



## **BERRY SURVEYING & ENGINEERING**

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August 21, 2023

Town of Barrington Planning Office  
Attention: Vanessa Price, Town Planner  
4 Signature Drive  
P.O. Box 660  
Barrington, NH 03825

RE: Trip Generation & Distribution  
Paul Thibodeau  
Young Road  
Tax Map 240, Lot 8  
Barrington, NH 03825

Ms. Price & Members of the Board,

Pursuant to the Town of Barrington Subdivision Regulations, Berry Surveying & Engineering (BS&E), on behalf of Paul Thibodeau and Young Road LLC, has prepared a Trip Generation and Distribution Analysis for the development of twenty-three single family residences on Tax Map 240, Lot 8. The three points of analysis are the vicinity of Young Road and the proposed driveways, the intersection of Young Road & NH Route 9, and the intersection of Young Road, Beauty Hill Road, and Union Lake Road. There are a total of thirteen driveway cuts proposed in a span of 2,300 linear feet along Young Road.

The following conclusions were reached as a result Trip Generation & Distribution:

- A total of 20 vehicle trips (5 enter/15 exit) are predicted to occur at the AM peak hour and 25 vehicle trips (16 enter/6 exit) at the PM peak hour for the subdivision.
- A total of 3 vehicle trips are predicted to occur at the AM peak hour and 8 vehicle trips at the PM peak hour for the intersection of NH Route 9/Young Road, for trips originating from NH Route 9.
- A total of 10 vehicle trips are predicted to occur at the AM peak hour and 5 vehicle trips at the PM peak hour for the intersection of NH Route 9/Young Road, for trips originating from the subdivision.
- A total of 7 vehicle trips are predicted to occur at the AM peak hour and 13 vehicle trips at the PM peak hour for the intersection of Young Road/Beauty Hill Road/Union Lake Road.
- In general, residential generation and distribution from this development represents a small fraction of the existing volumes found on Young Road and surrounding areas. In addition the small generation is metered throughout the day and peak times whereas abutting commercializing land uses generate volumes that are considerably higher during one period of time.

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### ***Proposed Development & Introduction***

The proposal is to subdivide Tax Map 240, Lot 8 into twenty-three single family lots in a frontage subdivision format along Young Road. The following lots are grouped together by driveway access (thirteen driveways total): Lots 8-1 & 8-2 share driveway access, lots 8-3 - 8-5 share driveway access, lots 8-6 & 8-7 share driveway access, lot 8-8 utilizes its own driveway, lots 8-9 & 8-10 share driveway access, lot 8-11 utilizes its own driveway, lots 8-12 & 8-13 share driveway access, lots 8-14 & 8-15 share driveway access, lots 8-18 & 8-19 share driveway access, lots 8-20 & 8-21 share driveway access, lot 8-22 utilizes its own driveway, and lot 8-23 utilizes its own driveway. Driveways over 150 feet long are eighteen feet in width and driveways less than 150 feet are a minimum of fifteen feet wide. Off-street parking will consist of individual driveways, providing adequate parking for house lots. On street parking is not be permitted on Young Road. The three points of analysis are the vicinity of Young Road and the proposed driveways, the intersection of Young Road & NH Route 9, and the intersection of Young Road/Beauty Hill Road/Union Lake Road. The purpose of this analysis is to determine the maximum number of trips coming to and leaving Young Road generated by the proposed subdivision during certain peak periods of the day. This information is then used in determining the impact on safety as it relates to the existing roadway infrastructure. The following components of the analysis are typical for a project of this size pursuant to the Institute of Traffic Engineers (ITE) manual.

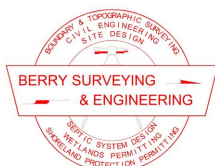
### ***Existing Conditions***

#### ***Existing Site Description***

The existing site consists of Tax Map 240, Lot 8 containing 2,855,458 Sq. Ft. (65.55 Ac.) of land. Tax Map 240, Lot 8 is a vacant lot that is primarily wooded and slopes down to an open area of prime wetland. Tax Map 240, Lot 8 is located in the Neighborhood Residential Zone. The intersection of Young Road and NH Route 9 is located approximately 0.2 miles to the north of the northernmost parcel boundary. The intersection of Young Road/Beauty Hill Road/Union Lake Road is located approximately 0.6 miles to the south of the southernmost parcel boundary.

#### ***Young Road***

Young Road is a two-lane paved local road. This road provides access to NH Route 9 to the north and Beauty Hill Road and Union Lake Road to the south. It has an Average Annual Daily Traffic (AADT) of approximately 1,460 (2023) divided between north and south, as shown in the traffic counts performed by Accurate Counts. (July 13<sup>th</sup> through July 15<sup>th</sup>, 2023)



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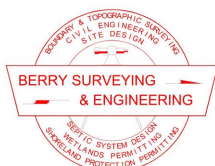
Young Road in the area of the project is composed of a paved variable width, twenty-one- to twenty-four-foot-wide paved surface with the narrowest section being located closer towards the southern end of the subject parcel. There is centerline delineation and fog / edge lines provided. The posted speed limit of the roadway is 30 miles per hour (MPH). The geometry of Young Road in the area of subject parcel is a combination of curves and tangent lengths with varying crest and sag locations along the roadway. The grades experienced along Young Road range from relatively flat (1% or less) to nearly 9% in certain locations. There are no existing sidewalks, crosswalks, or other pedestrian amenities in the area of the project. There is no public transit available within the proximity to the project.

### ***NH Route 9 / Franklin Pierce Highway***

Approximately 0.2 miles to the north of the project site is the three-way, partial stop-controlled intersection of NH Route 9 and Young Road. The Young Road leg is stop controlled (stop sign & stop bar) while NH Route 9 is un-interrupted flow. NH Route 9 is a two-lane major collector road, according to the NHDOT MS2 Transportation Management System (NHDOT) with a posted speed limit of 40 miles per hour (MPH). This road provides access to NH Route 125 and the Barrington town center to the east and more rural parts of Barrington and Nottingham/Northwood to the west. It has an Average Annual Daily Traffic (AADT) of approximately 7,175 (2022) divided between east and west, also as shown by the NHDOT. The NH Route 9 AADT provided is located at the intersection of NH Route 9 and NH Route 125, as there is no AADT provided by the NHDOT at location ID 82027015, the intersection of NH Route 9 and NH Route 126.

### ***NH Route 126 / Church Street***

Approximately 0.8 miles from the intersection of Young Route and NH Route 9 (1.0 miles from the northern edge of the subject parcel) is the three-way, partial stop-controlled intersection of NH Route 9 and NH Route 126. The legs coming from NH 126 to NH Route 9 are stop controlled (stop sign & stop bar). NH Route 126 is a two-lane minor collector road according to the NHDOT with a posted speed limit of 40 MPH. This road provides access to US Route 202 and Strafford to the west and NH Route 9/Barrington to the east. It has an Average Annual Daily Traffic (AADT) of approximately 3,068 (2022) divided between east and west, also as shown by the NHDOT.

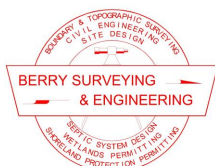


### ***NH Route 125 / Calef Highway***

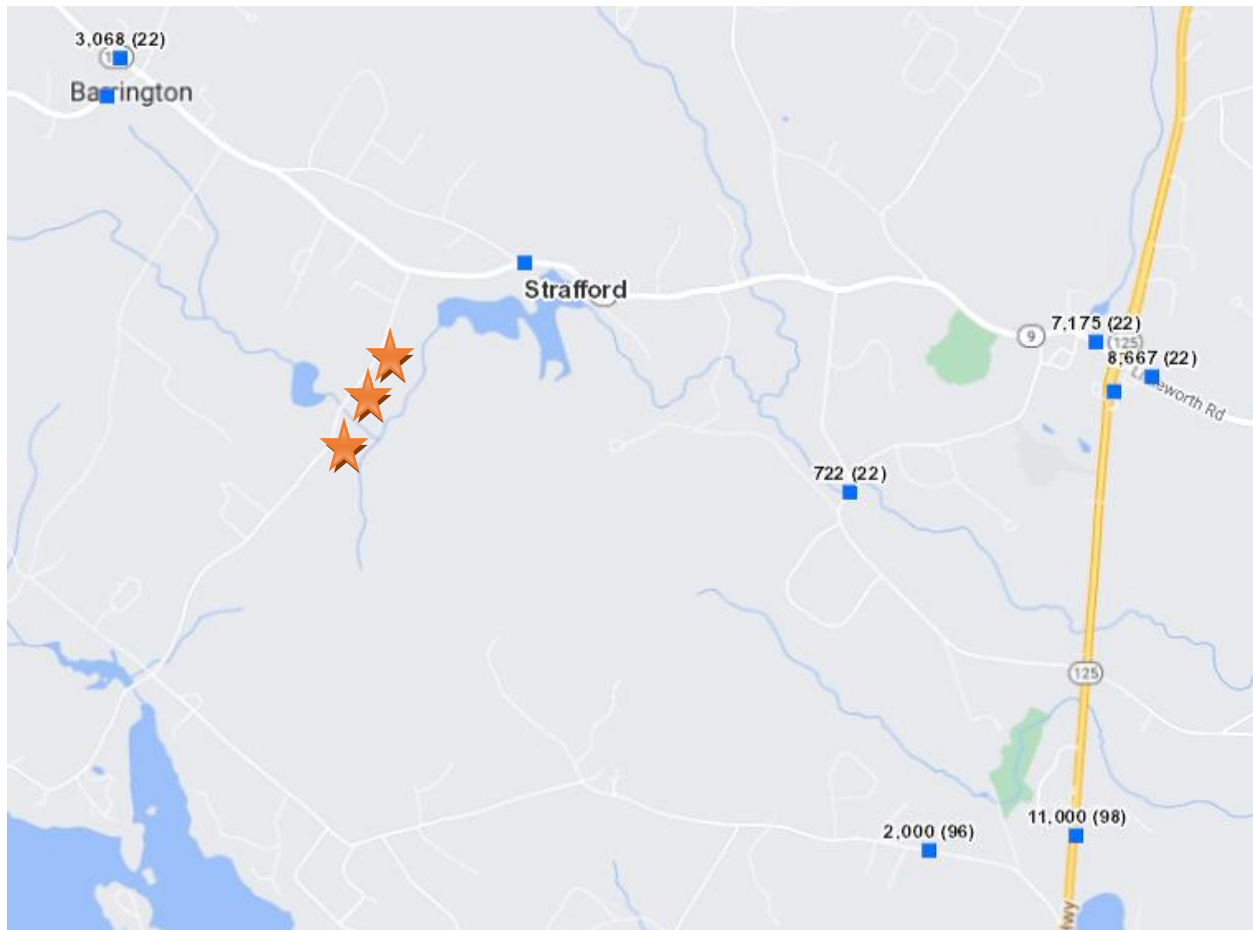
Approximately 2.0 miles from the intersection of Young Road and NH Route 9 (2.2 miles from the northern edge of the subject parcel) is the four way, signalized intersection of NH Route 9 and NH Route 125. NH Route 125 has a posted speed limit of 35 MPH in this area and is considered a principal arterial road according to the NHDOT, providing access to Rochester/NH Route 16 to the north and Lee/US Route 4 to the south. NH Route 125 contains of three north bound lanes (left, through, through + right) and three south bound lanes (left, through, through + right) in the area of the intersection of NH Route 9 and NH Route 125, with an Average Annual Daily Traffic (AADT) of 21,296 (2022) divided between north and south. NH Route 9 contains of three east bound lanes (left, through, right) and three west bound lanes (left, through, right) at this intersection.

### ***Beauty Hill Road & Union Lake Road***

Approximately 0.6 miles to the south of the project site is the four-way, partial stop-controlled intersection of Young Road/Beauty Hill Road/Union Lake Road. Beauty Hill Road is stop controlled (stop sign and stop bar) and is a class V paved local roadway providing access to NH Route 125. Union Lake Road is stop controlled (no stop sign or stop bar) and is a class VI gravel local road. Beauty Hill Road and Union Lake Road run east-west and Young Road continues to the south of this intersection as un-interrupted flow. It is notable that Young Road provides access to Swains Lake. Young Road likely experiences seasonal peaks based upon recreational opportunities. This is accounted for by applying a seasonal adjustment factor to Young Road traffic volumes, which is discussed in detail later in the report. A seasonal peaking factor is provided on all traffic counts within this analysis to account for peak seasonal traffic volumes. The following figure shows Young Road in relation to the surrounding road network. The stars shown on the figure indicate the approximate location of the subject parcel along Young Road.







**Figure 1: Young Road with surrounding roadways (NHDOT)**

### ***Existing Traffic Volumes***

#### ***Young Road Traffic Volumes***

According to traffic counts recorded by Accurate Counts for July 13-14, 2023, Young Road experienced weekday AM and PM, two-way peaks of 106 trips and 135 trips, respectively. It was found that Young Road has an AADT of 1,460 vehicles.

The highest weekday peak hour traffic volume on this section of Young Road northbound occurred from 7:15-8:15 AM with 79 vehicles and from 4:45-5:45 PM with 68 vehicles. Southbound highest weekday peak hour traffic volume occurred from 8-9 AM with 39 vehicles and from 4:45-5:45 PM with 71 vehicles. Table #1 shows the traffic direction breakdown of Young Road and Figures 2-4 are graphical representations of the traffic variations occurring throughout the day. It can be seen from the directional percent distribution that the primary direction of travel during the weekday AM peak

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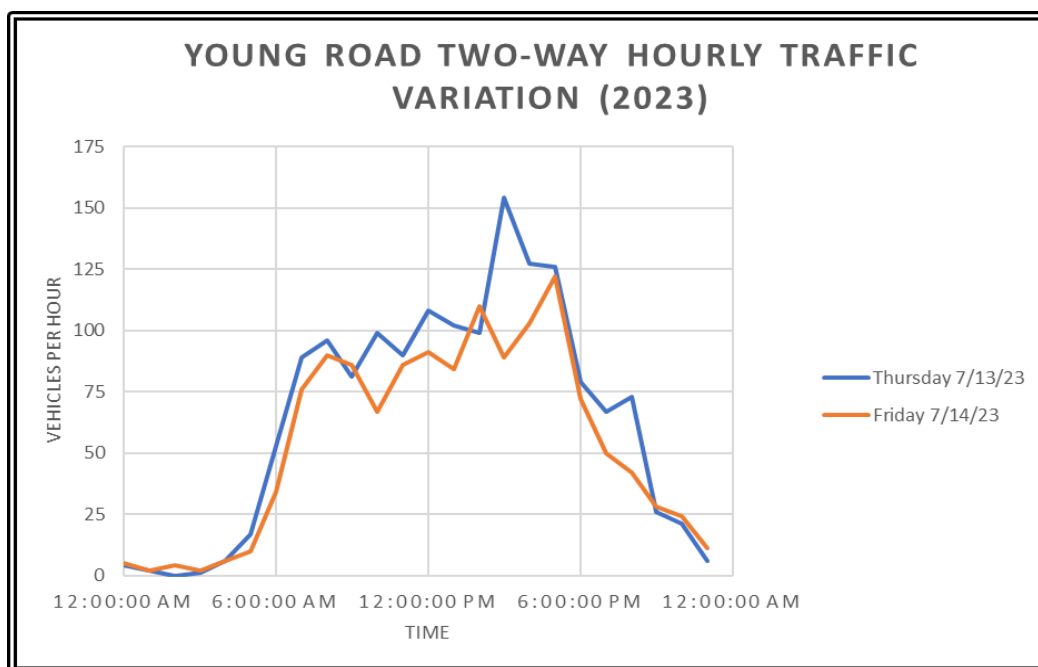
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hour is northbound towards the intersection of Young Road/NH Route 9 and PM peak hour split nearly 50/50 in the north and south directions. Traffic Counts of Young Road including 15-minute interval evaluations of the peak hours are provided in Appendix A.

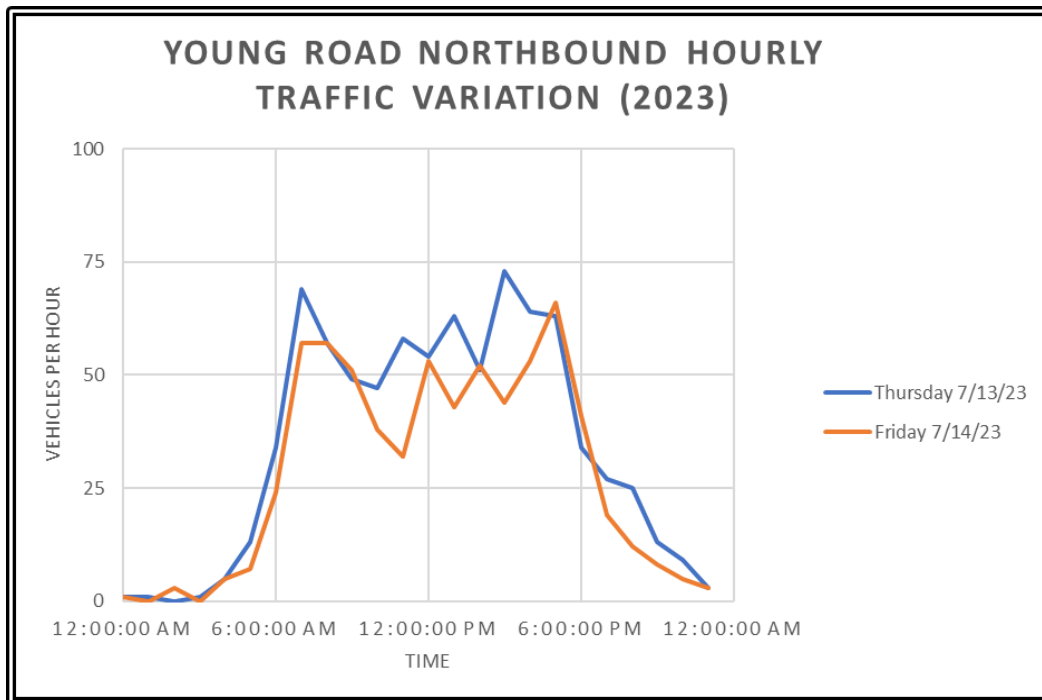
Traffic Distribution Young Road July 2023 Traffic Count						
Date	Northbound		Southbound		Two-Way	
Thursday 7/13/23	AM Peak	79	AM Peak	39	AM Peak	106
	PM Peak	64	PM Peak	71	PM Peak	135
Friday 7/14/23	AM Peak	58	AM Peak	33	AM Peak	90
	PM Peak	68	PM Peak	56	PM Peak	122
Two Day Average Peak Hour Traffic	AM Peak	69	AM Peak	36	AM Peak	98
	PM Peak	66	PM Peak	64	PM Peak	129
% Distribution	AM Peak	65.6	AM Peak	34.4		
	PM Peak	51.0	PM Peak	49.0		

**Table 1: Directional breakdown of trips Young Road**

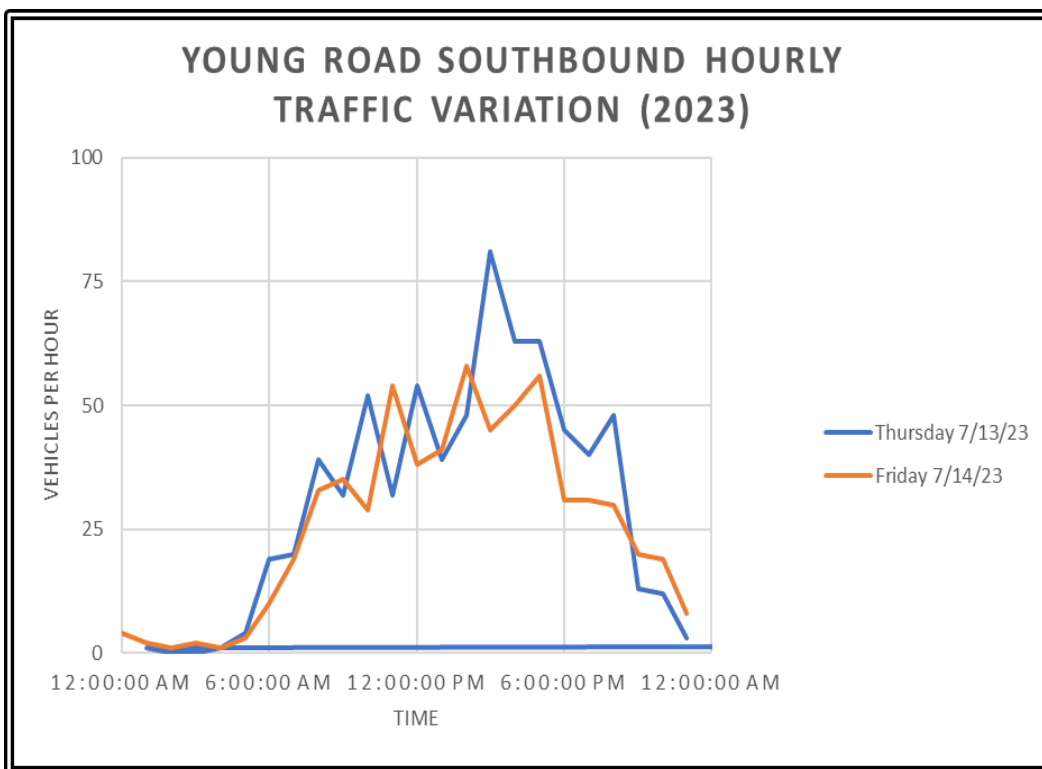


**Figure 2: Graph of Young Road two-way hourly traffic variation**

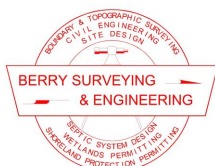




**Figure 3: Graph of Young Road northbound hourly traffic variation**



**Figure 4: Graph of Young Road southbound hourly traffic variation**



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### ***NH Route 9 / Franklin Pierce Highway Traffic Volumes***

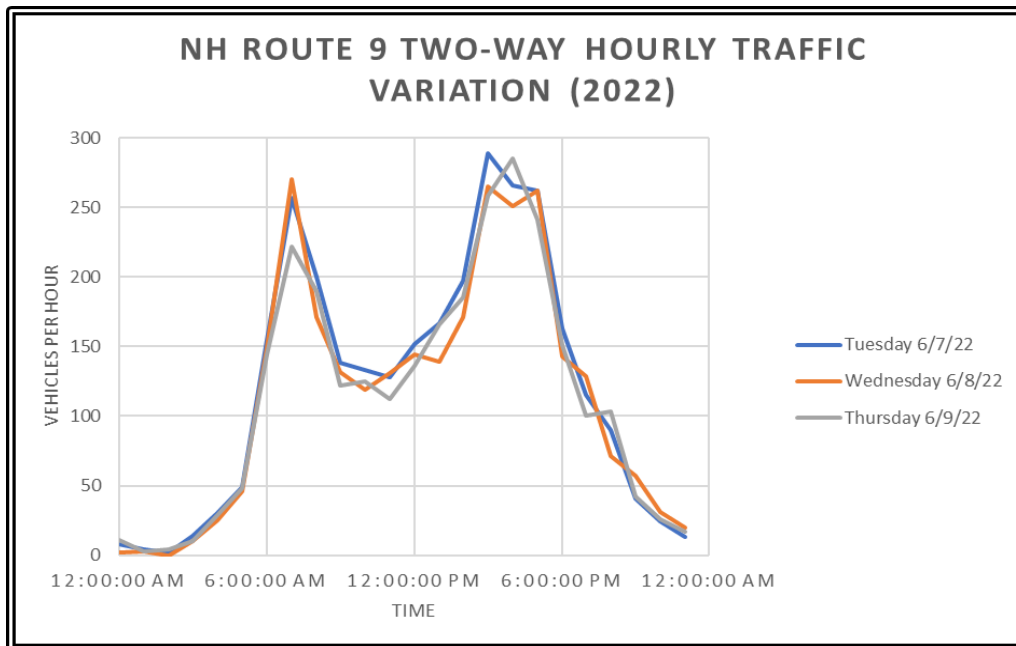
According to traffic counts obtained from the Strafford Regional Planning Commission (SRPC) for June 7-9, 2022, NH Route 9 (west of NH Route 126) experienced weekday AM and PM, two-way peaks of 270 trips and 285 trips, respectively.

The highest weekday peak hour traffic volume on this section of NH Route 9 west of NH Route 126 eastbound occurred from 7-8 AM with 163 vehicles and from 4:45-5:45 PM with 128 vehicles. Westbound highest weekday peak hour traffic volume occurred from 7-8 AM with 112 vehicles and from 4-5 PM with 162 vehicles. Table 2 shows the traffic direction breakdown of NH Route 9 west of NH Route 126. Figures 5-7 are graphical representations of the traffic variations occurring throughout the day. It can be seen from the directional percent distribution that the primary direction of travel during the weekday AM peak hour is eastbound towards the intersection of NH Route 9/NH Route 125 intersection and PM peak hour is westbound towards Nottingham/Northwood. Traffic Counts of NH Route 9 west of NH Route 126 including 15-minute interval evaluations of the peak hours are provided in Appendix A.

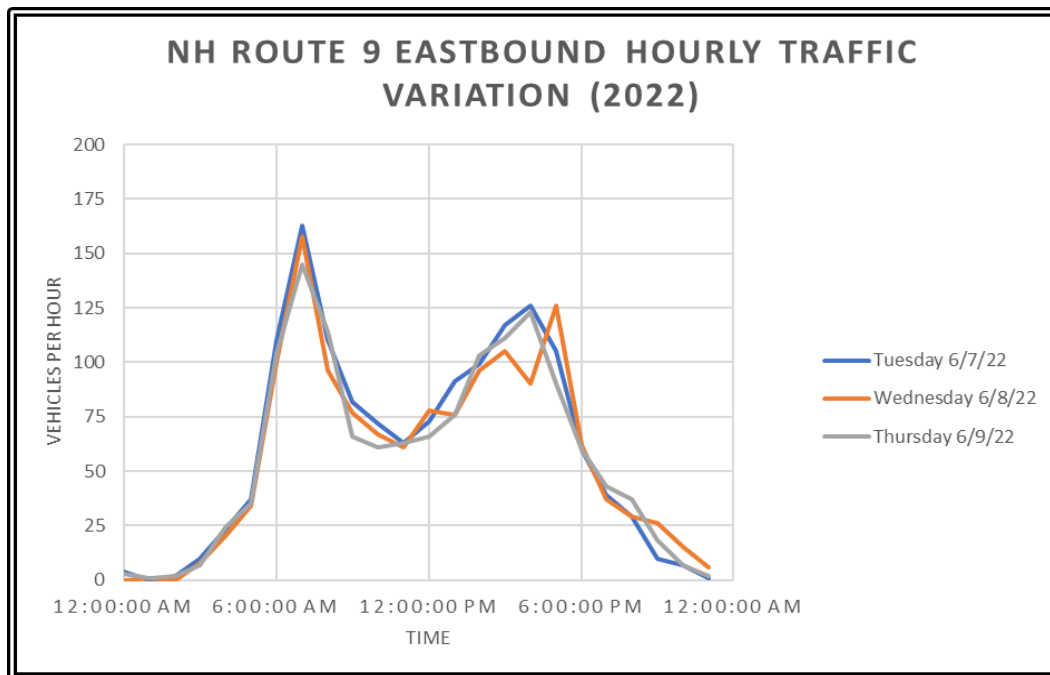
Traffic Distribution NH Route 9 West of NH Route 126						
Date	Eastbound		Westbound		Two-Way	
Tuesday 6/7/22	AM Peak	163	AM Peak	100	AM Peak	257
	PM Peak	126	PM Peak	157	PM Peak	266
Wednesday 6/8/22	AM Peak	158	AM Peak	112	AM Peak	270
	PM Peak	128	PM Peak	161	PM Peak	282
Thursday 6/9/22	AM Peak	145	AM Peak	77	AM Peak	222
	PM Peak	123	PM Peak	162	PM Peak	285
Three Day Average Peak Hour Traffic	AM Peak	155	AM Peak	96	AM Peak	250
	PM Peak	126	PM Peak	160	PM Peak	278
% Distribution	AM Peak	61.7	AM Peak	38.3		
	PM Peak	44.0	PM Peak	56.0		

**Table 2: Directional breakdown of trips NH Route 9 west of NH Route 126**

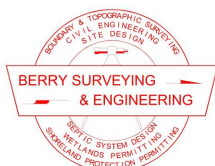


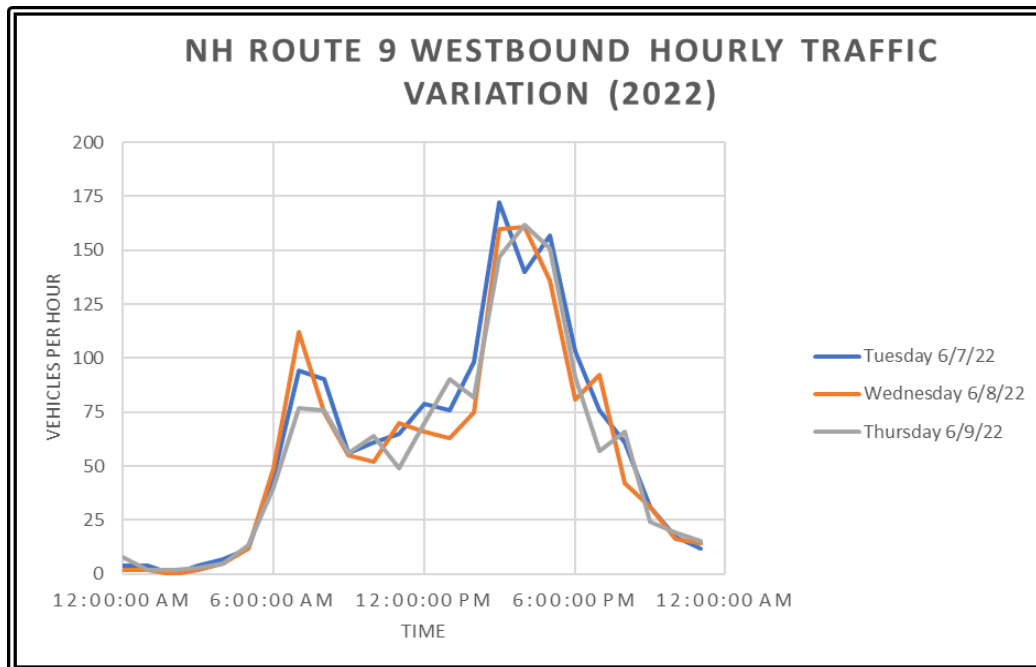


**Figure 5: Graph of NH Route 9 west of NH Route 126 two-way hourly traffic variation**



**Figure 6: Graph of NH Route 9 west of NH Route 126 EB hourly traffic variation**



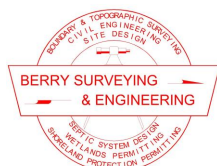


**Figure 7: Graph of NH Route 9 west of NH Route 126 WB hourly traffic variation**

### ***NH Route 126 / Church Street Traffic Volumes***

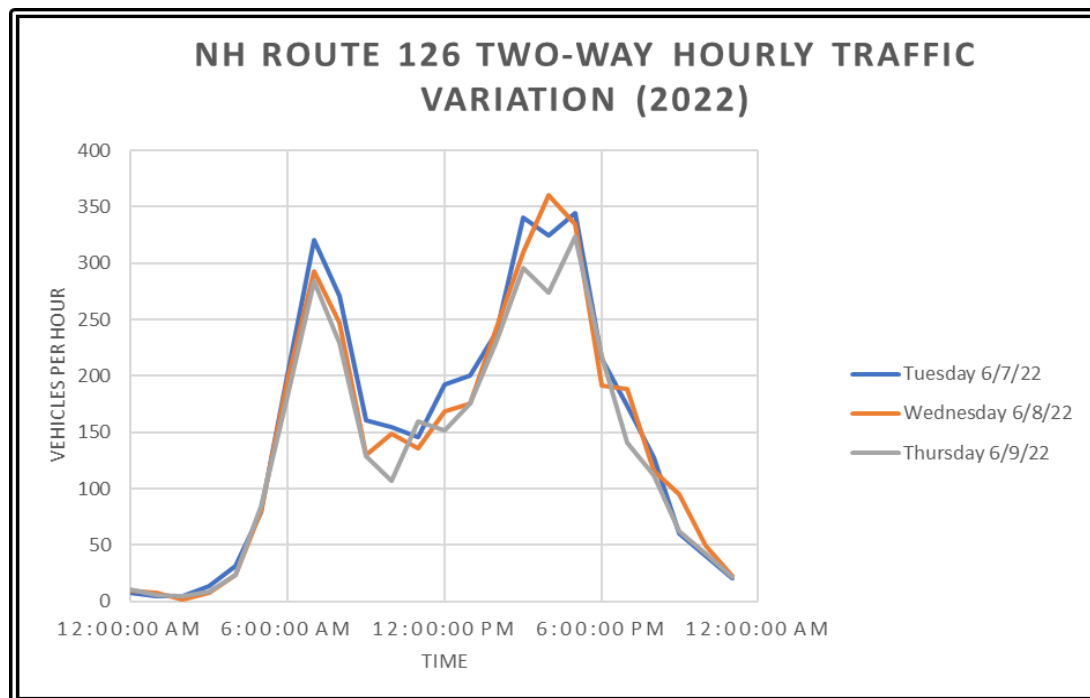
According to traffic counts recorded by the NHDOT for June 7-9, 2022, NH Route 126 experienced weekday AM and PM, two-way peaks of 321 trips and 355 trips, respectively. It was found that NH Route 126 has an AADT of 3,068 vehicles (2022).

The highest weekday peak hour traffic volume on this section of NH Route 126 eastbound occurred from 7-8 AM with 237 vehicles and from 5-6 PM with 125 vehicles. Westbound highest weekday peak hour traffic volume occurred from 7:45-8:45 AM with 90 vehicles and from 4:15-5:15 PM with 236 vehicles. Table 3 shows the traffic direction breakdown of NH Route 9 west of NH Route 126. Figures 8-10 are graphical representations of the traffic variations occurring throughout the day. It can be seen from the directional percent distribution that the primary direction of travel during the weekday AM peak hour is eastbound towards the intersection of NH Route 9/NH Route 125 intersection and PM peak hour is westbound towards US Route 202/Strafford. Traffic Counts of NH Route 126 including 15-minute interval evaluations of the peak hours provided in Appendix A.



Traffic Distribution NH Route 126						
Date	Eastbound		Westbound		Two-Way	
Tuesday 6/7/22	AM Peak	237	AM Peak	90	AM Peak	321
	PM Peak	116	PM Peak	229	PM Peak	345
Wednesday 6/8/22	AM Peak	224	AM Peak	79	AM Peak	293
	PM Peak	125	PM Peak	236	PM Peak	355
Thursday 6/9/22	AM Peak	213	AM Peak	71	AM Peak	284
	PM Peak	119	PM Peak	210	PM Peak	324
Three Day Average Peak Hour Traffic	AM Peak	225	AM Peak	80	AM Peak	299
	PM Peak	120	PM Peak	225	PM Peak	341
% Distribution	AM Peak	73.7	AM Peak	26.3		
	PM Peak	34.8	PM Peak	65.2		

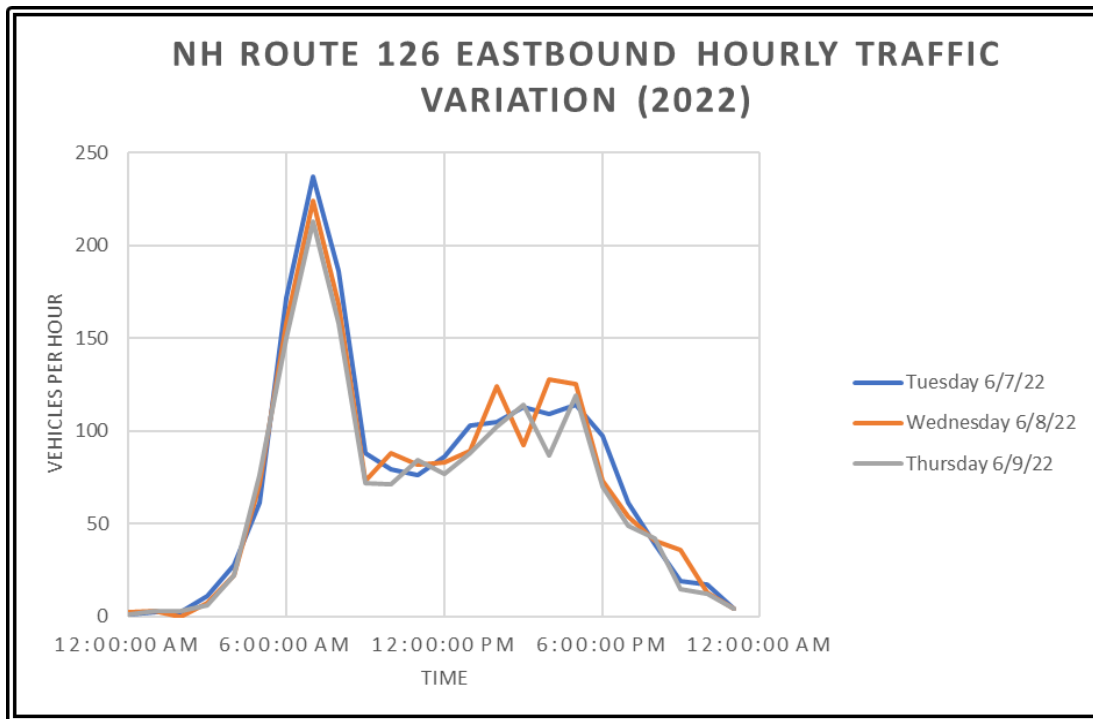
**Table 3: Directional breakdown of trips occurring on NH Route 126**



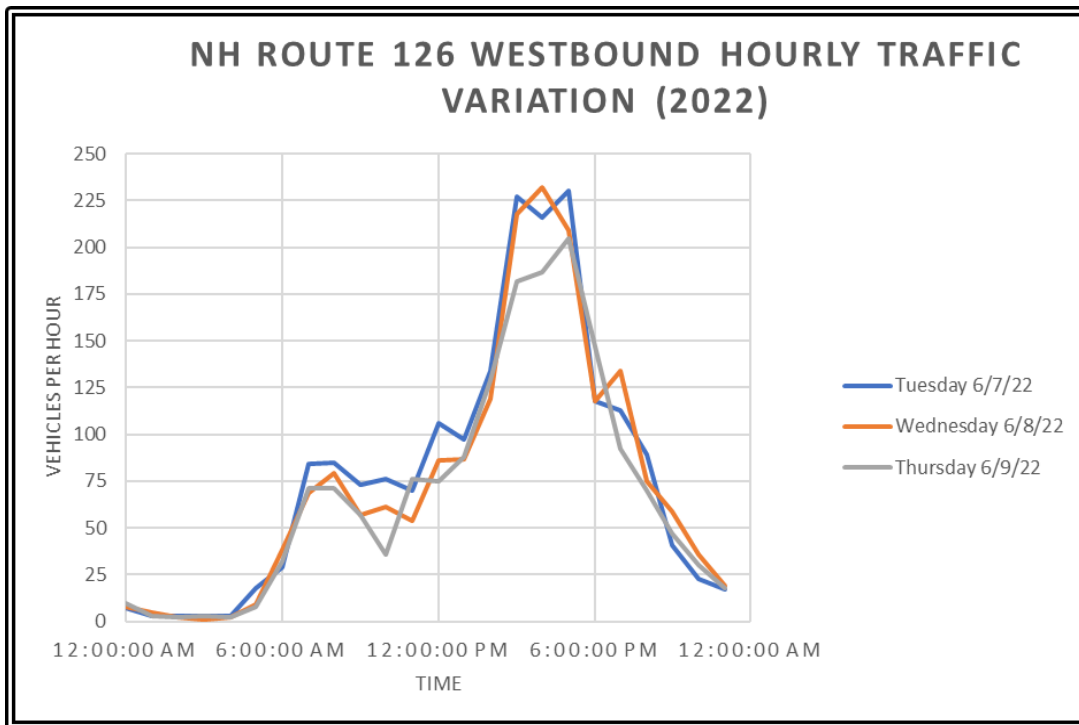
**Figure 8: Graph of NH Route 126 two-way hourly traffic variation**



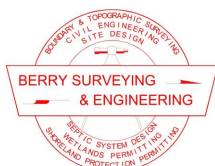




**Figure 9: Graph of NH Route 126 eastbound hourly traffic variation**



**Figure 10: Graph of NH Route 126 westbound hourly traffic variation**



To obtain vehicle volumes traveling through the intersection of NH Route 9 and Young Road, the measured vehicle trips counted by the SRPC at NH Route 9 west of NH Route 126 and the NHDOT at NH Route 126 are combined. Due to the geometry of NH Route 126 between US Route 202 and NH Route 9, it is assumed that a vehicle traveling eastbound on NH Route 126 would continue eastbound on NH Route 9. While occasional turning movements may occur from NH Route 126 eastbound to NH Route 9 westbound, it makes for a more conservative estimate of traffic volume through the NH Route 9/Young Road intersection by making this assumption. It is also assumed that westbound traffic on NH Route 126 not counted at the NH Route 9 west of NH Route 126 location would have traveled through the intersection of NH Route 9/Young Road to reach this location.

### ***NH Route 9 & NH Route 126 Combined Traffic Volumes***

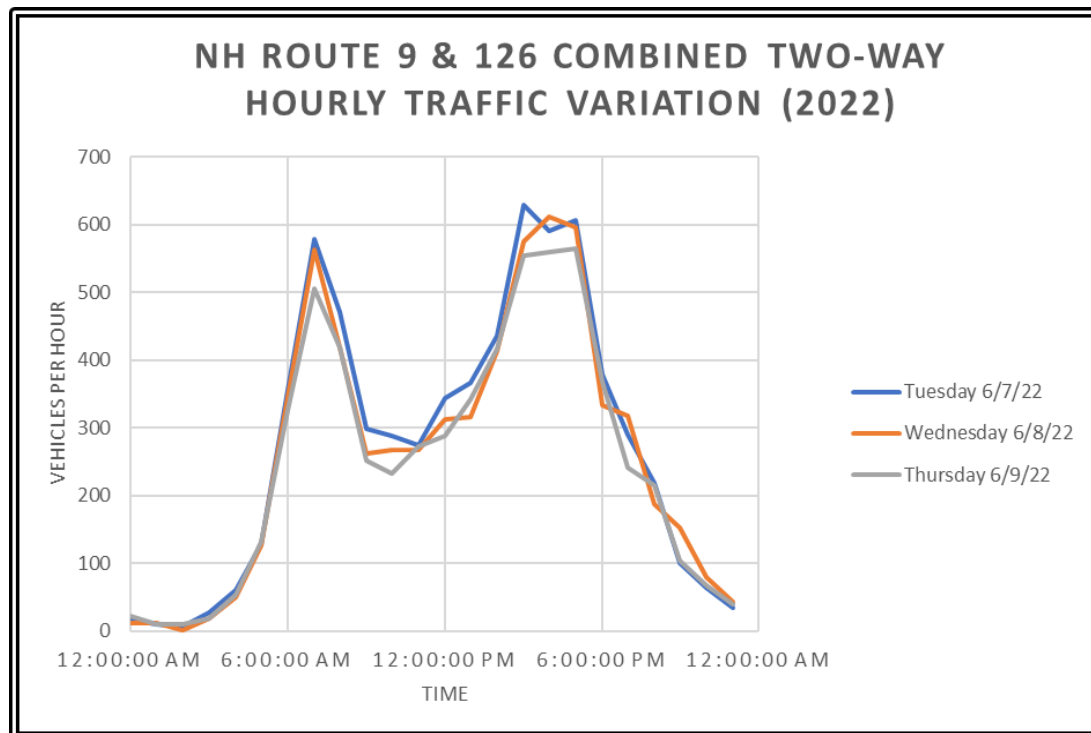
According to traffic counts recorded by the NHDOT and SRPC for June 7-9, 2022, NH Route 9 and NH Route 126 combined experienced weekday AM and PM, two-way peaks of 578 trips and 625 trips, respectively.

The highest combined weekday peak hour traffic volume eastbound occurred from 7-8 AM with 400 vehicles and from 4:45-5:45 PM with 235 vehicles. Westbound highest weekday peak hour traffic volume occurred from 7:45-8:45 AM with 190 vehicles and from 4-5 PM with 391 vehicles. Table 4 shows the traffic direction breakdown of NH Route 9 west of NH Route 126 combined with NH Route 126. Figures 11-13 are graphical representations of the traffic variations occurring throughout the day. It can be seen from the directional percent distribution that the primary direction of travel during the weekday AM peak hour is eastbound towards the intersection of NH Route 9/NH Route 125 intersection and PM peak hour is westbound towards US Route 202/Strafford. Traffic Counts of NH Route 9 and NH Route 126 combined including 15-minute interval evaluations of the peak hours are provided in Appendix A.



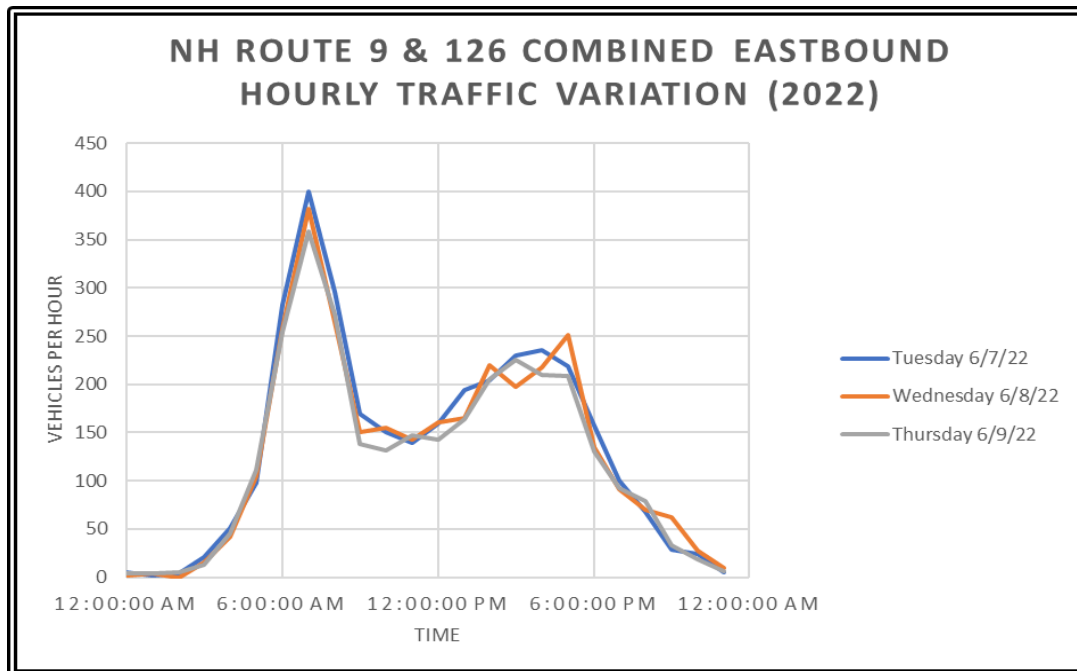
Traffic Distribution NH Route 9 & NH Route 126 Combined						
Date	Eastbound		Westbound		Two-Way	
Tuesday 6/7/22	AM Peak	400	AM Peak	190	AM Peak	578
	PM Peak	232	PM Peak	380	PM Peak	612
Wednesday 6/8/22	AM Peak	382	AM Peak	181	AM Peak	563
	PM Peak	253	PM Peak	391	PM Peak	625
Thursday 6/9/22	AM Peak	358	AM Peak	148	AM Peak	506
	PM Peak	216	PM Peak	363	PM Peak	572
Three Day Average Peak Hour Traffic	AM Peak	380	AM Peak	173	AM Peak	549
	PM Peak	234	PM Peak	378	PM Peak	603
% Distribution	AM Peak	68.7	AM Peak	31.3		
	PM Peak	38.2	PM Peak	61.8		

**Table 4: Directional breakdown of trips occurring on NH Route 126**

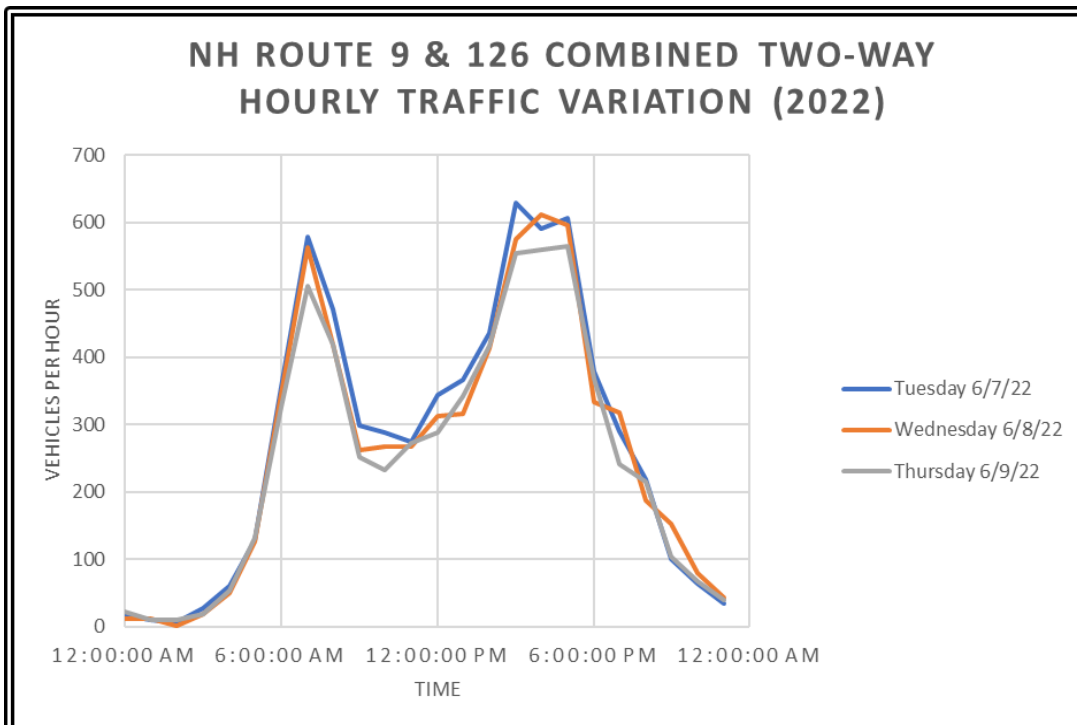


**Figure 11: Graph of NH Route 9 & Route 126 two-way hourly traffic variation**

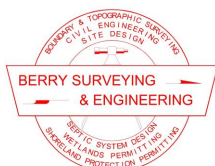




**Figure 12: Graph of NH Route 9 & NH Route 126 eastbound hourly traffic variation**



**Figure 13: Graph of NH Route 9 & NH Route 126 westbound hourly traffic variation**



### ***Existing Vehicle Speeds***

As previously mentioned, the posted speed limit of Young Road is 30 MPH. For the purposes of the safety analysis, the 85<sup>th</sup> percentile of speed is required. This section of Young Road was measured by Accurate Counts to analyze the pass by traffic, reviewing speed. Excessive speeds occurred on occasion, and most operators obeyed the posted speed limits within a deviation of 8 MPH over a three-day span from Thursday July 13<sup>th</sup> to Saturday July 15<sup>th</sup>, 2023. The 85<sup>th</sup> percentile derived by measurement was found to be 38 MPH. Young Road experienced 50<sup>th</sup> percentile speeds of 34 MPH 95<sup>th</sup> percentile speed of 40 MPH. Collected Young Road vehicle speeds can be found in Appendix B. According to [timeanddate.com](http://timeanddate.com), the weather on July 13<sup>th</sup> was sunny with a high of 86 degrees, July 14<sup>th</sup> was sunny with a high of 82 degrees, and July 15<sup>th</sup> was sunny with a high of 84 degrees. Based on weather conditions, it is felt by BS&E that the recorded vehicles speeds are representative of normal vehicle operating conditions found during the peak season. An onsite steady was also conducted by Accurate Counts in February of 2023 where speed was measured. The findings during off peak season are consistent with on peak season.

### ***Proposed Trip Generation***

The 11<sup>th</sup> Edition ITE Trip Generation Manual was used to determine the proposed volume of trips, as well as the percentage of entrance-to-exit traffic experienced at the AM & PM peak hours between 7 and 9 AM and 4 and 6 PM, and the weekday total volume. Single Family Detached Housing (210) was used in deriving the proposed trip generation for the subdivision. Table 5 provides the fitted curve equation, total trips generated, enter to exit ratio, and the enter to exit distribution for the subdivision. As the use of the site will be single family residences, the primary vehicle trips generated will be two axel cars and trucks. Trip derivation data can be found in Appendix C.

### **Single Family Detached Housing Trip Generation Subdivision:**

Time Method	Weekday Total Dwelling Units			Time Method	AM Peak Adj. Street Dwelling Units			Time Method	PM Peak Adj. Street Dwelling Units		
# Units	23			# Units	23			# Units	23		
Equation	$\ln(T)=0.92\ln(X)+2.68$			Equation	$\ln(T)=0.91\ln(X)+0.12$			Equation	$\ln(T)=0.94\ln(X)+0.27$		
Total Trips	261			Total Trips	20			Total Trips	25		
% Enter	50	Total Enter	131	% Enter	25	Total Enter	5	% Enter	63	Total Enter	16
% Exit	50	Total Exit	130	% Exit	75	Total Exit	15	% Exit	37	Total Exit	9

**Table 5: (Single Family Detached) Peak hour of adjacent street traffic weekdays AM, PM, & weekday total**

### ***Build Traffic Projections and Turning Analysis***

Traffic data obtained from Accurate Counts for Young Road in July 2023 has been projected to 2024 and ten years further to 2034. This has been done using a July peak

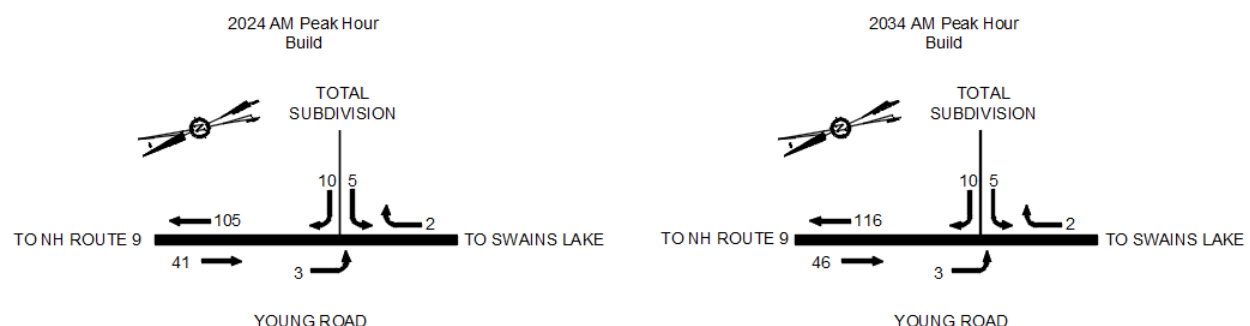


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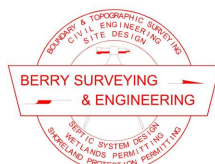
seasonal adjustment factor of 1.00 (AM & PM, see following page) and using an annual growth rate of 1%, compounded annually. Additionally, traffic data obtained from the NHDOT and SRPC for NH Route 9 and NH Route 126 from June 2022 has been projected to 2024 and ten years further to 2034 using seasonal adjustment factor of 1.02 (AM & PM) and using an annual growth rate of 1%, compounded annually. The derivation of the peak seasonal adjustment factor comes from an average series of values from other roadways from across New Hampshire, which can be found in Appendix E.

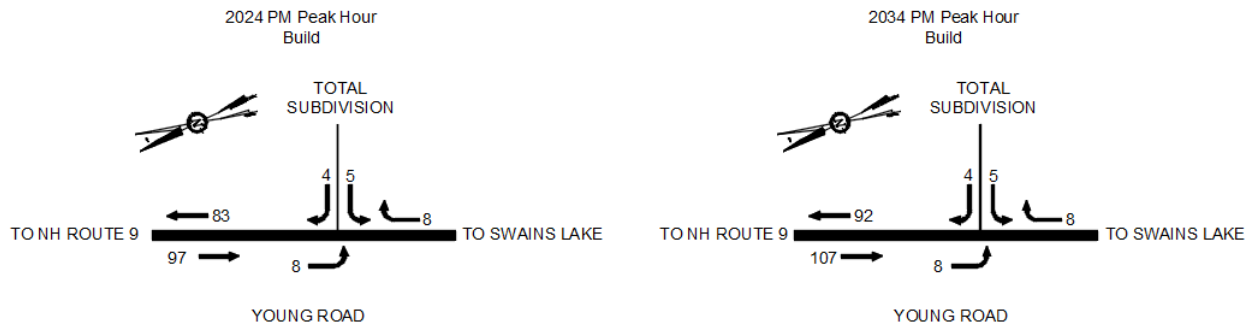
Figures 14 and 15 show the build turning movements to and from the entire subdivision during the AM and PM peak hours. In this figure, all turning movements for the thirteen driveways are represented in a single figure for a visualization of the total trip generation. Traffic volumes of Young Road represent a seasonal adjustment factor of 1.00, as traffic counts were performed during the peak season (July) for recreational roadways. Young Road has been selected as a recreational roadway due to the proximity to Swains Lake and opportunity for recreational activities. Figures 16 and 17 show the build generated turning movements to and from the intersection of NH Route 9/Young Road. Traffic volumes for NH Route 9 represent a seasonal adjustment factor of 1.02. Full traffic volume projections can be found in Appendix D. It is assumed that the intersection of NH Route 9/Young Road will be the larger traffic draw as opposed to the intersection of Young Road/Beauty Hill Road/Union Lake Road. The observed directional distribution percentages for Young Road AM weekday peak hour have been applied to the proposed trip generation in this manner.

### ***Young Road Projected Volumes & Build-Only Turning Movements***



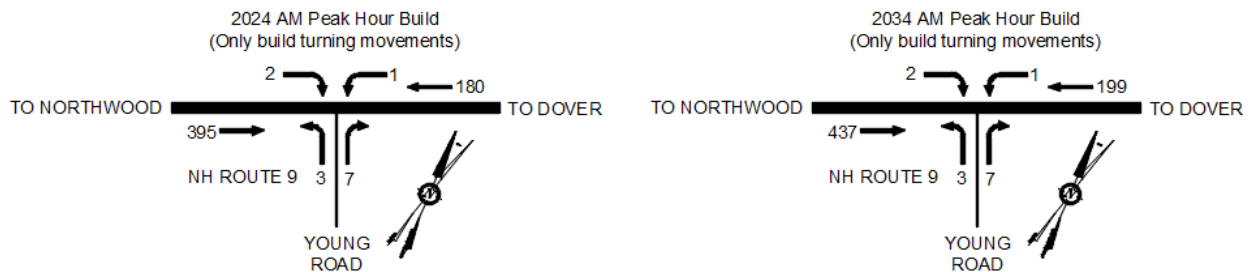
**Figure 14: Weekday AM build-only projected turning movements along Young Road**



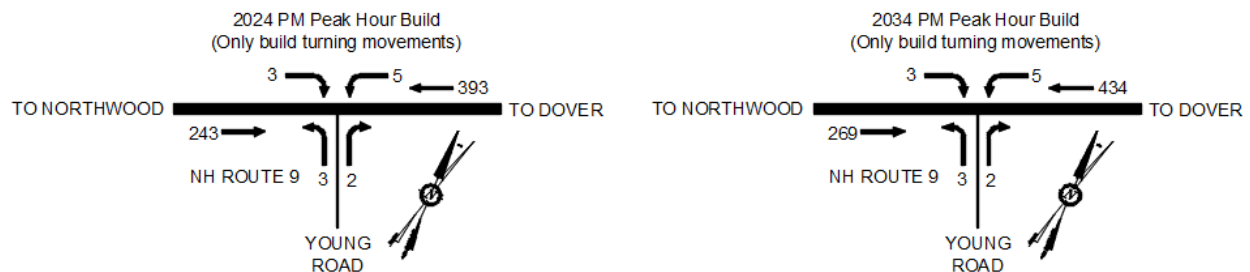


**Figure 15: Weekday PM build-only projected turning movements along Young Road**

### ***NH Route 9 Projected Volumes & Build-Only Turning Movements***

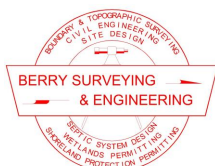


**Figure 16: Weekday AM build-only projected turning movements along NH Route 9**



**Figure 17: Weekday PM build-only projected turning movements along NH Route 9**

Table 6 shows in a tabular format the total trips that are calculated to occur to and from the subdivision are shown at AM and PM weekday peak hours in a build situation. These trips are further broken down into enter and exit to and from the site as well as percentage of left and right turns. Tables 6-10 show the build turning movements to the surrounding intersections of NH Route 9/Young Road and Young Road/Beauty Hill Road/Union Lake Road.





### ***Turning Movements Tabular Format***

Turning Distribution Young Road									
Time	AM Peak Hour	# Trips	Turn Type	% Distribution	Time	PM Peak Hour	# Trips	Turn Type	% Distribution
Total Trips	20				Total Trips	25			
	Trips Enter from Young Road Northbound	1.7	Right	8.6		Trips Enter from Young Road Northbound	8.2	Right	32.6
	Trips Enter from Young Road Southbound	3.3	Left	16.4		Trips Enter from Young Road Southbound	7.8	Left	31.4
	Trips Exit to Young Road Northbound	9.8	Right	49.2		Trips Exit to Young Road Northbound	4.4	Right	17.7
	Trips Exit to Young Road Southbound	5.2	Left	25.8		Trips Exit to Young Road Southbound	4.6	Left	18.3

**Table 6: Summary of AM & PM build turning movements to and from the subdivision on Young Road**

Turning Distribution Trips to Subdivision from NH Route 9									
Time	AM Peak Hour	# Trips	Turn Type	% Distribution	Time	PM Peak Hour	# Trips	Turn Type	% Distribution
Total Trips	3.3				Total Trips	7.8			
	Trips Enter Young Rd from NH Route 9 Eastbound	2.3	Right	68.7		Trips Enter Young Rd from NH Route 9 Eastbound	3.0	Right	38.2
	Trips Enter Young Rd from NH Route 9 Westbound	1.0	Left	31.3		Trips Enter Young Rd from NH Route 9 Westbound	4.8	Left	61.8

**Table 7: Summary of AM & PM turning movements to subdivision from NH Route 9**

Turning Distribution Trips to NH Route 9 from Subdivision									
Time	AM Peak Hour	# Trips	Turn Type	% Distribution	Time	PM Peak Hour	# Trips	Turn Type	% Distribution
Total Trips	9.8				Total Trips	4.4			
	Trips to NH Route 9 Eastbound	6.8	Right	68.7		Trips to NH Route 9 Eastbound	1.7	Right	38.2
	Trips to NH Route 9 Westbound	3.1	Left	31.3		Trips to NH Route 9 Westbound	2.7	Left	61.8

**Table 8: Summary of AM & PM turning movements to NH Route 9 from subdivision**

Distrubution of Trips From Intersection of Young Rd/Beauty Hill Rd/Union Lake Road to Subdivision			
Time	AM Peak Hour	Time	PM Peak Hour
Total Trips	1.7	Total Trips	8.2

**Table 9: Summary of AM & PM turning movements from Beauty Hill Rd int to subdivision**

Distrubution of Trips to Intersection of Young Rd/Beauty Hill Rd/Union Lake Road From Subdivision			
Time	AM Peak Hour	Time	PM Peak Hour
Total Trips	5.2	Total Trips	4.6

**Table 10: Summary of AM build turning movements to Beauty Hill Rd int from subdivision**

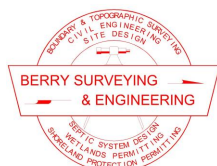
\*Note: A visualization has not been provided for trips to/from the intersection of Young Road/Beauty Hill Road/Union Lake Road due to lack of turning movement count at this intersection. It is assumed that the majority of vehicle trips would continue though Young Road or turn left onto Beauty Hill Road.

### ***Sight Distance and Safety Analysis***

Sight distance on all driveways to the north and south, as well as roadway alignment are the two determining factors of safety. For measurement of sight distance, the Barrington Subdivision Regulations requirement of 300' on collector roads has been



used. BS&E has requested a waiver to the Town of Barrington's definition of sight distance to use the NHDOT standard measurements 14.5 feet off of the fog line for the sight distance origin, utilizing an elevation of 3.50 feet above the driveways and roadway. This request is consistent with the Barrington Site Review Regulations. All proposed driveways provide a minimum of 300 feet of sight distance, with a majority of the driveways providing 350 feet. Sight distance plans are provided for the thirteen driveways within the project plan set.



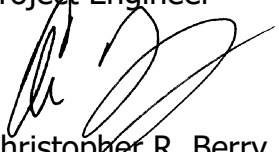
### ***Conclusions***

- 1.) A total of 20 vehicle trips (5 enter/15 exit) are predicted to occur at the AM peak hour and 25 vehicle trips (16 enter/6 exit) at the PM peak hour for the subdivision.
- 2.) A total of 3 vehicle trips are predicted to occur at the AM peak hour and 8 vehicle trips at the PM peak hour for the intersection of NH Route 9/Young Road, for trips originating from NH Route 9.
- 3.) A total of 10 vehicle trips are predicted to occur at the AM peak hour and 5 vehicle trips at the PM peak hour for the intersection of NH Route 9/Young Road, for trips originating from the subdivision.
- 4.) A total of 7 vehicle trips are predicted to occur at the AM peak hour and 13 vehicle trips at the PM peak hour for the intersection of Young Road/Beauty Hill Road/Union Lake Road.

Respectfully Submitted,

BERRY SURVEYING & ENGINEERING

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Project Engineer



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Principal, President



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## Appendix A

### Traffic Counts

Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH

19680001

7/10/2023	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	1	3	1	4	3	4	*	*	2	4
1:00	*	*	*	*	*	*	1	1	0	2	1	0	*	*	1	1
2:00	*	*	*	*	*	*	0	0	3	1	1	0	*	*	1	0
3:00	*	*	*	*	*	*	1	0	0	2	0	1	*	*	0	1
4:00	*	*	*	*	*	*	5	1	5	1	0	0	*	*	3	1
5:00	*	*	*	*	*	*	13	4	7	3	6	5	*	*	9	4
6:00	*	*	*	*	*	*	34	19	24	10	12	7	*	*	23	12
7:00	*	*	*	*	*	*	69	20	57	19	22	9	*	*	49	16
8:00	*	*	*	*	*	*	57	39	57	33	56	36	*	*	57	36
9:00	*	*	*	*	*	*	49	32	51	35	79	36	*	*	60	34
10:00	*	*	*	*	*	*	47	52	38	29	71	67	*	*	52	49
11:00	*	*	*	*	*	*	58	32	32	54	97	76	*	*	62	54
12:00 PM	*	*	*	*	*	*	54	54	53	38	79	71	*	*	62	54
1:00	*	*	*	*	*	*	63	39	43	41	74	67	*	*	60	49
2:00	*	*	*	*	*	*	51	48	52	58	54	48	*	*	52	51
3:00	*	*	*	*	*	*	73	81	44	45	68	58	*	*	62	61
4:00	*	*	*	*	*	*	64	63	53	50	57	59	*	*	58	57
5:00	*	*	*	*	*	*	63	63	66	56	51	45	*	*	60	55
6:00	*	*	*	*	*	*	34	45	41	31	34	36	*	*	36	37
7:00	*	*	*	*	*	*	27	40	19	31	31	35	*	*	26	35
8:00	*	*	*	*	*	*	25	48	12	30	20	22	*	*	19	33
9:00	*	*	*	*	*	*	13	13	8	20	12	16	*	*	11	16
10:00	*	*	*	*	*	*	9	12	5	19	6	17	*	*	7	16
11:00	*	*	*	*	*	*	3	3	3	8	0	3	*	*	2	5
Total	0	0	0	0	0	0	814	712	674	620	834	718	0	0	774	681
Day	0	0	0	0	0	0	1526	1294	1294	620	1552	718	0	0	1455	681
AM Peak							7:00	10:00	7:00	11:00	11:00	11:00			11:00	11:00
Volume							69	52	57	54	97	76			62	54
PM Peak							3:00	3:00	5:00	2:00	12:00 PM	12:00 PM			12:00 PM	3:00
Volume							73	81	66	58	79	71			62	61
Comb Total	0	0	0	0	0	0	1526	1294	1294	620	1552	718	0	0	1455	681
ADT	ADT: 1,460															

**Figure 18: Young Road Total Traffic Count Summary**



2022-109 Paul Thibodeau, Young Road, Barrington, NH  
23 Lot Subdivision Trip Generation & Distribution

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August 21, 2023

Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH

19680001

7/13/2023	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	8			3	12				
12:15	1	14			0	16				
12:30	0	21			0	16				
12:45	0	11	1	54	0	10	3	54	4	108
1:00	0	19			0	6				
1:15	1	20			1	14				
1:30	0	11			0	12				
1:45	0	13	1	63	0	7	1	39	2	102
2:00	0	13			0	8				
2:15	0	16			0	6				
2:30	0	13			0	18				
2:45	0	9	0	51	0	16	0	48	0	99
3:00	0	19			0	19				
3:15	1	10			0	18				
3:30	0	23			0	26				
3:45	0	21	1	73	0	18	0	81	1	154
4:00	0	16			0	16				
4:15	0	15			0	14				
4:30	1	17			0	12				
4:45	4	16	5	64	1	21	1	63	6	127
5:00	1	15			0	20				
5:15	0	13			0	17				
5:30	7	20			0	13				
5:45	5	15	13	63	4	13	4	63	17	126
6:00	5	7			2	16				
6:15	9	8			5	16				
6:30	5	14			5	6				
6:45	15	5	34	34	7	7	19	45	53	79
7:00	12	9			8	5				
7:15	19	10			4	13				
7:30	13	3			4	11				
7:45	25	5	69	27	4	11	20	40	89	67
8:00	22	11			11	14				
8:15	13	5			11	17				
8:30	12	4			8	10				
8:45	10	5	57	25	9	7	39	48	96	73
9:00	17	6			13	6				
9:15	8	2			8	4				
9:30	14	4			4	1				
9:45	10	1	49	13	7	2	32	13	81	26
10:00	5	3			9	4				
10:15	17	3			10	4				
10:30	11	2			13	1				
10:45	14	1	47	9	20	3	52	12	99	21
11:00	17	1			9	1				
11:15	15	0			5	1				
11:30	14	2			8	0				
11:45	12	0	58	3	10	1	32	3	90	6
Total	335	479			203	509			538	988
Percent	41.2%	58.8%			28.5%	71.5%			35.3%	64.7%

Figure 19: Young Road July 13, 2023 fifteen-minute interval counts



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2022-109 Paul Thibodeau, Young Road, Barrington, NH  
23 Lot Subdivision Trip Generation & Distribution

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August 21, 2023

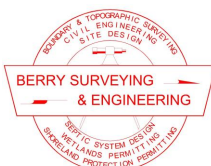
Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH

19680001

7/14/2023	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	8			3	11				
12:15	1	11			0	13				
12:30	0	22			1	11				
12:45	0	12	1	53	0	3	4	38	5	91
1:00	0	9			1	10				
1:15	0	15			1	10				
1:30	0	10			0	6				
1:45	0	9	0	43	0	15	2	41	2	84
2:00	0	12			0	12				
2:15	0	12			0	15				
2:30	2	13			0	13				
2:45	1	15	3	52	1	18	1	58	4	110
3:00	0	9			0	9				
3:15	0	5			0	15				
3:30	0	14			1	7				
3:45	0	16	0	44	1	14	2	45	2	89
4:00	1	8			1	21				
4:15	0	13			0	11				
4:30	2	17			0	9				
4:45	2	15	5	53	0	9	1	50	6	103
5:00	1	14			0	13				
5:15	0	11			0	18				
5:30	3	28			2	14				
5:45	3	13	7	66	1	11	3	56	10	122
6:00	8	8			4	7				
6:15	5	11			1	9				
6:30	2	12			0	8				
6:45	9	10	24	41	5	7	10	31	34	72
7:00	11	8			4	7				
7:15	14	3			4	8				
7:30	16	5			5	10				
7:45	16	3	57	19	6	6	19	31	76	50
8:00	12	2			5	7				
8:15	11	2			7	9				
8:30	17	6			14	8				
8:45	17	2	57	12	7	6	33	30	90	42
9:00	15	3			12	4				
9:15	14	3			6	6				
9:30	11	1			11	5				
9:45	11	1	51	8	6	5	35	20	86	28
10:00	7	3			6	6				
10:15	9	0			11	5				
10:30	13	1			6	4				
10:45	9	1	38	5	6	4	29	19	67	24
11:00	7	0			15	2				
11:15	5	1			7	2				
11:30	10	1			17	3				
11:45	10	1	32	3	15	1	54	8	86	11
Total	275	399			193	427			468	826
Percent	40.8%	59.2%			31.1%	68.9%			36.2%	63.8%

Figure 20: Young Road July 14, 2023 fifteen-minute interval counts



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Northbound Vehicle Count		Southbound Vehicle Count		Two-Way Vehicle Count	
Thursday 7/13/23		Thursday 7/13/23		Thursday 7/13/23	
7:00:00 AM	12	7:00:00 AM	8	7:00:00 AM	20
7:15:00 AM	19	7:15:00 AM	4	7:15:00 AM	23
7:30:00 AM	13	7:30:00 AM	4	7:30:00 AM	17
7:45:00 AM	25	7:45:00 AM	4	7:45:00 AM	29
8:00:00 AM	22	8:00:00 AM	11	8:00:00 AM	33
8:15:00 AM	13	8:15:00 AM	11	8:15:00 AM	24
8:30:00 AM	12	8:30:00 AM	8	8:30:00 AM	20
8:45:00 AM	10	8:45:00 AM	9	8:45:00 AM	19
4:00:00 PM	16	4:00:00 PM	16	4:00:00 PM	32
4:15:00 PM	15	4:15:00 PM	14	4:15:00 PM	29
4:30:00 PM	17	4:30:00 PM	12	4:30:00 PM	29
4:45:00 PM	16	4:45:00 PM	21	4:45:00 PM	37
5:00:00 PM	15	5:00:00 PM	20	5:00:00 PM	35
5:15:00 PM	13	5:15:00 PM	17	5:15:00 PM	30
5:30:00 PM	20	5:30:00 PM	13	5:30:00 PM	33
5:45:00 PM	15	5:45:00 PM	13	5:45:00 PM	28
AM Peak Veh	79	AM Peak Veh	39	AM Peak Veh	106
PM Peak Veh	64	PM Peak Veh	71	PM Peak Veh	135

**Figure 21: Young Road Thursday July 13, 2023 peak hour volumes**





Northbound Vehicle Count		Southbound Vehicle Count		Two-Way Vehicle Count	
Friday 7/14/23		Friday 7/14/23		Friday 7/14/23	
7:00:00 AM	11	7:00:00 AM	4	7:00:00 AM	15
7:15:00 AM	14	7:15:00 AM	4	7:15:00 AM	18
7:30:00 AM	16	7:30:00 AM	5	7:30:00 AM	21
7:45:00 AM	16	7:45:00 AM	6	7:45:00 AM	22
8:00:00 AM	12	8:00:00 AM	5	8:00:00 AM	17
8:15:00 AM	11	8:15:00 AM	7	8:15:00 AM	18
8:30:00 AM	17	8:30:00 AM	14	8:30:00 AM	31
8:45:00 AM	17	8:45:00 AM	7	8:45:00 AM	24
4:00:00 PM	8	4:00:00 PM	21	4:00:00 PM	29
4:15:00 PM	13	4:15:00 PM	11	4:15:00 PM	24
4:30:00 PM	17	4:30:00 PM	9	4:30:00 PM	26
4:45:00 PM	15	4:45:00 PM	9	4:45:00 PM	24
5:00:00 PM	14	5:00:00 PM	13	5:00:00 PM	27
5:15:00 PM	11	5:15:00 PM	18	5:15:00 PM	29
5:30:00 PM	28	5:30:00 PM	14	5:30:00 PM	42
5:45:00 PM	13	5:45:00 PM	11	5:45:00 PM	24
AM Peak Veh	58	AM Peak Veh	33	AM Peak Veh	90
PM Peak Veh	68	PM Peak Veh	56	PM Peak Veh	122

**Figure 22: Young Road Friday July 14, 2023 peak hour volumes**



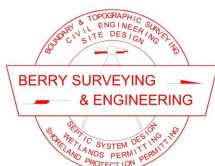
Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour	Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour
06/07/2022 00:00 - 00:14	2	0	2				06/07/2022 12:00 - 12:14	20	24	44			
06/07/2022 00:15 - 00:29	1	1	2			8	06/07/2022 12:15 - 12:29	19	16	35			152
06/07/2022 00:30 - 00:44	1	1	2	4	4		06/07/2022 12:30 - 12:44	14	18	32	79	73	
06/07/2022 00:45 - 00:59	0	2	2				06/07/2022 12:45 - 12:59	26	15	41			
06/07/2022 01:00 - 01:14	2	0	2				06/07/2022 13:00 - 13:14	15	21	36			
06/07/2022 01:15 - 01:29	1	0	1	4	0	4	06/07/2022 13:15 - 13:29	22	17	39	76	91	167
06/07/2022 01:30 - 01:44	1	0	1				06/07/2022 13:30 - 13:44	18	23	41			
06/07/2022 01:45 - 01:59	0	0	0				06/07/2022 13:45 - 13:59	21	30	51			
06/07/2022 02:00 - 02:14	0	0	0				06/07/2022 14:00 - 14:14	21	22	43			
06/07/2022 02:15 - 02:29	0	2	2	0	2	2	06/07/2022 14:15 - 14:29	22	19	41			
06/07/2022 02:30 - 02:44	0	0	0				06/07/2022 14:30 - 14:44	29	25	54	98	99	197
06/07/2022 02:45 - 02:59	0	0	0				06/07/2022 14:45 - 14:59	26	33	59			
06/07/2022 03:00 - 03:14	2	2	4				06/07/2022 15:00 - 15:14	48	31	79			
06/07/2022 03:15 - 03:29	0	1	1	4	10	14	06/07/2022 15:15 - 15:29	42	25	67	172	117	289
06/07/2022 03:30 - 03:44	1	6	7				06/07/2022 15:30 - 15:44	36	29	65			
06/07/2022 03:45 - 03:59	1	1	2				06/07/2022 15:45 - 15:59	46	32	78			
06/07/2022 04:00 - 04:14	1	3	4				06/07/2022 16:00 - 16:14	35	39	74			
06/07/2022 04:15 - 04:29	2	4	6	7	23	30	06/07/2022 16:15 - 16:29	34	27	61	140	126	266
06/07/2022 04:30 - 04:44	2	7	9				06/07/2022 16:30 - 16:44	40	31	71			
06/07/2022 04:45 - 04:59	2	9	11				06/07/2022 16:45 - 16:59	31	29	60			
06/07/2022 05:00 - 05:14	0	6	6				06/07/2022 17:00 - 17:14	40	26	66			
06/07/2022 05:15 - 05:29	1	6	7	12	37	49	06/07/2022 17:15 - 17:29	40	30	70	157	105	262
06/07/2022 05:30 - 05:44	2	14	16				06/07/2022 17:30 - 17:44	33	23	56			
06/07/2022 05:45 - 05:59	9	11	20				06/07/2022 17:45 - 17:59	44	26	70			
06/07/2022 06:00 - 06:14	2	23	25				06/07/2022 18:00 - 18:14	27	19	46			
06/07/2022 06:15 - 06:29	11	15	26	45	110	155	06/07/2022 18:15 - 18:29	20	12	32	103	60	163
06/07/2022 06:30 - 06:44	13	30	43				06/07/2022 18:30 - 18:44	34	16	50			
06/07/2022 06:45 - 06:59	19	42	61				06/07/2022 18:45 - 18:59	22	13	35			
06/07/2022 07:00 - 07:14	27	43	70				06/07/2022 19:00 - 19:14	19	11	30			
06/07/2022 07:15 - 07:29	23	38	61	94	163	257	06/07/2022 19:15 - 19:29	17	8	25	76	39	115
06/07/2022 07:30 - 07:44	20	43	63				06/07/2022 19:30 - 19:44	23	9	32			
06/07/2022 07:45 - 07:59	24	39	63				06/07/2022 19:45 - 19:59	17	11	28			
06/07/2022 08:00 - 08:14	26	33	59				06/07/2022 20:00 - 20:14	9	11	20			
06/07/2022 08:15 - 08:29	21	29	50	90	110	200	06/07/2022 20:15 - 20:29	21	9	30	61	29	90
06/07/2022 08:30 - 08:44	29	26	55				06/07/2022 20:30 - 20:44	20	6	26			
06/07/2022 08:45 - 08:59	14	22	36				06/07/2022 20:45 - 20:59	11	3	14			
06/07/2022 09:00 - 09:14	22	15	37				06/07/2022 21:00 - 21:14	7	6	13			
06/07/2022 09:15 - 09:29	10	30	40	56	82	138	06/07/2022 21:15 - 21:29	15	1	16	31	10	41
06/07/2022 09:30 - 09:44	11	12	23				06/07/2022 21:30 - 21:44	4	0	4			
06/07/2022 09:45 - 09:59	13	25	38				06/07/2022 21:45 - 21:59	5	3	8			
06/07/2022 10:00 - 10:14	16	14	30				06/07/2022 22:00 - 22:14	2	4	6			
06/07/2022 10:15 - 10:29	12	20	32	61	72	133	06/07/2022 22:15 - 22:29	9	2	11	17	7	24
06/07/2022 10:30 - 10:44	14	21	35				06/07/2022 22:30 - 22:44	3	0	3			
06/07/2022 10:45 - 10:59	19	17	36				06/07/2022 22:45 - 22:59	3	1	4			
06/07/2022 11:00 - 11:14	14	13	27				06/07/2022 23:00 - 23:14	5	0	5			
06/07/2022 11:15 - 11:29	18	18	36	65	63	128	06/07/2022 23:15 - 23:29	4	0	4	12	1	13
06/07/2022 11:30 - 11:44	16	17	33				06/07/2022 23:30 - 23:44	2	1	3			
06/07/2022 11:45 - 11:59	17	15	32				06/07/2022 23:45 - 23:59	1	0	1			

Figure 23: NH Route 9 June 7, 2022 fifteen-minute interval counts



Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour	Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour
06/08/2022 00:00 - 00:14	0	0	0				06/08/2022 12:00 - 12:14	17	22	39			
06/08/2022 00:15 - 00:29	0	0	0				06/08/2022 12:15 - 12:29	16	19	35			
06/08/2022 00:30 - 00:44	1	0	1				06/08/2022 12:30 - 12:44	13	16	29			
06/08/2022 00:45 - 00:59	1	0	1				06/08/2022 12:45 - 12:59	20	21	41			
06/08/2022 01:00 - 01:14	1	0	1				06/08/2022 13:00 - 13:14	13	21	34			
06/08/2022 01:15 - 01:29	1	0	1				06/08/2022 13:15 - 13:29	17	13	30			
06/08/2022 01:30 - 01:44	0	1	1				06/08/2022 13:30 - 13:44	18	14	32			
06/08/2022 01:45 - 01:59	0	0	0				06/08/2022 13:45 - 13:59	15	28	43			
06/08/2022 02:00 - 02:14	0	0	0				06/08/2022 14:00 - 14:14	12	25	37			
06/08/2022 02:15 - 02:29	0	0	0				06/08/2022 14:15 - 14:29	28	24	52			
06/08/2022 02:30 - 02:44	0	0	0				06/08/2022 14:30 - 14:44	14	18	32			
06/08/2022 02:45 - 02:59	0	0	0				06/08/2022 14:45 - 14:59	21	29	50			
06/08/2022 03:00 - 03:14	0	1	1				06/08/2022 15:00 - 15:14	45	26	71			
06/08/2022 03:15 - 03:29	1	4	5				06/08/2022 15:15 - 15:29	39	23	62			
06/08/2022 03:30 - 03:44	1	1	2				06/08/2022 15:30 - 15:44	35	24	59			
06/08/2022 03:45 - 03:59	0	2	2				06/08/2022 15:45 - 15:59	41	32	73			
06/08/2022 04:00 - 04:14	2	4	6				06/08/2022 16:00 - 16:14	38	23	61			
06/08/2022 04:15 - 04:29	1	5	6				06/08/2022 16:15 - 16:29	41	22	63			
06/08/2022 04:30 - 04:44	1	7	8				06/08/2022 16:30 - 16:44	41	13	54			
06/08/2022 04:45 - 04:59	1	4	5				06/08/2022 16:45 - 16:59	41	32	73			
06/08/2022 05:00 - 05:14	0	5	5				06/08/2022 17:00 - 17:14	30	27	57			
06/08/2022 05:15 - 05:29	5	8	13				06/08/2022 17:15 - 17:29	49	35	84			
06/08/2022 05:30 - 05:44	0	8	8				06/08/2022 17:30 - 17:44	34	34	68			
06/08/2022 05:45 - 05:59	7	13	20				06/08/2022 17:45 - 17:59	23	30	53			
06/08/2022 06:00 - 06:14	10	15	25				06/08/2022 18:00 - 18:14	18	19	37			
06/08/2022 06:15 - 06:29	10	13	23				06/08/2022 18:15 - 18:29	30	12	42			
06/08/2022 06:30 - 06:44	12	32	44				06/08/2022 18:30 - 18:44	20	16	36			
06/08/2022 06:45 - 06:59	17	40	57				06/08/2022 18:45 - 18:59	13	15	28			
06/08/2022 07:00 - 07:14	28	37	65				06/08/2022 19:00 - 19:14	23	14	37			
06/08/2022 07:15 - 07:29	30	35	65				06/08/2022 19:15 - 19:29	22	12	34			
06/08/2022 07:30 - 07:44	28	48	76				06/08/2022 19:30 - 19:44	22	4	26			
06/08/2022 07:45 - 07:59	26	38	64				06/08/2022 19:45 - 19:59	25	7	32			
06/08/2022 08:00 - 08:14	11	25	36				06/08/2022 20:00 - 20:14	8	7	15			
06/08/2022 08:15 - 08:29	17	29	46				06/08/2022 20:15 - 20:29	14	4	18			
06/08/2022 08:30 - 08:44	24	24	48				06/08/2022 20:30 - 20:44	11	8	19			
06/08/2022 08:45 - 08:59	23	18	41				06/08/2022 20:45 - 20:59	9	10	19			
06/08/2022 09:00 - 09:14	16	19	35				06/08/2022 21:00 - 21:14	11	6	17			
06/08/2022 09:15 - 09:29	15	23	38				06/08/2022 21:15 - 21:29	7	8	15			
06/08/2022 09:30 - 09:44	8	23	31				06/08/2022 21:30 - 21:44	9	5	14			
06/08/2022 09:45 - 09:59	16	12	28				06/08/2022 21:45 - 21:59	4	7	11			
06/08/2022 10:00 - 10:14	11	16	27				06/08/2022 22:00 - 22:14	3	2	5			
06/08/2022 10:15 - 10:29	17	20	37				06/08/2022 22:15 - 22:29	8	4	12			
06/08/2022 10:30 - 10:44	13	18	31				06/08/2022 22:30 - 22:44	2	8	10			
06/08/2022 10:45 - 10:59	11	13	24				06/08/2022 22:45 - 22:59	3	1	4			
06/08/2022 11:00 - 11:14	21	16	37				06/08/2022 23:00 - 23:14	7	3	10			
06/08/2022 11:15 - 11:29	23	11	34				06/08/2022 23:15 - 23:29	4	1	5			
06/08/2022 11:30 - 11:44	14	18	32				06/08/2022 23:30 - 23:44	2	2	4			
06/08/2022 11:45 - 11:59	12	16	28				06/08/2022 23:45 - 23:59	1	0	1			

Figure 24: NH Route 9 June 8, 2022 fifteen-minute interval counts



Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour	Date/Time	Westbound	Eastbound	Total	WB Total Hour	EB Total Hour	Total Hour
06/09/2022 00:00 - 00:14	1	1	2				06/09/2022 12:00 - 12:14	20	14	34			
06/09/2022 00:15 - 00:29	2	2	4				06/09/2022 12:15 - 12:29	15	14	29			
06/09/2022 00:30 - 00:44	1	0	1				06/09/2022 12:30 - 12:44	21	15	36			
06/09/2022 00:45 - 00:59	4	0	4				06/09/2022 12:45 - 12:59	14	23	37			
06/09/2022 01:00 - 01:14	1	0	1				06/09/2022 13:00 - 13:14	25	14	39			
06/09/2022 01:15 - 01:29	0	1	1				06/09/2022 13:15 - 13:29	17	22	39			
06/09/2022 01:30 - 01:44	1	0	1				06/09/2022 13:30 - 13:44	23	22	45			
06/09/2022 01:45 - 01:59	0	0	0				06/09/2022 13:45 - 13:59	25	18	43			
06/09/2022 02:00 - 02:14	1	0	1				06/09/2022 14:00 - 14:14	17	24	41			
06/09/2022 02:15 - 02:29	0	0	0				06/09/2022 14:15 - 14:29	20	14	34			
06/09/2022 02:30 - 02:44	0	1	1				06/09/2022 14:30 - 14:44	20	34	54			
06/09/2022 02:45 - 02:59	1	1	2				06/09/2022 14:45 - 14:59	25	31	56			
06/09/2022 03:00 - 03:14	1	3	4				06/09/2022 15:00 - 15:14	38	25	63			
06/09/2022 03:15 - 03:29	1	2	3				06/09/2022 15:15 - 15:29	31	26	57			
06/09/2022 03:30 - 03:44	1	1	2				06/09/2022 15:30 - 15:44	43	20	63			
06/09/2022 03:45 - 03:59	0	1	1				06/09/2022 15:45 - 15:59	35	40	75			
06/09/2022 04:00 - 04:14	2	6	8				06/09/2022 16:00 - 16:14	35	32	67			
06/09/2022 04:15 - 04:29	0	4	4				06/09/2022 16:15 - 16:29	48	28	76			
06/09/2022 04:30 - 04:44	0	7	7				06/09/2022 16:30 - 16:44	36	31	67			
06/09/2022 04:45 - 04:59	3	7	10				06/09/2022 16:45 - 16:59	43	32	75			
06/09/2022 05:00 - 05:14	1	6	7				06/09/2022 17:00 - 17:14	35	23	58			
06/09/2022 05:15 - 05:29	2	6	8				06/09/2022 17:15 - 17:29	43	24	67			
06/09/2022 05:30 - 05:44	3	10	13				06/09/2022 17:30 - 17:44	32	21	53			
06/09/2022 05:45 - 05:59	7	13	20				06/09/2022 17:45 - 17:59	41	22	63			
06/09/2022 06:00 - 06:14	10	16	26				06/09/2022 18:00 - 18:14	25	13	38			
06/09/2022 06:15 - 06:29	10	18	28				06/09/2022 18:15 - 18:29	24	23	47			
06/09/2022 06:30 - 06:44	3	37	40				06/09/2022 18:30 - 18:44	26	10	36			
06/09/2022 06:45 - 06:59	17	33	50				06/09/2022 18:45 - 18:59	16	14	30			
06/09/2022 07:00 - 07:14	12	36	48				06/09/2022 19:00 - 19:14	16	8	24			
06/09/2022 07:15 - 07:29	26	30	56				06/09/2022 19:15 - 19:29	14	12	26			
06/09/2022 07:30 - 07:44	23	50	73				06/09/2022 19:30 - 19:44	12	18	30			
06/09/2022 07:45 - 07:59	16	29	45				06/09/2022 19:45 - 19:59	15	5	20			
06/09/2022 08:00 - 08:14	9	34	43				06/09/2022 20:00 - 20:14	13	13	26			
06/09/2022 08:15 - 08:29	16	31	47				06/09/2022 20:15 - 20:29	21	12	33			
06/09/2022 08:30 - 08:44	29	27	56				06/09/2022 20:30 - 20:44	22	6	28			
06/09/2022 08:45 - 08:59	22	22	44				06/09/2022 20:45 - 20:59	10	6	16			
06/09/2022 09:00 - 09:14	10	16	26				06/09/2022 21:00 - 21:14	7	6	13			
06/09/2022 09:15 - 09:29	15	18	33				06/09/2022 21:15 - 21:29	7	4	11			
06/09/2022 09:30 - 09:44	18	21	39				06/09/2022 21:30 - 21:44	3	3	6			
06/09/2022 09:45 - 09:59	13	11	24				06/09/2022 21:45 - 21:59	7	5	12			
06/09/2022 10:00 - 10:14	12	13	25				06/09/2022 22:00 - 22:14	6	2	8			
06/09/2022 10:15 - 10:29	14	22	36				06/09/2022 22:15 - 22:29	6	2	8			
06/09/2022 10:30 - 10:44	17	20	37				06/09/2022 22:30 - 22:44	3	3	6			
06/09/2022 10:45 - 10:59	21	6	27				06/09/2022 22:45 - 22:59	4	0	4			
06/09/2022 11:00 - 11:14	11	14	25				06/09/2022 23:00 - 23:14	5	1	6			
06/09/2022 11:15 - 11:29	13	15	28				06/09/2022 23:15 - 23:29	5	0	5			
06/09/2022 11:30 - 11:44	13	19	32				06/09/2022 23:30 - 23:44	3	0	3			
06/09/2022 11:45 - 11:59	12	15	27				06/09/2022 23:45 - 23:59	2	1	3			

Figure 25: NH Route 9 June 9, 2022 fifteen-minute interval counts



Eastbound Vehicle Count Tuesday 6/7/22		Westbound Vehicle Count Tuesday 6/7/22		Two-Way Vehicle Count Tuesday 6/7/22	
7:00:00 AM	43	7:00:00 AM	27	7:00:00 AM	70
7:15:00 AM	38	7:15:00 AM	23	7:15:00 AM	61
7:30:00 AM	43	7:30:00 AM	20	7:30:00 AM	63
7:45:00 AM	39	7:45:00 AM	24	7:45:00 AM	63
8:00:00 AM	33	8:00:00 AM	26	8:00:00 AM	59
8:15:00 AM	29	8:15:00 AM	21	8:15:00 AM	50
8:30:00 AM	26	8:30:00 AM	29	8:30:00 AM	55
8:45:00 AM	22	8:45:00 AM	14	8:45:00 AM	36
4:00:00 PM	39	4:00:00 PM	35	4:00:00 PM	74
4:15:00 PM	27	4:15:00 PM	34	4:15:00 PM	61
4:30:00 PM	31	4:30:00 PM	40	4:30:00 PM	71
4:45:00 PM	29	4:45:00 PM	31	4:45:00 PM	60
5:00:00 PM	26	5:00:00 PM	40	5:00:00 PM	66
5:15:00 PM	30	5:15:00 PM	40	5:15:00 PM	70
5:30:00 PM	23	5:30:00 PM	33	5:30:00 PM	56
5:45:00 PM	26	5:45:00 PM	44	5:45:00 PM	70
AM Peak Veh	163	AM Peak Veh	100	AM Peak Veh	257
PM Peak Veh	126	PM Peak Veh	157	PM Peak Veh	266

**Figure 26: NH Route 9 Tuesday June 7, 2022 peak hour volumes**





Eastbound Vehicle Count Wednesday 6/8/22		Westbound Vehicle Count Wednesday 6/8/22		Two-Way Vehicle Count Wednesday 6/8/22	
7:00:00 AM	37	7:00:00 AM	28	7:00:00 AM	65
7:15:00 AM	35	7:15:00 AM	30	7:15:00 AM	65
7:30:00 AM	48	7:30:00 AM	28	7:30:00 AM	76
7:45:00 AM	38	7:45:00 AM	26	7:45:00 AM	64
8:00:00 AM	25	8:00:00 AM	11	8:00:00 AM	36
8:15:00 AM	29	8:15:00 AM	17	8:15:00 AM	46
8:30:00 AM	24	8:30:00 AM	24	8:30:00 AM	48
8:45:00 AM	18	8:45:00 AM	23	8:45:00 AM	41
4:00:00 PM	23	4:00:00 PM	38	4:00:00 PM	61
4:15:00 PM	22	4:15:00 PM	41	4:15:00 PM	63
4:30:00 PM	13	4:30:00 PM	41	4:30:00 PM	54
4:45:00 PM	32	4:45:00 PM	41	4:45:00 PM	73
5:00:00 PM	27	5:00:00 PM	30	5:00:00 PM	57
5:15:00 PM	35	5:15:00 PM	49	5:15:00 PM	84
5:30:00 PM	34	5:30:00 PM	34	5:30:00 PM	68
5:45:00 PM	30	5:45:00 PM	23	5:45:00 PM	53
AM Peak Veh	158	AM Peak Veh	112	AM Peak Veh	270
PM Peak Veh	128	PM Peak Veh	161	PM Peak Veh	282

**Figure 27: NH Route 9 Wednesday June 8, 2022 peak hour volumes**




Eastbound Vehicle Count Thursday 6/9/22		Westbound Vehicle Count Thursday 6/9/22		Two-Way Vehicle Count Thursday 6/9/22	
7:00:00 AM	36	7:00:00 AM	12	7:00:00 AM	48
7:15:00 AM	30	7:15:00 AM	26	7:15:00 AM	56
7:30:00 AM	50	7:30:00 AM	23	7:30:00 AM	73
7:45:00 AM	29	7:45:00 AM	16	7:45:00 AM	45
8:00:00 AM	34	8:00:00 AM	9	8:00:00 AM	43
8:15:00 AM	31	8:15:00 AM	16	8:15:00 AM	47
8:30:00 AM	27	8:30:00 AM	29	8:30:00 AM	56
8:45:00 AM	22	8:45:00 AM	22	8:45:00 AM	44
4:00:00 PM	32	4:00:00 PM	35	4:00:00 PM	67
4:15:00 PM	28	4:15:00 PM	48	4:15:00 PM	76
4:30:00 PM	31	4:30:00 PM	36	4:30:00 PM	67
4:45:00 PM	32	4:45:00 PM	43	4:45:00 PM	75
5:00:00 PM	23	5:00:00 PM	35	5:00:00 PM	58
5:15:00 PM	24	5:15:00 PM	43	5:15:00 PM	67
5:30:00 PM	21	5:30:00 PM	32	5:30:00 PM	53
5:45:00 PM	22	5:45:00 PM	41	5:45:00 PM	63
AM Peak Veh	145	AM Peak Veh	77	AM Peak Veh	222
PM Peak Veh	123	PM Peak Veh	162	PM Peak Veh	285


**Figure 28: NH Route 9 Thursday June 9, 2022 peak hour volumes**







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### Volume Count Report

LOCATION INFO	
Location ID	82027062_EB
Type	SPOT
Funct'l Class	6
Located On	Church St
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD
Direction	EB
County	STRAFFORD
Community	BARRINGTON
MPO ID	
HPMS ID	
Agency	New Hampshire DOT


COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 6/7/2022
End Date	Wed 6/8/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	0002
Notes	
Station	820270627030
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TcdsBinToVol
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	0	0	1	0	1
1:00-2:00	0	0	2	0	2
2:00-3:00	1	1	0	0	2
3:00-4:00	2	4	4	1	11
4:00-5:00	3	4	12	9	28
5:00-6:00	15	13	16	17	61
6:00-7:00	30	35	58	49	172
7:00-8:00	80	59	56	42	237
8:00-9:00	65	46	47	28	186
9:00-10:00	25	25	19	19	88
10:00-11:00	20	14	22	23	79
11:00-12:00	17	17	22	20	76
12:00-13:00	25	16	23	22	86
13:00-14:00	29	27	25	22	103
14:00-15:00	26	32	22	25	105
15:00-16:00	29	24	31	29	113
16:00-17:00	27	26	30	26	109
17:00-18:00	28	32	27	27	114
18:00-19:00	21	33	32	11	97
19:00-20:00	18	14	11	18	61
20:00-21:00	15	8	14	2	39
21:00-22:00	5	8	1	5	19
22:00-23:00	2	8	5	2	17
23:00-24:00	2	2	0	0	4
<b>Total</b>					<b>1,810</b>
<b>AM Peak</b>	06:30-07:30				<b>246</b>
<b>PM Peak</b>	16:30-17:30				<b>116</b>


**Figure 29: NH Route 126 June 7, 2022 EB fifteen-minute interval counts**



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### Volume Count Report

LOCATION INFO					
Location ID	82027062_WB				
Type	SPOT				
Funct'l Class	6				
Located On	Church St				
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD				
Direction	WB				
County	STRAFFORD				
Community	BARRINGTON				
MPO ID					
HPMS ID					
Agency	New Hampshire DOT				


COUNT DATA INFO					
Count Status	Accepted				
Holiday	No				
Start Date	Tue 6/7/2022				
End Date	Wed 6/8/2022				
Start Time	12:00:00 AM				
End Time	12:00:00 AM				
Direction	0001				
Notes					
Station	820270627030				
Study					
Speed Limit					
Description					
Sensor Type	Tube Class				
Source	TcdsBinToVol				
Latitude,Longitude					


INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	2	4	0	1	7
1:00-2:00	3	0	0	0	3
2:00-3:00	1	0	0	2	3
3:00-4:00	0	0	1	2	3
4:00-5:00	1	0	2	0	3
5:00-6:00	0	4	6	8	18
6:00-7:00	10	3	9	7	29
7:00-8:00	12	25	28	19	84
8:00-9:00	18	20	33	14	85
9:00-10:00	19	19	18	17	73
10:00-11:00	15	24	16	21	76
11:00-12:00	18	10	19	23	70
12:00-13:00	37	24	17	28	106
13:00-14:00	27	21	27	22	97
14:00-15:00	23	45	32	34	134
15:00-16:00	61	49	58	59	227
16:00-17:00	47	65	54	50	216
17:00-18:00	58	63	56	53	230
18:00-19:00	38	25	35	20	118
19:00-20:00	27	26	37	23	113
20:00-21:00	20	30	26	13	89
21:00-22:00	15	11	9	6	41
22:00-23:00	3	10	6	4	23
23:00-24:00	3	6	6	2	17
Total					1,865
AM Peak					11:30-12:30 103
PM Peak					17:00-18:00 230

Figure 30: NH Route 126 June 7, 2022 WB fifteen-minute interval counts





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### Volume Count Report

LOCATION INFO					
Location ID	82027062_EB				
Type	SPOT				
Funct'l Class	6				
Located On	Church St				
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD				
Direction	EB				
County	STRAFFORD				
Community	BARRINGTON				
MPO ID					
HPMS ID					
Agency	New Hampshire DOT				

COUNT DATA INFO					
Count Status	Accepted				
Holiday	No				
Start Date	Wed 6/8/2022				
End Date	Thu 6/9/2022				
Start Time	12:00:00 AM				
End Time	12:00:00 AM				
Direction	0002				
Notes					
Station	820270627030				
Study					
Speed Limit					
Description					
Sensor Type	Tube Class				
Source	TcdsBinToVol				
Latitude, Longitude					


  

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	1	1	0	0	2
1:00-2:00	1	1	0	1	3
2:00-3:00	0	0	0	0	0
3:00-4:00	3	2	1	1	7
4:00-5:00	4	4	7	7	22
5:00-6:00	14	19	18	20	71
6:00-7:00	28	40	50	40	158
7:00-8:00	73	65	41	45	224
8:00-9:00	55	52	33	28	168
9:00-10:00	20	15	21	17	73
10:00-11:00	21	23	20	24	88
11:00-12:00	16	14	27	25	82
12:00-13:00	19	19	22	23	83
13:00-14:00	15	21	28	25	89
14:00-15:00	35	35	28	26	124
15:00-16:00	18	30	13	31	92
16:00-17:00	29	28	36	35	128
17:00-18:00	22	42	36	25	125
18:00-19:00	24	16	16	17	73
19:00-20:00	14	13	16	11	54
20:00-21:00	5	12	11	13	41
21:00-22:00	8	14	8	6	36
22:00-23:00	2	4	3	4	13
23:00-24:00	1	1	2	0	4
Total					1,760
AM Peak					06:30-07:30 228
PM Peak					16:30-17:30 135


Figure 31: NH Route 126 June 8, 2022 EB fifteen-minute interval counts



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### Volume Count Report


LOCATION INFO	
Location ID	82027062_WB
Type	SPOT
Funct'l Class	6
Located On	Church St
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD
Direction	WB
County	STRAFFORD
Community	BARRINGTON
MPO ID	
HPMS ID	
Agency	New Hampshire DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 6/8/2022
End Date	Thu 6/9/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	0001
Notes	
Station	820270627030
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TcdsBinToVol
Latitude,Longitude	


INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	4	2	1	1	8
1:00-2:00	2	0	0	3	5
2:00-3:00	0	0	2	0	2
3:00-4:00	0	1	0	0	1
4:00-5:00	1	0	1	0	2
5:00-6:00	2	3	2	2	9
6:00-7:00	7	6	10	15	38
7:00-8:00	11	18	26	14	69
8:00-9:00	10	24	27	18	79
9:00-10:00	16	16	17	8	57
10:00-11:00	17	14	13	17	61
11:00-12:00	11	9	23	11	54
12:00-13:00	30	17	15	24	86
13:00-14:00	29	22	23	13	87
14:00-15:00	33	22	35	29	119
15:00-16:00	63	50	51	54	218
16:00-17:00	50	66	61	55	232
17:00-18:00	54	60	49	46	209
18:00-19:00	24	29	43	22	118
19:00-20:00	30	38	38	28	134
20:00-21:00	20	19	21	15	75
21:00-22:00	16	16	13	14	59
22:00-23:00	10	15	5	6	36
23:00-24:00	5	5	5	4	19
Total					1,777
AM Peak	08:15-09:15				85
PM Peak	16:15-17:15				236

**Figure 32: NH Route 126 June 8, 2022 WB fifteen-minute interval counts**





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### Volume Count Report


LOCATION INFO	
Location ID	82027062_EB
Type	SPOT
Funct'l Class	6
Located On	Church St
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD
Direction	EB
County	STRAFFORD
Community	BARRINGTON
MPO ID	
HPMS ID	
Agency	New Hampshire DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 6/9/2022
End Date	Fri 6/10/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	0002
Notes	
Station	820270627030
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TcdsBinToVol
Latitude,Longitude	


INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	0	0	1	0	1
1:00-2:00	0	0	2	1	3
2:00-3:00	0	0	0	3	3
3:00-4:00	3	0	2	1	6
4:00-5:00	2	3	7	10	22
5:00-6:00	13	22	15	26	76
6:00-7:00	29	31	47	43	150
7:00-8:00	61	61	52	39	213
8:00-9:00	57	40	34	27	158
9:00-10:00	15	21	19	17	72
10:00-11:00	21	21	14	15	71
11:00-12:00	25	22	19	18	84
12:00-13:00	18	13	18	28	77
13:00-14:00	21	17	23	27	88
14:00-15:00	27	24	27	24	102
15:00-16:00	25	29	28	32	114
16:00-17:00	27	21	15	24	87
17:00-18:00	25	42	18	34	119
18:00-19:00	21	22	12	15	70
19:00-20:00	15	12	15	7	49
20:00-21:00	13	14	5	10	42
21:00-22:00	4	3	6	2	15
22:00-23:00	3	4	1	4	12
23:00-24:00	3	0	1	0	4
Total					1,638
AM Peak	06:45-07:45				217
PM Peak	17:00-18:00				119

**Figure 33: NH Route 126 June 9, 2022 EB fifteen-minute interval counts**





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### Volume Count Report

LOCATION INFO	
Location ID	82027062_WB
Type	SPOT
Funct'l Class	6
Located On	Church St
Loc On Alias	NH 126 (LOCKS HILL RD) WEST OF WATERHOUSE RD
Direction	WB
County	STRAFFORD
Community	BARRINGTON
MPO ID	
HPMS ID	
Agency	New Hampshire DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 6/9/2022
End Date	Fri 6/10/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	0001
Notes	
Station	820270627030
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TcdsBinToVol
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	1	5	3	1	10
1:00-2:00	0	2	0	1	3
2:00-3:00	1	0	1	0	2
3:00-4:00	0	1	1	1	3
4:00-5:00	0	1	0	1	2
5:00-6:00	1	2	2	3	8
6:00-7:00	6	9	7	10	32
7:00-8:00	12	10	29	20	71
8:00-9:00	8	18	27	18	71
9:00-10:00	11	15	18	13	57
10:00-11:00	8	11	7	10	36
11:00-12:00	22	15	22	17	76
12:00-13:00	22	13	20	20	75
13:00-14:00	15	15	32	26	88
14:00-15:00	27	40	13	49	129
15:00-16:00	54	37	42	49	182
16:00-17:00	49	50	39	49	187
17:00-18:00	54	51	56	44	205
18:00-19:00	39	43	34	31	147
19:00-20:00	27	28	19	18	92
20:00-21:00	19	19	20	12	70
21:00-22:00	14	11	12	10	47
22:00-23:00	7	7	7	9	30
23:00-24:00	6	2	5	5	18
Total					1,641
AM Peak					11:00-12:00 76
PM Peak					16:45-17:45 210

**Figure 34: NH Route 126 June 9, 2022 WB fifteen-minute interval counts**





Eastbound Vehicle Count Tuesday 6/7/22		Westbound Vehicle Count Tuesday 6/7/22		Two-Way Vehicle Count Tuesday 6/7/22	
7:00:00 AM	80	7:00:00 AM	12	7:00:00 AM	92
7:15:00 AM	59	7:15:00 AM	25	7:15:00 AM	84
7:30:00 AM	56	7:30:00 AM	28	7:30:00 AM	84
7:45:00 AM	42	7:45:00 AM	19	7:45:00 AM	61
8:00:00 AM	65	8:00:00 AM	18	8:00:00 AM	83
8:15:00 AM	46	8:15:00 AM	20	8:15:00 AM	66
8:30:00 AM	47	8:30:00 AM	33	8:30:00 AM	80
8:45:00 AM	28	8:45:00 AM	14	8:45:00 AM	42
4:00:00 PM	27	4:00:00 PM	47	4:00:00 PM	74
4:15:00 PM	26	4:15:00 PM	49	4:15:00 PM	75
4:30:00 PM	30	4:30:00 PM	58	4:30:00 PM	88
4:45:00 PM	26	4:45:00 PM	59	4:45:00 PM	85
5:00:00 PM	28	5:00:00 PM	47	5:00:00 PM	75
5:15:00 PM	32	5:15:00 PM	65	5:15:00 PM	97
5:30:00 PM	27	5:30:00 PM	54	5:30:00 PM	81
5:45:00 PM	27	5:45:00 PM	50	5:45:00 PM	77
AM Peak Veh	237	AM Peak Veh	90	AM Peak Veh	321
PM Peak Veh	116	PM Peak Veh	229	PM Peak Veh	345

**Figure 35: NH Route 126 Tuesday June 7, 2022 peak hour volumes**



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Eastbound Vehicle Count Wednesday 6/8/22		Westbound Vehicle Count Wednesday 6/8/22		Two-Way Vehicle Count Wednesday 6/8/22	
7:00:00 AM	73	7:00:00 AM	11	7:00:00 AM	84
7:15:00 AM	65	7:15:00 AM	18	7:15:00 AM	83
7:30:00 AM	41	7:30:00 AM	26	7:30:00 AM	67
7:45:00 AM	45	7:45:00 AM	14	7:45:00 AM	59
8:00:00 AM	55	8:00:00 AM	10	8:00:00 AM	65
8:15:00 AM	52	8:15:00 AM	24	8:15:00 AM	76
8:30:00 AM	33	8:30:00 AM	27	8:30:00 AM	60
8:45:00 AM	28	8:45:00 AM	18	8:45:00 AM	46
4:00:00 PM	29	4:00:00 PM	50	4:00:00 PM	79
4:15:00 PM	28	4:15:00 PM	66	4:15:00 PM	94
4:30:00 PM	36	4:30:00 PM	61	4:30:00 PM	97
4:45:00 PM	25	4:45:00 PM	55	4:45:00 PM	80
5:00:00 PM	22	5:00:00 PM	54	5:00:00 PM	76
5:15:00 PM	42	5:15:00 PM	60	5:15:00 PM	102
5:30:00 PM	36	5:30:00 PM	49	5:30:00 PM	85
5:45:00 PM	25	5:45:00 PM	46	5:45:00 PM	71
AM Peak Veh	224	AM Peak Veh	79	AM Peak Veh	293
PM Peak Veh	125	PM Peak Veh	236	PM Peak Veh	355

**Figure 36: NH Route 126 Wednesday June 8, 2022 peak hour volumes**



Eastbound Vehicle Count Thursday 6/9/22		Westbound Vehicle Count Thursday 6/9/22		Two-Way Vehicle Count Thursday 6/9/22	
7:00:00 AM	61	7:00:00 AM	12	7:00:00 AM	73
7:15:00 AM	61	7:15:00 AM	10	7:15:00 AM	71
7:30:00 AM	52	7:30:00 AM	29	7:30:00 AM	81
7:45:00 AM	39	7:45:00 AM	20	7:45:00 AM	59
8:00:00 AM	57	8:00:00 AM	8	8:00:00 AM	65
8:15:00 AM	40	8:15:00 AM	18	8:15:00 AM	58
8:30:00 AM	34	8:30:00 AM	27	8:30:00 AM	61
8:45:00 AM	27	8:45:00 AM	18	8:45:00 AM	45
4:00:00 PM	27	4:00:00 PM	49	4:00:00 PM	76
4:15:00 PM	21	4:15:00 PM	50	4:15:00 PM	71
4:30:00 PM	15	4:30:00 PM	39	4:30:00 PM	54
4:45:00 PM	24	4:45:00 PM	49	4:45:00 PM	73
5:00:00 PM	25	5:00:00 PM	54	5:00:00 PM	79
5:15:00 PM	42	5:15:00 PM	51	5:15:00 PM	93
5:30:00 PM	18	5:30:00 PM	56	5:30:00 PM	74
5:45:00 PM	34	5:45:00 PM	44	5:45:00 PM	78
AM Peak Veh	213	AM Peak Veh	71	AM Peak Veh	284
PM Peak Veh	119	PM Peak Veh	210	PM Peak Veh	324

**Figure 37: NH Route 126 Thursday June 9, 2022 peak hour volumes**



**Figure 38: NH Route 9 & 126 June 7, 2022 combined traffic volumes**



**Figure 39: NH Route 9 & 126 June 8, 2022 combined traffic volumes**



**Figure 40: NH Route 9 & 126 June 9, 2022 combined traffic volumes**



Eastbound Vehicle Count Tuesday 6/7/22		Westbound Vehicle Count Tuesday 6/7/22		Two-Way Vehicle Count Tuesday 6/7/22	
7:00:00 AM	123	7:00:00 AM	39	7:00:00 AM	162
7:15:00 AM	97	7:15:00 AM	48	7:15:00 AM	145
7:30:00 AM	99	7:30:00 AM	48	7:30:00 AM	147
7:45:00 AM	81	7:45:00 AM	43	7:45:00 AM	124
8:00:00 AM	98	8:00:00 AM	44	8:00:00 AM	142
8:15:00 AM	75	8:15:00 AM	41	8:15:00 AM	116
8:30:00 AM	73	8:30:00 AM	62	8:30:00 AM	135
8:45:00 AM	50	8:45:00 AM	28	8:45:00 AM	78
4:00:00 PM	66	4:00:00 PM	82	4:00:00 PM	148
4:15:00 PM	53	4:15:00 PM	83	4:15:00 PM	136
4:30:00 PM	61	4:30:00 PM	98	4:30:00 PM	159
4:45:00 PM	55	4:45:00 PM	90	4:45:00 PM	145
5:00:00 PM	54	5:00:00 PM	87	5:00:00 PM	141
5:15:00 PM	62	5:15:00 PM	105	5:15:00 PM	167
5:30:00 PM	50	5:30:00 PM	87	5:30:00 PM	137
5:45:00 PM	53	5:45:00 PM	94	5:45:00 PM	147
AM Peak Veh	400	AM Peak Veh	190	AM Peak Veh	578
PM Peak Veh	232	PM Peak Veh	380	PM Peak Veh	612

**Figure 41: NH Route 9 & 126 Tuesday June 7, 2022 peak hour volumes**



Eastbound Vehicle Count Wednesday 6/8/22		Westbound Vehicle Count Wednesday 6/8/22		Two-Way Vehicle Count Wednesday 6/8/22	
7:00:00 AM	110	7:00:00 AM	39	7:00:00 AM	149
7:15:00 AM	100	7:15:00 AM	48	7:15:00 AM	148
7:30:00 AM	89	7:30:00 AM	54	7:30:00 AM	143
7:45:00 AM	83	7:45:00 AM	40	7:45:00 AM	123
8:00:00 AM	80	8:00:00 AM	21	8:00:00 AM	101
8:15:00 AM	81	8:15:00 AM	41	8:15:00 AM	122
8:30:00 AM	57	8:30:00 AM	51	8:30:00 AM	108
8:45:00 AM	46	8:45:00 AM	41	8:45:00 AM	87
4:00:00 PM	52	4:00:00 PM	88	4:00:00 PM	140
4:15:00 PM	50	4:15:00 PM	107	4:15:00 PM	157
4:30:00 PM	49	4:30:00 PM	102	4:30:00 PM	151
4:45:00 PM	57	4:45:00 PM	96	4:45:00 PM	153
5:00:00 PM	49	5:00:00 PM	84	5:00:00 PM	133
5:15:00 PM	77	5:15:00 PM	109	5:15:00 PM	186
5:30:00 PM	70	5:30:00 PM	83	5:30:00 PM	153
5:45:00 PM	55	5:45:00 PM	69	5:45:00 PM	124
AM Peak Veh	382	AM Peak Veh	181	AM Peak Veh	563
PM Peak Veh	253	PM Peak Veh	391	PM Peak Veh	625

**Figure 42: NH Route 9 & 126 Wednesday June 8, 2022 peak hour volumes**





Eastbound Vehicle Count Thursday 6/9/22		Westbound Vehicle Count Thursday 6/9/22		Two-Way Vehicle Count Thursday 6/9/22	
7:00:00 AM	97	7:00:00 AM	24	7:00:00 AM	121
7:15:00 AM	91	7:15:00 AM	36	7:15:00 AM	127
7:30:00 AM	102	7:30:00 AM	52	7:30:00 AM	154
7:45:00 AM	68	7:45:00 AM	36	7:45:00 AM	104
8:00:00 AM	91	8:00:00 AM	17	8:00:00 AM	108
8:15:00 AM	71	8:15:00 AM	34	8:15:00 AM	105
8:30:00 AM	61	8:30:00 AM	56	8:30:00 AM	117
8:45:00 AM	49	8:45:00 AM	40	8:45:00 AM	89
4:00:00 PM	59	4:00:00 PM	84	4:00:00 PM	143
4:15:00 PM	49	4:15:00 PM	98	4:15:00 PM	147
4:30:00 PM	46	4:30:00 PM	75	4:30:00 PM	121
4:45:00 PM	56	4:45:00 PM	92	4:45:00 PM	148
5:00:00 PM	48	5:00:00 PM	89	5:00:00 PM	137
5:15:00 PM	66	5:15:00 PM	94	5:15:00 PM	160
5:30:00 PM	39	5:30:00 PM	88	5:30:00 PM	127
5:45:00 PM	56	5:45:00 PM	85	5:45:00 PM	141
AM Peak Veh	358	AM Peak Veh	148	AM Peak Veh	506
PM Peak Veh	216	PM Peak Veh	363	PM Peak Veh	572

**Figure 43: NH Route 9 & 126 Thursday June 9, 2022 peak hour volumes**



## Appendix B

### Vehicle Speeds

Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH  
Direction: Combined

19680001

7/13/2023	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70		
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total	
12:00 AM	0	1	0	0	2	1	0	0	0	0	0	0	0	4	
1:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4:00	0	0	1	0	3	2	0	0	0	0	0	0	0	6	
5:00	0	0	1	2	5	7	2	0	0	0	0	0	0	17	
6:00	0	0	2	8	18	21	2	1	0	0	0	1	0	53	
7:00	0	0	0	10	42	27	9	0	0	0	0	1	0	89	
8:00	0	0	1	20	52	19	3	1	0	0	0	0	0	96	
9:00	0	2	0	15	37	24	1	2	0	0	0	0	0	81	
10:00	1	2	8	24	45	18	1	0	0	0	0	0	0	99	
11:00	0	2	4	22	37	22	3	0	0	0	0	0	0	90	
12:00 PM	0	0	2	14	63	24	5	0	0	0	0	0	0	108	
1:00	0	0	4	12	50	32	1	3	0	0	0	0	0	102	
2:00	0	1	1	17	38	35	6	1	0	0	0	0	0	99	
3:00	0	3	6	25	65	43	10	2	0	0	0	0	0	154	
4:00	0	0	2	13	55	46	10	1	0	0	0	0	0	127	
5:00	1	0	2	13	62	41	6	0	1	0	0	0	0	126	
6:00	0	0	4	12	41	16	4	1	1	0	0	0	0	79	
7:00	0	0	1	14	29	22	1	0	0	0	0	0	0	67	
8:00	0	0	0	9	48	15	0	1	0	0	0	0	0	73	
9:00	0	0	2	1	11	9	1	1	1	0	0	0	0	26	
10:00	0	0	0	3	10	2	4	2	0	0	0	0	0	21	
11:00	0	0	0	2	4	0	0	0	0	0	0	0	0	6	
Total	2	11	43	237	717	426	69	16	3	0	0	2	0	1526	
Percentile															
Speed															
Mean Speed (Average)															
10 MPH Pace Speed															
Number in Pace															
Percent in Pace															
Number > 35 MPH															
Percent > 35 MPH															

**Figure 44: Young Road Vehicle Speed Summary Thursday July 13, 2023**



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2022-109 Paul Thibodeau, Young Road, Barrington, NH  
23 Lot Subdivision Trip Generation & Distribution

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August 21, 2023

Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH  
Direction: Combined

19680001

7/14/2023	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	1	1	0	0	0	0	0	0	0	5
1:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:00	0	1	0	0	1	0	1	1	0	0	0	0	0	4
3:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4:00	0	0	0	1	2	3	0	0	0	0	0	0	0	6
5:00	0	0	1	2	4	2	1	0	0	0	0	0	0	10
6:00	1	1	0	4	14	12	2	0	0	0	0	0	0	34
7:00	0	0	2	16	39	15	4	0	0	0	0	0	0	76
8:00	2	0	2	13	48	23	2	0	0	0	0	0	0	90
9:00	0	0	3	12	45	19	7	0	0	0	0	0	0	86
10:00	0	0	3	13	27	22	2	0	0	0	0	0	0	67
11:00	0	0	0	16	34	32	3	0	0	0	0	0	1	86
12:00 PM	0	0	1	9	38	39	3	0	0	0	0	0	1	91
1:00	1	1	0	16	40	20	6	0	0	0	0	0	0	84
2:00	0	1	2	24	52	24	6	0	0	1	0	0	0	110
3:00	0	0	0	10	48	27	3	1	0	0	0	0	0	89
4:00	0	0	0	10	52	33	7	1	0	0	0	0	0	103
5:00	0	0	1	17	60	36	8	0	0	0	0	0	0	122
6:00	0	0	0	7	37	23	5	0	0	0	0	0	0	72
7:00	0	2	1	3	23	16	4	1	0	0	0	0	0	50
8:00	0	0	0	9	21	9	2	1	0	0	0	0	0	42
9:00	0	0	0	7	15	5	1	0	0	0	0	0	0	28
10:00	0	0	1	0	11	8	2	2	0	0	0	0	0	24
11:00	0	0	0	2	3	4	1	1	0	0	0	0	0	11
Total	4	6	17	195	617	373	71	8	0	1	0	0	2	1294
		Percentile	15th	50th	85th	95th								
		Speed	30	34	38	40								
		Mean Speed (Average)	33.8											
		10 MPH Pace Speed	30-39											
		Number in Pace	986											
		Percent in Pace	76.2%											
		Number > 35 MPH	455											
		Percent > 35 MPH	35.2%											

**Figure 45: Young Road Vehicle Speed Summary Friday July 14, 2023**



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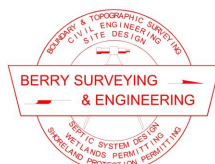
Accurate Counts  
978-664-2565

Location : Young Road  
Location : between #s120-130  
City/State: Barrington, NH  
Direction: Combined

19680001

7/15/2023	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	3	2	0	0	0	0	0	0	0	7
1:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	3	4	2	1	0	0	0	0	0	0	11
6:00	0	0	1	5	7	5	0	1	0	0	0	0	0	19
7:00	0	0	2	7	11	11	0	0	0	0	0	0	0	31
8:00	0	1	1	15	45	23	7	0	0	0	0	0	0	92
9:00	0	0	3	13	55	36	8	0	0	0	0	0	0	115
10:00	0	0	1	22	72	36	6	1	0	0	0	0	0	138
11:00	0	1	6	26	85	44	8	2	0	0	1	0	0	173
12:00 PM	0	1	2	26	57	53	8	3	0	0	0	0	0	150
1:00	0	2	2	25	61	39	9	2	1	0	0	0	0	141
2:00	0	0	3	19	51	22	7	0	0	0	0	0	0	102
3:00	0	2	3	27	55	33	6	0	0	0	0	0	0	126
4:00	0	0	2	13	54	39	7	1	0	0	0	0	0	116
5:00	1	0	0	12	34	39	8	2	0	0	0	0	0	96
6:00	1	0	1	8	36	16	8	0	0	0	0	0	0	70
7:00	0	0	0	7	25	24	9	1	0	0	0	0	0	66
8:00	0	0	0	11	20	9	1	1	0	0	0	0	0	42
9:00	0	0	1	6	15	5	1	0	0	0	0	0	0	28
10:00	0	0	0	2	10	7	3	1	0	0	0	0	0	23
11:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3
Total	2	7	29	249	703	446	98	15	2	0	1	0	0	1552
Percentile														
Speed				15th	50th	85th	95th							
				30	34	38	41							
Mean Speed (Average)				33.7										
10 MPH Pace Speed				30-39										
Number in Pace				1145										
Percent in Pace				73.8%										
Number > 35 MPH				562										
Percent > 35 MPH				36.2%										
Grand Total	8	24	89	681	2037	1245	238	39	5	1	1	2	2	4372
Percentile														
Speed				15th	50th	85th	95th							
				30	34	38	40							
Mean Speed (Average)				33.7										
10 MPH Pace Speed				30-39										
Number in Pace				3271										
Percent in Pace				74.8%										
Number > 35 MPH				1533										
Percent > 35 MPH				35.1%										

**Figure 46: Young Road Vehicle Speed Summary Saturday July 15, 2023**



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## Appendix C

### Trip Generation Derivation

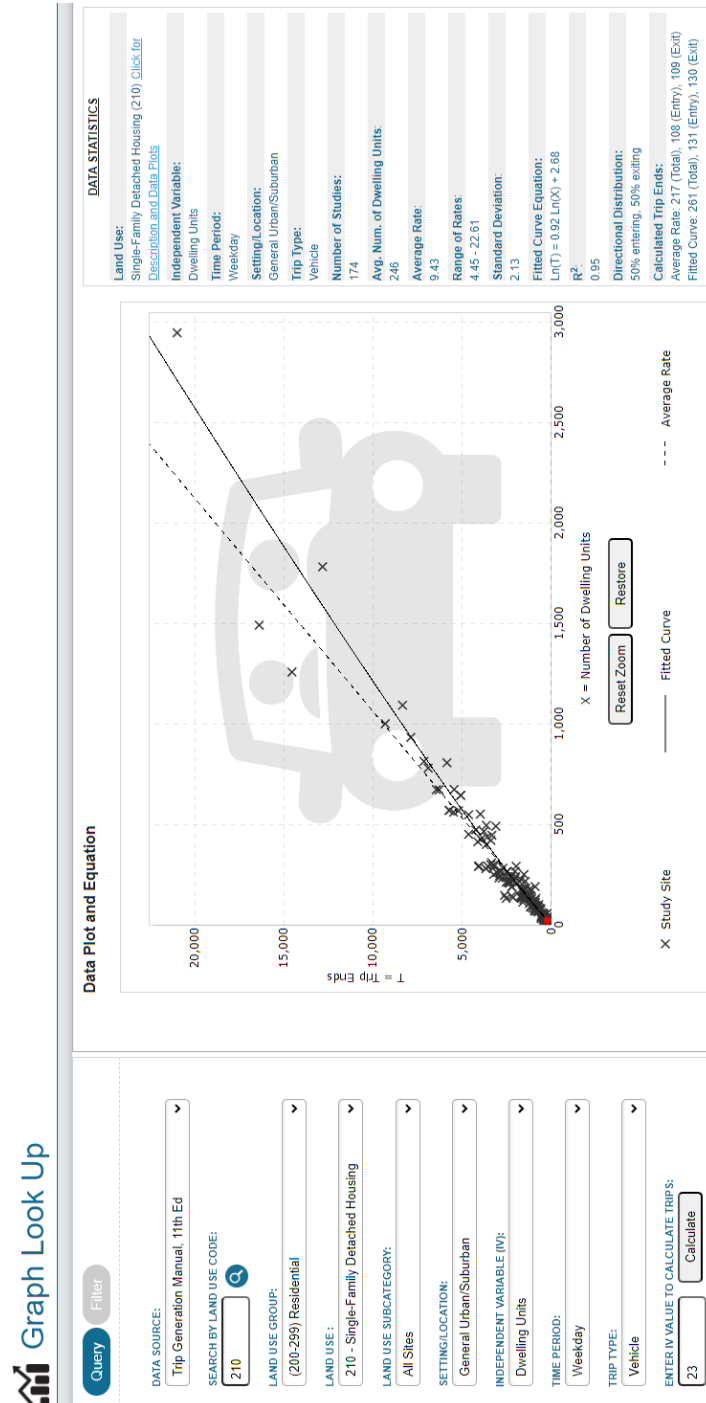
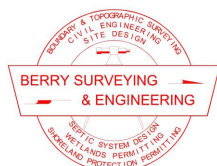
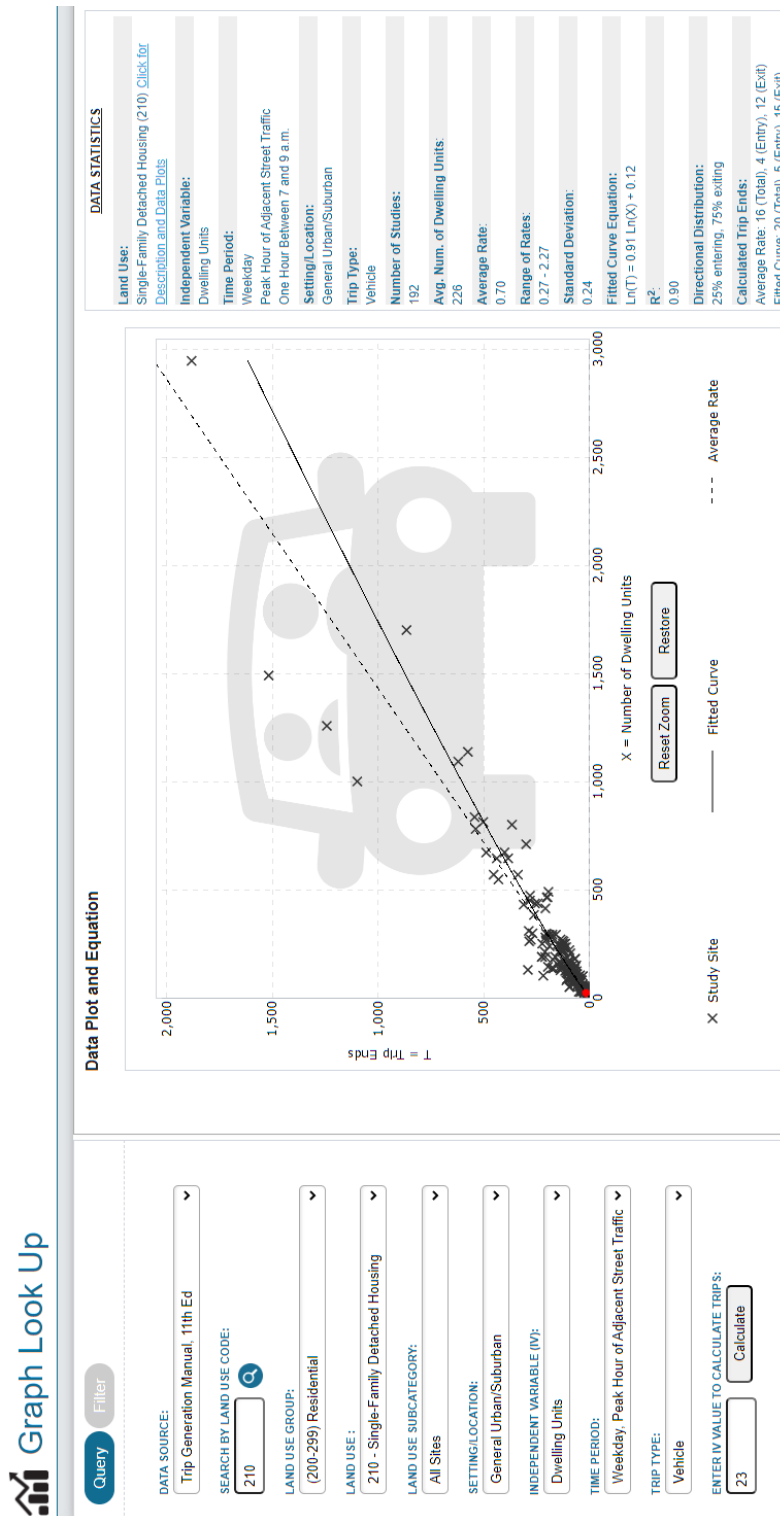
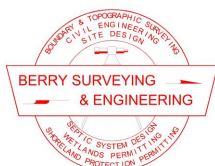


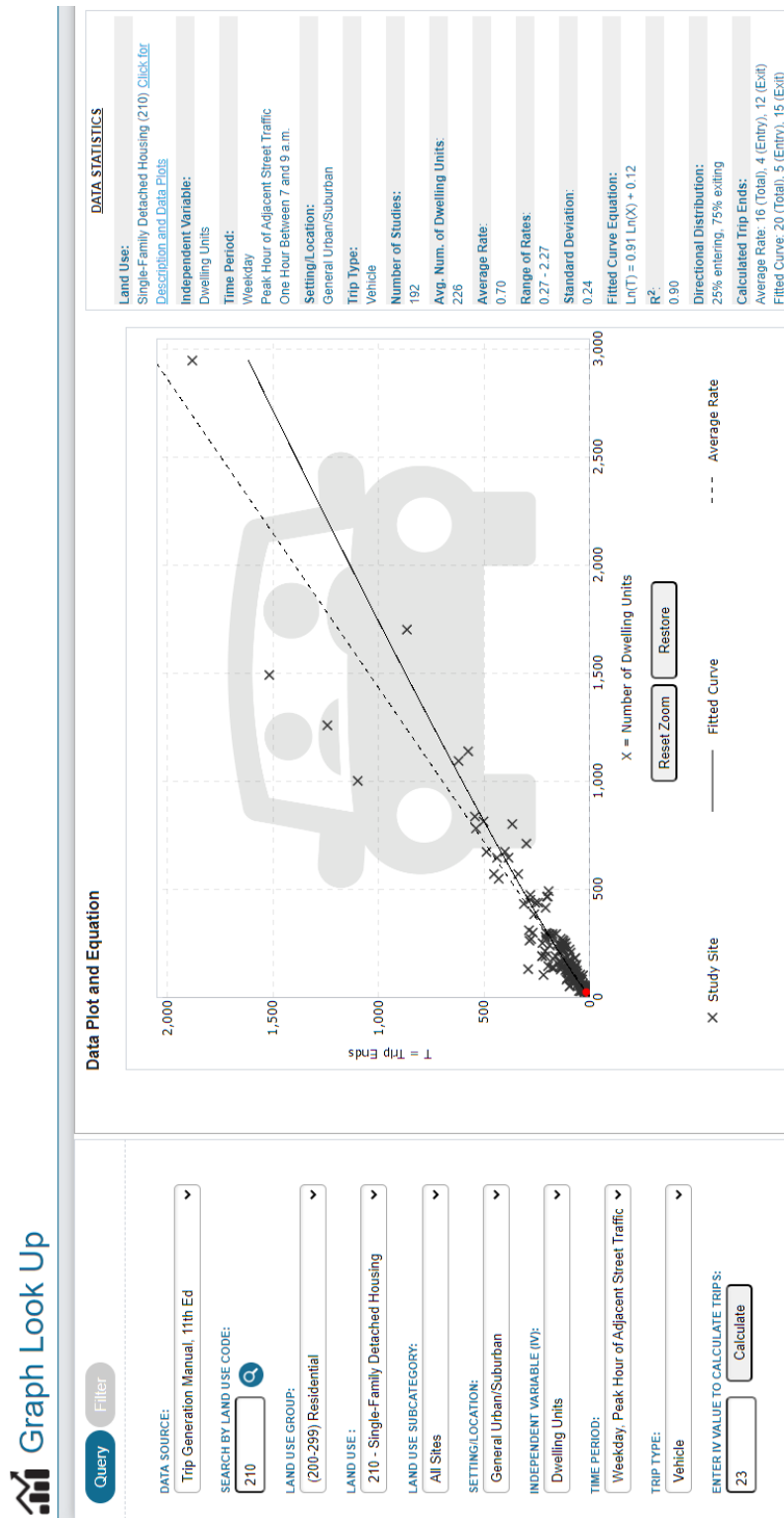
Figure 47: ITE Trip Generation, 11<sup>th</sup> Edition





**Figure 48: ITE Trip Generation, 11<sup>th</sup> Edition**





**Figure 49: ITE Trip Generation, 11<sup>th</sup> Edition**





**Appendix D**

**Projected Traffic Volumes Seasonally Peaked**

Young Road Projected & Seasonally Peaked Traffic Volumes AM Weekday Peak Hour		
Year	Northbound Volume	Northbound Volume Peaked
2023	69	69
2024	69	69
2025	70	70
2026	71	71
2027	71	71
2028	72	72
2029	73	73
2030	73	73
2031	74	74
2032	75	75
2033	76	76
2034	76	76
Year	Southbound Volume	Southbound Volume Peaked
2023	36	36
2024	36	36
2025	37	37
2026	37	37
2027	37	37
2028	38	38
2029	38	38
2030	39	39
2031	39	39
2032	39	39
2033	40	40
2034	40	40
Seasonal Peaking Factor (July) Recreational Highways		1.00

**Table 11: Young Road AM Peak Hour Volume Projected & Seasonally Peaked**



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Young Road Projected & Seasonally Peaked Traffic Volumes PM Weekday Peak Hour		
Year	Northbound Volume	Northbound Volume Peaked
2023	66	66
2024	67	67
2025	67	67
2026	68	68
2027	69	69
2028	69	69
2029	70	70
2030	71	71
2031	71	71
2032	72	72
2033	73	73
2034	74	74
Year	Southbound Volume	Southbound Volume Peaked
2023	64	64
2024	64	64
2025	65	65
2026	65	65
2027	66	66
2028	67	67
2029	67	67
2030	68	68
2031	69	69
2032	69	69
2033	70	70
2034	71	71
Seasonal Peaking Factor (July) Recreational Highways		1.00

**Table 12: Young Road PM Peak Hour Volume Projected & Seasonally Peaked**



NH Route 9 Projected & Seasonally Peaked Traffic Volumes AM Weekday Peak Hour		
Year	Eastbound Volume	Eastbound Volume Peaked
2022	380	388
2023	384	391
2024	388	395
2025	392	399
2026	395	403
2027	399	407
2028	403	411
2029	407	416
2030	411	420
2031	416	424
2032	420	428
2033	424	432
2034	428	437
Year	Westbound Volume	Westbound Volume Peaked
2022	173	176
2023	175	178
2024	176	180
2025	178	182
2026	180	184
2027	182	185
2028	184	187
2029	185	189
2030	187	191
2031	189	193
2032	191	195
2033	193	197
2034	195	199
Seasonal Peaking Factor (June) Urban Highways		1.02

**Table 13: NH Route 9 AM Peak Hour Volume Projected & Seasonally Peaked**



NH Route 9 Projected & Seasonally Peaked Traffic Volumes PM Weekday Peak Hour		
Year	Eastbound Volume	Eastbound Volume Peaked
2022	234	238
2023	236	241
2024	238	243
2025	241	246
2026	243	248
2027	246	250
2028	248	253
2029	251	256
2030	253	258
2031	256	261
2032	258	263
2033	261	266
2034	263	269
Year	Westbound Volume	Westbound Volume Peaked
2022	378	386
2023	382	389
2024	386	393
2025	389	397
2026	393	401
2027	397	405
2028	401	409
2029	405	413
2030	409	418
2031	413	422
2032	418	426
2033	422	430
2034	426	434
Seasonal Peaking Factor (June) Urban Highways		1.02

**Table 14: NH Route 9 PM Peak Hour Volume Projected & Seasonally Peaked**



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## Appendix E

### Miscellaneous

Group 5 Averages:		Year 2019 Monthly Data Recreational Highways	
		Adjustment to	
Month	ADT	Average	Peak
January	6,879	1.32	1.76
February	7,477	1.21	1.62
March	7,534	1.20	1.61
April	7,925	1.14	1.53
May	9,499	0.95	1.28
June	11,055	0.82	1.10
July	12,113	0.75	1.00
August	11,826	0.77	1.02
September	9,897	0.91	1.22
October	9,371	0.97	1.29
November	7,850	1.15	1.54
December	7,185	1.26	1.69
Average ADT:	9,051		
Peak ADT:	12,113		

**Table 15: Derivation of the seasonal peaking factor**

Group 4 Averages:		Year 2019 Monthly Data Urban Highways	
		Adjustment to	
Month	ADT	Average	Peak
January	11,431	1.12	1.23
February	11,848	1.08	1.18
March	12,141	1.06	1.15
April	12,860	1.00	1.09
May	13,551	0.95	1.03
June	13,785	0.93	1.02
July	13,942	0.92	1.01
August	14,016	0.92	1.00
September	13,379	0.96	1.05
October	13,339	0.96	1.05
November	12,265	1.05	1.14
December	11,496	1.12	1.22
Average ADT:	12,838		
Peak ADT:	14,016		

**Table 16: Derivation of the seasonal peaking factor**



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## ***Appendix F***

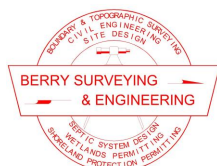
### ***Citations***

Google. (n.d.). *Google Maps*. Google maps. Retrieved March 24, 2023, from <https://www.google.com/maps/@43.2161951,-71.005511,836m/data=!3m1!1e3>

*NHDOT MS2 Transportation Data Management System*. Transportation Data Management System. (n.d.). Retrieved August 21, 2023, from <https://nhdot.public.ms2soft.com/tcds/tsearch.asp?loc=Nhdot&mod=>

*Past weather in town of Barrington, New Hampshire, USA – July 2023*. Weather in July 2023 in Town of Barrington, New Hampshire, USA. (n.d.). Retrieved August 21, 2023, from <https://www.timeanddate.com/weather/@5083027/historic?month=7&year=2023>

Strafford Regional Planning Commission, (S. R. P. C. (2022, June). Franklin Pierce Hwy West of Hillside Dr. Retrieved March 24, 2023.



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