1
Standard		Paul's iPad	1/23/2014 17:32	1
Standard		Paul's iPad	1/23/2014 17:33	1
Standard	North Crosswalk	SRPC	1/23/2014 17:33	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/23/2014 17:34	1
Standard		SRPC	1/23/2014 17:35	1
Standard		Paul's iPad	1/23/2014 17:36	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:36	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:37	1
Standard		SRPC	1/23/2014 17:38	1
Standard	North Crosswalk	SRPC	1/23/2014 17:38	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:39	1
Standard	North Crosswalk	SRPC	1/23/2014 17:39	1
Standard	North Crosswalk	SRPC	1/23/2014 17:39	1
Standard	North Crosswalk	SRPC	1/23/2014 17:39	1
Standard		Paul's iPad	1/23/2014 17:39	2
Standard	North Crosswalk	SRPC	1/23/2014 17:41	1
Standard		Paul's iPad	1/23/2014 17:41	1
Standard		SRPC	1/23/2014 17:41	1
Standard		SRPC	1/23/2014 17:42	1
Standard		Paul's iPad	1/23/2014 17:42	1
Standard		Paul's iPad	1/23/2014 17:43	1
Standard		Paul's iPad	1/23/2014 17:45	1
Standard		SRPC	1/23/2014 17:45	1
Standard		Paul's iPad	1/23/2014 17:46	1
Standard		SRPC	1/23/2014 17:47	1
Standard		Paul's iPad	1/23/2014 17:47	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 17:48	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:48	1
Standard		Paul's iPad	1/23/2014 17:50	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 17:50	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 17:51	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:51	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 17:51	1
Standard		Paul's iPad	1/23/2014 17:53	1
Standard	North Crosswalk	SRPC	1/23/2014 17:54	1
Standard	North Crosswalk	SRPC	1/23/2014 17:54	1
Standard		Paul's iPad	1/23/2014 17:54	1
Standard		SRPC	1/23/2014 17:54	1
Standard		SRPC	1/23/2014 17:54	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:55	1
Standard		SRPC	1/23/2014 17:55	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:55	1
Standard		SRPC	1/23/2014 17:56	1
Standard		SRPC	1/23/2014 17:57	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 17:57	1
Standard		SRPC	1/23/2014 17:58	1
Standard		Paul's iPad	1/23/2014 18:00	1
Standard		Paul's iPad	1/23/2014 18:02	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:02	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:03	1
Standard		Paul's iPad	1/23/2014 18:04	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 18:05	1
Standard		Paul's iPad	1/23/2014 18:06	2
Standard		SRPC	1/23/2014 18:07	1
Standard		SRPC	1/23/2014 18:07	1
Standard		SRPC	1/23/2014 18:07	1
Standard		SRPC	1/23/2014 18:07	1
Standard		SRPC	1/23/2014 18:08	1
Standard		SRPC	1/23/2014 18:08	1
Standard		Paul's iPad	1/23/2014 18:09	1
Standard		Paul's iPad	1/23/2014 18:09	1
Standard		Paul's iPad	1/23/2014 18:10	1
Standard		SRPC	1/23/2014 18:10	1
Standard		Paul's iPad	1/23/2014 18:11	1
Standard	North Crosswalk	SRPC	1/23/2014 18:11	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/23/2014 18:11	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 18:12	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:13	1
Standard		SRPC	1/23/2014 18:13	1
Standard	North Crosswalk	SRPC	1/23/2014 18:13	1
Standard		SRPC	1/23/2014 18:14	1
Standard		SRPC	1/23/2014 18:14	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 18:14	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 18:14	1
Standard	North Crosswalk	SRPC	1/23/2014 18:15	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 18:15	1
Standard	North Crosswalk	SRPC	1/23/2014 18:15	1
Standard	North Crosswalk	SRPC	1/23/2014 18:15	1
Standard		SRPC	1/23/2014 18:16	1
Standard		SRPC	1/23/2014 18:16	1
Standard		Paul's iPad	1/23/2014 18:16	2
Standard	North Crosswalk	SRPC	1/23/2014 18:17	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 18:17	1
Standard		Paul's iPad	1/23/2014 18:18	1
Standard		Paul's iPad	1/23/2014 18:18	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:19	2
Standard	North Middle Jaywalk	SRPC	1/23/2014 18:19	1
Standard		Paul's iPad	1/23/2014 18:20	1
Standard	North Crosswalk	SRPC	1/23/2014 18:21	1
Standard		Paul's iPad	1/23/2014 18:22	1
Standard		Paul's iPad	1/23/2014 18:24	1
Standard		Paul's iPad	1/23/2014 18:24	1
Standard	North Crosswalk	SRPC	1/23/2014 18:27	1
Standard		Paul's iPad	1/23/2014 18:27	1
Standard		SRPC	1/23/2014 18:27	1
Standard		SRPC	1/23/2014 18:28	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 18:28	1
Standard		SRPC	1/23/2014 18:29	1
Standard		Paul's iPad	1/23/2014 18:29	2
Standard		Paul's iPad	1/23/2014 18:31	1
Disabled		Paul's iPad	1/23/2014 18:32	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 18:33	1
Standard		Paul's iPad	1/23/2014 18:33	1
Standard		Paul's iPad	1/23/2014 18:34	1
Standard		Paul's iPad	1/23/2014 18:35	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 18:35	1
Standard		SRPC	1/23/2014 18:35	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 18:36	1
Standard		SRPC	1/23/2014 18:39	1
Standard		SRPC	1/23/2014 18:39	1
Standard		Paul's iPad	1/23/2014 18:39	1
Standard	North Crosswalk	SRPC	1/23/2014 18:41	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:41	1
Standard	North Crosswalk	SRPC	1/23/2014 18:41	1
Standard		Paul's iPad	1/23/2014 18:42	2
Standard		SRPC	1/23/2014 18:43	1
Standard		SRPC	1/23/2014 18:43	1
Standard		Paul's iPad	1/23/2014 18:43	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 18:45	1
Standard		Paul's iPad	1/23/2014 18:46	1
Standard		SRPC	1/23/2014 18:48	1
Standard		SRPC	1/23/2014 18:48	1
Standard		SRPC	1/23/2014 18:49	1
Standard		SRPC	1/23/2014 18:49	1
Standard	North Crosswalk	SRPC	1/23/2014 18:50	1
Standard	North Crosswalk	SRPC	1/23/2014 18:52	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/23/2014 18:52	1
Standard	North Crosswalk	SRPC	1/23/2014 18:53	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 18:53	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 18:53	1
Standard		SRPC	1/23/2014 18:55	1
Standard		Paul's iPad	1/23/2014 18:55	1
Standard		SRPC	1/23/2014 18:56	1
Standard		Paul's iPad	1/23/2014 18:56	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 18:56	1
Standard		Paul's iPad	1/23/2014 18:56	1
Standard		SRPC	1/23/2014 18:57	1
Standard		Paul's iPad	1/23/2014 18:57	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 18:58	1
Standard		Paul's iPad	1/23/2014 18:59	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 18:59	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 19:00	1
Standard		Paul's iPad	1/23/2014 19:00	1
Standard		Paul's iPad	1/23/2014 19:00	1
Standard		Paul's iPad	1/23/2014 19:00	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 19:01	1
Standard		SRPC	1/23/2014 19:01	1
Standard	North Crosswalk	SRPC	1/23/2014 19:01	1
Standard		Paul's iPad	1/23/2014 19:02	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 19:03	1
Standard		Paul's iPad	1/23/2014 19:05	1
Standard		SRPC	1/23/2014 19:06	1
Standard		Paul's iPad	1/23/2014 19:06	1
Standard		SRPC	1/23/2014 19:07	1
Standard		SRPC	1/23/2014 19:07	1
Standard		Paul's iPad	1/23/2014 19:07	2
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 19:09	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 19:09	1
Standard		SRPC	1/23/2014 19:10	1
Standard		Paul's iPad	1/23/2014 19:10	1
Standard		SRPC	1/23/2014 19:10	1
Standard		Paul's iPad	1/23/2014 19:11	2
Standard		SRPC	1/23/2014 19:11	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:13	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 19:13	1
Standard		SRPC	1/23/2014 19:13	1
Standard		SRPC	1/23/2014 19:14	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 19:15	1
Standard		SRPC	1/23/2014 19:15	1
Standard		Paul's iPad	1/23/2014 19:16	1
Standard	South Jaywalk	Paul's iPad	1/23/2014 19:16	1
Standard		SRPC	1/23/2014 19:17	1
Standard		SRPC	1/23/2014 19:17	1
Standard		SRPC	1/23/2014 19:17	1
Standard		Paul's iPad	1/23/2014 19:17	3
Standard		SRPC	1/23/2014 19:17	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 19:18	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 19:18	1
Standard		SRPC	1/23/2014 19:19	1
Standard		Paul's iPad	1/23/2014 19:19	3
Standard		SRPC	1/23/2014 19:19	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 19:23	1
Standard		SRPC	1/23/2014 19:23	1
Standard		Paul's iPad	1/23/2014 19:24	1
Standard		Paul's iPad	1/23/2014 19:26	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 19:26	1
Standard		SRPC	1/23/2014 19:30	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/23/2014 19:30	1
Standard	North Crosswalk	SRPC	1/23/2014 19:32	1
Standard		SRPC	1/23/2014 19:32	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:32	1
Standard		Paul's iPad	1/23/2014 19:33	1
Standard		Paul's iPad	1/23/2014 19:35	1
Standard		SRPC	1/23/2014 19:37	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:38	1
Standard		Paul's iPad	1/23/2014 19:38	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:38	1
Standard		Paul's iPad	1/23/2014 19:38	1
Standard		Paul's iPad	1/23/2014 19:38	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:39	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:39	1
Standard		Paul's iPad	1/23/2014 19:41	2
Standard	Middle Crosswalk	SRPC	1/23/2014 19:42	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 19:42	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:42	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 19:44	2
Standard		SRPC	1/23/2014 19:44	1
Standard	North Crosswalk	SRPC	1/23/2014 19:45	1
Standard		SRPC	1/23/2014 19:46	1
Standard		Paul's iPad	1/23/2014 19:46	1
Standard		Paul's iPad	1/23/2014 19:49	2
Standard	North Crosswalk	SRPC	1/23/2014 19:50	1
Standard		Paul's iPad	1/23/2014 19:51	1
Standard		Paul's iPad	1/23/2014 19:52	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:52	1
Standard		Paul's iPad	1/23/2014 19:52	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:53	1
Standard		Paul's iPad	1/23/2014 19:53	1
Standard		Paul's iPad	1/23/2014 19:54	1
Standard		Paul's iPad	1/23/2014 19:56	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 19:56	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 19:57	1
Standard	Middle Crosswalk	SRPC	1/23/2014 19:57	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 19:59	1
Standard		SRPC	1/23/2014 19:59	1
Standard		SRPC	1/23/2014 19:59	1
Standard		SRPC	1/23/2014 20:00	1
Standard	South Middle Jaywalk	Paul's iPad	1/23/2014 20:00	1
Standard		SRPC	1/23/2014 20:01	1
Standard		SRPC	1/23/2014 20:01	1
Standard		Paul's iPad	1/23/2014 20:02	2
Standard	North Crosswalk	SRPC	1/23/2014 20:03	1
Standard		Paul's iPad	1/23/2014 20:05	1
Standard		Paul's iPad	1/23/2014 20:06	1
Standard	North Crosswalk	SRPC	1/23/2014 20:06	1
Standard	North Crosswalk	SRPC	1/23/2014 20:10	1
Standard		SRPC	1/23/2014 20:10	1
Standard		SRPC	1/23/2014 20:10	1
Standard		SRPC	1/23/2014 20:10	1
Standard		Paul's iPad	1/23/2014 20:11	1
Standard		SRPC	1/23/2014 20:12	1
Standard		SRPC	1/23/2014 20:12	1
Standard		SRPC	1/23/2014 20:13	1
Standard		Paul's iPad	1/23/2014 20:13	1
Standard		SRPC	1/23/2014 20:16	1
Standard		Paul's iPad	1/23/2014 20:16	1
Standard		SRPC	1/23/2014 20:17	1
Standard	Middle Crosswalk	SRPC	1/23/2014 20:17	1
Standard	Middle Crosswalk	SRPC	1/23/2014 20:18	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/23/2014 20:19	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 20:21	1
Standard		Paul's iPad	1/23/2014 20:22	1
Standard		SRPC	1/23/2014 20:22	1
Standard		Paul's iPad	1/23/2014 20:22	1
Standard		SRPC	1/23/2014 20:23	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:29	1
Standard		Paul's iPad	1/23/2014 20:29	1
Standard		Paul's iPad	1/23/2014 20:31	1
Standard		SRPC	1/23/2014 20:31	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 20:31	1
Standard	North Crosswalk	SRPC	1/23/2014 20:32	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:32	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:32	1
Standard	North Crosswalk	SRPC	1/23/2014 20:33	1
Standard		SRPC	1/23/2014 20:34	1
Standard		Paul's iPad	1/23/2014 20:35	1
Standard		Paul's iPad	1/23/2014 20:36	1
Standard	South Crosswalk	Paul's iPad	1/23/2014 20:37	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:37	1
Standard		SRPC	1/23/2014 20:40	1
Standard	North Crosswalk	SRPC	1/23/2014 20:41	1
Standard		Paul's iPad	1/23/2014 20:42	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:42	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:42	1
Standard		SRPC	1/23/2014 20:43	1
Standard		SRPC	1/23/2014 20:43	1
Standard		Paul's iPad	1/23/2014 20:43	1
Standard		Paul's iPad	1/23/2014 20:46	1
Standard	Middle Crosswalk	SRPC	1/23/2014 20:48	1
Standard		Paul's iPad	1/23/2014 20:54	2
Standard		Paul's iPad	1/23/2014 20:57	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 20:59	1
Standard		SRPC	1/23/2014 21:01	1
Standard		SRPC	1/23/2014 21:01	1
Standard		Paul's iPad	1/23/2014 21:01	1
Standard	North Crosswalk	SRPC	1/23/2014 21:02	1
Standard	North Crosswalk	SRPC	1/23/2014 21:07	1
Standard		SRPC	1/23/2014 21:09	1
Standard		SRPC	1/23/2014 21:12	1
Standard	North Crosswalk	SRPC	1/23/2014 21:13	1
Standard		Paul's iPad	1/23/2014 21:19	1
Standard		Paul's iPad	1/23/2014 21:20	1
Standard		SRPC	1/23/2014 21:21	1
Standard		SRPC	1/23/2014 21:22	1
Standard		SRPC	1/23/2014 21:22	1
Standard	North Crosswalk	SRPC	1/23/2014 21:22	1
Standard		Paul's iPad	1/23/2014 21:23	1
Standard		SRPC	1/23/2014 21:23	1
Standard		Paul's iPad	1/23/2014 21:24	2
Standard		Paul's iPad	1/23/2014 21:25	1
Standard		Paul's iPad	1/23/2014 21:26	1
Standard		SRPC	1/23/2014 21:26	1
Standard		SRPC	1/23/2014 21:31	1
Standard		Paul's iPad	1/23/2014 21:31	2
Standard		Paul's iPad	1/23/2014 21:32	2
Standard	North Middle Jaywalk	SRPC	1/23/2014 21:32	1
Standard		Paul's iPad	1/23/2014 21:33	1
Standard	North Crosswalk	SRPC	1/23/2014 21:35	1
Standard	North Crosswalk	SRPC	1/23/2014 21:35	1
Standard	Middle Crosswalk	Paul's iPad	1/23/2014 21:35	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/23/2014 21:37	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 21:38	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 21:39	1
Standard		Paul's iPad	1/23/2014 21:40	1
Standard		SRPC	1/23/2014 21:43	1
Standard		Paul's iPad	1/23/2014 21:43	1
Standard		Paul's iPad	1/23/2014 21:44	1
Standard		SRPC	1/23/2014 21:47	1
Standard		Paul's iPad	1/23/2014 21:47	1
Standard	North Crosswalk	SRPC	1/23/2014 21:48	1
Standard	North Crosswalk	SRPC	1/23/2014 21:50	1
Standard	North Crosswalk	SRPC	1/23/2014 21:50	1
Standard		SRPC	1/23/2014 21:51	1
Standard		Paul's iPad	1/23/2014 21:52	1
Standard	North Middle Jaywalk	SRPC	1/23/2014 21:52	1
Standard		D&K	1/25/2014 7:00	1
Standard		D&K	1/25/2014 7:03	1
Standard		D&K	1/25/2014 7:07	1
Standard	South Jaywalk	D&K	1/25/2014 7:20	1
Disabled	South Jaywalk	D&K	1/25/2014 7:21	1
Standard		D&K	1/25/2014 7:24	2
Standard	Middle Crosswalk	D&K	1/25/2014 7:31	1
Standard	North Crosswalk	SRPC	1/25/2014 7:33	1
Standard	Middle Crosswalk	D&K	1/25/2014 7:35	1
Standard		D&K	1/25/2014 7:40	1
Standard		SRPC	1/25/2014 7:40	1
Standard		SRPC	1/25/2014 7:41	1
Standard		D&K	1/25/2014 7:42	1
Standard		D&K	1/25/2014 7:45	1
Standard	South Crosswalk	D&K	1/25/2014 7:47	1
Standard		D&K	1/25/2014 7:47	1
Standard		SRPC	1/25/2014 7:48	1
Standard		SRPC	1/25/2014 7:49	1
Standard		D&K	1/25/2014 7:50	1
Standard	North Crosswalk	SRPC	1/25/2014 7:51	1
Disabled	South Jaywalk	D&K	1/25/2014 7:51	1
Standard		SRPC	1/25/2014 7:51	1
Standard	North Crosswalk	SRPC	1/25/2014 7:52	1
Standard	South Crosswalk	D&K	1/25/2014 7:52	1
Standard	North Crosswalk	SRPC	1/25/2014 7:52	1
Standard	South Middle Jaywalk	D&K	1/25/2014 7:53	1
Standard		SRPC	1/25/2014 7:53	1
Standard		D&K	1/25/2014 7:53	1
Standard		D&K	1/25/2014 7:53	1
Standard	South Crosswalk	D&K	1/25/2014 7:55	1
Standard		D&K	1/25/2014 7:55	2
Standard	South Jaywalk	D&K	1/25/2014 7:55	1
Standard		D&K	1/25/2014 7:57	1
Standard	South Crosswalk	D&K	1/25/2014 7:57	1
Standard	Middle Crosswalk	D&K	1/25/2014 7:57	3
Standard		SRPC	1/25/2014 7:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:03	1
Standard		D&K	1/25/2014 8:04	1
Standard		D&K	1/25/2014 8:04	1
Standard		D&K	1/25/2014 8:05	1
Standard		SRPC	1/25/2014 8:07	1
Standard		D&K	1/25/2014 8:07	2
Standard	South Jaywalk	D&K	1/25/2014 8:07	1
Standard		SRPC	1/25/2014 8:08	1
Standard	North Crosswalk	SRPC	1/25/2014 8:09	1
Standard		D&K	1/25/2014 8:11	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 8:13	1
Standard	North Crosswalk	SRPC	1/25/2014 8:15	1
Standard		D&K	1/25/2014 8:17	1
Standard		D&K	1/25/2014 8:17	1
Standard		D&K	1/25/2014 8:18	1
Standard	South Jaywalk	D&K	1/25/2014 8:18	1
Standard		D&K	1/25/2014 8:20	1
Standard	South Middle Jaywalk	D&K	1/25/2014 8:21	1
Standard		SRPC	1/25/2014 8:21	1
Standard		D&K	1/25/2014 8:22	1
Standard		D&K	1/25/2014 8:22	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 8:24	1
Standard		D&K	1/25/2014 8:25	2
Standard		SRPC	1/25/2014 8:27	1
Standard		D&K	1/25/2014 8:28	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:29	1
Standard		D&K	1/25/2014 8:30	1
Standard		D&K	1/25/2014 8:31	1
Disabled		D&K	1/25/2014 8:31	1
Disabled		D&K	1/25/2014 8:31	1
Standard		D&K	1/25/2014 8:32	2
Standard		D&K	1/25/2014 8:33	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:34	1
Standard		D&K	1/25/2014 8:35	1
Standard		D&K	1/25/2014 8:36	1
Standard	Middle Crosswalk	SRPC	1/25/2014 8:38	1
Standard	Middle Crosswalk	SRPC	1/25/2014 8:38	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:39	2
Standard		D&K	1/25/2014 8:40	2
Standard	South Crosswalk	D&K	1/25/2014 8:40	1
Standard		D&K	1/25/2014 8:42	1
Standard	South Jaywalk	D&K	1/25/2014 8:43	1
Standard		D&K	1/25/2014 8:44	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:45	1
Standard		D&K	1/25/2014 8:47	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 8:48	1
Standard		D&K	1/25/2014 8:49	1
Standard	North Crosswalk	SRPC	1/25/2014 8:49	1
Standard	North Crosswalk	SRPC	1/25/2014 8:52	1
Standard	North Crosswalk	SRPC	1/25/2014 8:52	1
Disabled		D&K	1/25/2014 8:53	1
Standard		D&K	1/25/2014 8:54	1
Standard		SRPC	1/25/2014 8:55	1
Standard		SRPC	1/25/2014 8:55	1
Standard		SRPC	1/25/2014 8:55	1
Standard		SRPC	1/25/2014 8:55	1
Standard		SRPC	1/25/2014 8:55	1
Standard	Middle Crosswalk	SRPC	1/25/2014 8:56	1
Standard		SRPC	1/25/2014 8:56	1
Standard		SRPC	1/25/2014 8:56	1
Standard		D&K	1/25/2014 8:56	1
Standard		D&K	1/25/2014 8:57	2
Standard		D&K	1/25/2014 8:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 8:59	1
Standard		D&K	1/25/2014 8:59	1
Standard	North Jaywalk	SRPC	1/25/2014 8:59	1
Standard		D&K	1/25/2014 8:59	2
Standard	South Crosswalk	D&K	1/25/2014 8:59	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:00	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	D&K	1/25/2014 9:00	1
Standard	South Jaywalk	D&K	1/25/2014 9:00	1
Standard		D&K	1/25/2014 9:00	1
Standard		SRPC	1/25/2014 9:01	1
Standard		D&K	1/25/2014 9:01	1
Standard	North Crosswalk	SRPC	1/25/2014 9:02	1
Standard	North Crosswalk	SRPC	1/25/2014 9:02	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:04	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:04	1
Standard		D&K	1/25/2014 9:07	1
Standard		SRPC	1/25/2014 9:07	1
Standard		D&K	1/25/2014 9:07	1
Standard		D&K	1/25/2014 9:10	1
Standard		D&K	1/25/2014 9:11	1
Standard		D&K	1/25/2014 9:12	1
Standard	South Jaywalk	D&K	1/25/2014 9:12	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:12	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:12	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:12	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:13	1
Standard		D&K	1/25/2014 9:13	1
Standard		D&K	1/25/2014 9:14	1
Standard		D&K	1/25/2014 9:14	2
Standard		D&K	1/25/2014 9:15	1
Standard	South Jaywalk	D&K	1/25/2014 9:15	3
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:17	1
Standard	North Crosswalk	SRPC	1/25/2014 9:18	1
Standard		SRPC	1/25/2014 9:18	1
Standard		SRPC	1/25/2014 9:19	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:19	1
Standard		SRPC	1/25/2014 9:21	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:21	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:21	1
Standard		SRPC	1/25/2014 9:22	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:22	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:23	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:23	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:23	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:24	1
Standard		D&K	1/25/2014 9:24	2
Standard		D&K	1/25/2014 9:24	2
Standard	Middle Crosswalk	SRPC	1/25/2014 9:24	1
Standard		D&K	1/25/2014 9:24	4
Standard	Middle Crosswalk	SRPC	1/25/2014 9:24	1
Standard		D&K	1/25/2014 9:24	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:25	1
Standard		D&K	1/25/2014 9:25	1
Standard	South Crosswalk	D&K	1/25/2014 9:25	1
Standard		D&K	1/25/2014 9:25	1
Standard		SRPC	1/25/2014 9:25	1
Standard		SRPC	1/25/2014 9:25	1
Standard		SRPC	1/25/2014 9:25	1
Standard		SRPC	1/25/2014 9:25	1
Standard		D&K	1/25/2014 9:26	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:26	1
Standard		SRPC	1/25/2014 9:27	1
Standard	Middle Crosswalk	SRPC	1/25/2014 9:27	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:27	1
Standard		D&K	1/25/2014 9:28	1
Standard		D&K	1/25/2014 9:28	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:28	1
Standard	South Jaywalk	D&K	1/25/2014 9:28	1

Subject	Crossing Location	Author	Creation Date	QTY
Disabled		D&K	1/25/2014 9:28	1
Standard	North Crosswalk	SRPC	1/25/2014 9:30	1
Standard		D&K	1/25/2014 9:32	2
Standard	Middle Crosswalk	SRPC	1/25/2014 9:33	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:34	1
Standard	South Jaywalk	D&K	1/25/2014 9:36	2
Standard		D&K	1/25/2014 9:37	1
Standard		SRPC	1/25/2014 9:39	1
Standard		SRPC	1/25/2014 9:39	1
Standard	South Crosswalk	D&K	1/25/2014 9:39	1
Standard		SRPC	1/25/2014 9:40	1
Standard		D&K	1/25/2014 9:40	1
Standard		D&K	1/25/2014 9:41	2
Standard	North Crosswalk	SRPC	1/25/2014 9:42	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:43	1
Standard		D&K	1/25/2014 9:44	1
Standard		D&K	1/25/2014 9:48	1
Standard		D&K	1/25/2014 9:48	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:51	1
Standard		D&K	1/25/2014 9:52	1
Standard		SRPC	1/25/2014 9:52	1
Disabled	Middle Crosswalk	SRPC	1/25/2014 9:52	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:52	2
Standard		D&K	1/25/2014 9:53	1
Standard		D&K	1/25/2014 9:53	2
Standard	North Crosswalk	SRPC	1/25/2014 9:54	1
Standard	North Crosswalk	SRPC	1/25/2014 9:54	1
Standard		SRPC	1/25/2014 9:54	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 9:54	1
Standard		SRPC	1/25/2014 9:55	1
Standard	South Jaywalk	D&K	1/25/2014 9:55	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:55	1
Standard		D&K	1/25/2014 9:55	1
Standard		D&K	1/25/2014 9:56	1
Standard	South Middle Jaywalk	D&K	1/25/2014 9:56	1
Standard		D&K	1/25/2014 9:57	2
Standard		SRPC	1/25/2014 9:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 9:58	1
Standard		SRPC	1/25/2014 9:59	1
Standard		SRPC	1/25/2014 9:59	1
Standard		SRPC	1/25/2014 9:59	1
Standard		SRPC	1/25/2014 10:00	1
Standard	South Crosswalk	D&K	1/25/2014 10:01	1
Standard	Middle Crosswalk	SRPC	1/25/2014 10:01	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:01	1
Standard		D&K	1/25/2014 10:01	1
Standard		D&K	1/25/2014 10:02	1
Standard		D&K	1/25/2014 10:02	3
Standard	North Crosswalk	SRPC	1/25/2014 10:03	1
Standard		D&K	1/25/2014 10:03	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:03	4
Standard		SRPC	1/25/2014 10:03	1
Disabled		D&K	1/25/2014 10:04	1
Standard		SRPC	1/25/2014 10:05	1
Standard	North Crosswalk	SRPC	1/25/2014 10:05	1
Standard		SRPC	1/25/2014 10:06	1
Standard		D&K	1/25/2014 10:06	1
Standard		D&K	1/25/2014 10:06	1
Standard		D&K	1/25/2014 10:06	1
Standard		D&K	1/25/2014 10:06	1
Disabled		D&K	1/25/2014 10:08	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 10:08	2
Standard		D&K	1/25/2014 10:08	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 10:11	1
Standard	South Crosswalk	D&K	1/25/2014 10:11	1
Standard		SRPC	1/25/2014 10:12	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:12	1
Standard		D&K	1/25/2014 10:12	1
Standard		D&K	1/25/2014 10:14	1
Standard		SRPC	1/25/2014 10:14	1
Standard	South Jaywalk	D&K	1/25/2014 10:14	3
Standard		SRPC	1/25/2014 10:14	1
Standard		SRPC	1/25/2014 10:14	1
Standard		SRPC	1/25/2014 10:14	1
Standard	South Middle Jaywalk	D&K	1/25/2014 10:15	1
Standard	North Crosswalk	SRPC	1/25/2014 10:15	1
Standard	North Crosswalk	SRPC	1/25/2014 10:15	1
Standard	North Crosswalk	SRPC	1/25/2014 10:15	1
Standard	South Middle Jaywalk	D&K	1/25/2014 10:16	1
Standard		D&K	1/25/2014 10:17	1
Standard		SRPC	1/25/2014 10:17	1
Standard	North Crosswalk	SRPC	1/25/2014 10:18	1
Standard		D&K	1/25/2014 10:19	1
Standard		SRPC	1/25/2014 10:19	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:19	1
Standard		D&K	1/25/2014 10:19	1
Standard		D&K	1/25/2014 10:19	1
Standard		D&K	1/25/2014 10:19	2
Standard		SRPC	1/25/2014 10:20	1
Standard		SRPC	1/25/2014 10:20	1
Standard		D&K	1/25/2014 10:20	1
Standard		SRPC	1/25/2014 10:20	1
Standard		D&K	1/25/2014 10:20	1
Standard		D&K	1/25/2014 10:21	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:21	1
Standard		D&K	1/25/2014 10:21	2
Standard		D&K	1/25/2014 10:22	1
Standard		D&K	1/25/2014 10:22	2
Standard		D&K	1/25/2014 10:22	1
Standard	North Crosswalk	SRPC	1/25/2014 10:22	1
Disabled		D&K	1/25/2014 10:24	1
Standard		D&K	1/25/2014 10:24	1
Standard		D&K	1/25/2014 10:24	1
Standard		D&K	1/25/2014 10:25	1
Disabled		SRPC	1/25/2014 10:25	1
Standard		D&K	1/25/2014 10:26	1
Standard	South Middle Jaywalk	D&K	1/25/2014 10:27	1
Standard	Middle Crosswalk	SRPC	1/25/2014 10:27	1
Standard		D&K	1/25/2014 10:27	1
Standard		D&K	1/25/2014 10:28	1
Disabled		D&K	1/25/2014 10:32	1
Standard	North Crosswalk	SRPC	1/25/2014 10:32	1
Standard		D&K	1/25/2014 10:32	1
Standard		D&K	1/25/2014 10:33	1
Standard		D&K	1/25/2014 10:33	1
Standard		D&K	1/25/2014 10:33	1
Standard		SRPC	1/25/2014 10:33	1
Standard		D&K	1/25/2014 10:33	1
Standard		D&K	1/25/2014 10:34	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:34	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 10:35	1
Standard	Middle Crosswalk	SRPC	1/25/2014 10:35	1
Standard		SRPC	1/25/2014 10:35	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/25/2014 10:35	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:36	1
Standard		D&K	1/25/2014 10:37	1
Standard		D&K	1/25/2014 10:37	1
Standard		SRPC	1/25/2014 10:37	1
Standard	South Crosswalk	D&K	1/25/2014 10:37	1
Standard		D&K	1/25/2014 10:37	1
Standard		SRPC	1/25/2014 10:39	1
Standard		SRPC	1/25/2014 10:39	1
Standard		D&K	1/25/2014 10:39	1
Standard	Middle Crosswalk	SRPC	1/25/2014 10:40	1
Standard		SRPC	1/25/2014 10:40	1
Standard		SRPC	1/25/2014 10:40	1
Standard		SRPC	1/25/2014 10:40	1
Standard		D&K	1/25/2014 10:41	4
Standard		SRPC	1/25/2014 10:41	1
Standard	North Crosswalk	SRPC	1/25/2014 10:41	1
Standard		D&K	1/25/2014 10:42	2
Standard		D&K	1/25/2014 10:42	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 10:43	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 10:43	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:44	1
Standard		D&K	1/25/2014 10:44	1
Standard		D&K	1/25/2014 10:45	2
Standard	Middle Crosswalk	SRPC	1/25/2014 10:45	1
Standard	North Crosswalk	SRPC	1/25/2014 10:45	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 10:46	1
Standard	South Crosswalk	D&K	1/25/2014 10:46	1
Standard	South Crosswalk	D&K	1/25/2014 10:47	4
Standard		D&K	1/25/2014 10:48	1
Standard		D&K	1/25/2014 10:48	1
Disabled		D&K	1/25/2014 10:48	1
Standard		D&K	1/25/2014 10:49	1
Standard		D&K	1/25/2014 10:49	1
Standard		D&K	1/25/2014 10:49	1
Standard		D&K	1/25/2014 10:49	1
Standard		D&K	1/25/2014 10:50	2
Standard	Middle Crosswalk	SRPC	1/25/2014 10:50	1
Standard		SRPC	1/25/2014 10:51	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:52	1
Standard		D&K	1/25/2014 10:52	2
Standard	Middle Crosswalk	D&K	1/25/2014 10:52	1
Standard		D&K	1/25/2014 10:52	1
Standard		D&K	1/25/2014 10:53	1
Standard		D&K	1/25/2014 10:54	1
Standard	North Crosswalk	SRPC	1/25/2014 10:54	1
Standard		SRPC	1/25/2014 10:54	1
Standard		D&K	1/25/2014 10:54	1
Standard		SRPC	1/25/2014 10:54	1
Standard		D&K	1/25/2014 10:55	1
Standard		SRPC	1/25/2014 10:55	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:55	2
Standard	North Crosswalk	SRPC	1/25/2014 10:55	1
Standard	North Crosswalk	SRPC	1/25/2014 10:55	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:55	1
Standard		SRPC	1/25/2014 10:56	1
Standard		SRPC	1/25/2014 10:56	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:56	1
Standard		D&K	1/25/2014 10:56	1
Standard		D&K	1/25/2014 10:56	1
Standard		D&K	1/25/2014 10:57	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 10:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 10:59	1
Standard		SRPC	1/25/2014 10:59	1
Standard		SRPC	1/25/2014 11:00	1
Standard		D&K	1/25/2014 11:01	1
Standard		D&K	1/25/2014 11:01	1
Standard		D&K	1/25/2014 11:01	1
Standard		D&K	1/25/2014 11:01	1
Standard	North Crosswalk	SRPC	1/25/2014 11:01	1
Standard		D&K	1/25/2014 11:01	1
Standard	North Crosswalk	SRPC	1/25/2014 11:02	1
Standard		SRPC	1/25/2014 11:02	1
Standard	North Crosswalk	SRPC	1/25/2014 11:02	1
Standard		D&K	1/25/2014 11:03	1
Standard	North Crosswalk	SRPC	1/25/2014 11:03	1
Standard	North Crosswalk	SRPC	1/25/2014 11:03	1
Standard	North Crosswalk	SRPC	1/25/2014 11:04	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:04	1
Standard		SRPC	1/25/2014 11:04	1
Standard		SRPC	1/25/2014 11:04	1
Standard		D&K	1/25/2014 11:04	5
Standard		SRPC	1/25/2014 11:04	1
Standard		SRPC	1/25/2014 11:04	1
Standard	South Crosswalk	SRPC	1/25/2014 11:04	1
Standard		D&K	1/25/2014 11:04	1
Standard		D&K	1/25/2014 11:04	1
Standard		D&K	1/25/2014 11:05	1
Standard		D&K	1/25/2014 11:05	1
Standard		D&K	1/25/2014 11:05	2
Standard		D&K	1/25/2014 11:05	1
Standard		D&K	1/25/2014 11:06	1
Standard		SRPC	1/25/2014 11:06	1
Standard		D&K	1/25/2014 11:06	2
Standard		D&K	1/25/2014 11:07	1
Standard		SRPC	1/25/2014 11:08	1
Standard		D&K	1/25/2014 11:08	1
Standard		D&K	1/25/2014 11:08	1
Standard		D&K	1/25/2014 11:09	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:09	2
Standard		D&K	1/25/2014 11:10	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:10	1
Standard		D&K	1/25/2014 11:10	1
Standard		D&K	1/25/2014 11:11	1
Standard		D&K	1/25/2014 11:11	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:12	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:12	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:13	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:13	1
Standard		D&K	1/25/2014 11:15	3
Standard		D&K	1/25/2014 11:16	2
Standard		SRPC	1/25/2014 11:16	1
Standard		SRPC	1/25/2014 11:17	1
Standard		D&K	1/25/2014 11:18	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:18	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:18	1
Standard		D&K	1/25/2014 11:20	2
Standard	North Crosswalk	SRPC	1/25/2014 11:21	1
Standard	North Crosswalk	SRPC	1/25/2014 11:22	1
Standard		D&K	1/25/2014 11:23	1
Standard		D&K	1/25/2014 11:23	1
Standard		D&K	1/25/2014 11:23	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/25/2014 11:23	1
Standard	North Crosswalk	SRPC	1/25/2014 11:23	1
Standard	North Crosswalk	SRPC	1/25/2014 11:24	1
Standard		D&K	1/25/2014 11:24	1
Standard		SRPC	1/25/2014 11:24	1
Standard		D&K	1/25/2014 11:26	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:26	1
Standard		D&K	1/25/2014 11:27	1
Standard	South Crosswalk	D&K	1/25/2014 11:28	2
Standard		D&K	1/25/2014 11:28	1
Standard		D&K	1/25/2014 11:29	1
Standard		D&K	1/25/2014 11:29	1
Standard		SRPC	1/25/2014 11:30	1
Standard		D&K	1/25/2014 11:30	2
Standard		D&K	1/25/2014 11:30	1
Standard		D&K	1/25/2014 11:30	1
Standard		D&K	1/25/2014 11:30	1
Standard		D&K	1/25/2014 11:30	1
Standard		D&K	1/25/2014 11:31	2
Standard		D&K	1/25/2014 11:31	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:31	1
Standard		D&K	1/25/2014 11:31	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:32	1
Standard		D&K	1/25/2014 11:32	1
Standard	South Middle Jaywalk	D&K	1/25/2014 11:32	1
Standard	North Crosswalk	SRPC	1/25/2014 11:34	1
Standard		D&K	1/25/2014 11:34	1
Standard	South Crosswalk	D&K	1/25/2014 11:34	1
Standard		SRPC	1/25/2014 11:36	1
Standard		SRPC	1/25/2014 11:36	1
Standard		SRPC	1/25/2014 11:36	1
Standard		SRPC	1/25/2014 11:37	1
Standard		SRPC	1/25/2014 11:37	1
Standard		D&K	1/25/2014 11:38	2
Standard	South Jaywalk	D&K	1/25/2014 11:38	3
Standard		SRPC	1/25/2014 11:39	1
Standard		SRPC	1/25/2014 11:39	1
Standard		D&K	1/25/2014 11:39	1
Standard		SRPC	1/25/2014 11:39	1
Standard		D&K	1/25/2014 11:39	1
Standard		D&K	1/25/2014 11:39	1
Standard		D&K	1/25/2014 11:39	2
Standard	Middle Crosswalk	SRPC	1/25/2014 11:39	1
Standard		D&K	1/25/2014 11:40	1
Standard	South Crosswalk	D&K	1/25/2014 11:40	1
Standard		D&K	1/25/2014 11:40	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:40	4
Standard		SRPC	1/25/2014 11:40	1
Standard		SRPC	1/25/2014 11:41	1
Standard		SRPC	1/25/2014 11:41	1
Standard	South Jaywalk	D&K	1/25/2014 11:41	3
Standard	North Crosswalk	SRPC	1/25/2014 11:41	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:41	1
Standard		D&K	1/25/2014 11:41	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:41	1
Standard		D&K	1/25/2014 11:42	1
Standard		D&K	1/25/2014 11:42	1
Standard		D&K	1/25/2014 11:43	1
Standard		D&K	1/25/2014 11:43	1
Standard		SRPC	1/25/2014 11:43	1
Standard	South Crosswalk	D&K	1/25/2014 11:43	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 11:43	1
Standard	South Crosswalk	D&K	1/25/2014 11:43	1
Standard		D&K	1/25/2014 11:44	1
Standard	North Crosswalk	SRPC	1/25/2014 11:44	1
Standard	South Crosswalk	D&K	1/25/2014 11:45	1
Standard		D&K	1/25/2014 11:46	1
Standard		D&K	1/25/2014 11:46	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:47	1
Standard	Middle Crosswalk	SRPC	1/25/2014 11:47	1
Standard		SRPC	1/25/2014 11:48	1
Standard		D&K	1/25/2014 11:48	1
Standard		SRPC	1/25/2014 11:48	1
Standard		SRPC	1/25/2014 11:48	1
Standard		SRPC	1/25/2014 11:48	1
Standard		SRPC	1/25/2014 11:49	1
Standard		D&K	1/25/2014 11:49	1
Standard		D&K	1/25/2014 11:49	1
Standard		D&K	1/25/2014 11:49	1
Standard		D&K	1/25/2014 11:49	2
Standard		D&K	1/25/2014 11:50	4
Standard	North Crosswalk	SRPC	1/25/2014 11:50	1
Standard		D&K	1/25/2014 11:50	1
Standard		D&K	1/25/2014 11:50	1
Standard		D&K	1/25/2014 11:51	1
Standard		D&K	1/25/2014 11:51	1
Standard		D&K	1/25/2014 11:51	1
Standard		D&K	1/25/2014 11:51	2
Standard		D&K	1/25/2014 11:51	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:52	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:52	1
Standard		D&K	1/25/2014 11:52	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:52	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:53	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 11:53	1
Standard		D&K	1/25/2014 11:53	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:53	2
Standard		D&K	1/25/2014 11:54	1
Standard		SRPC	1/25/2014 11:55	1
Standard		SRPC	1/25/2014 11:55	1
Standard	South Crosswalk	D&K	1/25/2014 11:55	1
Standard		D&K	1/25/2014 11:56	1
Standard		D&K	1/25/2014 11:56	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 11:56	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:56	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:57	1
Standard		D&K	1/25/2014 11:57	2
Standard		SRPC	1/25/2014 11:57	1
Standard		D&K	1/25/2014 11:57	1
Standard		SRPC	1/25/2014 11:57	1
Standard		SRPC	1/25/2014 11:57	1
Standard		D&K	1/25/2014 11:57	1
Standard		D&K	1/25/2014 11:58	2
Standard	Middle Crosswalk	D&K	1/25/2014 11:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 11:58	1
Standard		D&K	1/25/2014 11:59	3
Standard		D&K	1/25/2014 11:59	1
Standard		SRPC	1/25/2014 12:00	1
Standard		SRPC	1/25/2014 12:00	1
Standard		D&K	1/25/2014 12:01	2
Standard		D&K	1/25/2014 12:01	1
Standard		D&K	1/25/2014 12:01	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 12:01	1
Standard		D&K	1/25/2014 12:02	2
Standard		D&K	1/25/2014 12:02	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:02	1
Standard		D&K	1/25/2014 12:03	1
Standard		D&K	1/25/2014 12:03	2
Standard		D&K	1/25/2014 12:04	1
Standard	North Crosswalk	SRPC	1/25/2014 12:04	1
Standard	North Crosswalk	SRPC	1/25/2014 12:05	1
Standard		D&K	1/25/2014 12:05	1
Standard		D&K	1/25/2014 12:05	2
Standard		SRPC	1/25/2014 12:05	1
Standard		D&K	1/25/2014 12:05	1
Standard		D&K	1/25/2014 12:05	1
Standard		D&K	1/25/2014 12:06	2
Standard	South Jaywalk	D&K	1/25/2014 12:06	1
Standard		D&K	1/25/2014 12:07	1
Standard		D&K	1/25/2014 12:07	1
Standard		D&K	1/25/2014 12:07	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:07	1
Standard		SRPC	1/25/2014 12:07	1
Standard	North Middle Jaywalk	D&K	1/25/2014 12:07	1
Standard	South Jaywalk	D&K	1/25/2014 12:08	1
Standard		D&K	1/25/2014 12:08	1
Standard		D&K	1/25/2014 12:08	1
Standard		D&K	1/25/2014 12:09	1
Standard		SRPC	1/25/2014 12:09	1
Standard		D&K	1/25/2014 12:09	2
Standard		D&K	1/25/2014 12:09	1
Standard		D&K	1/25/2014 12:10	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:10	2
Standard		SRPC	1/25/2014 12:10	1
Standard		SRPC	1/25/2014 12:10	1
Standard		D&K	1/25/2014 12:10	3
Standard	North Middle Jaywalk	SRPC	1/25/2014 12:10	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 12:11	1
Standard		SRPC	1/25/2014 12:12	1
Standard		SRPC	1/25/2014 12:13	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:14	1
Standard		D&K	1/25/2014 12:14	1
Standard		D&K	1/25/2014 12:14	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:14	1
Standard		D&K	1/25/2014 12:14	1
Standard		D&K	1/25/2014 12:15	1
Standard		SRPC	1/25/2014 12:15	1
Standard		D&K	1/25/2014 12:16	1
Standard		D&K	1/25/2014 12:16	1
Standard		D&K	1/25/2014 12:19	1
Standard		D&K	1/25/2014 12:19	1
Standard		D&K	1/25/2014 12:19	1
Standard		D&K	1/25/2014 12:20	1
Standard		D&K	1/25/2014 12:21	1
Standard	South Crosswalk	D&K	1/25/2014 12:21	1
Standard	North Crosswalk	SRPC	1/25/2014 12:21	1
Standard		SRPC	1/25/2014 12:21	1
Standard		SRPC	1/25/2014 12:21	1
Standard		D&K	1/25/2014 12:22	1
Standard		SRPC	1/25/2014 12:23	1
Standard	South Jaywalk	D&K	1/25/2014 12:23	1
Standard	South Jaywalk	D&K	1/25/2014 12:23	3
Standard		D&K	1/25/2014 12:23	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 12:23	1
Standard		SRPC	1/25/2014 12:24	1
Standard		D&K	1/25/2014 12:24	1
Standard		SRPC	1/25/2014 12:24	1
Standard		SRPC	1/25/2014 12:24	1
Standard		SRPC	1/25/2014 12:24	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:24	1
Standard		D&K	1/25/2014 12:24	1
Standard		D&K	1/25/2014 12:25	2
Standard	South Jaywalk	D&K	1/25/2014 12:26	2
Standard		D&K	1/25/2014 12:26	1
Standard		D&K	1/25/2014 12:26	1
Standard		SRPC	1/25/2014 12:27	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 12:27	1
Standard		D&K	1/25/2014 12:29	1
Standard		SRPC	1/25/2014 12:30	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:31	1
Standard		SRPC	1/25/2014 12:31	1
Standard		SRPC	1/25/2014 12:32	1
Standard		D&K	1/25/2014 12:32	1
Standard		SRPC	1/25/2014 12:32	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:32	1
Standard	South Crosswalk	D&K	1/25/2014 12:32	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 12:32	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:32	1
Standard		D&K	1/25/2014 12:33	2
Standard		D&K	1/25/2014 12:33	1
Standard	North Crosswalk	SRPC	1/25/2014 12:34	1
Standard		D&K	1/25/2014 12:34	1
Standard	North Middle Jaywalk	D&K	1/25/2014 12:34	1
Standard		D&K	1/25/2014 12:35	1
Standard		D&K	1/25/2014 12:36	1
Standard	North Crosswalk	SRPC	1/25/2014 12:36	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:37	1
Standard	South Jaywalk	D&K	1/25/2014 12:37	1
Standard		D&K	1/25/2014 12:38	1
Standard		D&K	1/25/2014 12:38	1
Standard	North Crosswalk	SRPC	1/25/2014 12:38	1
Standard	South Crosswalk	D&K	1/25/2014 12:38	1
Standard	North Crosswalk	SRPC	1/25/2014 12:38	1
Standard	South Crosswalk	D&K	1/25/2014 12:38	2
Standard	Middle Crosswalk	D&K	1/25/2014 12:38	1
Standard		D&K	1/25/2014 12:38	1
Standard		SRPC	1/25/2014 12:39	1
Standard		SRPC	1/25/2014 12:39	1
Standard		D&K	1/25/2014 12:39	2
Standard	South Middle Jaywalk	D&K	1/25/2014 12:40	1
Standard		D&K	1/25/2014 12:40	1
Standard		D&K	1/25/2014 12:40	2
Standard		D&K	1/25/2014 12:40	1
Standard		D&K	1/25/2014 12:41	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:41	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:42	1
Standard		D&K	1/25/2014 12:43	1
Standard		D&K	1/25/2014 12:43	1
Standard		D&K	1/25/2014 12:43	1
Standard	North Crosswalk	SRPC	1/25/2014 12:44	1
Standard		SRPC	1/25/2014 12:44	1
Standard		D&K	1/25/2014 12:44	1
Standard		D&K	1/25/2014 12:45	1
Disabled		D&K	1/25/2014 12:47	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	D&K	1/25/2014 12:47	1
Standard	South Crosswalk	D&K	1/25/2014 12:48	1
Standard		SRPC	1/25/2014 12:49	1
Standard		SRPC	1/25/2014 12:53	1
Standard		SRPC	1/25/2014 12:53	1
Standard		SRPC	1/25/2014 12:53	1
Standard		SRPC	1/25/2014 12:54	1
Standard		SRPC	1/25/2014 12:54	1
Standard		SRPC	1/25/2014 12:55	1
Standard		SRPC	1/25/2014 12:55	1
Standard		SRPC	1/25/2014 12:55	1
Standard		D&K	1/25/2014 12:56	4
Standard	North Middle Jaywalk	SRPC	1/25/2014 12:56	1
Standard	South Jaywalk	D&K	1/25/2014 12:56	2
Standard	South Crosswalk	D&K	1/25/2014 12:56	1
Standard		D&K	1/25/2014 12:56	1
Standard		SRPC	1/25/2014 12:56	1
Standard		D&K	1/25/2014 12:56	1
Standard		SRPC	1/25/2014 12:57	1
Standard		D&K	1/25/2014 12:57	1
Standard		D&K	1/25/2014 12:57	2
Standard	South Crosswalk	D&K	1/25/2014 12:57	1
Standard	South Crosswalk	D&K	1/25/2014 12:57	1
Standard		SRPC	1/25/2014 12:58	1
Standard		SRPC	1/25/2014 12:58	1
Disabled		D&K	1/25/2014 12:58	1
Standard	Middle Crosswalk	D&K	1/25/2014 12:59	1
Standard	South Jaywalk	D&K	1/25/2014 12:59	1
Standard	North Crosswalk	SRPC	1/25/2014 12:59	1
Standard		D&K	1/25/2014 12:59	1
Standard		SRPC	1/25/2014 12:59	1
Standard		D&K	1/25/2014 13:00	1
Standard		D&K	1/25/2014 13:00	1
Standard	Middle Crosswalk	SRPC	1/25/2014 13:01	1
Standard		D&K	1/25/2014 13:01	3
Standard	South Crosswalk	D&K	1/25/2014 13:02	3
Standard	South Jaywalk	D&K	1/25/2014 13:02	2
Standard	Middle Crosswalk	SRPC	1/25/2014 13:03	1
Standard		D&K	1/25/2014 13:03	1
Standard		SRPC	1/25/2014 13:03	1
Standard		D&K	1/25/2014 13:03	1
Standard		SRPC	1/25/2014 13:03	1
Standard	Middle Crosswalk	SRPC	1/25/2014 13:03	1
Standard		D&K	1/25/2014 13:03	1
Standard		D&K	1/25/2014 13:03	1
Standard		D&K	1/25/2014 13:04	2
Standard	Middle Crosswalk	D&K	1/25/2014 13:04	2
Standard	North Crosswalk	SRPC	1/25/2014 13:04	1
Standard		D&K	1/25/2014 13:04	2
Standard	Middle Crosswalk	SRPC	1/25/2014 13:05	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:05	1
Standard		D&K	1/25/2014 13:05	1
Standard	Middle Crosswalk	SRPC	1/25/2014 13:05	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:05	2
Standard		SRPC	1/25/2014 13:05	1
Standard		D&K	1/25/2014 13:06	1
Standard		D&K	1/25/2014 13:06	1
Standard	South Crosswalk	D&K	1/25/2014 13:07	1
Standard		SRPC	1/25/2014 13:07	1
Standard		SRPC	1/25/2014 13:07	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 13:07	1
Standard		D&K	1/25/2014 13:07	1
Standard	South Jaywalk	D&K	1/25/2014 13:08	1
Standard		D&K	1/25/2014 13:08	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:08	1
Standard		D&K	1/25/2014 13:08	2
Standard		D&K	1/25/2014 13:09	1
Standard		D&K	1/25/2014 13:10	1
Standard		D&K	1/25/2014 13:10	2
Standard		D&K	1/25/2014 13:10	5
Standard	South Crosswalk	D&K	1/25/2014 13:10	1
Standard		SRPC	1/25/2014 13:10	1
Standard		D&K	1/25/2014 13:10	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:11	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:11	1
Standard	North Crosswalk	SRPC	1/25/2014 13:11	1
Standard	South Crosswalk	D&K	1/25/2014 13:11	1
Standard		D&K	1/25/2014 13:12	3
Standard	North Crosswalk	SRPC	1/25/2014 13:12	1
Standard		D&K	1/25/2014 13:12	2
Standard	North Crosswalk	SRPC	1/25/2014 13:12	1
Standard	North Crosswalk	SRPC	1/25/2014 13:12	1
Standard	North Crosswalk	SRPC	1/25/2014 13:12	1
Standard		D&K	1/25/2014 13:12	1
Standard	North Crosswalk	SRPC	1/25/2014 13:12	1
Standard	South Jaywalk	D&K	1/25/2014 13:12	1
Standard		D&K	1/25/2014 13:13	1
Standard	North Crosswalk	SRPC	1/25/2014 13:13	1
Standard	North Crosswalk	SRPC	1/25/2014 13:13	1
Standard	South Jaywalk	D&K	1/25/2014 13:13	1
Standard		D&K	1/25/2014 13:13	1
Standard		SRPC	1/25/2014 13:13	1
Standard		D&K	1/25/2014 13:14	1
Standard	South Crosswalk	D&K	1/25/2014 13:15	1
Standard		D&K	1/25/2014 13:16	4
Standard		D&K	1/25/2014 13:16	2
Standard		D&K	1/25/2014 13:16	3
Standard		SRPC	1/25/2014 13:17	1
Standard		D&K	1/25/2014 13:17	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:17	1
Standard		D&K	1/25/2014 13:17	1
Standard		SRPC	1/25/2014 13:17	1
Standard		SRPC	1/25/2014 13:18	1
Standard		SRPC	1/25/2014 13:18	1
Standard		SRPC	1/25/2014 13:18	1
Standard		D&K	1/25/2014 13:19	1
Standard	South Middle Jaywalk	D&K	1/25/2014 13:20	1
Standard		D&K	1/25/2014 13:20	1
Standard		D&K	1/25/2014 13:20	1
Standard	Middle Crosswalk	SRPC	1/25/2014 13:20	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:20	3
Standard		SRPC	1/25/2014 13:20	1
Standard		SRPC	1/25/2014 13:20	1
Standard		D&K	1/25/2014 13:21	2
Standard		SRPC	1/25/2014 13:21	1
Standard		D&K	1/25/2014 13:21	1
Standard		SRPC	1/25/2014 13:22	1
Standard		D&K	1/25/2014 13:22	1
Standard		D&K	1/25/2014 13:22	1
Standard		D&K	1/25/2014 13:22	1
Standard	South Jaywalk	D&K	1/25/2014 13:22	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/25/2014 13:23	5
Standard		D&K	1/25/2014 13:23	1
Standard		D&K	1/25/2014 13:23	1
Standard		D&K	1/25/2014 13:23	1
Standard	North Crosswalk	SRPC	1/25/2014 13:24	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:24	1
Standard		SRPC	1/25/2014 13:24	1
Standard		SRPC	1/25/2014 13:24	1
Standard	South Crosswalk	D&K	1/25/2014 13:25	2
Standard	South Middle Jaywalk	D&K	1/25/2014 13:25	2
Standard		D&K	1/25/2014 13:25	1
Standard		D&K	1/25/2014 13:25	1
Standard	South Crosswalk	D&K	1/25/2014 13:26	1
Standard		D&K	1/25/2014 13:26	1
Standard		D&K	1/25/2014 13:26	1
Standard		D&K	1/25/2014 13:26	2
Standard	South Crosswalk	D&K	1/25/2014 13:27	2
Standard	South Middle Jaywalk	D&K	1/25/2014 13:27	1
Standard		SRPC	1/25/2014 13:28	1
Standard		SRPC	1/25/2014 13:28	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:28	1
Standard		SRPC	1/25/2014 13:28	1
Standard		D&K	1/25/2014 13:29	1
Standard		SRPC	1/25/2014 13:29	1
Standard		D&K	1/25/2014 13:29	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:29	1
Standard		D&K	1/25/2014 13:29	1
Standard		SRPC	1/25/2014 13:29	1
Standard	South Jaywalk	D&K	1/25/2014 13:29	1
Standard		SRPC	1/25/2014 13:29	1
Disabled	Middle Crosswalk	SRPC	1/25/2014 13:30	1
Standard	South Crosswalk	D&K	1/25/2014 13:30	1
Standard		SRPC	1/25/2014 13:30	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:30	1
Standard		SRPC	1/25/2014 13:30	1
Standard		D&K	1/25/2014 13:31	1
Standard	South Jaywalk	D&K	1/25/2014 13:31	2
Standard		D&K	1/25/2014 13:33	1
Standard		D&K	1/25/2014 13:34	1
Standard		D&K	1/25/2014 13:34	2
Standard	North Crosswalk	SRPC	1/25/2014 13:35	1
Standard		D&K	1/25/2014 13:35	1
Standard	North Crosswalk	SRPC	1/25/2014 13:35	1
Standard	South Jaywalk	D&K	1/25/2014 13:37	1
Standard		D&K	1/25/2014 13:37	1
Standard		D&K	1/25/2014 13:37	1
Standard		D&K	1/25/2014 13:37	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:40	1
Standard		D&K	1/25/2014 13:40	1
Standard	North Jaywalk	SRPC	1/25/2014 13:40	1
Disabled		D&K	1/25/2014 13:41	1
Standard	South Crosswalk	D&K	1/25/2014 13:41	1
Standard		D&K	1/25/2014 13:41	1
Standard		D&K	1/25/2014 13:42	1
Standard		D&K	1/25/2014 13:42	1
Standard	North Crosswalk	SRPC	1/25/2014 13:42	1
Disabled		D&K	1/25/2014 13:42	1
Standard		SRPC	1/25/2014 13:42	1
Standard		D&K	1/25/2014 13:43	1
Standard		D&K	1/25/2014 13:43	1
Standard	North Crosswalk	SRPC	1/25/2014 13:43	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Middle Jaywalk	D&K	1/25/2014 13:46	1
Standard		D&K	1/25/2014 13:47	1
Standard		D&K	1/25/2014 13:48	1
Standard		D&K	1/25/2014 13:48	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:50	1
Standard		SRPC	1/25/2014 13:51	1
Standard		SRPC	1/25/2014 13:51	1
Standard		D&K	1/25/2014 13:51	1
Standard		D&K	1/25/2014 13:53	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:54	1
Standard		D&K	1/25/2014 13:54	1
Standard	South Crosswalk	D&K	1/25/2014 13:54	2
Standard		SRPC	1/25/2014 13:54	1
Standard	South Crosswalk	D&K	1/25/2014 13:54	1
Standard	South Crosswalk	D&K	1/25/2014 13:55	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 13:55	1
Standard		D&K	1/25/2014 13:55	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:56	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:56	4
Standard	Middle Crosswalk	SRPC	1/25/2014 13:57	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:57	1
Standard		SRPC	1/25/2014 13:58	1
Standard		D&K	1/25/2014 13:58	1
Standard		D&K	1/25/2014 13:59	1
Standard	Middle Crosswalk	D&K	1/25/2014 13:59	1
Standard		D&K	1/25/2014 14:01	1
Standard	South Jaywalk	D&K	1/25/2014 14:01	2
Standard	South Crosswalk	D&K	1/25/2014 14:02	1
Standard	South Jaywalk	D&K	1/25/2014 14:02	1
Standard		D&K	1/25/2014 14:02	1
Standard		D&K	1/25/2014 14:03	1
Standard		SRPC	1/25/2014 14:03	1
Standard		D&K	1/25/2014 14:03	1
Standard	North Crosswalk	SRPC	1/25/2014 14:05	1
Standard	South Jaywalk	D&K	1/25/2014 14:05	1
Standard		D&K	1/25/2014 14:05	1
Standard	South Jaywalk	D&K	1/25/2014 14:07	2
Standard		D&K	1/25/2014 14:08	1
Standard		D&K	1/25/2014 14:08	1
Standard		SRPC	1/25/2014 14:08	1
Standard		D&K	1/25/2014 14:08	2
Standard		D&K	1/25/2014 14:08	1
Standard		D&K	1/25/2014 14:09	1
Standard		D&K	1/25/2014 14:09	1
Standard		SRPC	1/25/2014 14:10	1
Standard		SRPC	1/25/2014 14:10	1
Standard	North Crosswalk	SRPC	1/25/2014 14:10	1
Standard	North Crosswalk	SRPC	1/25/2014 14:11	1
Standard	South Crosswalk	D&K	1/25/2014 14:11	1
Standard	North Crosswalk	SRPC	1/25/2014 14:11	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:11	1
Standard	South Jaywalk	D&K	1/25/2014 14:11	1
Standard		D&K	1/25/2014 14:12	1
Standard		D&K	1/25/2014 14:12	1
Standard		D&K	1/25/2014 14:12	1
Standard		D&K	1/25/2014 14:13	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:13	1
Standard	South Crosswalk	D&K	1/25/2014 14:13	1
Standard	North Crosswalk	SRPC	1/25/2014 14:14	1
Standard	South Crosswalk	D&K	1/25/2014 14:15	1
Standard		D&K	1/25/2014 14:15	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	D&K	1/25/2014 14:16	1
Standard		D&K	1/25/2014 14:18	1
Standard		D&K	1/25/2014 14:18	2
Standard	South Crosswalk	D&K	1/25/2014 14:19	2
Standard		D&K	1/25/2014 14:19	1
Standard		D&K	1/25/2014 14:19	3
Standard		D&K	1/25/2014 14:20	1
Standard		D&K	1/25/2014 14:20	1
Standard		D&K	1/25/2014 14:21	2
Standard	Middle Crosswalk	D&K	1/25/2014 14:21	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:21	1
Standard	North Crosswalk	SRPC	1/25/2014 14:21	1
Standard		D&K	1/25/2014 14:24	1
Standard		D&K	1/25/2014 14:24	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:25	1
Standard	South Middle Jaywalk	D&K	1/25/2014 14:25	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:26	1
Standard	South Middle Jaywalk	D&K	1/25/2014 14:26	1
Standard		D&K	1/25/2014 14:27	1
Standard		D&K	1/25/2014 14:27	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:28	1
Standard		D&K	1/25/2014 14:29	1
Standard	Middle Crosswalk	D&K	1/25/2014 14:30	1
Standard		D&K	1/25/2014 14:30	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 14:31	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 14:31	1
Standard		D&K	1/25/2014 14:31	1
Standard		Paul's iPad	1/25/2014 14:34	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 14:35	1
Standard		Paul's iPad	1/25/2014 14:35	1
Standard		Paul's iPad	1/25/2014 14:35	2
Standard		Paul's iPad	1/25/2014 14:36	1
Standard		Paul's iPad	1/25/2014 14:37	1
Standard		Paul's iPad	1/25/2014 14:38	1
Standard		SRPC	1/25/2014 14:39	1
Standard	North Crosswalk	SRPC	1/25/2014 14:39	1
Standard		Paul's iPad	1/25/2014 14:40	1
Standard		Paul's iPad	1/25/2014 14:40	2
Standard		Paul's iPad	1/25/2014 14:40	1
Standard		Paul's iPad	1/25/2014 14:41	2
Standard		Paul's iPad	1/25/2014 14:42	1
Standard		Paul's iPad	1/25/2014 14:44	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 14:45	1
Standard		Paul's iPad	1/25/2014 14:45	2
Standard	North Crosswalk	SRPC	1/25/2014 14:46	1
Standard		Paul's iPad	1/25/2014 14:46	1
Standard		Paul's iPad	1/25/2014 14:46	1
Standard		Paul's iPad	1/25/2014 14:48	1
Standard		Paul's iPad	1/25/2014 14:48	2
Standard	North Crosswalk	SRPC	1/25/2014 14:48	1
Standard		SRPC	1/25/2014 14:50	1
Standard	North Middle Jaywalk	Paul's iPad	1/25/2014 14:50	1
Standard		Paul's iPad	1/25/2014 14:51	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 14:52	1
Standard		Paul's iPad	1/25/2014 14:53	1
Standard		Paul's iPad	1/25/2014 14:54	2
Standard		SRPC	1/25/2014 14:54	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 14:56	1
Standard	North Middle Jaywalk	Paul's iPad	1/25/2014 14:56	1
Standard		Paul's iPad	1/25/2014 14:57	1
Standard		Paul's iPad	1/25/2014 14:58	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/25/2014 14:59	1
Standard		Paul's iPad	1/25/2014 15:00	3
Standard		Paul's iPad	1/25/2014 15:00	1
Standard		Paul's iPad	1/25/2014 15:01	1
Standard		Paul's iPad	1/25/2014 15:01	1
Standard	North Crosswalk	SRPC	1/25/2014 15:01	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:01	1
Standard	North Crosswalk	SRPC	1/25/2014 15:01	1
Standard	North Crosswalk	SRPC	1/25/2014 15:02	1
Standard		Paul's iPad	1/25/2014 15:02	1
Standard		SRPC	1/25/2014 15:04	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:04	1
Standard		Paul's iPad	1/25/2014 15:05	1
Standard		Paul's iPad	1/25/2014 15:05	2
Standard		Paul's iPad	1/25/2014 15:06	2
Standard		Paul's iPad	1/25/2014 15:07	2
Standard	North Crosswalk	SRPC	1/25/2014 15:07	1
Standard	North Crosswalk	SRPC	1/25/2014 15:07	1
Standard	North Crosswalk	SRPC	1/25/2014 15:08	1
Standard		Paul's iPad	1/25/2014 15:09	1
Standard	North Crosswalk	SRPC	1/25/2014 15:10	1
Standard	Middle Crosswalk	SRPC	1/25/2014 15:10	1
Standard		Paul's iPad	1/25/2014 15:11	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 15:12	1
Standard		Paul's iPad	1/25/2014 15:13	1
Standard		Paul's iPad	1/25/2014 15:16	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:17	1
Standard		SRPC	1/25/2014 15:18	1
Standard		Paul's iPad	1/25/2014 15:18	5
Standard		Paul's iPad	1/25/2014 15:19	1
Standard		SRPC	1/25/2014 15:19	1
Standard		Paul's iPad	1/25/2014 15:19	1
Standard		SRPC	1/25/2014 15:19	1
Standard		SRPC	1/25/2014 15:20	1
Standard		SRPC	1/25/2014 15:20	1
Standard		Paul's iPad	1/25/2014 15:21	1
Standard		Paul's iPad	1/25/2014 15:23	1
Standard		SRPC	1/25/2014 15:23	1
Standard		SRPC	1/25/2014 15:23	1
Standard		Paul's iPad	1/25/2014 15:25	1
Standard		Paul's iPad	1/25/2014 15:25	1
Standard		Paul's iPad	1/25/2014 15:27	1
Standard		Paul's iPad	1/25/2014 15:28	1
Standard		SRPC	1/25/2014 15:28	1
Standard		SRPC	1/25/2014 15:29	1
Standard		Paul's iPad	1/25/2014 15:29	2
Standard		SRPC	1/25/2014 15:29	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:30	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:32	1
Standard		Paul's iPad	1/25/2014 15:32	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:32	1
Standard		Paul's iPad	1/25/2014 15:33	1
Standard		Paul's iPad	1/25/2014 15:35	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:35	1
Standard		Paul's iPad	1/25/2014 15:35	4
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:36	1
Standard		Paul's iPad	1/25/2014 15:38	1
Standard		Paul's iPad	1/25/2014 15:40	1
Standard	Middle Crosswalk	SRPC	1/25/2014 15:41	1
Standard		Paul's iPad	1/25/2014 15:41	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/25/2014 15:42	1
Standard		Paul's iPad	1/25/2014 15:43	2
Standard		SRPC	1/25/2014 15:43	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:43	3
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:44	1
Standard		Paul's iPad	1/25/2014 15:45	1
Standard	North Crosswalk	SRPC	1/25/2014 15:45	1
Standard		Paul's iPad	1/25/2014 15:45	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:46	1
Standard		Paul's iPad	1/25/2014 15:47	1
Standard	North Crosswalk	SRPC	1/25/2014 15:47	1
Standard		Paul's iPad	1/25/2014 15:48	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:49	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:50	1
Standard		SRPC	1/25/2014 15:51	1
Standard		Paul's iPad	1/25/2014 15:51	2
Standard		Paul's iPad	1/25/2014 15:53	1
Standard		Paul's iPad	1/25/2014 15:53	1
Standard	North Jaywalk	SRPC	1/25/2014 15:54	1
Standard		Paul's iPad	1/25/2014 15:55	1
Standard		Paul's iPad	1/25/2014 15:56	1
Standard		Paul's iPad	1/25/2014 15:56	1
Standard		SRPC	1/25/2014 15:56	1
Standard		Paul's iPad	1/25/2014 15:56	1
Standard	North Crosswalk	SRPC	1/25/2014 15:57	1
Standard		Paul's iPad	1/25/2014 15:57	2
Standard	North Crosswalk	SRPC	1/25/2014 15:57	1
Standard		SRPC	1/25/2014 15:58	1
Standard		Paul's iPad	1/25/2014 15:58	1
Standard		SRPC	1/25/2014 15:58	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 15:58	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 15:59	1
Standard		Paul's iPad	1/25/2014 15:59	2
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:00	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:00	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:01	3
Standard		Paul's iPad	1/25/2014 16:02	1
Standard	North Crosswalk	SRPC	1/25/2014 16:02	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:02	1
Standard	Middle Crosswalk	SRPC	1/25/2014 16:03	1
Standard	Middle Crosswalk	SRPC	1/25/2014 16:03	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:03	1
Standard		Paul's iPad	1/25/2014 16:03	2
Standard	Middle Crosswalk	SRPC	1/25/2014 16:05	1
Standard		Paul's iPad	1/25/2014 16:05	1
Standard	North Crosswalk	SRPC	1/25/2014 16:05	1
Standard		Paul's iPad	1/25/2014 16:05	1
Standard		Paul's iPad	1/25/2014 16:06	1
Standard		Paul's iPad	1/25/2014 16:06	1
Standard		SRPC	1/25/2014 16:07	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:08	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:09	1
Standard		Paul's iPad	1/25/2014 16:10	1
Standard		SRPC	1/25/2014 16:12	1
Standard		Paul's iPad	1/25/2014 16:12	2
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:13	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:13	1
Standard		Paul's iPad	1/25/2014 16:14	1
Standard		Paul's iPad	1/25/2014 16:14	2
Standard		Paul's iPad	1/25/2014 16:15	2
Standard	North Crosswalk	SRPC	1/25/2014 16:16	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/25/2014 16:16	1
Standard	North Crosswalk	SRPC	1/25/2014 16:16	1
Standard		Paul's iPad	1/25/2014 16:17	1
Standard		Paul's iPad	1/25/2014 16:18	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 16:19	1
Standard		SRPC	1/25/2014 16:19	1
Standard		Paul's iPad	1/25/2014 16:20	2
Standard		Paul's iPad	1/25/2014 16:21	2
Standard		SRPC	1/25/2014 16:21	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:22	1
Standard		SRPC	1/25/2014 16:22	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:22	2
Standard		Paul's iPad	1/25/2014 16:23	3
Standard	North Crosswalk	SRPC	1/25/2014 16:23	1
Standard	North Crosswalk	SRPC	1/25/2014 16:24	1
Standard		SRPC	1/25/2014 16:25	1
Standard		Paul's iPad	1/25/2014 16:26	1
Standard		Paul's iPad	1/25/2014 16:26	1
Standard		Paul's iPad	1/25/2014 16:29	2
Standard		SRPC	1/25/2014 16:29	1
Standard		Paul's iPad	1/25/2014 16:29	1
Standard		Paul's iPad	1/25/2014 16:30	1
Standard		Paul's iPad	1/25/2014 16:30	1
Standard		Paul's iPad	1/25/2014 16:31	1
Standard		Paul's iPad	1/25/2014 16:32	1
Standard		Paul's iPad	1/25/2014 16:32	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:33	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:33	1
Standard		Paul's iPad	1/25/2014 16:35	2
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:36	1
Standard	North Crosswalk	SRPC	1/25/2014 16:37	1
Standard		Paul's iPad	1/25/2014 16:38	1
Standard		Paul's iPad	1/25/2014 16:38	2
Standard		Paul's iPad	1/25/2014 16:40	1
Standard		Paul's iPad	1/25/2014 16:41	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:42	1
Standard		Paul's iPad	1/25/2014 16:44	1
Standard		Paul's iPad	1/25/2014 16:44	1
Standard		Paul's iPad	1/25/2014 16:45	1
Standard		Paul's iPad	1/25/2014 16:46	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:46	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:47	1
Standard		SRPC	1/25/2014 16:47	1
Standard		Paul's iPad	1/25/2014 16:48	1
Standard		SRPC	1/25/2014 16:48	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 16:49	1
Standard		Paul's iPad	1/25/2014 16:50	1
Standard		SRPC	1/25/2014 16:50	1
Standard		Paul's iPad	1/25/2014 16:50	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 16:51	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:54	2
Standard		Paul's iPad	1/25/2014 16:56	2
Standard		Paul's iPad	1/25/2014 16:57	1
Standard		Paul's iPad	1/25/2014 16:57	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 16:59	2
Standard		SRPC	1/25/2014 17:00	1
Standard		Paul's iPad	1/25/2014 17:01	2
Standard		SRPC	1/25/2014 17:01	1
Standard		Paul's iPad	1/25/2014 17:01	1
Standard		Paul's iPad	1/25/2014 17:02	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:04	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/25/2014 17:04	1
Standard		SRPC	1/25/2014 17:04	1
Standard	North Middle Jaywalk	Paul's iPad	1/25/2014 17:05	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 17:05	1
Standard		SRPC	1/25/2014 17:07	1
Standard		Paul's iPad	1/25/2014 17:07	3
Standard	North Crosswalk	SRPC	1/25/2014 17:08	1
Standard		Paul's iPad	1/25/2014 17:10	1
Standard		Paul's iPad	1/25/2014 17:10	1
Standard		Paul's iPad	1/25/2014 17:11	1
Standard		Paul's iPad	1/25/2014 17:12	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 17:16	1
Standard		Paul's iPad	1/25/2014 17:18	1
Standard		Paul's iPad	1/25/2014 17:19	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:21	1
Standard	North Crosswalk	SRPC	1/25/2014 17:21	1
Standard		Paul's iPad	1/25/2014 17:22	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:24	2
Standard		Paul's iPad	1/25/2014 17:26	2
Standard		Paul's iPad	1/25/2014 17:28	1
Standard		SRPC	1/25/2014 17:28	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:30	1
Standard		Paul's iPad	1/25/2014 17:30	1
Standard		SRPC	1/25/2014 17:32	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:32	5
Standard		Paul's iPad	1/25/2014 17:34	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 17:36	1
Standard		Paul's iPad	1/25/2014 17:36	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:37	3
Standard		Paul's iPad	1/25/2014 17:38	1
Standard		Paul's iPad	1/25/2014 17:39	1
Standard		Paul's iPad	1/25/2014 17:40	1
Standard		SRPC	1/25/2014 17:40	1
Standard	North Crosswalk	SRPC	1/25/2014 17:40	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 17:41	1
Standard		Paul's iPad	1/25/2014 17:43	1
Standard		Paul's iPad	1/25/2014 17:45	1
Standard		Paul's iPad	1/25/2014 17:47	1
Standard		Paul's iPad	1/25/2014 17:48	3
Standard		SRPC	1/25/2014 17:50	1
Standard		Paul's iPad	1/25/2014 17:50	3
Standard		SRPC	1/25/2014 17:51	1
Standard		Paul's iPad	1/25/2014 17:51	1
Standard		SRPC	1/25/2014 17:53	1
Standard		Paul's iPad	1/25/2014 17:53	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 17:56	1
Standard	Middle Crosswalk	SRPC	1/25/2014 17:57	1
Standard		Paul's iPad	1/25/2014 17:58	1
Standard		Paul's iPad	1/25/2014 18:01	3
Standard		Paul's iPad	1/25/2014 18:01	2
Standard	Middle Crosswalk	SRPC	1/25/2014 18:02	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:03	1
Standard		Paul's iPad	1/25/2014 18:04	2
Standard		SRPC	1/25/2014 18:04	1
Standard		SRPC	1/25/2014 18:04	1
Standard		Paul's iPad	1/25/2014 18:04	3
Standard		Paul's iPad	1/25/2014 18:07	1
Standard	North Crosswalk	SRPC	1/25/2014 18:07	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:07	2
Standard		Paul's iPad	1/25/2014 18:08	1
Standard		Paul's iPad	1/25/2014 18:08	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/25/2014 18:09	1
Standard		SRPC	1/25/2014 18:09	1
Standard		SRPC	1/25/2014 18:09	1
Standard		Paul's iPad	1/25/2014 18:09	1
Standard		SRPC	1/25/2014 18:10	1
Standard		Paul's iPad	1/25/2014 18:10	2
Standard		SRPC	1/25/2014 18:11	1
Standard		Paul's iPad	1/25/2014 18:13	2
Standard	North Crosswalk	SRPC	1/25/2014 18:13	1
Standard		Paul's iPad	1/25/2014 18:14	1
Standard		Paul's iPad	1/25/2014 18:14	2
Standard	North Crosswalk	SRPC	1/25/2014 18:14	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:14	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:16	1
Standard		SRPC	1/25/2014 18:17	1
Standard		Paul's iPad	1/25/2014 18:18	3
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:21	3
Standard	North Crosswalk	SRPC	1/25/2014 18:21	1
Standard		Paul's iPad	1/25/2014 18:21	1
Standard	North Crosswalk	SRPC	1/25/2014 18:22	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:22	1
Standard		Paul's iPad	1/25/2014 18:23	1
Standard		Paul's iPad	1/25/2014 18:24	2
Standard		Paul's iPad	1/25/2014 18:25	4
Standard	North Crosswalk	SRPC	1/25/2014 18:26	1
Standard	North Crosswalk	SRPC	1/25/2014 18:26	1
Standard		Paul's iPad	1/25/2014 18:27	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:28	1
Standard		SRPC	1/25/2014 18:28	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:28	1
Standard		Paul's iPad	1/25/2014 18:29	2
Standard		Paul's iPad	1/25/2014 18:30	1
Standard		Paul's iPad	1/25/2014 18:31	4
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:31	1
Standard		Paul's iPad	1/25/2014 18:32	1
Standard	North Crosswalk	SRPC	1/25/2014 18:32	1
Standard		Paul's iPad	1/25/2014 18:32	2
Standard	North Crosswalk	SRPC	1/25/2014 18:32	1
Standard	North Crosswalk	SRPC	1/25/2014 18:33	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:33	1
Standard	North Crosswalk	SRPC	1/25/2014 18:33	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:33	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:34	1
Standard		Paul's iPad	1/25/2014 18:35	1
Standard	North Crosswalk	SRPC	1/25/2014 18:35	1
Standard		Paul's iPad	1/25/2014 18:36	3
Standard		SRPC	1/25/2014 18:36	1
Standard		SRPC	1/25/2014 18:37	1
Standard		Paul's iPad	1/25/2014 18:37	2
Standard		Paul's iPad	1/25/2014 18:38	1
Standard		Paul's iPad	1/25/2014 18:39	1
Standard	North Crosswalk	SRPC	1/25/2014 18:40	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:40	1
Standard	North Crosswalk	SRPC	1/25/2014 18:40	1
Standard		Paul's iPad	1/25/2014 18:41	2
Standard		Paul's iPad	1/25/2014 18:42	1
Standard	North Crosswalk	SRPC	1/25/2014 18:42	1
Standard	North Crosswalk	SRPC	1/25/2014 18:42	1
Standard		Paul's iPad	1/25/2014 18:42	2
Standard		Paul's iPad	1/25/2014 18:44	2
Standard		Paul's iPad	1/25/2014 18:45	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/25/2014 18:45	2
Standard		Paul's iPad	1/25/2014 18:46	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:48	1
Standard		SRPC	1/25/2014 18:48	1
Standard		Paul's iPad	1/25/2014 18:49	2
Standard		SRPC	1/25/2014 18:49	1
Standard		SRPC	1/25/2014 18:49	1
Standard		Paul's iPad	1/25/2014 18:49	3
Standard	South Jaywalk	Paul's iPad	1/25/2014 18:51	3
Standard		Paul's iPad	1/25/2014 18:52	1
Standard		SRPC	1/25/2014 18:52	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 18:53	1
Standard		Paul's iPad	1/25/2014 18:54	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:54	2
Standard		Paul's iPad	1/25/2014 18:56	2
Standard	North Crosswalk	SRPC	1/25/2014 18:56	1
Standard	North Crosswalk	SRPC	1/25/2014 18:56	1
Standard	North Crosswalk	SRPC	1/25/2014 18:57	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:57	2
Standard	North Crosswalk	SRPC	1/25/2014 18:57	1
Standard		Paul's iPad	1/25/2014 18:58	1
Standard	North Crosswalk	SRPC	1/25/2014 18:58	1
Standard		Paul's iPad	1/25/2014 18:58	2
Standard	North Crosswalk	SRPC	1/25/2014 18:58	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 18:58	2
Standard	North Crosswalk	SRPC	1/25/2014 18:59	1
Standard		Paul's iPad	1/25/2014 18:59	2
Standard	North Crosswalk	SRPC	1/25/2014 19:00	1
Standard		Paul's iPad	1/25/2014 19:00	4
Standard	North Crosswalk	SRPC	1/25/2014 19:00	1
Disabled		SRPC	1/25/2014 19:00	1
Standard		Paul's iPad	1/25/2014 19:01	2
Standard		SRPC	1/25/2014 19:01	1
Standard		Paul's iPad	1/25/2014 19:01	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:02	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:02	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:03	3
Standard		Paul's iPad	1/25/2014 19:03	3
Standard		Paul's iPad	1/25/2014 19:03	1
Standard		Paul's iPad	1/25/2014 19:05	1
Standard		Paul's iPad	1/25/2014 19:05	1
Standard		Paul's iPad	1/25/2014 19:05	2
Standard		SRPC	1/25/2014 19:05	1
Standard		SRPC	1/25/2014 19:06	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 19:06	1
Standard		SRPC	1/25/2014 19:07	1
Standard	North Crosswalk	SRPC	1/25/2014 19:08	1
Standard	North Crosswalk	SRPC	1/25/2014 19:08	1
Standard		Paul's iPad	1/25/2014 19:09	1
Standard		Paul's iPad	1/25/2014 19:11	1
Standard		Paul's iPad	1/25/2014 19:11	1
Standard	North Crosswalk	SRPC	1/25/2014 19:11	1
Standard		Paul's iPad	1/25/2014 19:11	1
Standard		SRPC	1/25/2014 19:12	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:13	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:14	1
Standard		Paul's iPad	1/25/2014 19:14	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:15	2
Standard		SRPC	1/25/2014 19:15	1
Standard		Paul's iPad	1/25/2014 19:15	3
Standard	North Crosswalk	SRPC	1/25/2014 19:15	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:16	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:16	2
Disabled	North Crosswalk	SRPC	1/25/2014 19:16	1
Standard		Paul's iPad	1/25/2014 19:16	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:17	1
Standard		Paul's iPad	1/25/2014 19:17	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:17	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:17	1
Standard	Middle Crosswalk	SRPC	1/25/2014 19:18	1
Standard		Paul's iPad	1/25/2014 19:18	1
Standard	North Crosswalk	SRPC	1/25/2014 19:19	1
Standard		Paul's iPad	1/25/2014 19:19	2
Standard		SRPC	1/25/2014 19:19	1
Standard		SRPC	1/25/2014 19:20	1
Standard		Paul's iPad	1/25/2014 19:20	1
Standard	North Crosswalk	SRPC	1/25/2014 19:21	1
Standard	North Crosswalk	SRPC	1/25/2014 19:22	1
Standard		Paul's iPad	1/25/2014 19:22	2
Standard	North Crosswalk	SRPC	1/25/2014 19:23	1
Standard		Paul's iPad	1/25/2014 19:23	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:23	1
Standard		Paul's iPad	1/25/2014 19:23	1
Standard	North Crosswalk	SRPC	1/25/2014 19:23	1
Standard	North Crosswalk	SRPC	1/25/2014 19:24	1
Standard		Paul's iPad	1/25/2014 19:24	2
Standard		Paul's iPad	1/25/2014 19:24	2
Standard	North Crosswalk	SRPC	1/25/2014 19:24	1
Standard		Paul's iPad	1/25/2014 19:25	4
Standard	South Crosswalk	Paul's iPad	1/25/2014 19:25	1
Standard		Paul's iPad	1/25/2014 19:26	4
Standard	Middle Crosswalk	SRPC	1/25/2014 19:26	1
Standard		Paul's iPad	1/25/2014 19:26	4
Standard	North Crosswalk	SRPC	1/25/2014 19:28	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:28	3
Standard	North Crosswalk	SRPC	1/25/2014 19:28	1
Standard	North Crosswalk	SRPC	1/25/2014 19:28	1
Standard		Paul's iPad	1/25/2014 19:29	3
Standard	North Crosswalk	SRPC	1/25/2014 19:29	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:29	2
Standard	Middle Crosswalk	SRPC	1/25/2014 19:30	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:31	2
Standard		Paul's iPad	1/25/2014 19:31	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 19:32	2
Standard	North Crosswalk	SRPC	1/25/2014 19:32	1
Standard		Paul's iPad	1/25/2014 19:33	2
Standard		Paul's iPad	1/25/2014 19:34	3
Standard	North Crosswalk	SRPC	1/25/2014 19:34	1
Standard	North Crosswalk	SRPC	1/25/2014 19:34	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 19:34	3
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:34	1
Standard		Paul's iPad	1/25/2014 19:35	1
Standard		Paul's iPad	1/25/2014 19:35	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:36	3
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:36	1
Standard		Paul's iPad	1/25/2014 19:36	3
Standard	North Crosswalk	SRPC	1/25/2014 19:36	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:36	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:37	1
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:37	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:37	2
Standard	North Crosswalk	SRPC	1/25/2014 19:37	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/25/2014 19:38	2
Standard	North Crosswalk	SRPC	1/25/2014 19:38	1
Standard	North Crosswalk	SRPC	1/25/2014 19:38	1
Standard	North Crosswalk	SRPC	1/25/2014 19:39	1
Standard		Paul's iPad	1/25/2014 19:39	2
Standard	North Crosswalk	SRPC	1/25/2014 19:39	1
Standard	North Crosswalk	SRPC	1/25/2014 19:40	1
Standard		Paul's iPad	1/25/2014 19:40	1
Standard		Paul's iPad	1/25/2014 19:40	1
Standard		Paul's iPad	1/25/2014 19:41	3
Standard	North Crosswalk	SRPC	1/25/2014 19:41	1
Standard	North Crosswalk	SRPC	1/25/2014 19:42	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:42	1
Standard		Paul's iPad	1/25/2014 19:43	1
Standard		Paul's iPad	1/25/2014 19:43	1
Standard		SRPC	1/25/2014 19:44	1
Standard		Paul's iPad	1/25/2014 19:45	1
Standard		SRPC	1/25/2014 19:45	1
Standard		Paul's iPad	1/25/2014 19:45	4
Standard		SRPC	1/25/2014 19:45	1
Standard		Paul's iPad	1/25/2014 19:45	3
Standard	North Crosswalk	SRPC	1/25/2014 19:46	1
Standard		Paul's iPad	1/25/2014 19:46	4
Standard	North Crosswalk	SRPC	1/25/2014 19:46	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:46	4
Standard	North Crosswalk	SRPC	1/25/2014 19:46	1
Standard	North Crosswalk	SRPC	1/25/2014 19:47	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:47	1
Standard	North Crosswalk	SRPC	1/25/2014 19:48	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:48	2
Standard	North Crosswalk	SRPC	1/25/2014 19:48	1
Standard		Paul's iPad	1/25/2014 19:49	2
Standard	North Crosswalk	SRPC	1/25/2014 19:50	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 19:50	1
Standard	North Crosswalk	SRPC	1/25/2014 19:50	1
Standard	North Crosswalk	SRPC	1/25/2014 19:51	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:51	4
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:51	1
Standard	North Middle Jaywalk	Paul's iPad	1/25/2014 19:51	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 19:52	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:53	2
Standard	North Crosswalk	SRPC	1/25/2014 19:53	1
Standard		SRPC	1/25/2014 19:54	1
Standard		Paul's iPad	1/25/2014 19:54	2
Standard		SRPC	1/25/2014 19:54	1
Standard		SRPC	1/25/2014 19:54	1
Standard		SRPC	1/25/2014 19:54	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 19:55	1
Standard	North Jaywalk	SRPC	1/25/2014 19:57	1
Standard		SRPC	1/25/2014 19:57	1
Standard		SRPC	1/25/2014 19:57	1
Standard		SRPC	1/25/2014 19:57	1
Standard		Paul's iPad	1/25/2014 19:58	2
Standard		SRPC	1/25/2014 20:00	1
Standard		Paul's iPad	1/25/2014 20:00	2
Standard		SRPC	1/25/2014 20:00	1
Standard		Paul's iPad	1/25/2014 20:01	2
Standard		Paul's iPad	1/25/2014 20:01	2
Standard		Paul's iPad	1/25/2014 20:02	2
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 20:03	4
Standard	Middle Crosswalk	SRPC	1/25/2014 20:03	1
Standard	North Jaywalk	SRPC	1/25/2014 20:04	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Jaywalk	SRPC	1/25/2014 20:04	1
Standard		Paul's iPad	1/25/2014 20:05	1
Standard		Paul's iPad	1/25/2014 20:05	3
Standard		SRPC	1/25/2014 20:06	1
Standard		SRPC	1/25/2014 20:06	1
Standard		Paul's iPad	1/25/2014 20:06	2
Standard		SRPC	1/25/2014 20:06	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:07	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:07	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:08	1
Standard		SRPC	1/25/2014 20:10	1
Standard		Paul's iPad	1/25/2014 20:11	1
Standard		Paul's iPad	1/25/2014 20:14	1
Standard		SRPC	1/25/2014 20:14	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:15	1
Standard		Paul's iPad	1/25/2014 20:15	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:16	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:16	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 20:16	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 20:17	1
Standard		Paul's iPad	1/25/2014 20:18	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 20:19	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:20	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:21	1
Standard	South Jaywalk	Paul's iPad	1/25/2014 20:21	1
Standard		Paul's iPad	1/25/2014 20:23	4
Standard	Middle Crosswalk	SRPC	1/25/2014 20:24	1
Standard		Paul's iPad	1/25/2014 20:24	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:27	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 20:27	1
Standard		Paul's iPad	1/25/2014 20:27	3
Standard	Middle Crosswalk	SRPC	1/25/2014 20:28	1
Standard		SRPC	1/25/2014 20:28	1
Standard		Paul's iPad	1/25/2014 20:28	2
Standard	South Crosswalk	Paul's iPad	1/25/2014 20:29	5
Standard		SRPC	1/25/2014 20:30	1
Standard		SRPC	1/25/2014 20:30	1
Standard		SRPC	1/25/2014 20:31	1
Standard		SRPC	1/25/2014 20:31	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:33	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:33	3
Standard	Middle Crosswalk	SRPC	1/25/2014 20:33	1
Standard		Paul's iPad	1/25/2014 20:34	2
Standard	Middle Crosswalk	SRPC	1/25/2014 20:34	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 20:35	2
Standard		Paul's iPad	1/25/2014 20:36	2
Standard		SRPC	1/25/2014 20:37	1
Standard		SRPC	1/25/2014 20:38	1
Standard	North Crosswalk	SRPC	1/25/2014 20:39	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 20:39	2
Standard	South Jaywalk	Paul's iPad	1/25/2014 20:42	3
Standard	South Jaywalk	Paul's iPad	1/25/2014 20:43	1
Standard	Middle Crosswalk	SRPC	1/25/2014 20:43	1
Standard		SRPC	1/25/2014 20:44	1
Standard		SRPC	1/25/2014 20:44	1
Standard	North Crosswalk	SRPC	1/25/2014 20:45	1
Standard	North Crosswalk	SRPC	1/25/2014 20:45	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:48	1
Standard		Paul's iPad	1/25/2014 20:50	1
Standard	North Crosswalk	SRPC	1/25/2014 20:50	1
Standard	North Crosswalk	SRPC	1/25/2014 20:51	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 20:53	2
Standard		SRPC	1/25/2014 20:56	1
Standard		SRPC	1/25/2014 20:56	1
Standard		Paul's iPad	1/25/2014 20:56	1
Standard		SRPC	1/25/2014 20:56	1
Standard		Paul's iPad	1/25/2014 20:57	4
Standard		SRPC	1/25/2014 20:57	1
Standard		SRPC	1/25/2014 20:58	1
Standard		Paul's iPad	1/25/2014 20:58	1
Standard		SRPC	1/25/2014 20:58	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:00	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 21:01	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 21:01	1
Standard		Paul's iPad	1/25/2014 21:02	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:04	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:04	1
Standard		Paul's iPad	1/25/2014 21:06	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 21:06	2
Standard		Paul's iPad	1/25/2014 21:07	2
Standard	North Middle Jaywalk	SRPC	1/25/2014 21:07	1
Standard	North Crosswalk	SRPC	1/25/2014 21:08	1
Standard	North Crosswalk	SRPC	1/25/2014 21:08	1
Standard		Paul's iPad	1/25/2014 21:09	1
Standard		SRPC	1/25/2014 21:09	1
Standard		SRPC	1/25/2014 21:10	1
Standard		Paul's iPad	1/25/2014 21:11	2
Standard		Paul's iPad	1/25/2014 21:13	3
Standard	North Crosswalk	SRPC	1/25/2014 21:14	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:15	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:15	3
Standard		Paul's iPad	1/25/2014 21:16	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:16	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:17	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:17	4
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:18	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:18	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:19	1
Standard		Paul's iPad	1/25/2014 21:20	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 21:23	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 21:23	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:24	1
Standard	North Middle Jaywalk	Paul's iPad	1/25/2014 21:25	1
Standard		Paul's iPad	1/25/2014 21:25	1
Standard		Paul's iPad	1/25/2014 21:25	7
Standard		Paul's iPad	1/25/2014 21:26	2
Standard		SRPC	1/25/2014 21:26	1
Standard		Paul's iPad	1/25/2014 21:26	2
Standard	North Crosswalk	SRPC	1/25/2014 21:27	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:27	5
Standard	North Crosswalk	SRPC	1/25/2014 21:27	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:27	3
Standard		SRPC	1/25/2014 21:28	1
Standard		SRPC	1/25/2014 21:28	1
Standard		Paul's iPad	1/25/2014 21:28	3
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:28	4
Standard	South Crosswalk	Paul's iPad	1/25/2014 21:29	3
Standard	Middle Crosswalk	SRPC	1/25/2014 21:29	1
Standard		Paul's iPad	1/25/2014 21:30	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:30	4
Standard		Paul's iPad	1/25/2014 21:30	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:31	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/25/2014 21:31	4
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:31	1
Standard		Paul's iPad	1/25/2014 21:31	2
Standard		Paul's iPad	1/25/2014 21:32	3
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:32	1
Standard	Middle Crosswalk	SRPC	1/25/2014 21:33	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:33	3
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:34	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:34	1
Standard		Paul's iPad	1/25/2014 21:34	2
Standard		Paul's iPad	1/25/2014 21:35	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:36	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:37	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:37	1
Standard		Paul's iPad	1/25/2014 21:37	2
Standard		Paul's iPad	1/25/2014 21:38	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:39	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:39	2
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:39	2
Standard	Middle Crosswalk	SRPC	1/25/2014 21:40	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:40	1
Standard	North Crosswalk	SRPC	1/25/2014 21:40	1
Standard		Paul's iPad	1/25/2014 21:41	1
Standard	North Crosswalk	SRPC	1/25/2014 21:41	1
Standard	North Crosswalk	SRPC	1/25/2014 21:41	1
Standard		Paul's iPad	1/25/2014 21:41	1
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:42	2
Standard	North Crosswalk	SRPC	1/25/2014 21:42	1
Standard	South Middle Jaywalk	Paul's iPad	1/25/2014 21:42	3
Standard	North Crosswalk	SRPC	1/25/2014 21:42	1
Standard		Paul's iPad	1/25/2014 21:43	5
Standard		Paul's iPad	1/25/2014 21:43	1
Standard		Paul's iPad	1/25/2014 21:44	3
Standard	South Crosswalk	Paul's iPad	1/25/2014 21:44	3
Standard	Middle Crosswalk	SRPC	1/25/2014 21:44	1
Standard		Paul's iPad	1/25/2014 21:45	1
Standard		Paul's iPad	1/25/2014 21:46	4
Standard	Middle Crosswalk	Paul's iPad	1/25/2014 21:47	3
Standard	North Crosswalk	SRPC	1/25/2014 21:47	1
Standard	North Crosswalk	SRPC	1/25/2014 21:48	1
Standard		Paul's iPad	1/25/2014 21:48	2
Standard	North Crosswalk	SRPC	1/25/2014 21:49	1
Standard	North Crosswalk	SRPC	1/25/2014 21:49	1
Standard		Paul's iPad	1/25/2014 21:49	4
Standard		Paul's iPad	1/25/2014 21:50	2
Standard		SRPC	1/25/2014 21:51	1
Standard		SRPC	1/25/2014 21:51	1
Standard	South Crosswalk	Paul's iPad	1/25/2014 21:51	4
Standard		Paul's iPad	1/25/2014 21:52	2
Standard		Paul's iPad	1/25/2014 21:53	2
Standard		Paul's iPad	1/25/2014 21:54	1
Standard		SRPC	1/25/2014 21:55	1
Standard		Paul's iPad	1/25/2014 21:55	3
Standard		SRPC	1/25/2014 21:55	1
Standard		SRPC	1/25/2014 21:55	1
Standard		SRPC	1/25/2014 21:55	1
Standard		Paul's iPad	1/25/2014 21:57	2
Standard		Paul's iPad	1/26/2014 7:19	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 7:24	1
Standard	North Crosswalk	SRPC	1/26/2014 7:32	2
Standard	North Crosswalk	SRPC	1/26/2014 7:33	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 7:35	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 7:38	1
Standard	North Middle Jaywalk	Paul's iPad	1/26/2014 7:40	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 7:41	1
Standard		Paul's iPad	1/26/2014 7:43	1
Standard		Paul's iPad	1/26/2014 7:43	1
Standard		Paul's iPad	1/26/2014 7:49	1
Standard		Paul's iPad	1/26/2014 7:50	1
Standard		SRPC	1/26/2014 7:57	1
Standard	Middle Crosswalk	SRPC	1/26/2014 7:57	1
Standard		Paul's iPad	1/26/2014 7:58	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 7:58	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:02	2
Standard		Paul's iPad	1/26/2014 8:05	2
Standard		Paul's iPad	1/26/2014 8:08	1
Standard		Paul's iPad	1/26/2014 8:08	1
Standard		Paul's iPad	1/26/2014 8:09	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:12	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 8:18	2
Standard		Paul's iPad	1/26/2014 8:19	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:19	1
Standard	Middle Crosswalk	SRPC	1/26/2014 8:19	1
Standard		Paul's iPad	1/26/2014 8:21	1
Standard		Paul's iPad	1/26/2014 8:23	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 8:23	1
Standard		Paul's iPad	1/26/2014 8:25	1
Standard		Paul's iPad	1/26/2014 8:27	1
Standard		Paul's iPad	1/26/2014 8:30	1
Standard		Paul's iPad	1/26/2014 8:31	1
Standard	Middle Crosswalk	SRPC	1/26/2014 8:32	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:32	2
Standard		Paul's iPad	1/26/2014 8:36	1
Standard	North Crosswalk	SRPC	1/26/2014 8:37	1
Standard		SRPC	1/26/2014 8:39	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:40	1
Standard		Paul's iPad	1/26/2014 8:40	1
Standard	Middle Crosswalk	SRPC	1/26/2014 8:40	1
Standard		Paul's iPad	1/26/2014 8:40	1
Standard		SRPC	1/26/2014 8:40	1
Standard		Paul's iPad	1/26/2014 8:41	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:42	1
Standard	Middle Crosswalk	SRPC	1/26/2014 8:42	1
Standard		Paul's iPad	1/26/2014 8:42	1
Standard		Paul's iPad	1/26/2014 8:43	1
Standard		Paul's iPad	1/26/2014 8:43	1
Standard		Paul's iPad	1/26/2014 8:44	1
Standard	North Middle Jaywalk	Paul's iPad	1/26/2014 8:45	1
Standard		Paul's iPad	1/26/2014 8:45	1
Standard		Paul's iPad	1/26/2014 8:46	1
Standard		SRPC	1/26/2014 8:46	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:48	1
Standard		Paul's iPad	1/26/2014 8:48	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 8:49	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:49	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 8:50	1
Standard	Middle Crosswalk	SRPC	1/26/2014 8:50	1
Standard		Paul's iPad	1/26/2014 8:52	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 8:54	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 8:55	1
Standard		SRPC	1/26/2014 8:56	1
Standard		Paul's iPad	1/26/2014 8:59	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/26/2014 9:00	1
Standard		Paul's iPad	1/26/2014 9:01	1
Standard	Middle Crosswalk	SRPC	1/26/2014 9:05	1
Standard		Paul's iPad	1/26/2014 9:05	1
Standard	North Jaywalk	SRPC	1/26/2014 9:06	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 9:07	1
Standard		Paul's iPad	1/26/2014 9:07	1
Standard		Paul's iPad	1/26/2014 9:08	1
Standard		Paul's iPad	1/26/2014 9:10	2
Standard		Paul's iPad	1/26/2014 9:11	1
Standard		SRPC	1/26/2014 9:15	1
Standard		Paul's iPad	1/26/2014 9:16	1
Standard		Paul's iPad	1/26/2014 9:19	1
Standard		Paul's iPad	1/26/2014 9:20	1
Standard		Paul's iPad	1/26/2014 9:20	1
Standard		SRPC	1/26/2014 9:20	1
Standard		Paul's iPad	1/26/2014 9:20	1
Standard	Middle Crosswalk	SRPC	1/26/2014 9:23	1
Standard		SRPC	1/26/2014 9:23	1
Standard		Paul's iPad	1/26/2014 9:24	1
Standard		Paul's iPad	1/26/2014 9:24	1
Standard		Paul's iPad	1/26/2014 9:25	1
Standard		Paul's iPad	1/26/2014 9:27	1
Standard		Paul's iPad	1/26/2014 9:27	1
Standard		Paul's iPad	1/26/2014 9:28	1
Standard		Paul's iPad	1/26/2014 9:29	1
Standard	North Crosswalk	SRPC	1/26/2014 9:31	2
Standard		Paul's iPad	1/26/2014 9:32	1
Standard		Paul's iPad	1/26/2014 9:32	1
Standard		Paul's iPad	1/26/2014 9:33	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 9:34	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 9:34	1
Standard		Paul's iPad	1/26/2014 9:34	1
Standard		Paul's iPad	1/26/2014 9:34	1
Standard	North Crosswalk	SRPC	1/26/2014 9:36	1
Standard		Paul's iPad	1/26/2014 9:37	1
Standard		Paul's iPad	1/26/2014 9:38	1
Standard		Paul's iPad	1/26/2014 9:40	1
Standard		Paul's iPad	1/26/2014 9:42	1
Standard		SRPC	1/26/2014 9:43	1
Standard		Paul's iPad	1/26/2014 9:43	1
Standard		SRPC	1/26/2014 9:43	1
Standard		Paul's iPad	1/26/2014 9:46	1
Standard		Paul's iPad	1/26/2014 9:46	1
Standard	Middle Crosswalk	SRPC	1/26/2014 9:47	2
Standard	Middle Crosswalk	SRPC	1/26/2014 9:47	1
Standard		Paul's iPad	1/26/2014 9:48	2
Standard		SRPC	1/26/2014 9:49	1
Standard		Paul's iPad	1/26/2014 9:50	1
Standard	North Crosswalk	SRPC	1/26/2014 9:50	1
Standard		Paul's iPad	1/26/2014 9:52	4
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 9:53	1
Standard		Paul's iPad	1/26/2014 9:55	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 9:56	1
Standard		Paul's iPad	1/26/2014 9:57	1
Standard		SRPC	1/26/2014 9:57	1
Standard		Paul's iPad	1/26/2014 9:57	2
Standard	Middle Crosswalk	SRPC	1/26/2014 9:59	1
Standard		SRPC	1/26/2014 9:59	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 10:00	2
Standard		SRPC	1/26/2014 10:00	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/26/2014 10:02	1
Standard		Paul's iPad	1/26/2014 10:03	1
Standard		Paul's iPad	1/26/2014 10:05	3
Standard		Paul's iPad	1/26/2014 10:05	2
Standard		Paul's iPad	1/26/2014 10:06	2
Standard		SRPC	1/26/2014 10:07	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:07	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:07	1
Standard		SRPC	1/26/2014 10:08	1
Standard		SRPC	1/26/2014 10:08	1
Standard		Paul's iPad	1/26/2014 10:09	2
Standard	South Middle Jaywalk	Paul's iPad	1/26/2014 10:09	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:09	1
Standard		Paul's iPad	1/26/2014 10:10	1
Standard		Paul's iPad	1/26/2014 10:10	1
Standard		SRPC	1/26/2014 10:10	1
Standard		Paul's iPad	1/26/2014 10:11	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 10:12	1
Standard		SRPC	1/26/2014 10:14	1
Standard		Paul's iPad	1/26/2014 10:16	1
Standard		Paul's iPad	1/26/2014 10:16	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:18	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:18	2
Standard	Middle Crosswalk	SRPC	1/26/2014 10:20	1
Standard		SRPC	1/26/2014 10:21	1
Standard		Paul's iPad	1/26/2014 10:22	1
Standard		SRPC	1/26/2014 10:22	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 10:22	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:23	1
Standard		Paul's iPad	1/26/2014 10:23	1
Standard		Paul's iPad	1/26/2014 10:27	1
Standard		SRPC	1/26/2014 10:28	2
Standard		Paul's iPad	1/26/2014 10:28	4
Standard		Paul's iPad	1/26/2014 10:29	1
Standard		Paul's iPad	1/26/2014 10:29	2
Standard	Middle Crosswalk	SRPC	1/26/2014 10:30	1
Standard		SRPC	1/26/2014 10:31	1
Standard		Paul's iPad	1/26/2014 10:31	1
Standard		Paul's iPad	1/26/2014 10:31	1
Standard		Paul's iPad	1/26/2014 10:33	1
Standard	North Jaywalk	SRPC	1/26/2014 10:33	1
Standard	North Jaywalk	SRPC	1/26/2014 10:33	1
Standard		Paul's iPad	1/26/2014 10:34	1
Standard	North Crosswalk	SRPC	1/26/2014 10:35	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:36	1
Standard		SRPC	1/26/2014 10:37	1
Standard		Paul's iPad	1/26/2014 10:37	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:39	2
Standard		SRPC	1/26/2014 10:40	2
Standard	Middle Crosswalk	SRPC	1/26/2014 10:40	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 10:41	2
Standard		SRPC	1/26/2014 10:41	1
Standard		SRPC	1/26/2014 10:43	2
Standard		Paul's iPad	1/26/2014 10:43	2
Standard	North Crosswalk	SRPC	1/26/2014 10:43	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 10:43	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:44	1
Standard		Paul's iPad	1/26/2014 10:44	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:44	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:45	1
Standard		SRPC	1/26/2014 10:45	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Crosswalk	SRPC	1/26/2014 10:46	1
Standard		SRPC	1/26/2014 10:46	2
Standard		Paul's iPad	1/26/2014 10:46	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:47	3
Standard		Paul's iPad	1/26/2014 10:47	3
Standard		Paul's iPad	1/26/2014 10:48	1
Standard		SRPC	1/26/2014 10:48	1
Standard		Paul's iPad	1/26/2014 10:49	1
Standard		SRPC	1/26/2014 10:49	1
Standard		Paul's iPad	1/26/2014 10:49	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:49	2
Standard		SRPC	1/26/2014 10:50	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:50	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 10:51	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 10:51	1
Standard	Middle Crosswalk	SRPC	1/26/2014 10:51	1
Standard		Paul's iPad	1/26/2014 10:51	2
Standard	South Jaywalk	Paul's iPad	1/26/2014 10:55	1
Standard		Paul's iPad	1/26/2014 10:56	1
Standard		SRPC	1/26/2014 10:56	2
Standard		Paul's iPad	1/26/2014 10:57	2
Standard		Paul's iPad	1/26/2014 10:57	4
Standard	North Crosswalk	SRPC	1/26/2014 10:58	4
Standard		Paul's iPad	1/26/2014 10:59	1
Standard		Paul's iPad	1/26/2014 11:00	1
Standard		Paul's iPad	1/26/2014 11:01	1
Standard		SRPC	1/26/2014 11:03	1
Standard		Paul's iPad	1/26/2014 11:04	2
Standard		SRPC	1/26/2014 11:05	1
Standard		Paul's iPad	1/26/2014 11:05	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:05	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:05	1
Standard		Paul's iPad	1/26/2014 11:06	1
Standard		Paul's iPad	1/26/2014 11:07	3
Standard		Paul's iPad	1/26/2014 11:08	2
Standard		Paul's iPad	1/26/2014 11:08	3
Standard		SRPC	1/26/2014 11:09	1
Standard		SRPC	1/26/2014 11:09	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 11:10	1
Standard		Paul's iPad	1/26/2014 11:10	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 11:12	1
Standard		SRPC	1/26/2014 11:13	1
Standard		Paul's iPad	1/26/2014 11:13	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:14	1
Standard		Paul's iPad	1/26/2014 11:17	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:18	1
Standard		SRPC	1/26/2014 11:18	1
Standard		Paul's iPad	1/26/2014 11:18	2
Standard		Paul's iPad	1/26/2014 11:19	2
Standard		SRPC	1/26/2014 11:19	4
Standard		Paul's iPad	1/26/2014 11:19	2
Standard		SRPC	1/26/2014 11:19	2
Standard		Paul's iPad	1/26/2014 11:19	2
Standard		SRPC	1/26/2014 11:20	1
Standard		SRPC	1/26/2014 11:20	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:21	1
Standard		Paul's iPad	1/26/2014 11:21	2
Standard	Middle Crosswalk	SRPC	1/26/2014 11:21	2
Standard		Paul's iPad	1/26/2014 11:21	1
Standard		SRPC	1/26/2014 11:22	3
Standard		Paul's iPad	1/26/2014 11:23	3

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Crosswalk	Paul's iPad	1/26/2014 11:23	2
Standard		SRPC	1/26/2014 11:24	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:24	3
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:24	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:24	3
Standard		SRPC	1/26/2014 11:25	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 11:27	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:28	2
Standard	North Crosswalk	SRPC	1/26/2014 11:28	1
Standard		Paul's iPad	1/26/2014 11:28	2
Standard		Paul's iPad	1/26/2014 11:31	1
Standard		Paul's iPad	1/26/2014 11:32	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:32	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 11:34	2
Standard		Paul's iPad	1/26/2014 11:34	2
Standard		Paul's iPad	1/26/2014 11:34	2
Standard	North Crosswalk	SRPC	1/26/2014 11:35	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:36	4
Standard	North Middle Jaywalk	Paul's iPad	1/26/2014 11:36	5
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:37	2
Standard		SRPC	1/26/2014 11:37	1
Standard	Middle Crosswalk	SRPC	1/26/2014 11:37	2
Standard		Paul's iPad	1/26/2014 11:38	2
Standard		SRPC	1/26/2014 11:39	1
Standard		Paul's iPad	1/26/2014 11:39	2
Standard		Paul's iPad	1/26/2014 11:39	2
Standard		SRPC	1/26/2014 11:40	1
Standard		Paul's iPad	1/26/2014 11:41	2
Standard		Paul's iPad	1/26/2014 11:44	2
Standard		Paul's iPad	1/26/2014 11:44	1
Standard	North Crosswalk	SRPC	1/26/2014 11:44	2
Standard	Middle Crosswalk	SRPC	1/26/2014 11:45	1
Standard		SRPC	1/26/2014 11:46	1
Standard		SRPC	1/26/2014 11:48	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 11:48	1
Standard	North Crosswalk	SRPC	1/26/2014 11:48	1
Standard		Paul's iPad	1/26/2014 11:48	1
Standard		Paul's iPad	1/26/2014 11:48	1
Standard		SRPC	1/26/2014 11:49	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 11:49	4
Standard	Middle Crosswalk	SRPC	1/26/2014 11:49	4
Standard		Paul's iPad	1/26/2014 11:50	2
Standard	South Jaywalk	Paul's iPad	1/26/2014 11:50	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 11:51	2
Standard	South Jaywalk	Paul's iPad	1/26/2014 11:52	1
Standard		Paul's iPad	1/26/2014 11:52	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 11:52	1
Standard		SRPC	1/26/2014 11:52	4
Standard		SRPC	1/26/2014 11:53	2
Standard		Paul's iPad	1/26/2014 11:54	1
Standard		Paul's iPad	1/26/2014 11:55	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 11:55	1
Standard		Paul's iPad	1/26/2014 11:57	1
Standard		SRPC	1/26/2014 11:58	2
Standard		Paul's iPad	1/26/2014 11:58	5
Standard		Paul's iPad	1/26/2014 11:59	2
Standard		Paul's iPad	1/26/2014 12:00	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 12:00	1
Standard		Paul's iPad	1/26/2014 12:01	3
Standard	North Crosswalk	SRPC	1/26/2014 12:01	2
Standard		Paul's iPad	1/26/2014 12:01	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	SRPC	1/26/2014 12:01	2
Standard		SRPC	1/26/2014 12:01	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:02	1
Standard		Paul's iPad	1/26/2014 12:03	0
Standard		Paul's iPad	1/26/2014 12:04	2
Standard	North Crosswalk	SRPC	1/26/2014 12:05	2
Standard		Paul's iPad	1/26/2014 12:05	1
Standard		Paul's iPad	1/26/2014 12:06	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:06	1
Standard		Paul's iPad	1/26/2014 12:06	2
Standard	North Crosswalk	SRPC	1/26/2014 12:07	1
Standard		Paul's iPad	1/26/2014 12:07	4
Standard		SRPC	1/26/2014 12:08	2
Standard	Middle Crosswalk	SRPC	1/26/2014 12:08	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 12:09	3
Standard		Paul's iPad	1/26/2014 12:10	1
Standard		Paul's iPad	1/26/2014 12:10	1
Standard		Paul's iPad	1/26/2014 12:11	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:11	1
Standard		Paul's iPad	1/26/2014 12:12	2
Standard	Middle Crosswalk	SRPC	1/26/2014 12:13	1
Standard		SRPC	1/26/2014 12:16	1
Standard	Middle Crosswalk	SRPC	1/26/2014 12:21	1
Standard		Paul's iPad	1/26/2014 12:21	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:22	2
Standard		SRPC	1/26/2014 12:22	1
Standard		Paul's iPad	1/26/2014 12:23	1
Standard		SRPC	1/26/2014 12:24	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 12:24	2
Standard		Paul's iPad	1/26/2014 12:25	4
Standard		SRPC	1/26/2014 12:25	4
Standard		SRPC	1/26/2014 12:26	1
Standard	Middle Crosswalk	SRPC	1/26/2014 12:26	2
Standard		SRPC	1/26/2014 12:27	1
Standard		Paul's iPad	1/26/2014 12:28	3
Standard	North Crosswalk	SRPC	1/26/2014 12:30	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 12:30	2
Standard		Paul's iPad	1/26/2014 12:31	1
Standard	North Crosswalk	SRPC	1/26/2014 12:31	1
Standard		Paul's iPad	1/26/2014 12:32	1
Standard		Paul's iPad	1/26/2014 12:33	3
Standard	Middle Crosswalk	SRPC	1/26/2014 12:35	2
Standard		SRPC	1/26/2014 12:35	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:35	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:37	2
Standard		SRPC	1/26/2014 12:37	2
Standard		Paul's iPad	1/26/2014 12:38	3
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 12:38	2
Standard		SRPC	1/26/2014 12:38	1
Standard	Middle Crosswalk	SRPC	1/26/2014 12:38	1
Standard		SRPC	1/26/2014 12:38	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:40	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:40	1
Standard		SRPC	1/26/2014 12:41	1
Standard	North Crosswalk	SRPC	1/26/2014 12:42	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 12:43	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 12:43	2
Standard	Middle Crosswalk	SRPC	1/26/2014 12:43	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 12:45	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 12:46	2
Standard	Middle Crosswalk	SRPC	1/26/2014 12:46	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard		Paul's iPad	1/26/2014 12:49	1
Standard		Paul's iPad	1/26/2014 12:50	3
Standard	South Crosswalk	Paul's iPad	1/26/2014 12:52	3
Standard		SRPC	1/26/2014 12:52	4
Standard		Paul's iPad	1/26/2014 12:53	1
Standard		Paul's iPad	1/26/2014 12:53	1
Standard		SRPC	1/26/2014 12:53	1
Standard		Paul's iPad	1/26/2014 12:54	1
Standard		Paul's iPad	1/26/2014 12:55	2
Standard		Paul's iPad	1/26/2014 12:56	1
Standard		SRPC	1/26/2014 12:56	1
Standard		SRPC	1/26/2014 12:59	1
Standard	Middle Crosswalk	SRPC	1/26/2014 12:59	2
Standard		Paul's iPad	1/26/2014 12:59	1
Standard		SRPC	1/26/2014 13:00	2
Standard	North Crosswalk	SRPC	1/26/2014 13:00	2
Standard		Paul's iPad	1/26/2014 13:01	1
Standard		Paul's iPad	1/26/2014 13:01	1
Standard		SRPC	1/26/2014 13:02	1
Standard		SRPC	1/26/2014 13:02	1
Standard		Paul's iPad	1/26/2014 13:02	1
Standard		SRPC	1/26/2014 13:04	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:04	2
Standard		Paul's iPad	1/26/2014 13:05	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:05	1
Standard		Paul's iPad	1/26/2014 13:08	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:09	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:09	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:10	1
Standard	North Crosswalk	SRPC	1/26/2014 13:10	1
Standard		Paul's iPad	1/26/2014 13:11	4
Standard	Middle Crosswalk	SRPC	1/26/2014 13:11	4
Standard		Paul's iPad	1/26/2014 13:11	3
Standard		SRPC	1/26/2014 13:12	1
Standard		Paul's iPad	1/26/2014 13:12	1
Standard		Paul's iPad	1/26/2014 13:14	4
Standard		SRPC	1/26/2014 13:15	1
Standard		Paul's iPad	1/26/2014 13:16	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:18	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:18	1
Standard	North Crosswalk	SRPC	1/26/2014 13:19	1
Standard		SRPC	1/26/2014 13:19	4
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:20	5
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:20	4
Standard	Middle Crosswalk	SRPC	1/26/2014 13:20	4
Standard		SRPC	1/26/2014 13:20	2
Standard		SRPC	1/26/2014 13:20	2
Standard		SRPC	1/26/2014 13:21	2
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:21	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:23	4
Standard		SRPC	1/26/2014 13:23	3
Standard		Paul's iPad	1/26/2014 13:24	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:24	3
Standard		SRPC	1/26/2014 13:24	2
Standard	North Crosswalk	SRPC	1/26/2014 13:25	1
Standard	South Middle Jaywalk	Paul's iPad	1/26/2014 13:25	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:26	2
Standard	Middle Crosswalk	SRPC	1/26/2014 13:26	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:26	1
Standard		Paul's iPad	1/26/2014 13:26	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:27	4

Subject	Crossing Location	Author	Creation Date	QTY
Standard	North Middle Jaywalk	SRPC	1/26/2014 13:28	4
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:28	4
Standard	North Crosswalk	SRPC	1/26/2014 13:29	1
Standard	North Crosswalk	SRPC	1/26/2014 13:29	2
Standard		SRPC	1/26/2014 13:29	1
Standard		Paul's iPad	1/26/2014 13:29	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:29	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:30	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:30	1
Standard		SRPC	1/26/2014 13:31	1
Standard		SRPC	1/26/2014 13:32	1
Standard		Paul's iPad	1/26/2014 13:33	1
Standard		Paul's iPad	1/26/2014 13:34	2
Standard	North Crosswalk	SRPC	1/26/2014 13:34	1
Standard	Middle Crosswalk	SRPC	1/26/2014 13:39	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 13:39	2
Standard		Paul's iPad	1/26/2014 13:41	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:44	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:44	1
Standard		Paul's iPad	1/26/2014 13:44	1
Standard		Paul's iPad	1/26/2014 13:46	1
Standard		Paul's iPad	1/26/2014 13:46	1
Standard		SRPC	1/26/2014 13:48	2
Standard		SRPC	1/26/2014 13:49	2
Standard	South Jaywalk	Paul's iPad	1/26/2014 13:49	1
Standard		SRPC	1/26/2014 13:50	3
Standard		SRPC	1/26/2014 13:50	2
Standard		Paul's iPad	1/26/2014 13:50	1
Standard		Paul's iPad	1/26/2014 13:51	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 13:51	3
Standard		Paul's iPad	1/26/2014 13:51	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:52	1
Standard		Paul's iPad	1/26/2014 13:52	1
Standard	North Crosswalk	SRPC	1/26/2014 13:52	1
Standard		SRPC	1/26/2014 13:53	2
Standard	North Crosswalk	SRPC	1/26/2014 13:54	1
Standard		SRPC	1/26/2014 13:55	1
Standard		SRPC	1/26/2014 13:57	2
Standard	Middle Crosswalk	SRPC	1/26/2014 13:58	4
Standard		SRPC	1/26/2014 13:58	3
Standard		SRPC	1/26/2014 13:59	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 13:59	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 14:00	1
Standard		SRPC	1/26/2014 14:01	1
Standard		SRPC	1/26/2014 14:03	1
Standard		SRPC	1/26/2014 14:03	1
Standard		Paul's iPad	1/26/2014 14:03	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 14:04	2
Standard	Middle Crosswalk	SRPC	1/26/2014 14:04	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 14:05	2
Standard	Middle Crosswalk	SRPC	1/26/2014 14:05	2
Standard	South Jaywalk	Paul's iPad	1/26/2014 14:07	1
Standard		Paul's iPad	1/26/2014 14:07	1
Standard		SRPC	1/26/2014 14:07	2
Standard		SRPC	1/26/2014 14:08	1
Standard		Paul's iPad	1/26/2014 14:08	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 14:08	1
Standard		Paul's iPad	1/26/2014 14:10	1
Standard	Middle Crosswalk	SRPC	1/26/2014 14:10	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 14:10	2
Standard		Paul's iPad	1/26/2014 14:12	3

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/26/2014 14:13	4
Standard		Paul's iPad	1/26/2014 14:16	1
Standard		Paul's iPad	1/26/2014 14:18	2
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 14:19	1
Standard	North Crosswalk	SRPC	1/26/2014 14:19	1
Standard		Paul's iPad	1/26/2014 14:19	1
Standard		SRPC	1/26/2014 14:20	1
Standard	South Jaywalk	Paul's iPad	1/26/2014 14:20	1
Standard	Middle Crosswalk	Paul's iPad	1/26/2014 14:20	1
Standard	Middle Crosswalk	SRPC	1/26/2014 14:20	1
Standard		Paul's iPad	1/26/2014 14:21	1
Standard		Paul's iPad	1/26/2014 14:22	1
Standard		SRPC	1/26/2014 14:23	1
Standard		SRPC	1/26/2014 14:23	3
Standard	South Jaywalk	Paul's iPad	1/26/2014 14:24	4
Standard		SRPC	1/26/2014 14:27	1
Standard		Paul's iPad	1/26/2014 14:27	1
Standard		SRPC	1/26/2014 14:29	1
Standard	South Crosswalk	Paul's iPad	1/26/2014 14:30	1
Standard	Middle Crosswalk	SRPC	1/26/2014 14:31	1
Standard		SRPC	1/26/2014 14:32	1
Standard	South Middle Jaywalk	D&K	1/26/2014 14:36	1
Standard		D&K	1/26/2014 14:36	1
Standard		D&K	1/26/2014 14:36	1
Standard	Middle Crosswalk	D&K	1/26/2014 14:36	1
Standard		D&K	1/26/2014 14:37	1
Standard		SRPC	1/26/2014 14:37	1
Standard		D&K	1/26/2014 14:37	4
Standard	North Middle Jaywalk	SRPC	1/26/2014 14:38	1
Standard	South Jaywalk	D&K	1/26/2014 14:38	1
Standard		D&K	1/26/2014 14:38	3
Standard		SRPC	1/26/2014 14:38	1
Standard	Middle Crosswalk	D&K	1/26/2014 14:39	1
Standard		SRPC	1/26/2014 14:39	1
Standard	South Jaywalk	D&K	1/26/2014 14:40	2
Standard	South Crosswalk	D&K	1/26/2014 14:40	2
Standard	North Jaywalk	SRPC	1/26/2014 14:40	1
Standard		D&K	1/26/2014 14:40	1
Standard		SRPC	1/26/2014 14:41	1
Standard		SRPC	1/26/2014 14:41	1
Standard		D&K	1/26/2014 14:42	2
Standard		SRPC	1/26/2014 14:43	3
Standard	South Crosswalk	D&K	1/26/2014 14:43	1
Standard	South Jaywalk	D&K	1/26/2014 14:43	1
Standard	South Crosswalk	D&K	1/26/2014 14:43	1
Standard		D&K	1/26/2014 14:44	1
Standard		D&K	1/26/2014 14:44	3
Standard	South Jaywalk	D&K	1/26/2014 14:44	2
Standard		SRPC	1/26/2014 14:44	3
Standard		D&K	1/26/2014 14:45	1
Standard		D&K	1/26/2014 14:45	1
Standard		D&K	1/26/2014 14:45	1
Standard		D&K	1/26/2014 14:45	1
Standard		D&K	1/26/2014 14:45	1
Standard		D&K	1/26/2014 14:45	1
Standard		SRPC	1/26/2014 14:46	1
Standard		D&K	1/26/2014 14:46	3
Standard	Middle Crosswalk	D&K	1/26/2014 14:46	1
Standard		D&K	1/26/2014 14:46	1
Standard	Middle Crosswalk	D&K	1/26/2014 14:47	2
Standard	Middle Crosswalk	SRPC	1/26/2014 14:47	1
Standard		D&K	1/26/2014 14:47	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	D&K	1/26/2014 14:49	2
Standard		D&K	1/26/2014 14:49	1
Standard		SRPC	1/26/2014 14:49	1
Standard		D&K	1/26/2014 14:50	1
Standard	North Middle Jaywalk	D&K	1/26/2014 14:50	3
Standard	North Middle Jaywalk	SRPC	1/26/2014 14:50	1
Standard		D&K	1/26/2014 14:50	1
Standard	Middle Crosswalk	SRPC	1/26/2014 14:50	1
Standard		SRPC	1/26/2014 14:50	1
Standard		D&K	1/26/2014 14:51	1
Standard		D&K	1/26/2014 14:51	2
Standard	North Crosswalk	SRPC	1/26/2014 14:51	1
Standard		D&K	1/26/2014 14:52	1
Standard		D&K	1/26/2014 14:52	1
Standard		SRPC	1/26/2014 14:52	1
Standard	South Middle Jaywalk	D&K	1/26/2014 14:52	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 14:54	1
Standard		D&K	1/26/2014 14:54	2
Standard	South Middle Jaywalk	D&K	1/26/2014 14:54	1
Standard	South Middle Jaywalk	D&K	1/26/2014 14:55	1
Standard	North Crosswalk	SRPC	1/26/2014 14:55	1
Standard		D&K	1/26/2014 14:56	1
Standard	Middle Crosswalk	SRPC	1/26/2014 14:57	1
Standard		D&K	1/26/2014 14:57	1
Standard		D&K	1/26/2014 14:58	1
Standard	Middle Crosswalk	D&K	1/26/2014 14:58	1
Standard		D&K	1/26/2014 14:59	1
Standard		D&K	1/26/2014 14:59	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 15:00	1
Standard		D&K	1/26/2014 15:01	1
Standard		D&K	1/26/2014 15:01	1
Standard		D&K	1/26/2014 15:02	2
Standard		D&K	1/26/2014 15:02	1
Standard		D&K	1/26/2014 15:02	1
Standard	North Middle Jaywalk	D&K	1/26/2014 15:03	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 15:03	1
Standard		SRPC	1/26/2014 15:03	2
Standard	North Middle Jaywalk	D&K	1/26/2014 15:03	1
Standard		SRPC	1/26/2014 15:04	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:04	2
Disabled	Middle Crosswalk	SRPC	1/26/2014 15:04	3
Standard	South Jaywalk	D&K	1/26/2014 15:04	1
Standard	North Crosswalk	SRPC	1/26/2014 15:05	1
Standard	South Middle Jaywalk	D&K	1/26/2014 15:05	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 15:06	2
Standard		SRPC	1/26/2014 15:07	1
Standard	South Middle Jaywalk	D&K	1/26/2014 15:07	1
Standard		D&K	1/26/2014 15:07	1
Standard		SRPC	1/26/2014 15:07	1
Standard		D&K	1/26/2014 15:07	1
Standard	South Jaywalk	D&K	1/26/2014 15:08	1
Standard		D&K	1/26/2014 15:08	1
Standard	South Crosswalk	D&K	1/26/2014 15:08	1
Standard	South Crosswalk	D&K	1/26/2014 15:08	1
Standard		D&K	1/26/2014 15:09	2
Standard	North Crosswalk	SRPC	1/26/2014 15:09	1
Standard		D&K	1/26/2014 15:10	1
Standard		SRPC	1/26/2014 15:11	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:12	2
Standard		D&K	1/26/2014 15:12	1
Standard	North Crosswalk	SRPC	1/26/2014 15:12	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/26/2014 15:12	2
Standard		D&K	1/26/2014 15:13	3
Standard		D&K	1/26/2014 15:13	3
Standard		SRPC	1/26/2014 15:13	1
Standard		D&K	1/26/2014 15:13	1
Standard		D&K	1/26/2014 15:14	1
Standard	North Crosswalk	SRPC	1/26/2014 15:14	1
Standard		D&K	1/26/2014 15:15	2
Standard	North Crosswalk	SRPC	1/26/2014 15:15	1
Standard	South Jaywalk	D&K	1/26/2014 15:16	1
Standard		D&K	1/26/2014 15:16	2
Standard		D&K	1/26/2014 15:17	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 15:21	2
Standard		D&K	1/26/2014 15:21	1
Standard	North Crosswalk	SRPC	1/26/2014 15:22	2
Standard		D&K	1/26/2014 15:24	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 15:25	1
Standard	South Crosswalk	D&K	1/26/2014 15:25	2
Standard		D&K	1/26/2014 15:25	2
Standard	South Jaywalk	D&K	1/26/2014 15:26	1
Standard	Middle Crosswalk	SRPC	1/26/2014 15:27	1
Standard	South Jaywalk	D&K	1/26/2014 15:27	1
Standard	South Jaywalk	D&K	1/26/2014 15:28	1
Standard	North Crosswalk	SRPC	1/26/2014 15:29	1
Standard	North Crosswalk	SRPC	1/26/2014 15:30	2
Standard		D&K	1/26/2014 15:31	1
Disabled		D&K	1/26/2014 15:35	1
Standard		SRPC	1/26/2014 15:36	1
Standard		D&K	1/26/2014 15:37	1
Standard		SRPC	1/26/2014 15:37	1
Standard		D&K	1/26/2014 15:38	2
Standard		D&K	1/26/2014 15:38	1
Standard	Middle Crosswalk	SRPC	1/26/2014 15:39	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:40	1
Standard		D&K	1/26/2014 15:40	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:40	1
Standard		D&K	1/26/2014 15:40	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:41	1
Standard	South Crosswalk	D&K	1/26/2014 15:41	2
Standard	Middle Crosswalk	D&K	1/26/2014 15:41	1
Standard		D&K	1/26/2014 15:42	1
Standard	Middle Crosswalk	SRPC	1/26/2014 15:42	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:44	1
Standard		SRPC	1/26/2014 15:45	4
Standard	Middle Crosswalk	D&K	1/26/2014 15:45	1
Standard		D&K	1/26/2014 15:46	1
Standard		D&K	1/26/2014 15:46	1
Standard		D&K	1/26/2014 15:47	1
Standard	South Jaywalk	D&K	1/26/2014 15:48	1
Standard		D&K	1/26/2014 15:48	1
Standard		D&K	1/26/2014 15:48	1
Standard		SRPC	1/26/2014 15:48	1
Standard		D&K	1/26/2014 15:48	1
Standard		SRPC	1/26/2014 15:48	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:48	1
Standard		D&K	1/26/2014 15:49	1
Standard	North Crosswalk	SRPC	1/26/2014 15:50	1
Standard		D&K	1/26/2014 15:51	1
Standard		D&K	1/26/2014 15:51	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:52	1
Standard	Middle Crosswalk	SRPC	1/26/2014 15:52	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		SRPC	1/26/2014 15:53	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:53	1
Standard		D&K	1/26/2014 15:53	1
Standard		D&K	1/26/2014 15:53	1
Standard	North Crosswalk	SRPC	1/26/2014 15:54	1
Standard	South Crosswalk	D&K	1/26/2014 15:54	1
Standard		D&K	1/26/2014 15:55	1
Standard		D&K	1/26/2014 15:55	1
Standard		SRPC	1/26/2014 15:55	2
Standard		D&K	1/26/2014 15:55	1
Standard		D&K	1/26/2014 15:56	1
Standard	South Crosswalk	D&K	1/26/2014 15:56	1
Standard		D&K	1/26/2014 15:57	1
Standard		D&K	1/26/2014 15:58	1
Standard	Middle Crosswalk	D&K	1/26/2014 15:58	1
Standard	Middle Crosswalk	SRPC	1/26/2014 15:59	1
Standard		D&K	1/26/2014 16:00	1
Standard		D&K	1/26/2014 16:01	1
Standard		SRPC	1/26/2014 16:01	1
Standard		SRPC	1/26/2014 16:02	1
Standard		D&K	1/26/2014 16:02	1
Standard		D&K	1/26/2014 16:03	1
Standard	South Jaywalk	D&K	1/26/2014 16:03	1
Standard	South Jaywalk	D&K	1/26/2014 16:03	4
Standard	South Jaywalk	D&K	1/26/2014 16:04	1
Standard	South Crosswalk	D&K	1/26/2014 16:05	1
Standard		D&K	1/26/2014 16:05	1
Standard		D&K	1/26/2014 16:06	1
Standard		D&K	1/26/2014 16:07	1
Standard		D&K	1/26/2014 16:07	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:11	1
Standard	North Crosswalk	SRPC	1/26/2014 16:12	1
Standard		D&K	1/26/2014 16:12	1
Standard		D&K	1/26/2014 16:14	1
Standard	South Jaywalk	D&K	1/26/2014 16:14	1
Standard	North Crosswalk	SRPC	1/26/2014 16:14	1
Standard		SRPC	1/26/2014 16:14	1
Standard		D&K	1/26/2014 16:15	1
Standard		D&K	1/26/2014 16:15	1
Standard		D&K	1/26/2014 16:15	1
Standard		D&K	1/26/2014 16:16	1
Standard		D&K	1/26/2014 16:16	1
Standard		SRPC	1/26/2014 16:17	2
Standard	South Jaywalk	D&K	1/26/2014 16:17	1
Standard		D&K	1/26/2014 16:17	1
Standard		SRPC	1/26/2014 16:17	1
Standard		D&K	1/26/2014 16:18	1
Standard		D&K	1/26/2014 16:19	1
Standard		D&K	1/26/2014 16:19	1
Standard		SRPC	1/26/2014 16:20	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:21	1
Standard		D&K	1/26/2014 16:21	2
Standard	Middle Crosswalk	SRPC	1/26/2014 16:21	2
Standard	South Jaywalk	D&K	1/26/2014 16:21	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:21	1
Standard	North Crosswalk	SRPC	1/26/2014 16:23	1
Standard		D&K	1/26/2014 16:25	2
Standard	Middle Crosswalk	D&K	1/26/2014 16:25	1
Standard		D&K	1/26/2014 16:25	1
Standard		D&K	1/26/2014 16:25	1
Standard		D&K	1/26/2014 16:25	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/26/2014 16:26	1
Standard		SRPC	1/26/2014 16:26	1
Standard		D&K	1/26/2014 16:27	1
Standard		D&K	1/26/2014 16:27	1
Standard	North Crosswalk	SRPC	1/26/2014 16:27	1
Standard	North Crosswalk	SRPC	1/26/2014 16:28	1
Standard	South Jaywalk	D&K	1/26/2014 16:28	1
Standard		SRPC	1/26/2014 16:30	1
Standard	North Crosswalk	SRPC	1/26/2014 16:30	2
Standard	North Crosswalk	SRPC	1/26/2014 16:31	1
Standard		D&K	1/26/2014 16:31	1
Standard	South Jaywalk	D&K	1/26/2014 16:31	1
Standard		D&K	1/26/2014 16:31	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 16:32	1
Standard	North Jaywalk	SRPC	1/26/2014 16:32	1
Standard		D&K	1/26/2014 16:33	3
Standard	Middle Crosswalk	SRPC	1/26/2014 16:33	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:33	1
Standard	North Middle Jaywalk	D&K	1/26/2014 16:33	1
Standard		D&K	1/26/2014 16:33	3
Standard	Middle Crosswalk	D&K	1/26/2014 16:34	3
Standard	Middle Crosswalk	D&K	1/26/2014 16:36	1
Standard		D&K	1/26/2014 16:36	1
Standard	Middle Crosswalk	SRPC	1/26/2014 16:36	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 16:37	1
Standard		SRPC	1/26/2014 16:38	1
Standard		D&K	1/26/2014 16:38	1
Standard		D&K	1/26/2014 16:38	2
Standard	South Crosswalk	D&K	1/26/2014 16:41	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 16:41	1
Standard	North Crosswalk	SRPC	1/26/2014 16:41	1
Standard		SRPC	1/26/2014 16:42	1
Standard	North Middle Jaywalk	D&K	1/26/2014 16:43	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 16:43	1
Disabled		D&K	1/26/2014 16:43	1
Standard	North Crosswalk	SRPC	1/26/2014 16:43	1
Standard	North Middle Jaywalk	D&K	1/26/2014 16:43	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 16:43	1
Standard		SRPC	1/26/2014 16:44	1
Standard	North Crosswalk	SRPC	1/26/2014 16:44	1
Standard		D&K	1/26/2014 16:45	1
Standard		D&K	1/26/2014 16:47	1
Standard		D&K	1/26/2014 16:47	1
Standard		D&K	1/26/2014 16:47	2
Standard	Middle Crosswalk	SRPC	1/26/2014 16:47	1
Standard		D&K	1/26/2014 16:48	1
Standard		SRPC	1/26/2014 16:48	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:50	1
Standard		D&K	1/26/2014 16:50	1
Standard		D&K	1/26/2014 16:51	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:52	1
Standard	Middle Crosswalk	SRPC	1/26/2014 16:52	1
Standard		SRPC	1/26/2014 16:52	1
Standard		D&K	1/26/2014 16:53	1
Standard		SRPC	1/26/2014 16:55	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:56	2
Standard	South Middle Jaywalk	D&K	1/26/2014 16:56	1
Standard	Middle Crosswalk	SRPC	1/26/2014 16:58	1
Standard	Middle Crosswalk	D&K	1/26/2014 16:58	1
Standard		SRPC	1/26/2014 16:59	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:00	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	D&K	1/26/2014 17:01	1
Standard		D&K	1/26/2014 17:01	2
Standard		SRPC	1/26/2014 17:03	2
Standard	Middle Crosswalk	SRPC	1/26/2014 17:03	1
Standard	South Jaywalk	D&K	1/26/2014 17:04	1
Standard		D&K	1/26/2014 17:04	1
Standard		SRPC	1/26/2014 17:04	1
Standard		D&K	1/26/2014 17:05	1
Standard		D&K	1/26/2014 17:05	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:05	2
Standard	Middle Crosswalk	SRPC	1/26/2014 17:05	1
Standard		SRPC	1/26/2014 17:05	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 17:06	1
Standard		SRPC	1/26/2014 17:06	1
Standard		D&K	1/26/2014 17:06	1
Standard		D&K	1/26/2014 17:07	1
Standard	Middle Crosswalk	SRPC	1/26/2014 17:08	1
Standard	South Middle Jaywalk	D&K	1/26/2014 17:08	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:09	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:09	1
Standard		D&K	1/26/2014 17:09	1
Standard		SRPC	1/26/2014 17:09	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:11	1
Standard		D&K	1/26/2014 17:11	1
Standard		D&K	1/26/2014 17:11	1
Standard	Middle Crosswalk	SRPC	1/26/2014 17:11	1
Standard	North Crosswalk	SRPC	1/26/2014 17:12	1
Standard	North Crosswalk	SRPC	1/26/2014 17:12	1
Standard		D&K	1/26/2014 17:13	1
Standard		D&K	1/26/2014 17:13	1
Standard		D&K	1/26/2014 17:13	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 17:14	1
Standard		D&K	1/26/2014 17:14	1
Standard		D&K	1/26/2014 17:14	1
Standard	North Middle Jaywalk	D&K	1/26/2014 17:15	1
Standard		D&K	1/26/2014 17:15	1
Standard		SRPC	1/26/2014 17:15	1
Standard		D&K	1/26/2014 17:15	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 17:16	1
Standard		D&K	1/26/2014 17:16	1
Standard		D&K	1/26/2014 17:16	1
Standard	South Jaywalk	D&K	1/26/2014 17:16	1
Standard	North Middle Jaywalk	D&K	1/26/2014 17:17	1
Standard		D&K	1/26/2014 17:17	1
Standard		SRPC	1/26/2014 17:18	1
Standard		D&K	1/26/2014 17:19	1
Standard		D&K	1/26/2014 17:19	2
Standard		D&K	1/26/2014 17:20	1
Standard		D&K	1/26/2014 17:20	2
Standard		D&K	1/26/2014 17:20	1
Standard		D&K	1/26/2014 17:21	1
Standard		SRPC	1/26/2014 17:21	1
Standard		D&K	1/26/2014 17:22	1
Standard		D&K	1/26/2014 17:23	1
Standard		SRPC	1/26/2014 17:23	1
Standard	South Jaywalk	D&K	1/26/2014 17:24	1
Standard		D&K	1/26/2014 17:24	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 17:24	1
Standard		D&K	1/26/2014 17:24	1
Standard		D&K	1/26/2014 17:27	1
Standard		D&K	1/26/2014 17:27	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/26/2014 17:27	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:27	3
Standard	Middle Crosswalk	SRPC	1/26/2014 17:28	3
Standard		D&K	1/26/2014 17:29	1
Standard		D&K	1/26/2014 17:30	1
Standard		D&K	1/26/2014 17:30	1
Standard		SRPC	1/26/2014 17:30	1
Standard	South Jaywalk	D&K	1/26/2014 17:31	1
Standard	South Jaywalk	D&K	1/26/2014 17:31	1
Standard		D&K	1/26/2014 17:31	1
Standard		D&K	1/26/2014 17:31	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:32	2
Standard	Middle Crosswalk	D&K	1/26/2014 17:32	1
Standard		D&K	1/26/2014 17:33	1
Standard	Middle Crosswalk	SRPC	1/26/2014 17:33	2
Standard		D&K	1/26/2014 17:33	1
Standard		D&K	1/26/2014 17:34	1
Standard	South Crosswalk	D&K	1/26/2014 17:35	1
Standard		SRPC	1/26/2014 17:35	1
Standard		D&K	1/26/2014 17:35	2
Standard		SRPC	1/26/2014 17:35	1
Standard		D&K	1/26/2014 17:35	1
Standard		D&K	1/26/2014 17:36	1
Standard		D&K	1/26/2014 17:36	1
Standard		D&K	1/26/2014 17:37	1
Standard		SRPC	1/26/2014 17:37	1
Standard	South Crosswalk	D&K	1/26/2014 17:37	1
Standard		SRPC	1/26/2014 17:37	1
Standard		D&K	1/26/2014 17:37	1
Standard	South Crosswalk	D&K	1/26/2014 17:37	2
Standard		D&K	1/26/2014 17:38	1
Standard		D&K	1/26/2014 17:38	1
Standard		D&K	1/26/2014 17:38	1
Standard	North Crosswalk	SRPC	1/26/2014 17:38	1
Standard		SRPC	1/26/2014 17:39	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:39	1
Standard	South Crosswalk	D&K	1/26/2014 17:40	1
Standard		D&K	1/26/2014 17:40	1
Standard	North Crosswalk	SRPC	1/26/2014 17:40	1
Standard		SRPC	1/26/2014 17:42	1
Standard		D&K	1/26/2014 17:44	1
Standard	South Jaywalk	D&K	1/26/2014 17:45	2
Standard	South Jaywalk	D&K	1/26/2014 17:45	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:47	1
Standard	Middle Crosswalk	SRPC	1/26/2014 17:47	1
Standard		D&K	1/26/2014 17:50	1
Standard	South Jaywalk	D&K	1/26/2014 17:50	1
Standard	South Middle Jaywalk	D&K	1/26/2014 17:51	1
Standard	South Crosswalk	D&K	1/26/2014 17:51	2
Standard		D&K	1/26/2014 17:52	2
Standard		D&K	1/26/2014 17:53	1
Standard		D&K	1/26/2014 17:53	1
Standard	South Crosswalk	D&K	1/26/2014 17:54	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:55	1
Standard		D&K	1/26/2014 17:55	1
Standard	Middle Crosswalk	SRPC	1/26/2014 17:55	1
Standard	Middle Crosswalk	D&K	1/26/2014 17:55	4
Standard		D&K	1/26/2014 17:56	1
Standard	South Crosswalk	D&K	1/26/2014 17:56	1
Standard		D&K	1/26/2014 17:58	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/26/2014 17:58	1
Standard		D&K	1/26/2014 17:59	1
Standard		SRPC	1/26/2014 17:59	1
Standard	Middle Crosswalk	SRPC	1/26/2014 18:00	1
Standard	South Crosswalk	D&K	1/26/2014 18:02	1
Standard		D&K	1/26/2014 18:02	1
Standard	North Jaywalk	SRPC	1/26/2014 18:02	2
Disabled	South Jaywalk	D&K	1/26/2014 18:03	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 18:04	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 18:05	1
Standard	North Middle Jaywalk	D&K	1/26/2014 18:05	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 18:07	1
Standard		SRPC	1/26/2014 18:09	1
Standard	South Crosswalk	D&K	1/26/2014 18:11	1
Standard		SRPC	1/26/2014 18:11	1
Standard	Middle Crosswalk	SRPC	1/26/2014 18:12	1
Standard		D&K	1/26/2014 18:12	2
Standard	South Crosswalk	D&K	1/26/2014 18:13	1
Standard		D&K	1/26/2014 18:13	2
Standard	North Crosswalk	SRPC	1/26/2014 18:15	1
Standard	Middle Crosswalk	SRPC	1/26/2014 18:17	1
Standard		SRPC	1/26/2014 18:18	1
Standard	North Crosswalk	SRPC	1/26/2014 18:20	1
Standard	Middle Crosswalk	SRPC	1/26/2014 18:21	1
Standard		SRPC	1/26/2014 18:21	4
Standard	South Jaywalk	D&K	1/26/2014 18:23	1
Standard		SRPC	1/26/2014 18:23	1
Standard	Middle Crosswalk	SRPC	1/26/2014 18:27	4
Standard	Middle Crosswalk	D&K	1/26/2014 18:27	4
Standard		D&K	1/26/2014 18:27	4
Standard		SRPC	1/26/2014 18:28	2
Standard		D&K	1/26/2014 18:28	1
Standard		D&K	1/26/2014 18:30	1
Standard		D&K	1/26/2014 18:30	1
Standard		D&K	1/26/2014 18:31	1
Standard		SRPC	1/26/2014 18:32	1
Standard	North Crosswalk	SRPC	1/26/2014 18:32	1
Standard		D&K	1/26/2014 18:34	1
Standard	Middle Crosswalk	D&K	1/26/2014 18:34	2
Standard		D&K	1/26/2014 18:34	1
Standard		D&K	1/26/2014 18:34	1
Standard		D&K	1/26/2014 18:37	1
Standard	North Crosswalk	SRPC	1/26/2014 18:39	1
Standard		D&K	1/26/2014 18:39	2
Standard	Middle Crosswalk	SRPC	1/26/2014 18:40	1
Standard		D&K	1/26/2014 18:40	1
Disabled		D&K	1/26/2014 18:41	1
Standard		D&K	1/26/2014 18:41	1
Disabled		D&K	1/26/2014 18:42	1
Standard	North Crosswalk	SRPC	1/26/2014 18:42	1
Standard		D&K	1/26/2014 18:42	1
Standard		D&K	1/26/2014 18:42	1
Standard		D&K	1/26/2014 18:42	1
Standard		D&K	1/26/2014 18:43	1
Standard		D&K	1/26/2014 18:44	1
Disabled		D&K	1/26/2014 18:44	1
Disabled		D&K	1/26/2014 18:45	2
Standard		SRPC	1/26/2014 18:45	1
Standard		D&K	1/26/2014 18:46	1
Standard		D&K	1/26/2014 18:46	2
Standard	Middle Crosswalk	SRPC	1/26/2014 18:46	1
Standard	Middle Crosswalk	D&K	1/26/2014 18:47	1

Subject	Crossing Location	Author	Creation Date	QTY
Disabled		D&K	1/26/2014 18:47	1
Standard		D&K	1/26/2014 18:47	1
Standard	Middle Crosswalk	D&K	1/26/2014 18:47	1
Standard		SRPC	1/26/2014 18:48	1
Standard		D&K	1/26/2014 18:49	1
Standard	Middle Crosswalk	D&K	1/26/2014 18:49	1
Standard		SRPC	1/26/2014 18:49	1
Standard		D&K	1/26/2014 18:49	1
Disabled		SRPC	1/26/2014 18:50	1
Standard		D&K	1/26/2014 18:51	1
Standard		D&K	1/26/2014 18:51	1
Standard		SRPC	1/26/2014 18:51	1
Standard	North Crosswalk	SRPC	1/26/2014 18:52	1
Standard		D&K	1/26/2014 18:52	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 18:53	1
Standard		D&K	1/26/2014 18:53	2
Standard	North Crosswalk	SRPC	1/26/2014 18:53	2
Standard		SRPC	1/26/2014 18:54	2
Standard		D&K	1/26/2014 18:55	2
Standard		D&K	1/26/2014 18:57	1
Standard	Middle Crosswalk	D&K	1/26/2014 18:59	1
Standard		D&K	1/26/2014 19:00	1
Standard	South Middle Jaywalk	D&K	1/26/2014 19:01	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:01	1
Standard	South Middle Jaywalk	D&K	1/26/2014 19:01	3
Standard	North Crosswalk	SRPC	1/26/2014 19:02	1
Standard		SRPC	1/26/2014 19:03	1
Standard		D&K	1/26/2014 19:06	2
Standard		SRPC	1/26/2014 19:06	1
Standard		D&K	1/26/2014 19:07	1
Standard		SRPC	1/26/2014 19:08	1
Disabled	Middle Crosswalk	D&K	1/26/2014 19:09	2
Standard		D&K	1/26/2014 19:09	1
Standard		D&K	1/26/2014 19:10	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:10	2
Standard	South Jaywalk	D&K	1/26/2014 19:10	1
Standard		D&K	1/26/2014 19:11	2
Standard		D&K	1/26/2014 19:14	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:14	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:14	1
Standard		D&K	1/26/2014 19:14	1
Standard	North Crosswalk	SRPC	1/26/2014 19:14	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:15	2
Standard		SRPC	1/26/2014 19:16	1
Standard		D&K	1/26/2014 19:16	1
Standard		D&K	1/26/2014 19:16	1
Standard		D&K	1/26/2014 19:16	2
Standard		SRPC	1/26/2014 19:16	1
Standard		D&K	1/26/2014 19:17	1
Standard		D&K	1/26/2014 19:17	1
Standard		D&K	1/26/2014 19:17	1
Standard		D&K	1/26/2014 19:17	1
Disabled		D&K	1/26/2014 19:18	2
Standard		D&K	1/26/2014 19:19	3
Standard	South Crosswalk	D&K	1/26/2014 19:19	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:20	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:20	1
Standard	North Crosswalk	SRPC	1/26/2014 19:20	1
Standard		SRPC	1/26/2014 19:21	2
Standard	South Jaywalk	D&K	1/26/2014 19:25	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 19:28	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard		D&K	1/26/2014 19:29	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:29	3
Standard		D&K	1/26/2014 19:30	5
Standard		D&K	1/26/2014 19:31	1
Standard		D&K	1/26/2014 19:31	1
Standard		D&K	1/26/2014 19:33	1
Standard		D&K	1/26/2014 19:33	1
Standard		D&K	1/26/2014 19:34	1
Standard	North Crosswalk	SRPC	1/26/2014 19:36	1
Standard		D&K	1/26/2014 19:36	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 19:37	1
Standard		D&K	1/26/2014 19:43	1
Standard	North Crosswalk	SRPC	1/26/2014 19:44	1
Standard		SRPC	1/26/2014 19:45	5
Standard		SRPC	1/26/2014 19:45	1
Standard		D&K	1/26/2014 19:46	2
Standard		D&K	1/26/2014 19:46	1
Standard	South Jaywalk	D&K	1/26/2014 19:47	1
Standard		D&K	1/26/2014 19:47	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:47	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:48	2
Standard		D&K	1/26/2014 19:49	1
Standard		D&K	1/26/2014 19:49	1
Standard	North Crosswalk	SRPC	1/26/2014 19:52	1
Standard		SRPC	1/26/2014 19:55	1
Standard	Middle Crosswalk	D&K	1/26/2014 19:56	1
Standard	South Middle Jaywalk	D&K	1/26/2014 19:56	1
Standard	North Crosswalk	SRPC	1/26/2014 19:57	1
Standard		SRPC	1/26/2014 19:57	1
Standard	Middle Crosswalk	SRPC	1/26/2014 19:59	2
Standard	North Crosswalk	SRPC	1/26/2014 19:59	1
Standard		D&K	1/26/2014 20:00	1
Standard	South Jaywalk	D&K	1/26/2014 20:02	1
Standard		D&K	1/26/2014 20:03	1
Standard		SRPC	1/26/2014 20:03	1
Standard		SRPC	1/26/2014 20:04	1
Standard		D&K	1/26/2014 20:04	1
Standard		D&K	1/26/2014 20:04	1
Standard		D&K	1/26/2014 20:06	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 20:06	1
Standard		D&K	1/26/2014 20:07	1
Standard		D&K	1/26/2014 20:08	1
Standard	North Crosswalk	SRPC	1/26/2014 20:08	1
Standard		D&K	1/26/2014 20:09	1
Standard		D&K	1/26/2014 20:09	1
Standard		SRPC	1/26/2014 20:14	1
Standard		D&K	1/26/2014 20:14	1
Standard	Middle Crosswalk	SRPC	1/26/2014 20:15	1
Standard	South Jaywalk	D&K	1/26/2014 20:15	1
Standard	North Crosswalk	SRPC	1/26/2014 20:15	1
Standard		D&K	1/26/2014 20:17	1
Standard		D&K	1/26/2014 20:19	1
Standard	Middle Crosswalk	D&K	1/26/2014 20:20	1
Standard		D&K	1/26/2014 20:20	1
Standard	North Jaywalk	SRPC	1/26/2014 20:20	1
Standard		D&K	1/26/2014 20:21	1
Standard	Middle Crosswalk	D&K	1/26/2014 20:22	1
Standard		SRPC	1/26/2014 20:22	1
Standard		D&K	1/26/2014 20:22	1
Standard		D&K	1/26/2014 20:23	1
Standard	Middle Crosswalk	D&K	1/26/2014 20:23	2

Subject	Crossing Location	Author	Creation Date	QTY
Standard	Middle Crosswalk	SRPC	1/26/2014 20:23	1
Standard		D&K	1/26/2014 20:25	2
Standard	Middle Crosswalk	D&K	1/26/2014 20:25	1
Standard		D&K	1/26/2014 20:25	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 20:26	1
Standard		SRPC	1/26/2014 20:27	4
Standard		D&K	1/26/2014 20:28	1
Standard		D&K	1/26/2014 20:30	1
Standard		D&K	1/26/2014 20:30	1
Standard	North Crosswalk	SRPC	1/26/2014 20:31	2
Standard	South Middle Jaywalk	D&K	1/26/2014 20:32	1
Standard	Middle Crosswalk	D&K	1/26/2014 20:32	1
Standard	Middle Crosswalk	SRPC	1/26/2014 20:33	2
Standard		SRPC	1/26/2014 20:34	1
Standard	South Crosswalk	D&K	1/26/2014 20:36	1
Standard		D&K	1/26/2014 20:36	1
Standard	North Crosswalk	SRPC	1/26/2014 20:36	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 20:38	1
Standard		D&K	1/26/2014 20:41	1
Standard		D&K	1/26/2014 20:41	2
Standard		D&K	1/26/2014 20:43	1
Standard		D&K	1/26/2014 20:44	1
Standard	Middle Crosswalk	D&K	1/26/2014 20:45	2
Standard		D&K	1/26/2014 20:45	1
Standard	Middle Crosswalk	SRPC	1/26/2014 20:45	1
Standard		D&K	1/26/2014 20:46	1
Standard		D&K	1/26/2014 20:47	2
Standard		D&K	1/26/2014 20:47	1
Standard		SRPC	1/26/2014 20:47	1
Standard		D&K	1/26/2014 20:48	1
Standard	South Jaywalk	D&K	1/26/2014 20:48	1
Standard	Middle Crosswalk	SRPC	1/26/2014 20:54	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 20:55	1
Standard		D&K	1/26/2014 20:56	2
Standard	Middle Crosswalk	SRPC	1/26/2014 20:57	2
Standard		SRPC	1/26/2014 20:59	1
Standard		SRPC	1/26/2014 20:59	1
Standard		D&K	1/26/2014 21:00	1
Standard	North Crosswalk	SRPC	1/26/2014 21:00	1
Standard		D&K	1/26/2014 21:01	2
Standard	North Crosswalk	SRPC	1/26/2014 21:04	1
Standard	North Crosswalk	SRPC	1/26/2014 21:05	1
Standard		SRPC	1/26/2014 21:06	2
Standard		D&K	1/26/2014 21:07	2
Standard		SRPC	1/26/2014 21:09	1
Standard	North Crosswalk	SRPC	1/26/2014 21:10	1
Standard	North Crosswalk	SRPC	1/26/2014 21:12	1
Standard		SRPC	1/26/2014 21:15	1
Standard		D&K	1/26/2014 21:16	2
Standard	South Jaywalk	D&K	1/26/2014 21:16	2
Standard		SRPC	1/26/2014 21:17	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 21:22	2
Standard	North Crosswalk	SRPC	1/26/2014 21:23	1
Standard	North Crosswalk	SRPC	1/26/2014 21:27	1
Standard		SRPC	1/26/2014 21:29	2
Standard	North Crosswalk	SRPC	1/26/2014 21:30	1
Standard		D&K	1/26/2014 21:31	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 21:31	1
Standard		D&K	1/26/2014 21:31	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 21:37	1
Standard	South Jaywalk	D&K	1/26/2014 21:39	1

Subject	Crossing Location	Author	Creation Date	QTY
Standard	South Jaywalk	D&K	1/26/2014 21:42	1
Standard		SRPC	1/26/2014 21:42	1
Standard	South Middle Jaywalk	D&K	1/26/2014 21:43	1
Standard		SRPC	1/26/2014 21:43	3
Standard		D&K	1/26/2014 21:44	1
Standard	South Middle Jaywalk	D&K	1/26/2014 21:46	1
Standard		SRPC	1/26/2014 21:46	1
Standard		D&K	1/26/2014 21:46	1
Standard	North Middle Jaywalk	SRPC	1/26/2014 21:46	1
Standard		SRPC	1/26/2014 21:51	1
Standard		D&K	1/26/2014 21:51	1
Standard		D&K	1/26/2014 21:52	2
Standard	North Middle Jaywalk	SRPC	1/26/2014 21:54	1
Standard		D&K	1/26/2014 21:54	1
Standard		SRPC	1/26/2014 21:57	1
Standard	Middle Crosswalk	D&K	1/26/2014 21:59	1

PEDESTRIAN SURVEY RESPONSES - MIDDLE CROSSWALK

Time of Day	Walking From	Walking To	Floor #	Cross Street	Comments?
7:10 AM	Yoga studio	Parking lot	4	Yes	Loved living here - able to work anywhere - safe community, safe to walk around
7:20 AM	Rear bldg	Mills parking lot	3	Yes	--
7:30 AM	3rd floor Mills	Mills parking lot	3	Yes	--
7:35 AM	4th floor Yoga	1st floor office	4	No	--
7:35 AM	Mills parking lot	4th floor apt.	4	Yes	--
7:50 AM	3rd floor apt.	Parking across the street	3	Yes	--
7:55 AM	Mills parking lot	Bike factory	2	Yes	--
8:00 AM	3rd floor apt.	Mills parking lot	3	Yes	--
8:05 AM	4th floor	Parking lot across street	4	Yes	--
8:14 AM	Lot across street	Yoga studio	4	Yes	--
8:15 AM	Lot across street	1st floor	1	Yes	--
8:30 AM	Rear bldg	Bike shop	2	Yes	Crosswalks poorly placed - people come over hill are surprised by crosswalk - rearend accident - crosswalk right across from Mills entrance
8:45 AM	Parking lot	2nd floor student	2	Yes	Dangerous speeding cars coming both ways - crosswalk not visible
8:55 AM	4th floor	Across the street	4	Yes	Dangerous crosswalk - flashing light not from
9:00 AM	Across the street	2nd floor	2	Yes	Not safe - people going too fast - have witnessed 5 or 6 accidents since opening a business
9:05 AM	Parking lot	Work (studio)	1	Yes	--
9:05 AM	Lady shopper (?)	2nd floor	2	Yes	Safe being a pedestrian
9:10 AM	Parking lot across street	First floor	1	Yes	Seems safe to me
9:10 AM	Parking lot across street	Mills space	1	Yes	--
9:15 AM	Parking lot	2nd floor (work)	2	Yes	No one stopped before flashing light - worse at night - improved since flashers were installed
9:20 AM	Parked on Main Street	Bike shop (2nd floor)	2	No	Can be dangerous at times - poor visibility
9:25 AM	Parking lot across street	Work on 1st floor	1	Yes	No
9:25 AM	Parking lot	2nd floor office	2	Yes	--
9:25 AM	Parking lot across street	--	--	Yes	--
9:30 AM	Parking lot across street	First floor studio	1	Yes	People stop for me everytime at crosswalk
9:35 AM	3rd floor	Bus stop	3	No	I'm late
9:40 AM	Parking lot across street	3rd floor	3	Yes	Pretty good - been in less pedestrian friendly places
9:45 AM	Across street	1st floor	1	Yes	Pedestrian safety is fine
9:45 AM	Apartment next door	2nd floor	2	Yes	Not safe - restaurant owner - constant almost accidents - trucks coming too fast and have trouble stopping in time
9:55 AM	Across the street	4th floor	4	Yes	Need to be cautious as a pedestrian
10:05 AM	Across the street	3rd floor	3	Yes	Drivers don't stop
10:15 AM	New road (same side as Mills)	2nd floor	2	No	So-so - crosswalks can be dangerous
10:15 AM	On street parking across street	Rear bldg	3	Yes	--
10:20 AM	Parking lot across street	work (4th floor)	4	Yes	--
10:25 AM	Big Bean	Car north of Mills	--	Yes	Safe
10:30 AM	3rd floor	Out front for a smoke	3	No	Small percentage are driving too fast through town - careful as a pedestrian, mindful when crossing the street but feels safe overall - others are not if they aren't paying attention
10:30 AM	2nd floor	Across the street parking lot	2	Yes	Parking is the real issue, across the street - people traveling through town don't know that - increase signage of parking lot

10:35 AM	Front of bldg	--	1	No	--
10:45 AM	Yoga studio 4th floor	On street parking	3	Yes	--
10:50 AM	Rear of bldg (lot)	3rd floor	3	No	Generally safe
11:00 AM	Lot across street	2nd floor bike shop	2	Yes	Seemed safe to me
11:00 AM	Across the street	--	--	Yes	--
11:05 AM	3rd floor apt.	Parking lot	3	Yes	Reasonably safe
11:10 AM	Across the street	1st floor	1	Yes	Sidewalk is 5'1. - not ADA accessible
11:15 AM	Post office	Exploring the bldg	--	No	Drivers stopped for us at crosswalk
11:15 AM	Parking lot across street	3rd floor	3	Yes	Not safe
11:20 AM	Lot across street	3rd floor	3	Yes	--
11:25 AM	? Lot across the street	3rd floor	3	Yes	Most dangerous crosswalk in the world - cars coming down hill, cars get rearended - have to wait for roads to be clear - bad situation
11:30 AM	Panzarello's	1st floor barber shop	1	Yes	Fairly safe, people are pretty observant
11:30 AM	Parking lot across street	3rd floor	3	Yes	--
11:35 AM	3rd floor apt.	Parking lot across street	3	Yes	--
11:40 AM	1st floor	Parking lot across street	1	Yes	--
11:40 AM	3rd floor	Car parked across street	3	Yes	--
11:45 AM	3rd floor	Parking lot across street	3	Yes	Unsafe sometimes at night
11:50 AM	Barber shop	On street parked car, same side	2	No	--
11:50 AM	Parking lot across street	3rd floor	3	Yes	--
11:55 AM	Parking lot across street	Yoga studio 4th floor	4	Yes	--
12:00 PM	2nd floor	"Through town"	2	No	Near Riverworks need crosswalk, distance too far, almost got hit - few more handicap spots near Riverworks
12:05 PM	Parked car	North of Mills bldg (place of work)	--	No	Not safe - can't see pedestrians over cars coming down hill
12:10 PM	Across street apt.	All floors - distributing posters	1	Yes	Not bad - crosswalks safe
12:10 PM	Bryant Condos across the street lot	1st floor servicing elevators at Mills	1	Yes	Not super safe - cars moving too fast - people will often not slow down for pedestrians
12:15 PM	Parking lot	Studio 1st floor	1	Yes	--
12:15 PM	Crackskulls	1st floor office	1	Yes	None
12:25 PM	Office 2nd floor	Lunch on Main Street	2	Yes	I was almost hit by a car trying to cross the street - he saw me, slowed down, and then nearly hit me
12:25 PM	Central Street (near Crackskulls)	Looking for Chinburgs - parking per	3	Yes	--
12:35 PM	Bike shop 2nd floor	Main Street, east side	2	Yes	--
12:40 PM	Parking lot across street	Suite 415	4	Yes	Relatively safe - hill is a little tricky - people coming over hill, if you start before you see a car - witnessed an accident a month ago at night - rearended at crosswalk - nice to see the skybridge ppl have been talking about - understand it's expensive but would go a long way toward helping the situation
12:45 PM	Eye Center (same side of Main)	Just walking around	--	No	Never felt unsafe walking in Newmarket
12:55 PM	Apt. south of Mills on same side	Walking dog past Mills landing nor	--	No	Overall safe - about 90% of drivers are aware of heavy bike/ped traffic - some are looking around for businesses and are not mindful of pedestrians
1:00 PM	North of Mills on same side	1st floor studio	1	No	Occasionally people won't stop - people are for the most part mindful of pedestrians
1:05 PM	Work 4th floor	Lunch at Big Bean	4	Yes	--
1:15 PM	Apt north of Mills same side	Panzanella on Main St.	--	Yes	--
1:20 PM	Parking lot across street	4th floor apt.	4	Yes	--
1:25 PM	Parking lot across street	Work 4th floor	4	Yes	--
1:40 PM	On street parking across street	3rd floor apt.	3	Yes	--

1:45 PM	Crackskulls	Car on other side of st.	--	Yes	Dangerous by northern curve - there should be 3 cookies at each crosswalk
3:00 PM	2nd floor of Mills	Car on same side of street	2	No	Glare at the top of the hill makes crosswalk dangerous - anti-bridge
3:00 PM	Mills parking lot	Barber shop - 2nd floor	2	Yes	Safe for the most part
3:05 PM	Parking lot across street	3rd floor apt.	3	Yes	Overall safe - adjacent crosswalk less safe for cars who stop short
3:10 PM	Mills	Mills parking lot	2	Yes	None
3:15 PM	Near the bridge	Downtown	--	No	Hit or miss - 60% of people stop - worse at night - crosswalks need to be more visible
3:15 PM	Mills	Downtown	1	Yes	Feels safe
3:23 PM	Across the street (on rd)	Mills	3	No	Cars didn't yield
3:40 PM	Downtown	Poppers	2	No	None
3:40 PM	Across street	1st floor AGS	1	Yes	No issues
3:50 PM	Parking lot across street	First floor Mills	1	Yes	None
3:55 PM	Parking lot across street	Apt.	4	Yes	No problems
4:00 PM	Downtown (south)	3rd floor to drop of keg at friends	3	No	Safe crossing roads
4:05 PM	Parking lot	Apt.	3	Yes	Need solution to pedestrian woes
4:15 PM	Downtown, sidewalk same side as Mills	Past Mill north towards falls	N/A	No	Crosswalks feel safe
4:15 PM	Parking lot	3rd floor apt.	3	Yes	Add flashing lights more frequently - slow speeds along Main Street
4:25 PM	Parking lot	4th floor apt.	4	Yes	Can be dangerous at night
4:30 PM	Downtown sidewalk same side	2nd floor	2	No	People don't slow down - taxes are too high
4:45 PM	Parked across street	Dropping package in 1st floor	1	Yes	Not safe at Mills crosswalk - people either don't see pedestrians or are distracted - I slow down because I'm familiar with the area
4:50 PM	Parking lot	Apt. 3rd floor	3	Yes	Not safe to be a pedestrian in Newmarket
5:00 PM	Parked across street	Poppers	2	Yes	Haven't had any problems
5:20 PM	Rear of bldg	Yoga studio 4th floor	4	No	Dangerous
5:20 PM	Mill at the south end	Crosses by big bean	--	No	Lives downtown, tough to cross for people with disability - parking is an issue - been to the police twice about - people don't stop - safety issue - tries not to walk during rush hour
5:20 PM	Parking lot	Yoga studio 4th floor	4	Yes	Not safe, people don't stop
5:25 PM	Car	Poppers	1	Yes	--
5:25 PM	House up by Church	Mills yoga	4	Yes	Crossing in front of Mills is dangerous
5:30 PM	Downtown	North of Mills towards falls	N/A	No	
5:30 PM	Car in municipal lot	Apt in Mills	3	Yes	Sometimes it's scary at the crosswalk in front of Poppers - lots of crosswalks and sidewalks
5:30 PM	Municipal lot	Apt in Mills	3	Yes	People are polite and stop for people in crossings
5:35 PM	Car in municipal lot	Yoga in Mills	4	Yes	--
5:40 PM	Car in front	Friend's apt.	4	No	--
5:40 PM	Home	Walking dog	N/A	No	--
5:45 PM	Poppers	Car in lot (Resides in Lee, NH)	1	Yes	It's nice - lots of crosswalks - people stop
5:45 PM	--	Apts in Mills	4	Yes	People sometimes stop short because they can't see but for the most part it is good
5:46 PM	Mills by the river	Downtown Crackskulls	3	Yes	Lives works in town - crosswalks can be challenging due to sight distance - walkability is great
5:50 PM	Apt in back Mills	Walking dog	3	Yes	Lots of sidewalks, mostly good - sometimes people don't stop because sight distance
5:50 PM	Apt in Mills	Car	3	Yes	Crosswalk in front of Poppers can be tough - waits until people are stopped fully
5:50 PM	Car across street	Apt in Mills	3	Yes	--
5:50 PM	Downtown	Car in lot across street		Yes	Good overall - Poppers x walk is sometimes hard

5:55 PM	Home	Walk around downtown		No	Lots of traffic - likes sidewalks
5:55 PM	Car in municipal lot	Apt	3	Yes	Everything good
5:59 PM	Car	Apt in Mills	3	Yes	
6:00 PM	Poppers	South Mills Apt	2	No	
6:00 PM	Mills apt.	Walking dog	3	Yes	It's nice - crossing at busiest times sometimes a problem though
6:00 PM	Pizza place downtown	Apt	4	Yes	
6:05 PM	Lot	Visiting Mills	1	No	None
6:10 PM	Lot across street	Mills apt.	4	Yes	Cars don't always top - Poppers in the worst because people can't always see you
6:15 PM	Lot	Mills apt.	1	Yes	
6:15 PM	House downtown	Poppers	2	Yes	Not bad - nice sidewalks in town
6:17 PM	Independent Fabrications Cycles	Car across street	1	Yes	Can be tough to cross - pretty good
6:18 PM	Dinner downtown	Bathrooms in Mills - car in lot	1	Yes	
6:21 PM	Main street	Walking dog in town		Yes	It's great
6:25 PM	Poppers	Back to car	2	Yes	People drive too fast sometimes
6:30 PM	Walking dog	Mills apt.	4	No	No problem - recently moved
6:33 PM	Parking lot	Poppers	2	Yes	Pretty good
6:41 PM	Downtown	North?		No	Crossing on the hill and curve could be better
6:45 PM	Car in municipal lot	Poppers	1	Yes	
6:45 PM	Poppers	Home	2	Yes	
6:47 PM	Downtown	Parked car		No	Sidewalks are great
6:55 PM	Business owner in Mills	To car across street	1	Yes	OK, but not comfortable just walking at cross walk, some close calls - blinking light is good - signalized might be nice
7:00 PM	Work on 2nd floor	Parking lot	2	Yes	Install flashing lights going south would help
7:00 PM	Lot	Poppers	2	Yes	Pretty good job with sidewalks - great improvement - have to be careful as a pedestrian, lots of traffic - liability is great
7:05 PM	Lot across street	Teaches at Yoga studio	4	Yes	Student was hit on crosswalk recently - it has happened before (2 times) - people are distracted and drive too fast
7:07 PM	Car across the street	Apt in Mills	1	Yes	Another flashing light would be
7:10 PM	Morelli's	Apt in Mills	1	Yes	Better than it used to be - crosswalk across from Poppers is bad - people drive too fast
7:20 PM	Parking Lot	Apt on 3rd floor	3	Yes	Pedestrian bridge would be helpful - people not used to pedestrians in Newmarket
7:30 PM	Car parked across street	Poppers	2	Yes	OK - more signage and lights to alert pedestrians
7:45 PM	Lot across street	Apt in Mills	4	Yes	
7:55 PM	Parking lot	Poppers	2	Yes	Crosswalk at bottom of hill dangerous for pedestrians - have seen rear end accident
8:05 PM	On street parking across street	Friend's apt.	3	Yes	Bad at night
8:20 PM	Parking lot across street	Studio	1	Yes	
8:30 PM	Lot across street	Mills apt.	4	Yes	Safety is poor in the morning around 7:30
8:55 PM	Mills lot across street	Recr building	3	Yes	Very safe
9:20 PM	Poppers	Car parked on street	2	No	Dangerous
9:30 PM	Poppers	Car parked down street	2	Yes	Cars go too fast and often do not pay attention
9:35 PM	Mills apt.	Bar down street	3	No	Slow speeds through downtown
9:55 PM	Lot across street	Apt in Mills	3	Yes	More lighting and signage helpful. Motorists stop for pedestrians for the most part.

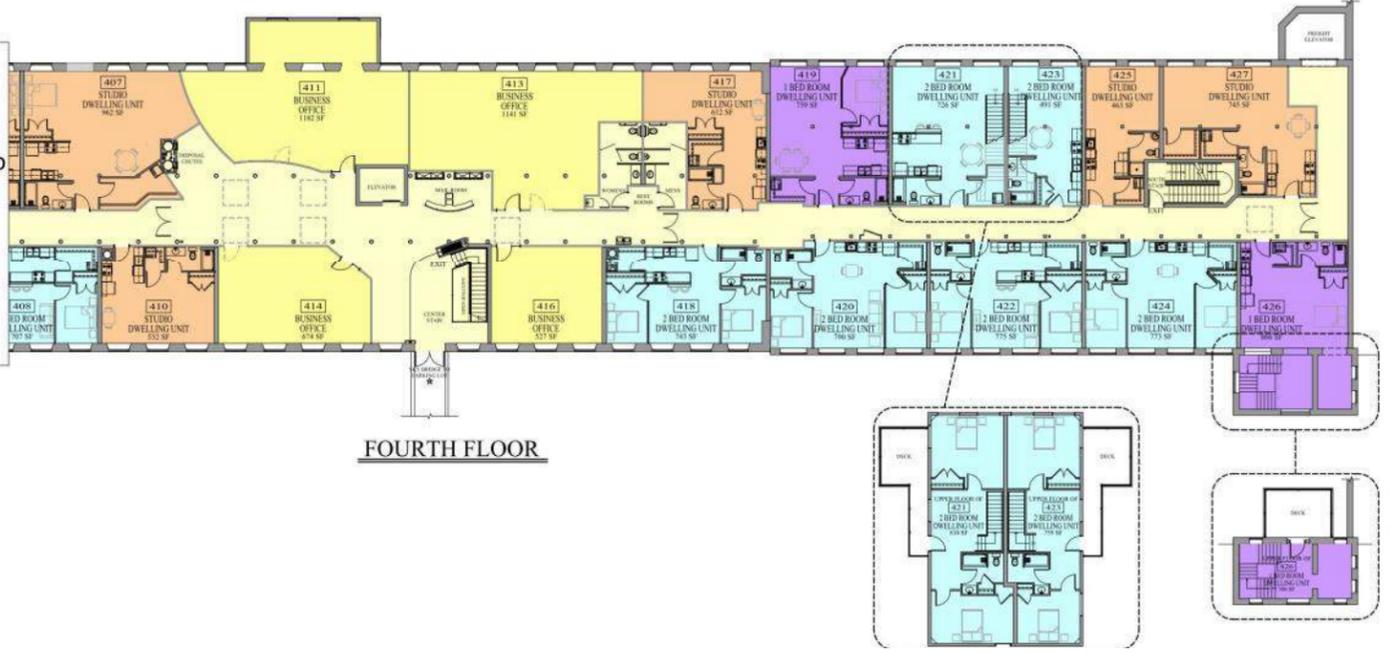
PEDESTRIAN SURVEY RESPONSES - NORTHERLY CROSSWALK

Time of Day	Walking From	Walking To	Floor #	Cross Street	Comments?
7:55 AM	Kittery	Mills	3	Yes	--
8:00 AM	Mills (Newmarket Mills Yoga)	Car parked on street	4	Yes	--
8:05 AM	Mills	Mills parking lot	3	Yes	--
8:05 AM	Mills	Mills parking lot	4	Yes	--
8:30 AM	Exeter/Mills parking lot	Work 2nd floor	2	Yes	--
8:30 AM	Mills parking lot	Mills	2	Yes	--
8:30 AM	River Street	Yoga 4th floor	4	Yes	None
8:30 AM	Mills (apt. 5th floor out back)	Mills parking lot	5	Yes	--
8:35 AM	House (across street, downtown)	Yoga	4	Yes	--
8:43 AM	Mills lot	1st floor	1	Yes	A light at the crosswalk, unsafe
8:45 AM	On the street, up the hill	Yoga	4	No	--
8:50 AM	Parked on street near/up the hill	Yoga	4	No	--
8:50 AM	Mills parking lot	Mills 2nd floor	2	Yes	None!
8:50 AM	Big Bean	Mills	2	Yes	None
8:55 AM	Mills parking lot	1st floor (?)	1	Yes	Problems in the evening - crosses on hill crosswalk because feels it is safer, lower crosswalk dangerous
9:00 AM	Main Street	2nd floor Mills	2	No	None
9:10 AM	Mills parking lot	Barber shop	2	Yes	--
9:15 AM	Mills parking lot	2nd floor Mills	2	Yes	Extremely dangerous crossing at night - uses blinking light to cross (that he carries with him)
9:25 AM	Mills parking lot	Their office (3rd floor)	3	Yes	Would love a pedestrian bridge to the third floor
9:30 AM	Downtown	Mills - Bike Factory NH	2	No	Poppers crosswalk dangerous
9:30 AM	Mills parking lot	1st floor	1	Yes	Sidewalk not ADA accessible - works for architecture firm, involved in early design of pedestrian bridge, no sidewalk from lot to Mills (need to go near library) - proponent for pedestrian bridge
9:30 AM	Mills	Parking lot	1	Yes	--
10:20 AM	Mills	Car parked across street	4	Yes	Safe - moved from Durham - move places to walk to
10:25 AM	Mills parking lot	Mills	3	Yes	Good crosswalks
10:53 AM	3rd floor Mills	Mills parking lot	3	Yes	Skybridge would be nice
10:55 AM	Mills parking lot	Equity Group	2	Yes	Feels safe
11:30 AM	Third floor	Across the street to get lunch	3	Yes	--
11:40 AM	Parking lot	1st floor	1	Yes	Don't think it's safe - cars come in too quickly, lighting over crosswalks would be beneficial
12:40 PM	Mills parking lot	Mills	2	Yes	It's convenient
12:40 PM	Home (downtown)	School	--	Yes	Feels safe
12:45 PM	Panzello's	Mills bldg	2	Yes	Knew individuals who died in crosswalk - unsafe
1:05 PM	152, across the bridge	Walking to the bridge past the Mills	--	No	Feels safe
1:17 PM	Mills lot	3rd floor Mills	3	Yes	Not safe to cross - recommends pedestrian bridge
1:17 PM	4th floor Mills	Mills parking lot	4	Yes	Feels safe - crosswalk closer to bridge, unsafe
1:35 PM	Mills 2nd floor	Downtown	2	Yes	--
1:45 PM	Rivermoore landing	Around downtown	--	No	People go to fast - always assume that people aren't gonna stop - mercedes and bmers never stop - feels unsafe, safer with sign
1:45 PM	Crackskulls	RSP Studios 1st floor	1	Yes	Everyone stops for pedestrians

2:00 PM	Home on Main St, same side as Mills	Headliners	2	No	They suck - lived here for 17 yrs - not enough crosswalks - can't see cars coming - need crossing buttons, at night should be reflective
2:03 PM	Downtown	Bridge	--	No	Feel safe walking downtown
2:05 PM	Downtown	Bridge	--	No	Lower crosswalk unsafe, needs flashing light
2:10 PM	Lot across street	Work 1st floor	1	Yes	--
2:15 PM	Lot across street	Bike shop	2	Yes	Safe conditions for pedestrians
2:20 PM	Work	Just taking a walk	2	No	Cars travel too fast at adjacent crosswalk - car got rearended, men at stopped crosswalk
2:30 PM	Bridge	Mills	2	No	Hear screeching brakes at least 2-3 times a day
2:30 PM	Rear bldg	Crackskulls	3	Yes	Generally safe
2:30 PM	Downtown (Crackskulls)	Mills	4	Yes	Lower hill (problem - not 1st car, 2nd car rear-ending problem - attentive walker right side facing downtown)
2:40 PM	Barber shop	Car on other side of st. waiting for pickup	2	Yes	No
2:45 PM	Crackskulls	2nd floor	2	Yes	Crosswalk not good at all, people need to slow down
2:50 PM	Poppers	Mills parking lot	2	Yes	None
2:50 PM	Poppers	Mills parking lot	2	Yes	None
2:50 PM	4th floor	Parking lot across street	4	Yes	Dangerous crosswalks for both drivers and pedestrians
2:55 PM	Downtown apt.	Checking out the falls	--	No	50/50 - some people stop, some don't - a lot don't stop
2:55 PM	Downtown	2nd floor Mills	2	Yes	Cars drive too fast, unsafe for elderly and kids
4:00 PM	Mills lot	Home (apt.)	3	Yes	Safe
4:05 PM	Mills parking lot	Mills apt.	3	Yes	Pretty safe - lots of car accidents - could be improvements - light good addition
4:05 PM	Mills	Mills parking lot	4	Yes	It is safe
4:10 PM	Mills parking lot	Mills apt.	4	Yes	Crosswalks need more lights - only thing bad about Newmarket is the crosswalks
4:20 PM	Mills parking lot	Mills apt.	3	Yes	No, visible but people drive too fast
6:15 PM	Parked on street south of Mills	Poppers	2	Yes	Usually very cautious when using crosswalk
6:20 PM	Yoga 4th floor	Parking lot	4	Yes	Generally safe - hill can be dangerous
6:40 PM	Yoga 4th floor	Car parked up street	4	No	--
6:50 PM	Parking lot	4th floor apt.	4	Yes	Feel fine, I walk everywhere
7:40 PM	Municipal lot	Poppers	2	Yes	Safety - very little traffic
7:45 PM	Municipal lot	Mills apt.	4	Yes	Safe - cars drive too fast
7:55 PM	Municipal lot	Mills apt.	4	Yes	None
7:55 PM	Municipal lot	Mills apt.	4	Yes	Safe - no issues
8:00 PM	Street parking space	Rent office	2	Yes	Generally safe - crosswalk at top of hill is semi blind
8:10 PM	Municipal lot across street	Mills apt. (rear bldg)	4	Yes	Speed limit <u>way</u> too high - extremely unsafe
8:15 PM	Street parking space	Own a business in bldg	4	Yes	Cars either come to a screeching halt or don't stop at all
8:25 PM	Meeting in bldg conf. rm.	Back to car	3	Yes	Cute downtown - whole different work on other side of Mill - visibility, curvey road, cars block crosswalk
8:35 PM	Mills lot (across street)	Poppers	2	Yes	None
8:40 PM	Mills lot (across street)	Mills apt.	4	Yes	I hear honking towards pedestrians every day out my window - Almost get run over every time I cross the street
9:00 PM	Mills lot (across street)	Mills apt.	4	Yes	Almost been hit 4-5 times - extremely unsafe - speed limit too high
9:50 PM	Bus stop (top of hill across street)	Mills apt.	4	Yes	Generally safe drivers are very considerate - rarely have to wait at crosswalk

FOURTH FLOOR:

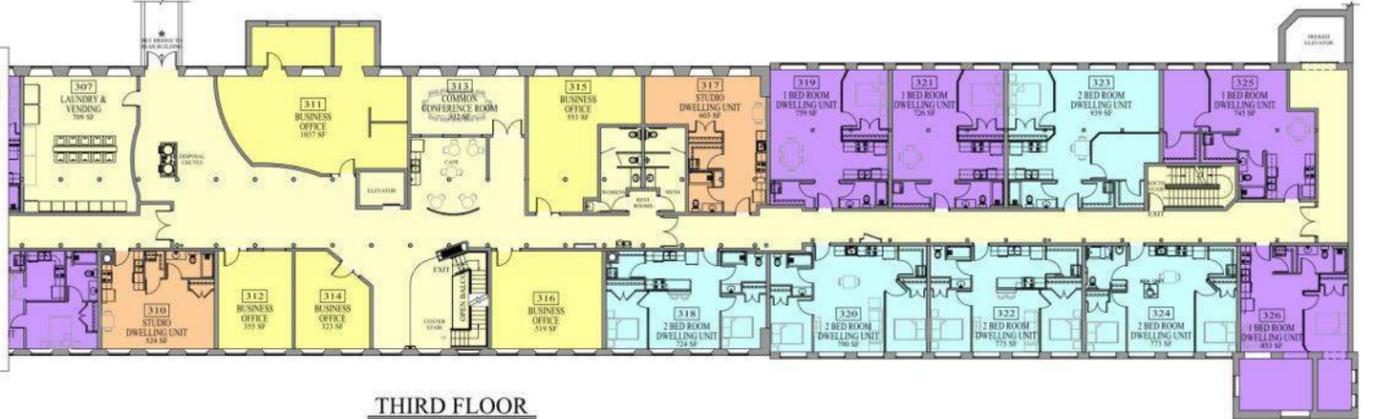
- 409 Old & New Market
- 411 Serenty Hair Salon
- 414 Newmarket Mills Yoga
- 415 Progressive Asset Management Group
- 416 Russian Ballet School



FOURTH FLOOR

THIRD FLOOR:

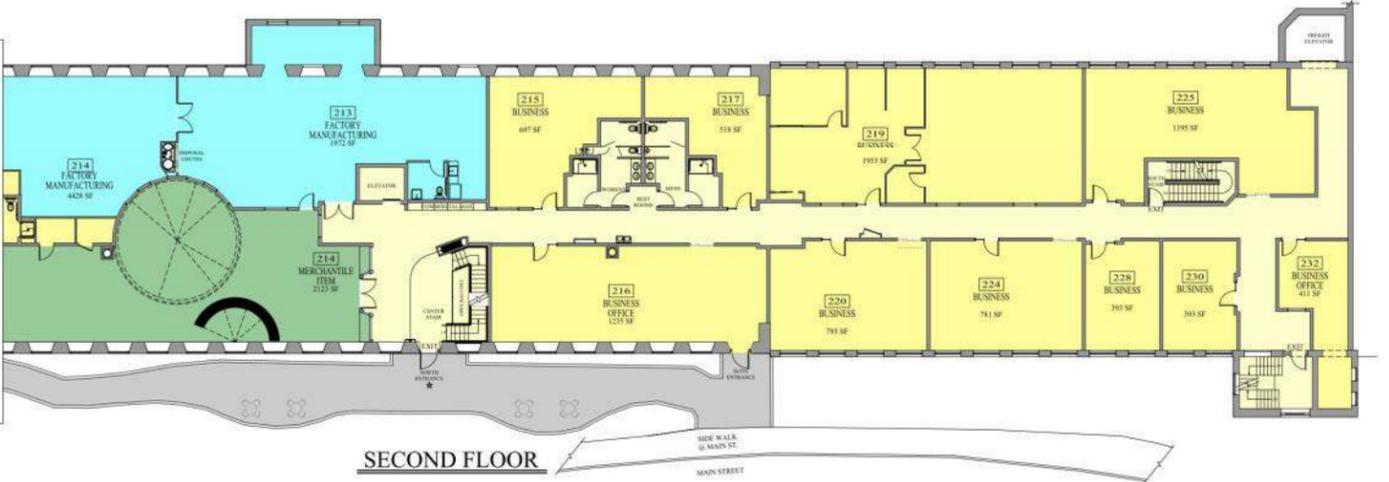
- 311 Chinbury Management Leasing Office
- 312 Mon Petite Studio
- 314 Gabe Goldberg, Inc.
- 315 Wildmind LLC & Winter Crow Studio
- 316 Card Chiropractic Care



THIRD FLOOR

SECOND FLOOR:

- 214 BaileyWorks, Inc.
- 214 Independent Fabrication, Inc.
- 215 Headlinerz Barber Shop
- 216 Poppers Restaurant at the Mill
- 217 LOCO Sports, Inc.
- 219 Craghoppers
- 222 Sarah Revels, LCMHC
- 222 Rhiannon Beauregard, LMFT
- 224 Novation North America
- 225 Pursuit Brand Equity Group
- 228 Jacob Hill
- 230 AMC Law Group
- 232 Fairy Tales Lingerie



SECOND FLOOR

FIRST FLOOR:

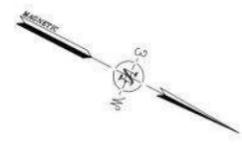
- 100 GPD Designs
- 102 RSP Sudio Custom Framing
- 102 Barbara Mata Contemporary Arts
- 105 Cool Ed's International House of Art & Stuff
- 107 Gregg Pauley Piano Studio
- 111 The Bloom'n Cow
- 115 Creek Hill Upholstery
- 116 Newmarket Community Development Corporation
- 125 Applied Geo Solutions
- 129 Ironwood Design Group, LLC
- 130 Relational IT, LLC



FIRST FLOOR




NEWMARKET MILLS
www.NewmarketMills.com
 603-292-6106
 55 Main Street
 Newmarket, NH 03857



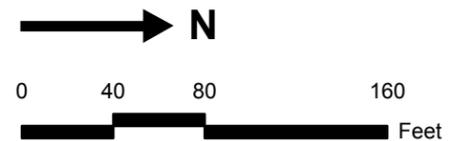
HATCH KEY	
[Light Blue]	STUDIO
[Light Purple]	1 BEDROOM
[Light Cyan]	2 BEDROOM
[Light Yellow]	BUSINESS
[Light Green]	FACTORY
[Light Orange]	MERCANTILE
[Light Grey]	COMMON
[Light Brown]	STORAGE
[Light Pink]	MECHANICAL

PLANS ARE FOR MARKETING PURPOSES SUBJECT TO CHANGE WITH OUT NOTICE
 ROOM SIZES AND SQUARE FOOTAGE CALCULATIONS ARE APPROXIMATE
 OCTOBER 25, 2011

CRASH #	DATE	TIME	ACDDAY	SEVERITY	# VEH	CRASH TYPE	OBJECT STRUCK	ACDSTREET	NSEWTOINTER	INTERSTREET	LOCFIRSTEVENT	TRAFFICCONTROLS	ROADESIGN	ADLROADFEATURES	ROADALIGNMENT	RD. COND.	SURFACE COND.	LIGHTING	WEATHER	DIAGRAMCODE	POINT_X	POINT_Y
03001085	1/3/2003	1833	Friday	Non Incapacitating	3	Other Motor Vehicle	Not Declared	86 MAIN ST	South	2 CENTRAL ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Curve and Grade	Normal	Snow/Slush	Dark-St Light On	Snow	Unknown	1179466.484	212076.874
03012086	4/18/2003	1657	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST	North	CHAPEL ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Unknown	1179525.268	212150.6671
03028427	9/11/2003	1536	Thursday	No Apparent Injury	3	Other Motor Vehicle	Not Declared	MAIN	<Null>	<Null>	Along the Road	Lane Control	Other Divided Highway	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Unknown	1179493.756	212112.2233
04002364	1/16/2004	1802	Friday	Non Incapacitating	3	Other Motor Vehicle	Not Declared	1 ELM ST	AT	53 MAIN ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Dark-St Light On	Clear	Head On	1179673.639	212843.1257
04003581	2/6/2004	1137	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	64 MAIN ST	North	CENTRAL ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight & On Grade	Normal	Snow/Slush	Daylight	Snow	Unknown	1179540.733	212170.4342
04020327	7/12/2004	1739	Monday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	53 MAIN	AT	1 ELM	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Curve and Level	Normal	Dry	Daylight	Cloudy	Unknown	1179673.639	212843.1257
04027329	9/24/2004	2011	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST	North	CHAPEL STREET	Along the Road	Visible Road Markings	Not Reported	None of the Above	Straight and Level	Normal	Dry	Dark-St Light On	Clear	Rear	1179555.648	212190.1165
05031898	10/24/2005	1705	Monday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	86 MAIN ST	<Null>	<Null>	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight & On Grade	Normal	Wet	Dusk	Rain	Unknown	1179641.007	212472.6754
05037136	11/18/2005	1122	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	140 MAIN ST	<Null>	<Null>	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Unknown	1179492.522	212110.7171
06031955	10/16/2006	1433	Monday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST	<Null>	<Null>	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Rear	1179600.087	212278.3375
07021556	8/14/2007	1711	Tuesday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	72 MAIN STREET	<Null>	<Null>	Along the Road	None	Not Reported	Not Reported	Straight & On Grade	Normal	Dry	Daylight	Clear	Unknown	1179619.556	212350.504
09002063	1/3/2009	951	Saturday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	2A N MAIN ST	<Null>	<Null>	Along Road at Driveway Int	No Passing Zone	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Wet	Daylight	Cloudy	Passing	1179664.221	212720.5167
09007051	3/30/2009	814	Monday	No Apparent Injury	1	Median	Phone/Elec Pole	20 SPRING ST	East	1 ELM CT	Off Roadway Beyond Shoulder	None	Undivided Road (1-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Cloudy	Rear	1179493.756	212112.2233
09010130	4/13/2009	819	Monday	No Apparent Injury	1	Median	Embank/Ditch/Curb	MAIN ST	<Null>	<Null>	Along the Road	None	Not Physically Divided (2-Way Traffic)	None of the Above	Curve and Grade	Normal	Dry	Daylight	Clear	Unknown	1179658.222	212644.7646
09012956	5/18/2009	750	Monday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST	<Null>	MAIN ST	Along the Road	None	Not Physically Divided (2-Way Traffic)	Not Reported	Not Declared	Not Reported	Dry	Nor Reported	Clear	Right Turn Rear	1179590.505	212254.9058
09013003	6/2/2009	1004	Tuesday	Unknown	1	Pedestrian	Not Declared	MAIN ST	<Null>	<Null>	Off Rdwy on Shoulder/Median	Visible Road Markings	Other Divided Highway	Road Under Maintenance	Straight at Hillcrest	Normal	Dry	Daylight	Clear	Unknown	1179673.639	212843.1257
09020651	8/7/2009	1647	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	191 EXETER RD	<Null>	<Null>	Along the Road	Lane Control	Other Divided Highway	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Rear	1179649.838	212556.4616
10001702	1/2/2010	2128	Saturday	No Apparent Injury	1	Median	Other	53 MAIN STREET	North	1 ELM STREET	Off Rdwy on Shoulder/Median	None	Not Physically Divided (2-Way Traffic)	Not Reported	Other	Other	Snow/Slush	Dark-St Light On	Snow	Unknown	1179673.639	212843.1257
10014019	6/30/2010	2110	Wednesday	No Apparent Injury	1	Median	Barrier/Fence	72 MAIN STREET	North	CENTRAL STREET	Other	Visible Road Markings	Not Reported	Not Reported	Curve and Grade	Normal	Dry	Dark-St Light On	Clear	Unknown	1179673.727	212844.4377
10020446	8/19/2010	1958	Thursday	No Apparent Injury	2	Median	Barrier/Fence	55 MAIN STREET 281	<Null>	<Null>	Along Road at Driveway Int	None	Not Physically Divided (2-Way Traffic)	None of the Above	Straight & On Grade	Normal	Dry	Daylight	Clear	Unknown	1179648.853	212547.1185
11000778	1/13/2011	413	Thursday	No Apparent Injury	1	Median	Light Pole	MAIN ST	South	CENTRAL ST	Not Reported	Visible Road Markings	Not Physically Divided (2-Way Traffic)	Not Reported	Straight and Level	Normal	Snow/Slush	Dark-St Light On	Clear	Rear	1179560.322	212189.8459
11003250	1/13/2011	1446	Thursday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST	AT	ELM STREET	Not Reported	None	Not Reported	Not Reported	Straight & On Grade	Normal	Dry	Daylight	Clear	Unknown	1179673.585	212843.1316
11026073	9/24/2011	1810	Saturday	No Apparent Injury	2	Parked Motor Vehicle	Not Declared	110 MAIN ST			Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Unknown	<Null>	<Null>
11031110	12/23/2011	842	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	72 MAIN ST			Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Wet	Daylight	Rain	Unknown	<Null>	<Null>
12003672	1/23/2012	744	Monday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	MAIN ST			Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Wet	Daylight	Snow	Rear	1179499.846	212110.5219
12012910	6/14/2012	556	Thursday	No Apparent Injury	1	Median	Barrier/Fence	53 MAIN ST	AT	1 ELM ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight & On Grade	Normal	Dry	Daylight	Clear	Unknown	1179667.334	212780.6597
12017486	6/20/2012	1908	Wednesday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	72 MAIN STREET			Other	Visible Road Markings	Not Reported	Not Reported	Unknown	Normal	Dry	Daylight	Clear	Unknown	1179482.77	212086.5652
12017539	7/21/2012	948	Saturday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	96 MAIN STREET			Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight and Level	Normal	Dry	Daylight	Clear	Unknown	1179499.846	212110.5219
12019597	8/3/2012	1809	Friday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	86 MAIN ST	N	CENTRAL ST	Not Reported	None	Not Physically Divided (2-Way Traffic)	None of the Above	Straight at Hillcrest	Normal	Dry	Daylight	Clear	Unknown	1179676.443	212854.8724
12026160	10/30/2012	1753	Tuesday	No Apparent Injury	2	Other Motor Vehicle	Not Declared	70 MAIN ST			Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	None of the Above	Straight & On Grade	Normal	Wet	Dusk	Rain	Unknown	1179482.77	212086.5652
12026867	11/17/2012	1219	Saturday	No Apparent Injury	3	Other Motor Vehicle	Not Declared	86 MAIN ST	N	CENTRAL ST	Along the Road	Visible Road Markings	Not Physically Divided (2-Way Traffic)	Not Reported	Straight and Level	Normal	Dry	Daylight	Clear	Rear	1179665.363	212755.8874



- Legend**
- Crash Data
 - Building Entrances
 - Traffic Signage**
 - Municipal Parking
 - Pedestrian Signage
 - Right Turn Prohibited
 - Left Turn Prohibited
 - STOP
 - Tree
 - Building
 - Sidewalk
 - Pedestrian Bridge
 - Parking
 - Two Foot Contour



DuBois & King inc.

NHDOT Crash Data (2003-2012)
 Pedestrian Crossing Study
 NH Route 108 (Main Street)
 Newmarket, NH

APPENDIX E

Memo



NH NATURAL HERITAGE BUREAU
NHB DATACHECK RESULTS LETTER

To: Jessica Chambers, DuBois & King, Inc.
18 Constitution Drive
Suite 8
Bedford, NH 03110

From: Melissa Coppola, NH Natural Heritage Bureau

Date: 2/10/2014 (valid for one year from this date)

Re: Review by NH Natural Heritage Bureau

NHB File ID: NHB14-0316

Town: Newmarket

Location: Main Street (NH Route 108) from
Central Street to Elm Street

Description: The project is currently in the Engineering Study phase to determine how to safely and efficiently allow pedestrians to cross Main Street in downtown Newmarket, NH. Constructed infrastructure will exist within the existing corridor and may include roadway re-alignment, roadway reconstruction, reconstruction of existing crossings, construction of elevated pedestrian crossing or a combination of all of the above.

cc: Kim Tuttle

As requested, I have searched our database for records of rare species and exemplary natural communities, with the following results.

Vertebrate species

	State ¹	Federal	Notes
Blanding's Turtle (<i>Emydoidea blandingii</i>)*	E	--	Contact the NH Fish & Game Dept (see below).

¹Codes: "E" = Endangered, "T" = Threatened, "SC" = Special Concern, "--" = an exemplary natural community, or a rare species tracked by NH Natural Heritage that has not yet been added to the official state list. An asterisk (*) indicates that the most recent report for that occurrence was more than 20 years ago.

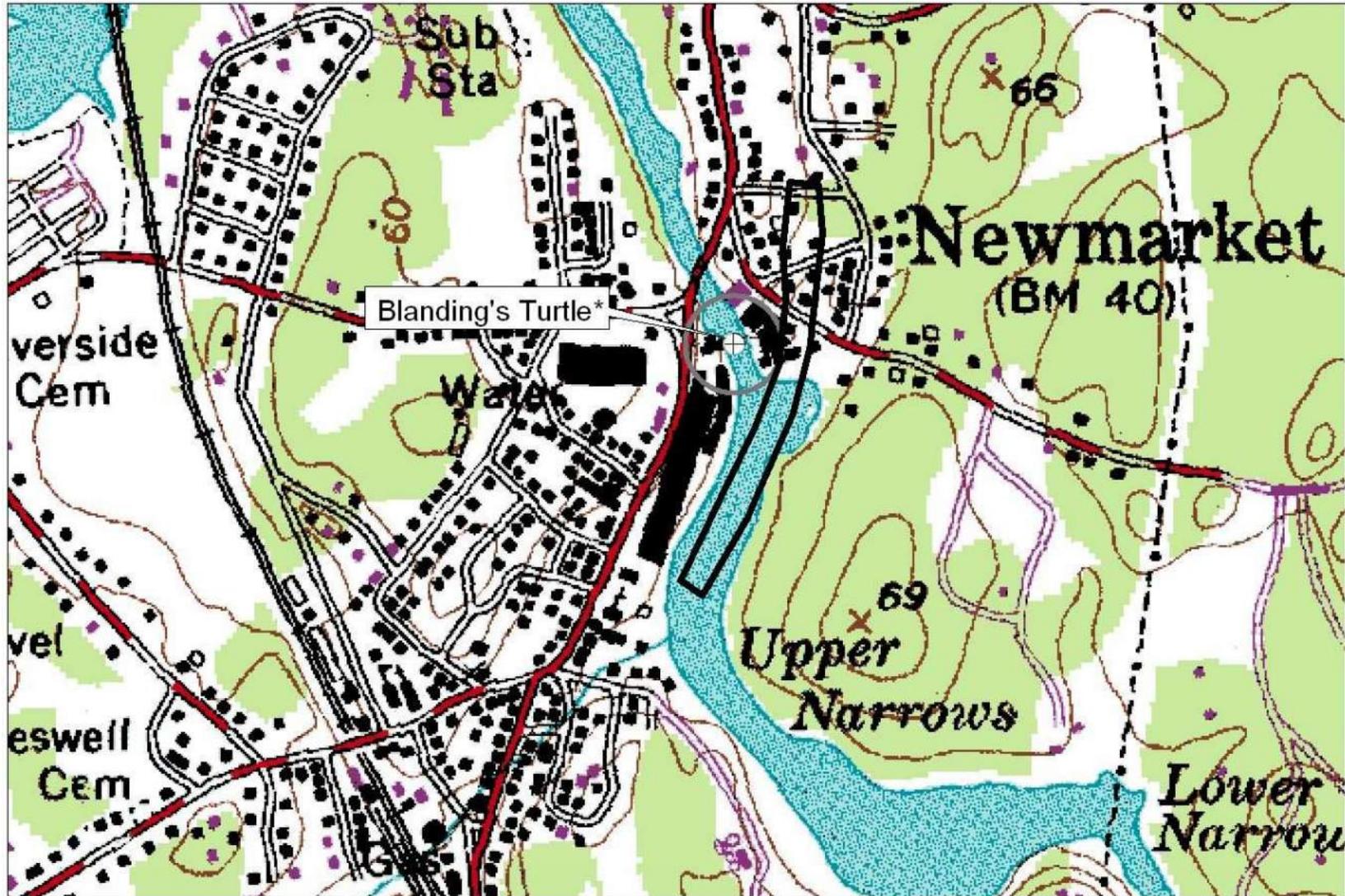
Contact for all animal reviews: Kim Tuttle, NH F&G, (603) 271-6544.

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. An on-site survey would provide better information on what species and communities are indeed present.



Known locations of rare species and exemplary natural communities

Note: Mapped locations are not always exact. Occurrences that are not in the vicinity of the project are not shown.



*Historical record

New Hampshire Natural Heritage Bureau - Animal Record

Blanding's Turtle (*Emydoidea blandingii*)

Legal Status

Federal: Not listed
 State: Listed Endangered

Conservation Status

Global: Apparently secure but with cause for concern
 State: Critically imperiled due to rarity or vulnerability

Description at this Location

Conservation Rank: Historical records only - current condition unknown.
 Comments on Rank:

Detailed Description: 1992: Area 11892: 2 young.
 General Area: 1992: Area 11892: Lamprey River fish ladder, riverine habitat.
 General Comments:
 Management: 1992: Area 11892: Accidental trappings and deaths of turtles in this fish ladder indicate a
 Comments: need for a look into the matter, with the hope of eliminating the risk to turtles.

Location

Survey Site Name: Crommet Creek
 Managed By:

County: Rockingham	USGS quad(s): Newmarket (4307018)
Town(s): Newmarket	Lat, Long:
Size: 2.9 acres	Elevation: 20 feet

Precision: Within (but not necessarily restricted to) the area indicated on the map.

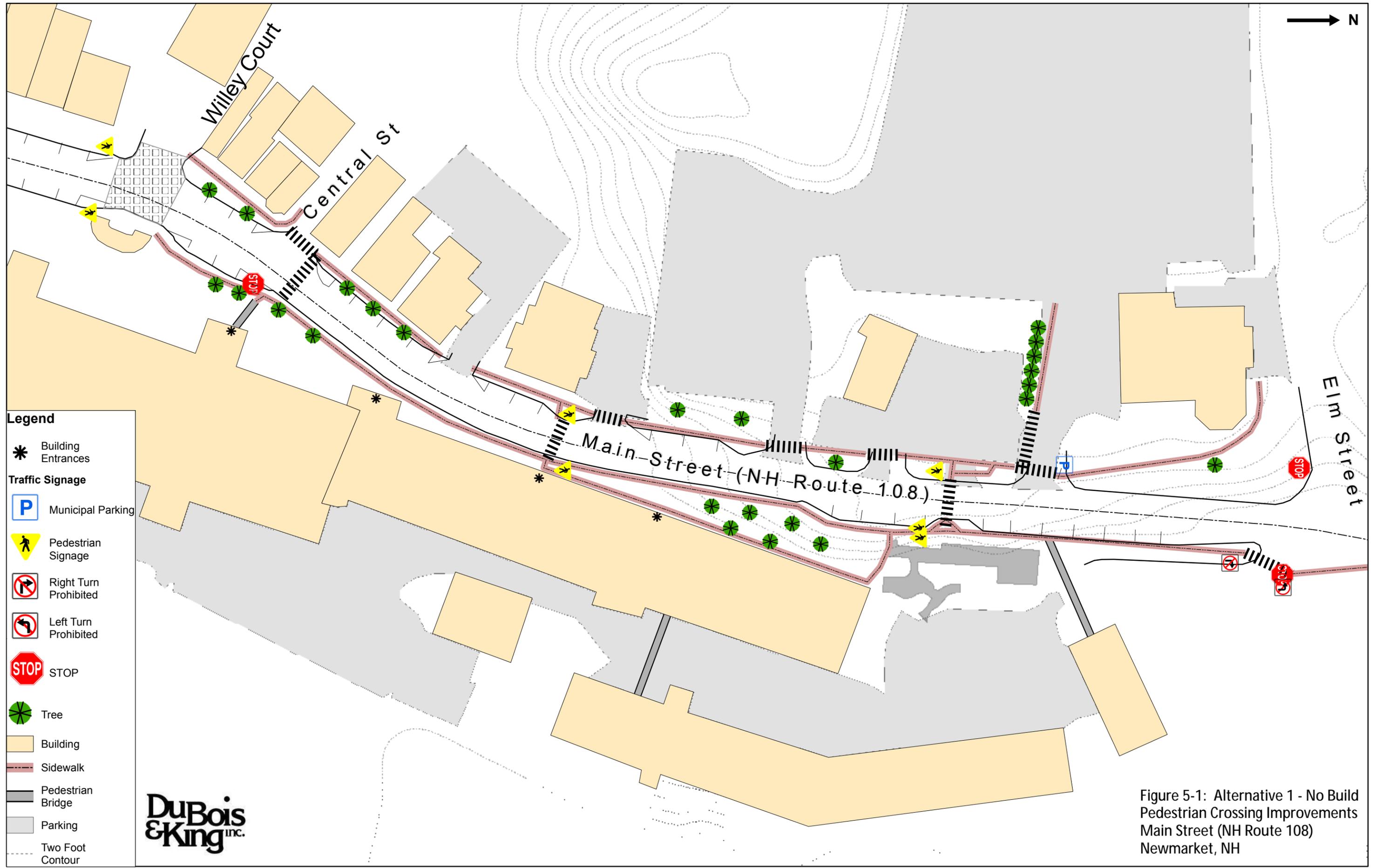
Directions: 1992: Area 11892: From Rte 108 in Newmarket, go just beyond Bay Road to the Lamprey River Dam with the Lamprey Fish Ladder.

Dates documented

First reported: 1992-10-01	Last reported: 1992-10-01
----------------------------	---------------------------

The New Hampshire Fish & Game Department has jurisdiction over rare wildlife in New Hampshire. Please contact them at 11 Hazen Drive, Concord, NH 03301 or at (603) 271-2461.

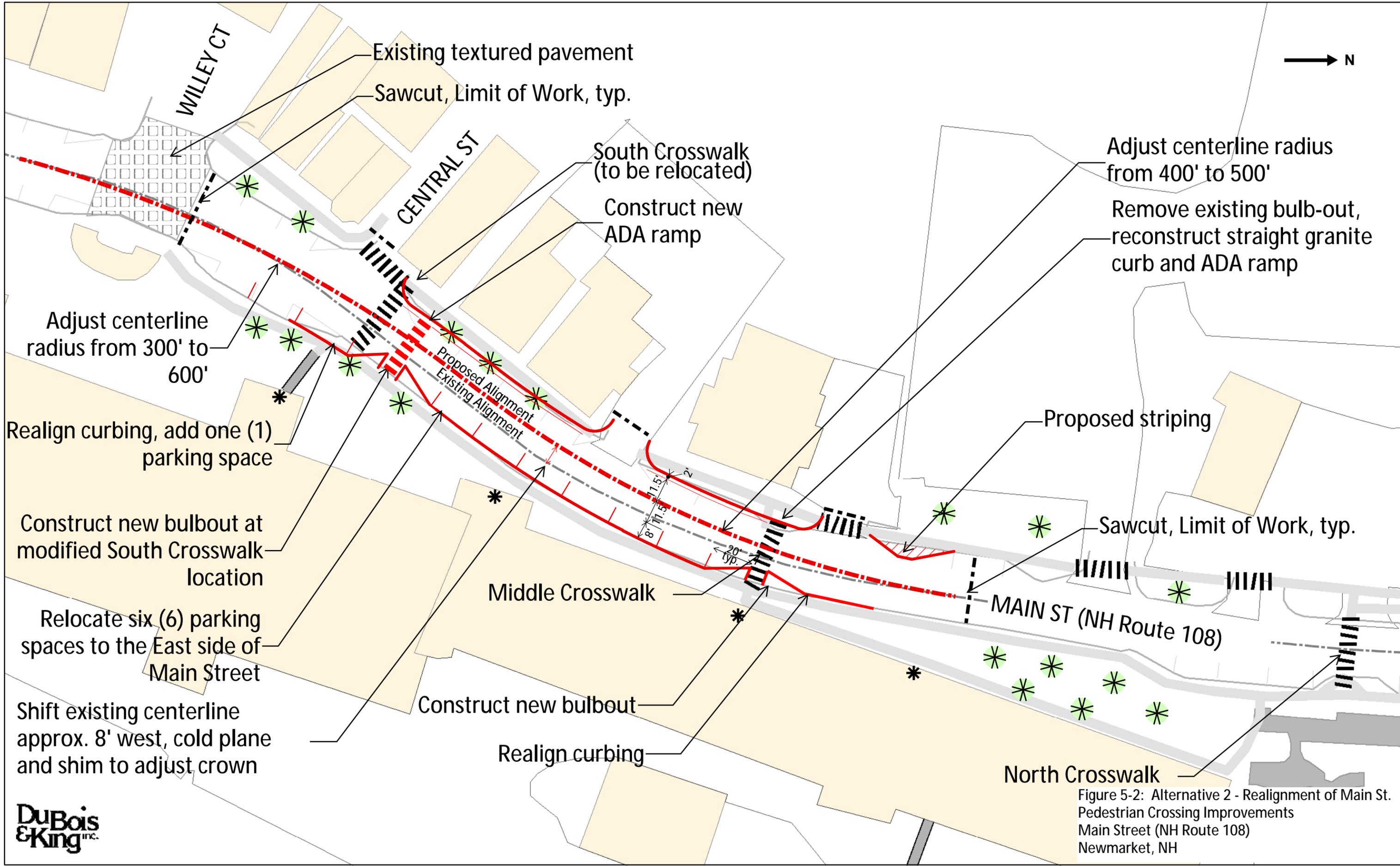
APPENDIX F



- Legend**
- * Building Entrances
 - Traffic Signage**
 - Municipal Parking
 - Pedestrian Signage
 - Right Turn Prohibited
 - Left Turn Prohibited
 - STOP
 - Tree
 - Building
 - Sidewalk
 - Pedestrian Bridge
 - Parking
 - Two Foot Contour



Figure 5-1: Alternative 1 - No Build
 Pedestrian Crossing Improvements
 Main Street (NH Route 108)
 Newmarket, NH



Existing textured pavement
 Sawcut, Limit of Work, typ.

South Crosswalk
 (to be relocated)
 Construct new
 ADA ramp

Adjust centerline radius
 from 400' to 500'
 Remove existing bulb-out,
 reconstruct straight granite
 curb and ADA ramp

Adjust centerline
 radius from 300' to
 600'

Realign curbing, add one (1)
 parking space

Construct new bulbout at
 modified South Crosswalk
 location

Relocate six (6) parking
 spaces to the East side of
 Main Street

Shift existing centerline
 approx. 8' west, cold plane
 and shim to adjust crown

Middle Crosswalk

Construct new bulbout

Realign curbing

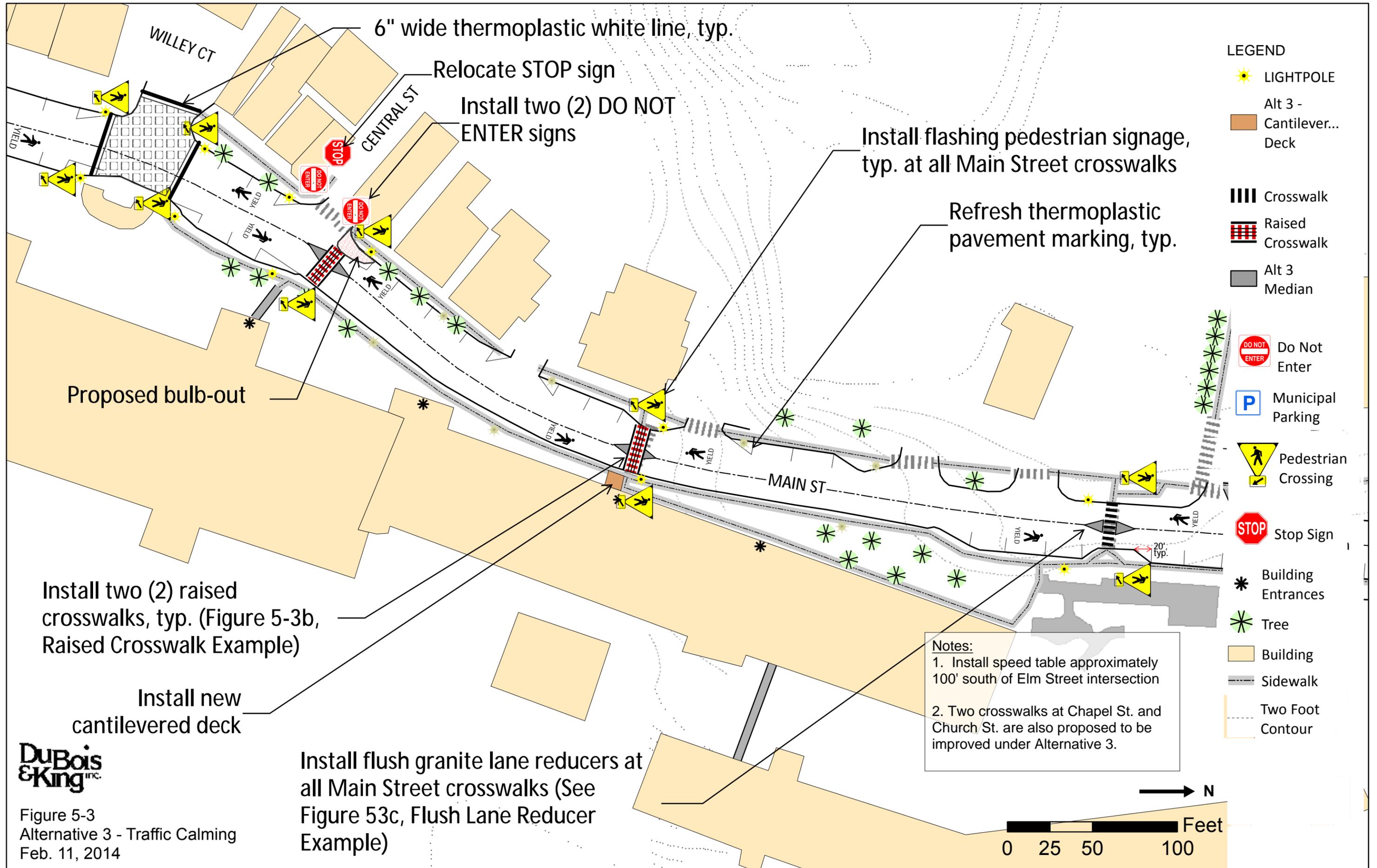
Proposed striping

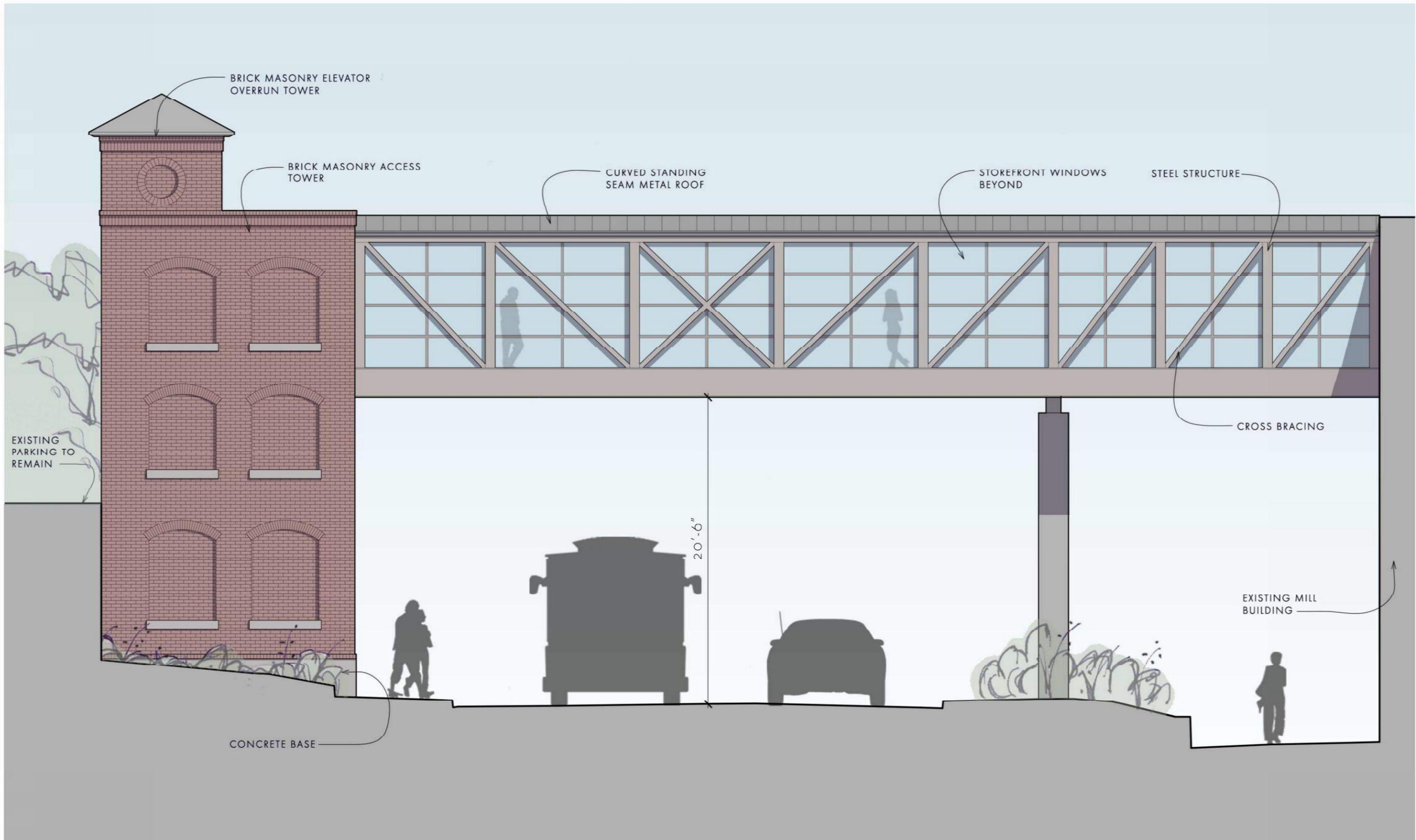
Sawcut, Limit of Work, typ.

MAIN ST (NH Route 108)

North Crosswalk

Figure 5-2: Alternative 2 - Realignment of Main St.
 Pedestrian Crossing Improvements
 Main Street (NH Route 108)
 Newmarket, NH





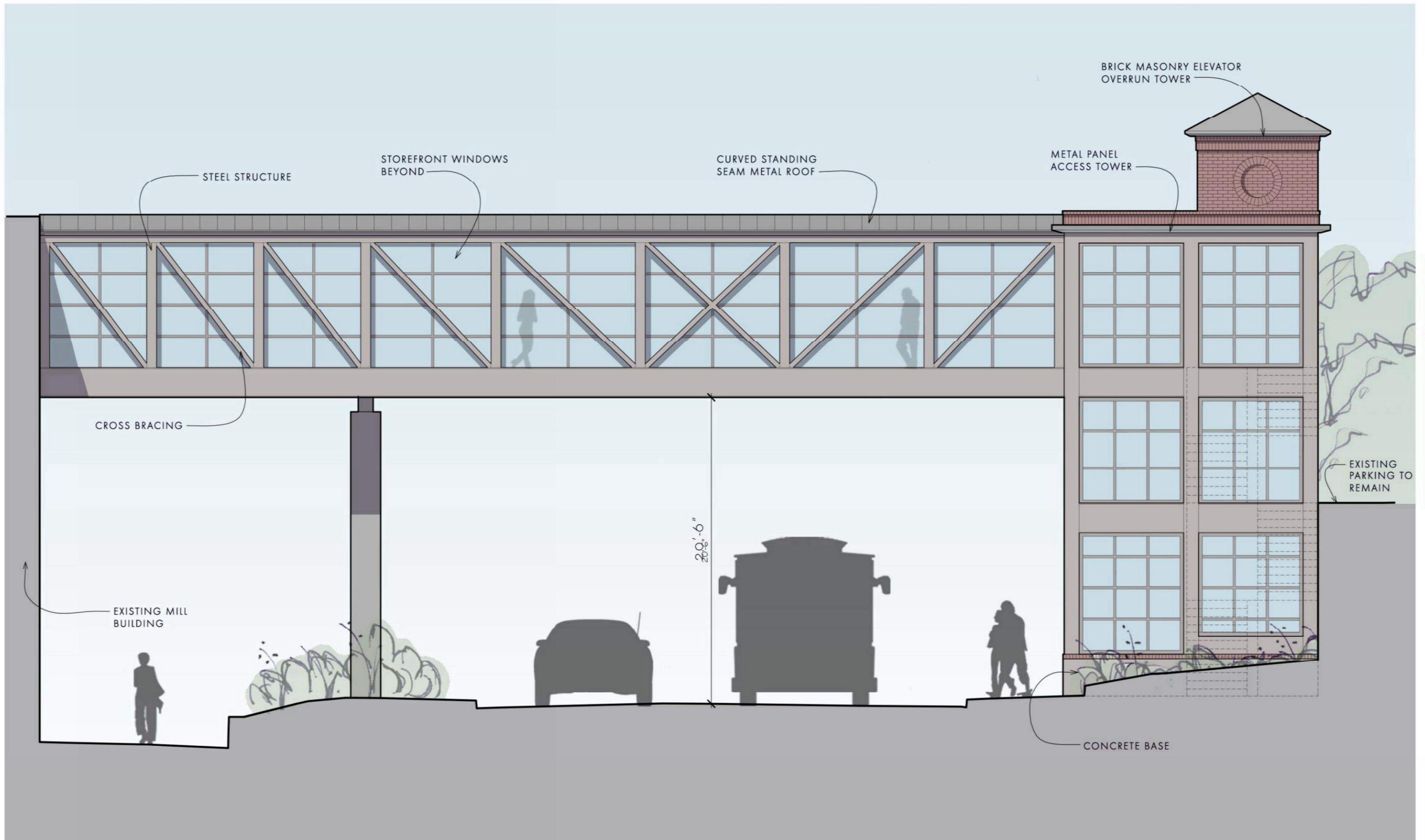
Project No: 201215_000

NEWMARKET SKY BRIDGE
 MAIN STREET, NEWMARKET, NEW HAMPSHIRE

ELEVATION

5 AUGUST 2013





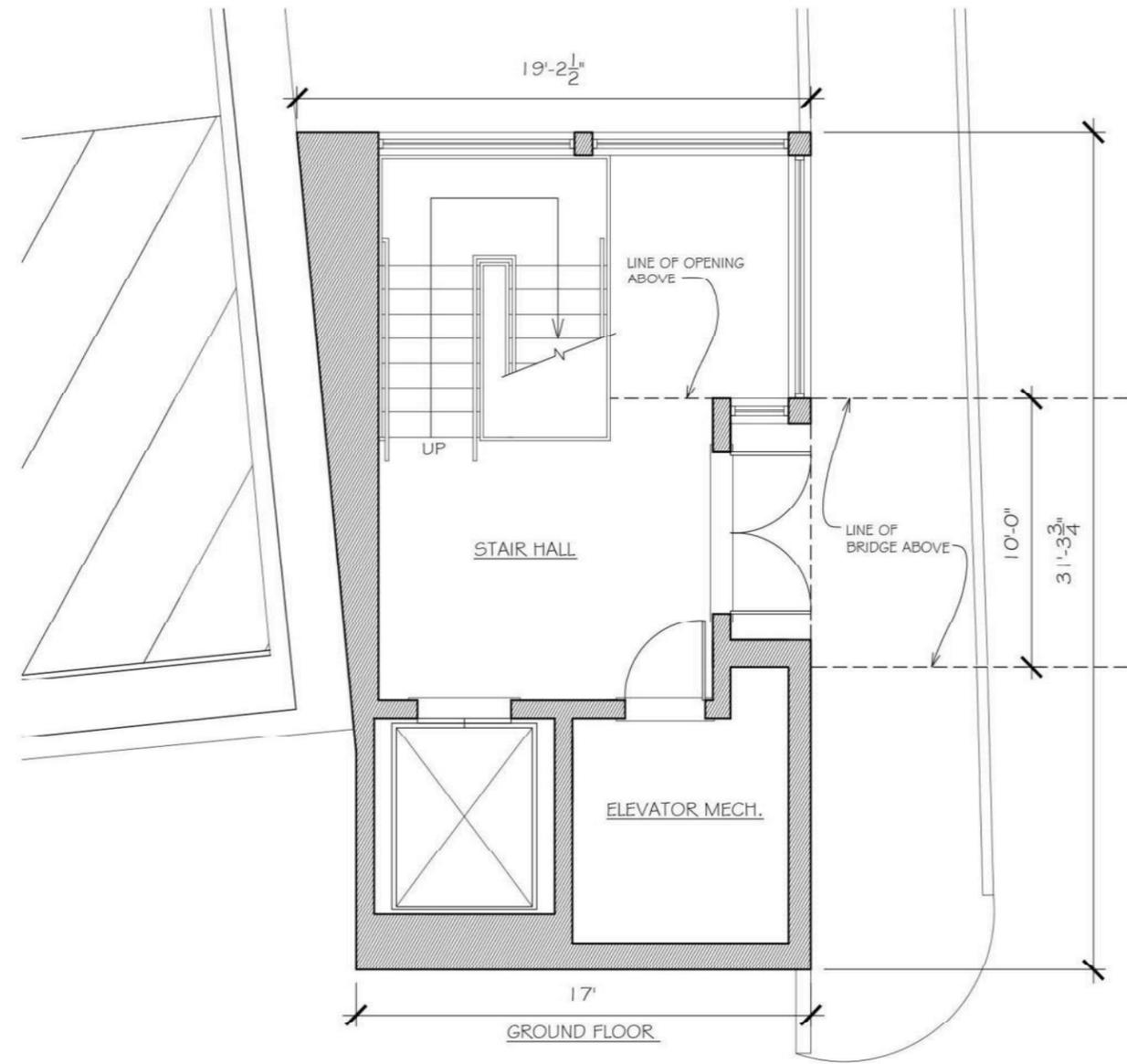
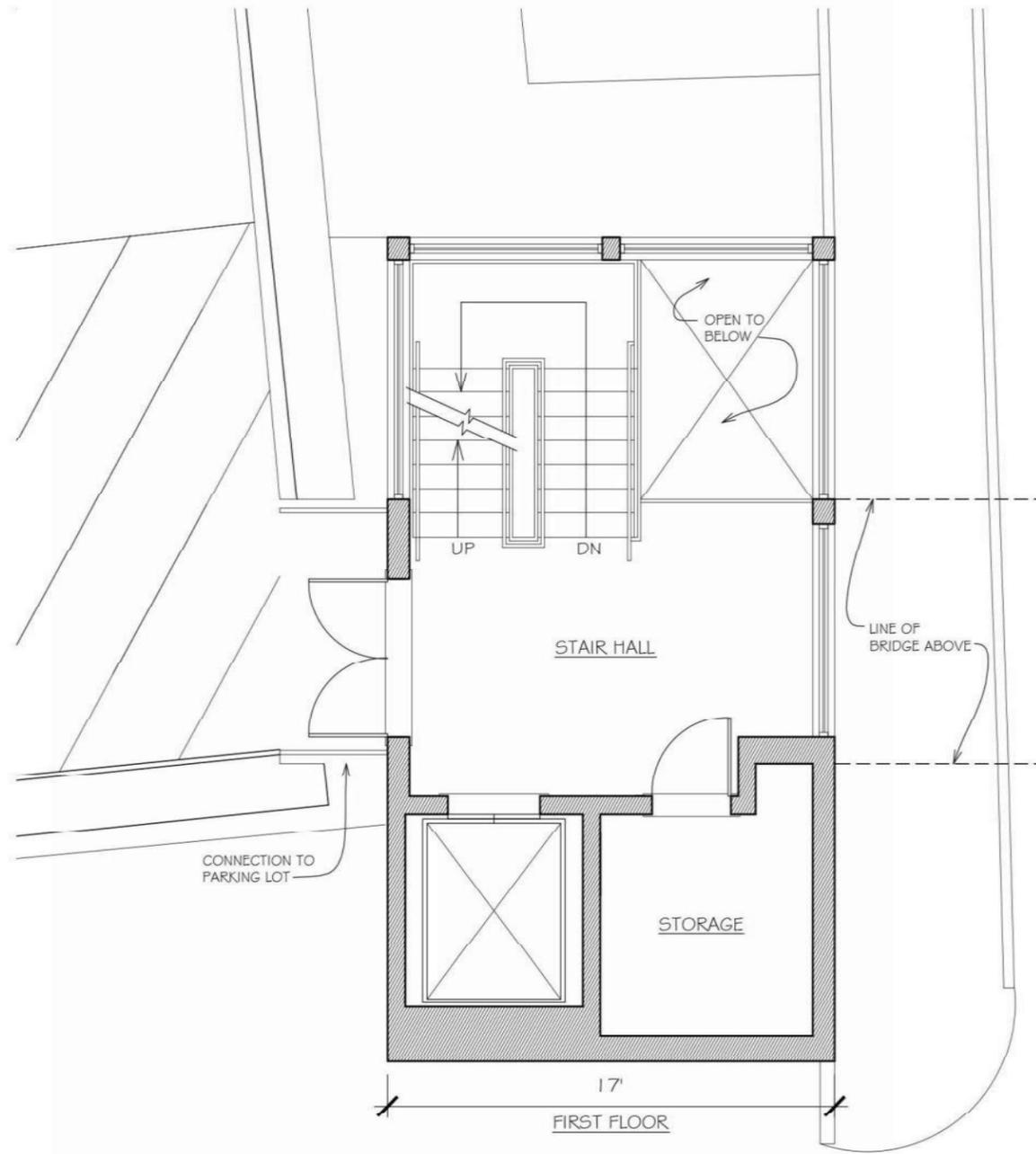
PROJECT No: 201215.000

NEWMARKET SKY BRIDGE
 MAIN STREET, NEWMARKET, NEW HAMPSHIRE

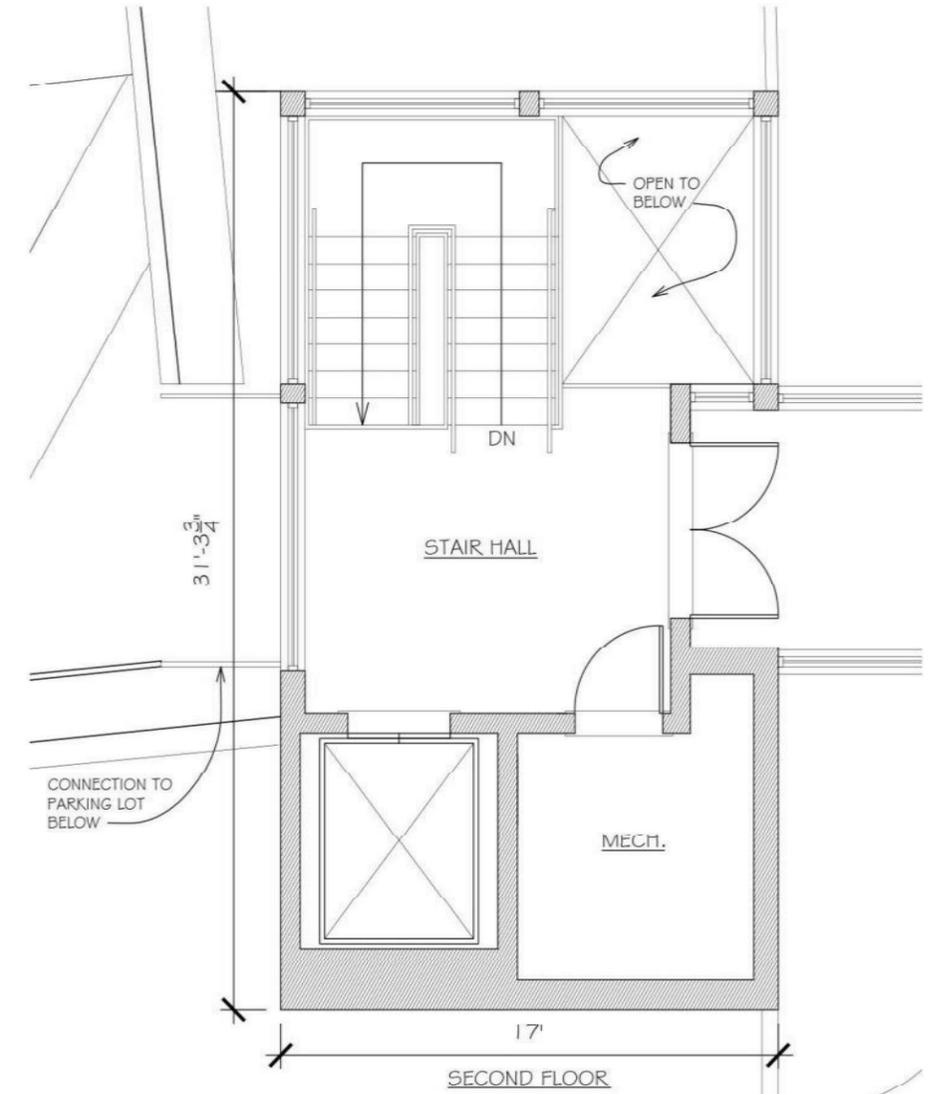
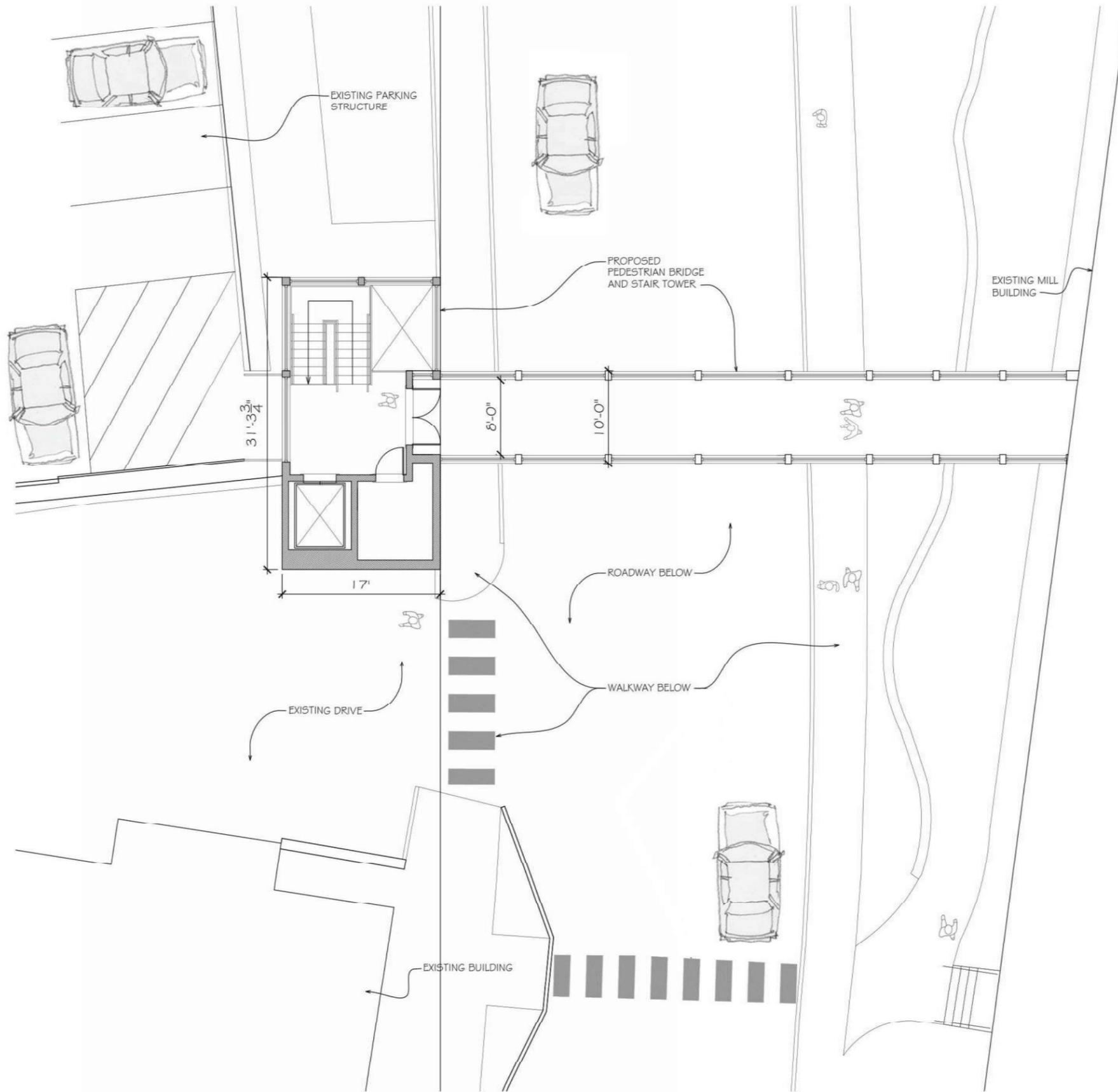
ELEVATION

5 AUGUST 2013





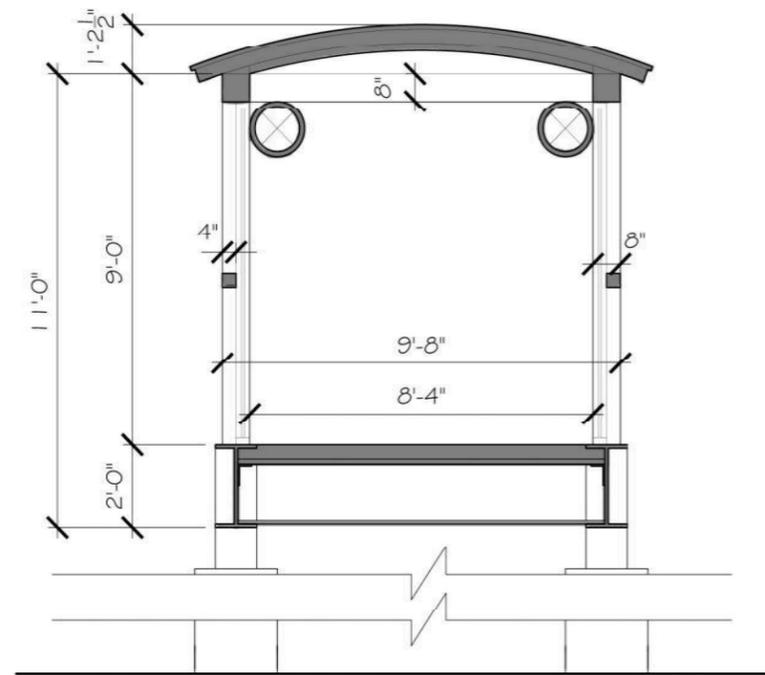
PROJECT No: 201215.000



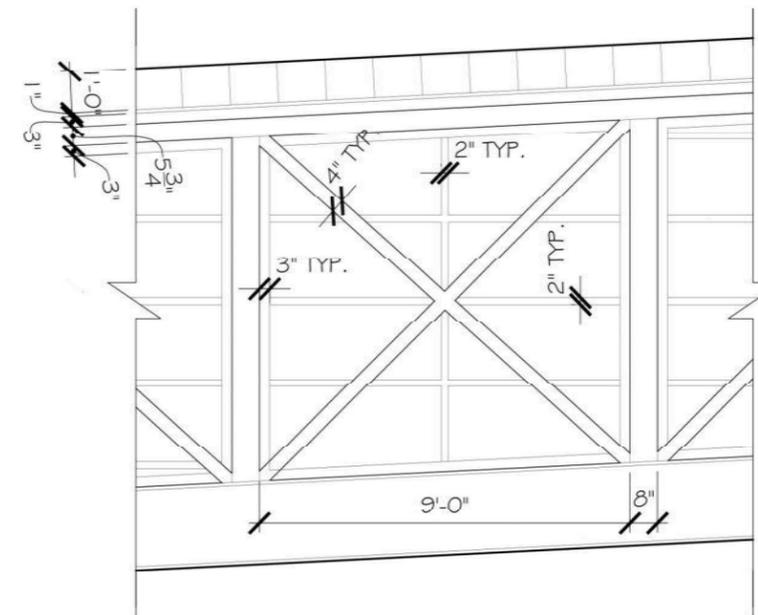
PROJECT No: 201215.000



ELEVATION

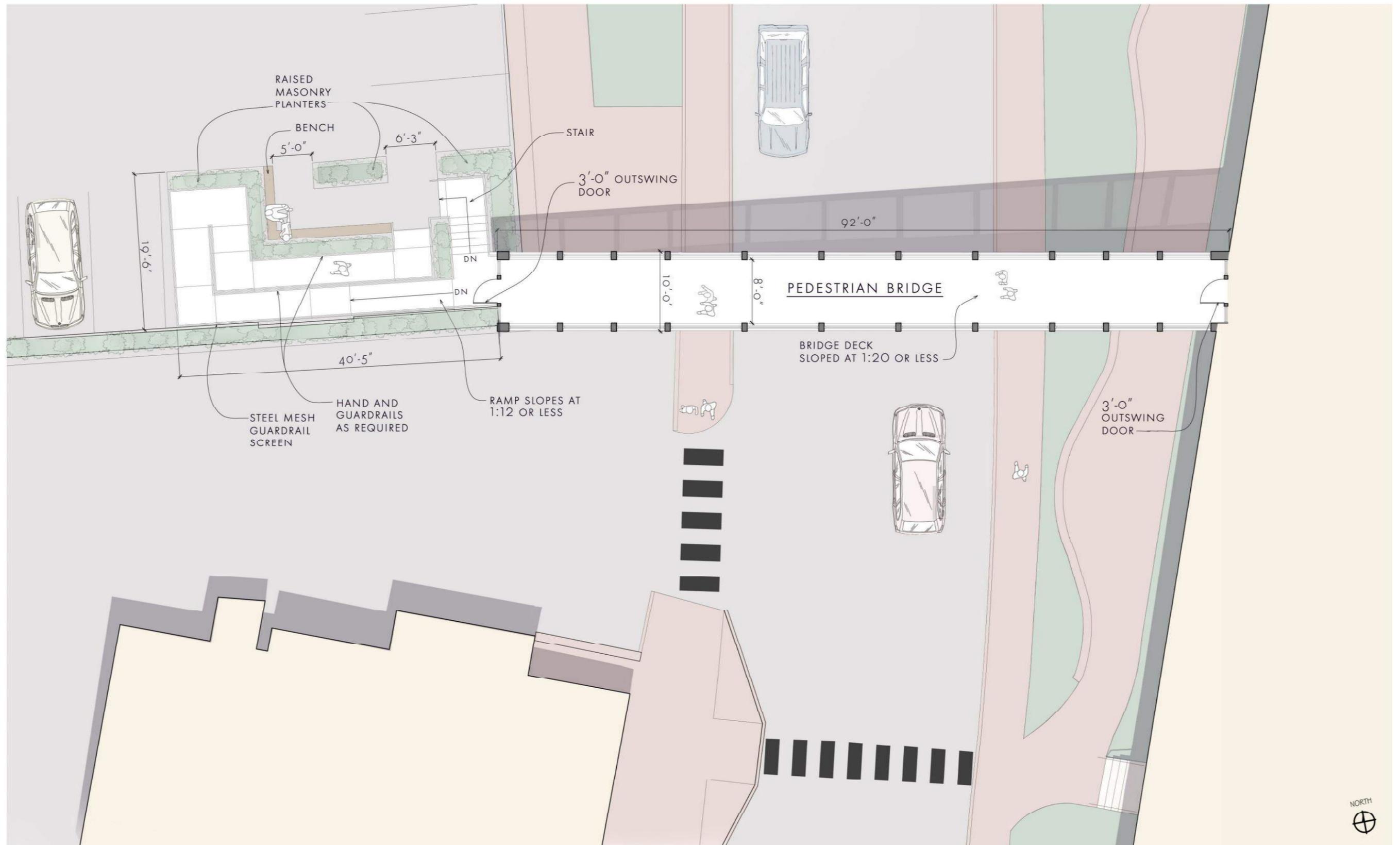


SECTION



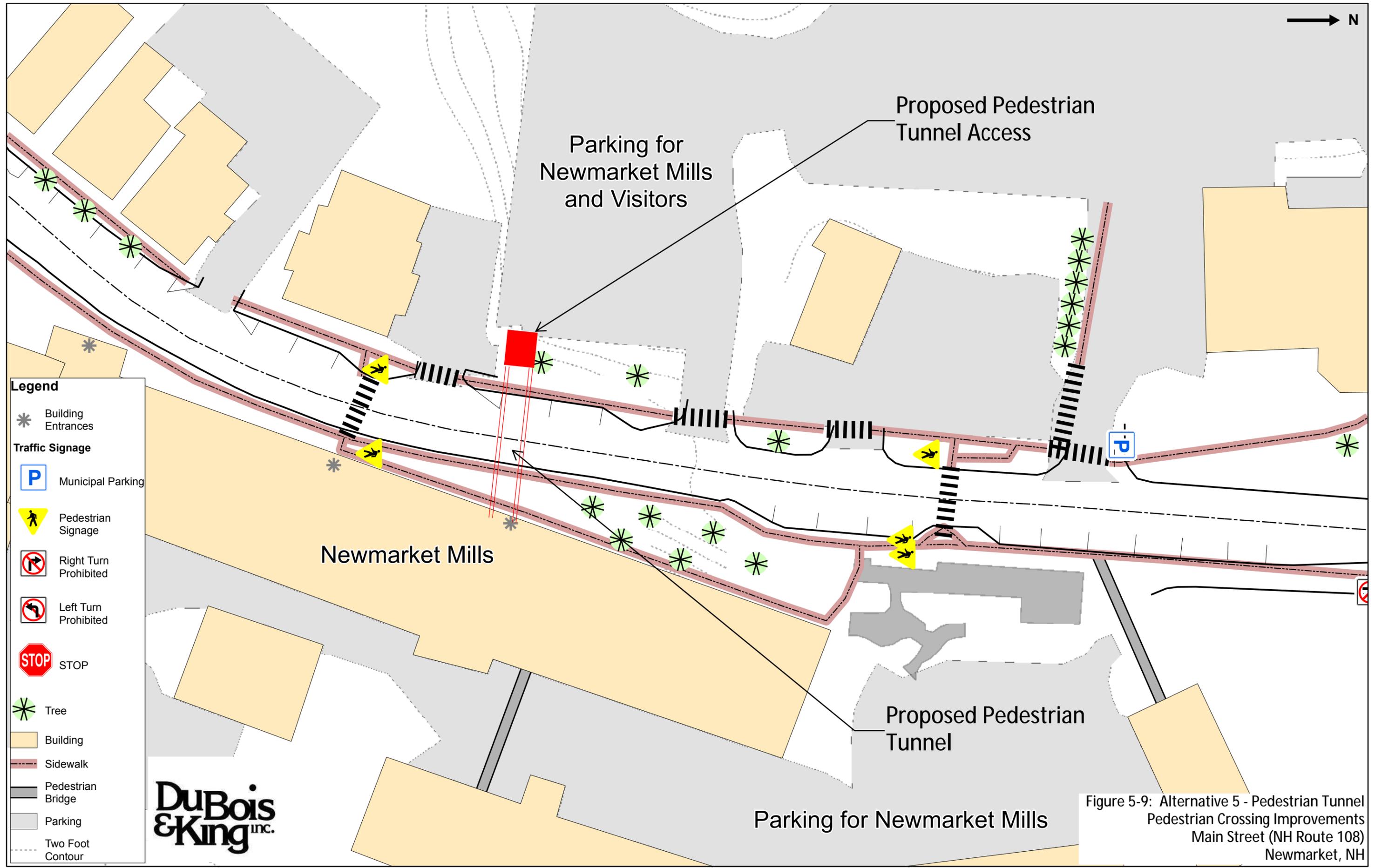
DETAIL

PROJECT NO. 201215.000



PROJECT NO. 201215.000





- Legend**
- * Building Entrances
 - Traffic Signage**
 - Municipal Parking
 - Pedestrian Signage
 - Right Turn Prohibited
 - Left Turn Prohibited
 - STOP
 - Tree
 - Building
 - Sidewalk
 - Pedestrian Bridge
 - Parking
 - Two Foot Contour



Figure 5-9: Alternative 5 - Pedestrian Tunnel
 Pedestrian Crossing Improvements
 Main Street (NH Route 108)
 Newmarket, NH

APPENDIX G



- Randolph, VT 05060 (802) 728-3376
- Bedford, NH 03063 (603) 637-1043
- Williston, VT 05495 (802) 878-7661

Engineering • Planning • Development • Management

JOB NEWMARKET PED STUDY

SHEET NO. _____ OF _____

CALCULATED BY: MTO DATE: 11-Feb-14

CHECKED BY: _____ DATE: 11-Feb-14

SCALE: _____

OPINION OF PROBABLE CONSTRUCTION COST - ALTERNATIVE 2: REALIGNMENT

ITEM NO.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE	AMOUNT
202.6	CURB REMOVAL FOR STORAGE	LF	200	\$3.37	\$674.00
203.52	IMPERVIOUS MATERIAL EXCAVATION	CY	10	\$10.73	\$107.30
304.5	CRUSHED STONE	CY	8	\$65.00	\$520.00
403.11	HOT BITUMINOUS PAVEMENT, MACHINE METHOD	T	500	\$125.00	\$62,500.00
417	COLD PLANING BITUMINOUS SURFACES	SY	1700	\$15.00	\$25,500.00
604.4	ADJUST CATCH BASINS AND DRAIN MANHOLES	LF	10	\$687.50	\$6,875.00
604.51	ADJUST SEWER MANHOLES	LF	3	\$687.50	\$2,062.50
608.26	6" CONCRETE SIDEWALK	SY	10	\$200.00	\$2,000.00
608	BRICK PAVER SIDEWALK	SY	40	\$300.00	\$12,000.00
609.01	STRAIGHT GRANITE CURB	LF	40	\$24.50	\$980.00
609.5	RESET GRANITE CURB	LF	200	\$18.00	\$3,600.00
611.90001	ADJUST WATER GATES	EA	6	\$140.00	\$840.00
618.7	FLAGGERS	HR	800	\$25.00	\$20,000.00
619.1	MAINTENANCE OF TRAFFIC	UNIT	1	\$15,000.00	\$15,000.00
625	RELOCATE EXISTING LIGHT POST	EA	4	\$1,500.00	\$6,000.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	330	\$2.62	\$864.60
632.0104	RETROREFLECTIVE PAINT PAVE MARKING, 4" LINE	LF	1500	\$4.00	\$6,000.00
632.3124	RETROREFLECTIVE THERMO PAVE MARKING, 24" LINE	LF	200	\$4.00	\$800.00
632.32	RETROREFLECTIVE THERMO PAVE MARKING, SYMBOL OR WORD	SF	390	\$9.44	\$3,681.60
	CONSTRUCTION SUBTOTAL				\$170,005
	DESIGN ENGINEERING (30% CONSTRUCTION COST)				\$51,002
	CONSTRUCTION/INSPECTION ENGINEERING (10% CONSTRUCTION COST)				\$17,001
	SIGNAGE (2% CONSTRUCTION COST)				\$3,400
	DRAINAGE (10% CONSTRUCTION COST)				\$17,001
	EROSION CONTROL (5% CONSTRUCTION COST)				\$8,500
	PAVEMENT CORINGS				\$15,000
	SUBTOTAL				\$281,908
	25% CONTINGENCY				\$70,477

Estimate TOTAL

\$353,000

Note:

In providing opinions of probable construction cost, the Client understands that D&K has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that our Opinion of Probable Construction Costs are made on the basis of our professional judgment and experience. D&K makes no warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from the Opinion of Probable Construction Cost provided herein.



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Engineering • Planning • Development • Management

JOB NEWMARKET PED STUDY

SHEET NO. _____ OF _____

CALCULATED BY: MTO DATE: 11-Feb-14

CHECKED BY: _____ DATE: 11-Feb-14

SCALE: _____

OPINION OF PROBABLE CONSTRUCTION COST - ALTERNATE 3: TRAFFIC CALMING

ITEM NO.	DESCRIPTION	UNIT	QUANT.	UNIT PRICE	AMOUNT
202.6	CURB REMOVAL FOR STORAGE	LF	200	\$3.37	\$674.00
203.52	IMPERVIOUS MATERIAL EXCAVATION	CY	100	\$10.73	\$1,073.00
304.5	CRUSHED STONE	CY	19	\$65.00	\$1,203.70
417	COLD PLANING BITUMINOUS SURFACES	LS	1	\$1,500.00	\$1,500.00
608	BRICK PAVER SIDEWALK	SY	77	\$300.00	\$23,133.33
609.01	STRAIGHT GRANITE CURB	LF	450	\$24.50	\$11,025.00
609.5	RESET GRANITE CURB	LF	50	\$18.00	\$900.00
609	GRANITE INLAYS	SF	360	\$25.00	\$9,000.00
615.003	REMOVING TRAFFIC SIGNS	EA	8	\$50.00	\$400.00
615.004	RELOCATING TRAFFIC SIGNS	EA	2	\$200.00	\$400.00
615.034	TRAFFIC SIGNS TYPE C	SF	150	\$25.00	\$3,750.00
615	SPECIALTY TRAFFIC SIGNS	EA	10	\$1,000.00	\$10,000.00
618.7	FLAGGERS	HR	400	\$25.00	\$10,000.00
619.1	MAINTENANCE OF TRAFFIC	UNIT	1	\$15,000.00	\$15,000.00
625	RELOCATE EXISTING LIGHT POST	EA	8	\$1,500.00	\$12,000.00
628.2	SAWED BITUMINOUS PAVEMENT	LF	480	\$2.62	\$1,257.60
632.3106	RETROREFLECTIVE THERMO PAVE MARKING, 6" LINE	LF	450	\$9.13	\$4,108.50
632.32	RETROREFLECTIVE THERMO PAVE MARKING, SYMBOL OR WORD	SF	300	\$9.44	\$2,832.00
	CANTILEVERED ENTRANCE TO NEWMARKET MILLS	LS	1	\$25,000.00	\$25,000.00
	CONSTRUCTION SUBTOTAL				\$133,257
	DESIGN ENGINEERING (30% CONSTRUCTION COST)				\$39,977
	CONSTRUCTION/INSPECTION ENGINEERING (10% CONSTRUCTION COST)				\$13,326
	SIGNAGE (2% CONSTRUCTION COST)				\$2,665
	DRAINAGE (10% CONSTRUCTION COST)				\$13,326
	EROSION CONTROL (5% CONSTRUCTION COST)				\$6,663
	SUBTOTAL				\$209,214
	25% CONTINGENCY				\$52,303

Estimate TOTAL

\$262,000

Note:

In providing opinions of probable construction cost, the Client understands that D&K has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that our Opinion of Probable Construction Costs are made on the basis of our professional judgment and experience. D&K makes no warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from the Opinion of Probable Construction Cost provided herein.

APPENDIX H

TITLE XXI

MOTOR VEHICLES

CHAPTER 265

RULES OF THE ROAD

Speed Limitations

Section 265:63

265:63 Alteration of Limits. –

I. Whenever local authorities in their respective jurisdictions determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which:

- (a) Decreases the limit at intersections;
- (b) Increases the limit within an urban district but not to more than 60 miles per hour;
- (c) Decreases the limit outside an urban district but not to less than 25 miles per hour; or
- (d) Decreases the limit within any business or urban residence district but not to less than 25 miles per hour.

II. Local authorities in their respective jurisdictions shall determine by an engineering or traffic investigation the proper prima facie speed for all arterial streets and shall declare a reasonable and safe prima facie limit thereon which may be greater or less than the prima facie speed permitted hereunder for an urban district.

II-a. Local authorities shall not be required to hire outside consultants to determine the proper prima facie speed limits as provided in paragraphs I and II if the local community has sufficient staff to conduct the required engineering or traffic investigation.

III. Any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or way.

IV. Any alteration of limits on state highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the commissioner of transportation.

V. Notwithstanding the other provisions of this section, local authorities shall modify the speed limits authorized herein so that said speed limits shall not exceed the temporary prima facie speed limits established for the state highway system under RSA 265:62, II, so long as the same are in effect.

Source. RSA 262-A:56-a. 1965, 335:3. 1974, 45:10. 1981, 146:1. 1989, 306:1. 1990, 74:1, 2, eff. June 9, 1990.

TITLE XX

TRANSPORTATION

CHAPTER 229

HIGHWAY SYSTEM IN THE STATE

Section 229:5

229:5 Classification. – Highways of the state shall be divided into 7 classes as follows:

I. Class I highways shall consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V, provided that the portions of the turnpikes and the national system of interstate and defense highways within the compact sections of these cities and towns shall be class I highways.

II. Class II highways shall consist of all existing or proposed highways on the secondary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V.

III. Class III highways shall consist of all recreational roads leading to, and within, state reservations designated by the legislature.

III-a. Class III-a highways shall consist of new boating access highways from any existing highway to any public water in this state. All class III-a highways shall be limited access facilities as defined in RSA 230:44. Class III-a highways shall be subject to the layout, design, construction, and maintenance provisions of RSA 230:45-47 and all other provisions relative to limited access facilities, except that the executive director of the fish and game department shall have the same authority for class III-a highways that is delegated to the commissioner of the department of transportation for limited access facilities. A class III-a highway may be laid out subject to the condition that it shall not be maintained during the winter months. A class III-a highway may be laid out subject to gates and bars or restricted to the accommodation of persons on foot, or certain vehicles, or both, if federal funds are not used. The executive director of fish and game may petition the governor and council to discontinue any class III-a highway.

IV. Class IV highways shall consist of all highways within the compact sections of cities and towns listed in RSA 229:5, V. The compact section of any such city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the commissioner of transportation, is mainly occupied by dwellings or buildings in which people live or business is conducted, throughout the year and not for a season only. Whenever the commissioner reclassifies a section of a class I or class II highway as a class IV highway, the commissioner shall prepare a statement of rehabilitation work which shall be performed by the state in connection with the turnback. No highway reclassification from class I or II to class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the state. Rehabilitation shall be completed during the calendar year preceding the effective date of the reclassification. A copy of the commissioner's statement of work to be performed by the state shall be attached to the notification of reclassification to class IV, and receipt of said statement shall be acknowledged, in writing, by the selectmen of the town, or the mayor of the city, affected by the reclassification.

V. The commissioner of transportation may establish compact sections in the following cities and towns:

Bedford Laconia
Berlin Lebanon
Claremont Londonderry
Concord Manchester
Derry Merrimack
Dover Milford
Durham Nashua
Exeter Pelham
Franklin Portsmouth
Goffstown Rochester
Hampton Salem
Hanover Somersworth
Hudson

VI. Class V highways shall consist of all other traveled highways which the town has the duty to maintain regularly and shall be known as town roads. Any public highway which at one time lapsed to Class VI status due to 5-years' nonmaintenance, as set forth in RSA 229:5, VII, but which subsequently has been regularly maintained and repaired by the town on more than a seasonal basis and in suitable condition for year-round travel thereon for at least 5 successive years without being declared an emergency lane pursuant to RSA 231:59-a, shall be deemed a Class V highway.

VII. Class VI highways shall consist of all other existing public ways, and shall include all highways discontinued as open highways and made subject to gates and bars, except as provided in paragraph III-a, and all highways which have not been maintained and repaired by the town in suitable condition for travel thereon for 5 successive years or more except as restricted by RSA 231:3, II.

Source. 1925, 110:1. PL 83:22. RL 99:24. 1943, 123:1. 1945, 188:1, part 1:4. 1951, 30:1. RSA 230:4. 1955, 333:2. 1957, 181:1, 2, 3. 1961, 4:2. 1973, 418:1-3. 1975, 249:1-3. 1979, 216:1. 1981, 87:1; 443:1. 1983, 131:1. 1985, 235:1-4; 402:6, I(b)(1). 1992, 265:8-10. 1995, 77:1. 1999, 109:1. 2000, 24:1, eff. May 28, 2000.