

# **Dow Lane Traffic Volume and Speed Analysis**

**For the Town of Rye, New Hampshire**

**January 29, 2018**



**156 Water Street  
Exeter, NH 03833  
603.778.0885**



**Figure 1: Dow Lane/Route 1/Washington St Intersection**

# Dow Lane

## Town of Rye, NH

### **Background**

The RPC was asked by the Rye Town Administrator to collect data and conduct an analysis of traffic on Dow Lane (**Figure 1**) to address concerns from residents regarding speeding vehicles and the intersection of Dow Lane with US 1 (**Figure 2**). Dow Lane is a primarily residential street with narrow lanes, minimal shoulders, and a 30 MPH speed limit. The street provides a “shortcut” connection between US 1 and Washington Road allowing drivers to avoid the traffic signal at US 1 and Washington Road. The skewed angle intersection of US 1 and Dow Lane, combined with the presence of a right-turn lane on US 1 and the NHDOT maintenance facility driveway, create a wide pavement profile that facilitates a relatively high-speed turn onto Dow Lane of northbound arterial traffic on US 1 (45 MPH speed limit). This presents challenges for residents of Dow Lane, and for traffic in and out of the adjacent NHDOT maintenance facility. This document details the planning level analysis conducted in support of that effort. ***Any recommendations relating to physical changes to the roadway layout should be further investigated by a traffic engineer prior to implementation.***



### **Data Collection and Analysis**

To assess travel speeds and volume on Dow Lane, RPC collected directional traffic volume and speed data as well as conducted turning movement counts at Dow Lane and US 1, Dow Lane and Washington Road, and US 1 and Washington Road. Volume, speed, and classification counts were conducted on Dow Lane using automatic traffic recorder devices between October 23<sup>rd</sup> and October 30<sup>th</sup>, 2017. A counter was placed on Dow Lane near Washington Road, a second west of Ham Lane, and a third near the US 1 end of Dow Lane. During the week one counter experienced a battery failure and the tubes loosened on a second resulting in only data from the

counter closest to Washington Road providing useable data for that week. Additional counters were placed on Dow Lane from November 14-17, 2017 and successfully gathered speed and volume data for the portion of Dow Lane closest to US 1.

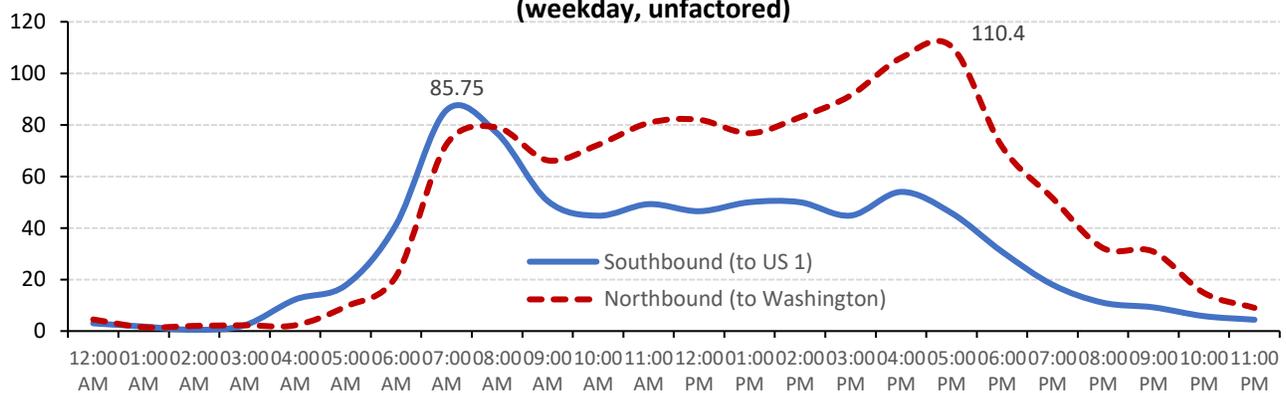
## Volume and Speed Analysis

**North End of Dow Lane:** Between 10/23/17 and 10/30/17 six full days and two partial days of traffic volume and speed data were collected at a location on the north end of Dow Lane approximately 150 feet south of the intersection of Dow Lane with Washington Road. Just over 12,100 vehicles were observed during this timeframe with the highest number on Tuesday 10/23/17 (2050) and the lowest on Sunday 10/29/17 (1238) (**Figure 3**). Just over 60% of that traffic was travelling northbound from US 1 towards Washington Road. Constructing an hourly volume chart from the data (**Figure 4**) shows that on weekdays traffic peaks southbound between 7:00 and 8:00 AM with about 85 vehicles per hour while northbound peaks between 5:00 and 6:00 PM at just over 110 vehicles per hour. Almost all traffic was observed to be travelling within the observed speed limit at this site (**Figure 5**) and which makes sense given the proximity of the counter to the intersection of Dow Lane and Washington Road. Overall, 98.5% (11,930) of vehicles on this end of Dow Lane were travelling within the 30 MPH speed limit. Just under 1.5% (176 vehicles) were travelling between 31 and 36 MPH, while 0.02% (3 vehicles) were travelling faster than 36 MPH. There is some directional bias to the data which fits with the location as southbound traffic accelerating away from the intersection was slightly more likely to be speeding

**Figure 3: Observed Traffic Volumes – Dow Lane Near Washington Road Oct, 2017**  
(Volumes are not factored for seasonality or design volumes)

	Tues 10/24	Wed 10/25	Thurs 10/26	Fri 10/27	Sat 10/28	Sun 10/29
Northbound towards Washington Rd.	1227	1068	1155	1237	1041	716
Southbound towards US 1	823	694	739	756	702	522
Total	2050	1762	1894	1993	1743	1238

**Figure 4: Average Hourly Volumes on Dow Lane**  
(weekday, unfactored)



**Figure 5: Observed Speed Data – Dow Lane Near Washington Road Oct, 2017**

	Observations	Average Speed	85 <sup>th</sup> Percentile Speed	30 MPH or Under	31-36 MPH	37+ MPH
Northbound	7344	24 MPH	26 MPH	99.1%	0.8%	.027%
Southbound	4765	23 MPH	26 MPH	97.6%	2.4%	.021%

(2.43% of vehicles above 30 MPH) than northbound traffic (0.86% of vehicles above 30 MPH) that was slowing to stop at the intersection.

**South End of Dow Lane:** The counter at this location failed during the first data collection attempt and was repaired and placed on the roadway from 11/14/2017 to 11/17/2017. The counter was located approximately 250 feet north of the intersection of US 1 and Dow Lane and observed 4700 vehicles over the course of two full and two partial days (**Figure 6**). The two full days of data collection observed 1896 (11/15/17) and 1870 (11/16/17) vehicles which is similar to the volumes observed on those days of the week during the October data collection effort. The data collected also exhibits a directional split similar to that of the north end of the roadway with just over 61% moving northbound towards Washington Road and just under 39% moving southbound towards US 1. Unlike the other end of the roadway where little speeding was observed, 63% of vehicles crossing the counter tubes were travelling at greater than 30 MPH (**Figure 7**). 72% of vehicles that were speeding were moving between 31 and 36 MPH, while 28% were travelling at greater than 36 MPH. Speeding was more prevalent northbound with over 67% of vehicles travelling faster than 30 MPH while 56% of vehicles travelling southbound towards US 1 were speeding. This seems to correlate well with the locational situation where northbound vehicles on US 1 (45 MPH speed limit) are making a slight right turn onto Dow Lane that requires minimal slowing from travel speeds on that roadway which average 39 MPH northbound in the vicinity of Dow Lane. At the same time, southbound travelers on Dow Lane have begun to slow for the intersection with US 1 and are less likely to be travelling at greater than 36 MPH (9.3% of vehicles) than those moving northbound (23.1% of vehicles).

**Figure 6: Observed Traffic Volumes  
Dow Lane Near US Route 1**

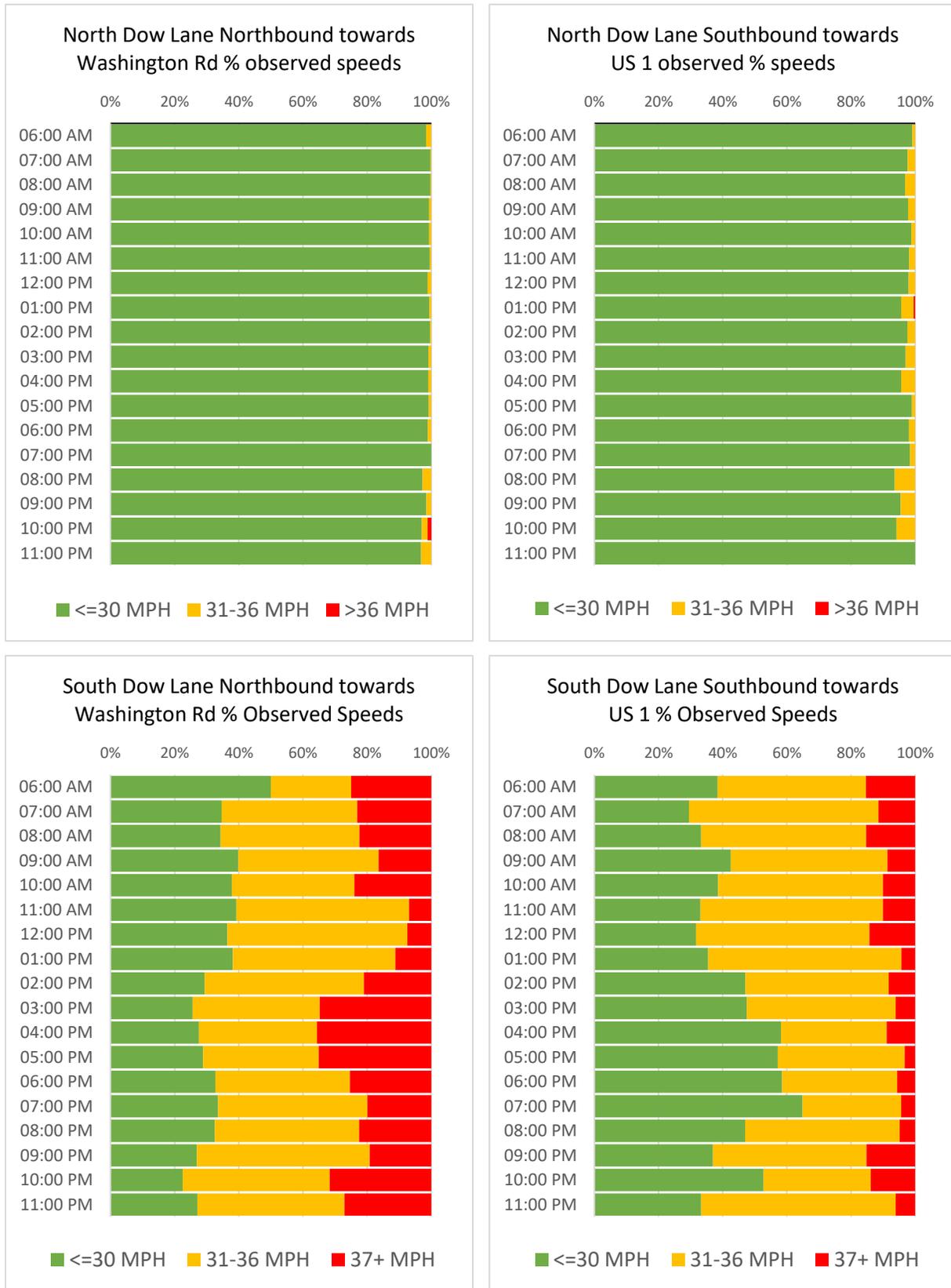
	Wed 11/15/17	Thurs 11/16/17
Northbound towards Washington Rd.	1158	1153
Southbound towards US 1	738	717
Both Directions	1896	1870

**Figure 7: Observed Speed Data  
Dow Lane Near US Route 1**

Average	85 <sup>th</sup> Percentile	<= 30 MPH	31-36 MPH	37+ MPH
31 MPH	35 MPH	32.6%	44.4%	23.0%
30 MPH	34 MPH	43.7%	47.0%	9.3%
		36.9%	45.4%	17.7%

**Overall:** Most of the traffic utilizing Dow Lane is through traffic moving between US 1 south and Washington Road and there are small differences in volumes on each end of the roadway. Weekday traffic generally is greater than 100 vehicles per hour from 7:00 AM to 7:00 PM with the highest hour often between 8:00 and 9:00 AM. Approximately 60% of the traffic on the roadway through the course of the day is travelling from US 1 to Washington Road. While the differences in vehicle volumes is minimal between the two ends of the roadway, there is a substantial difference in the distribution of speeds observed on the southern end of Dow Lane from those observed at the northern end (**Figure 8**). Average speeds are 11 MPH higher on the US 1 end of Dow than on the Washington Road end. Northbound traffic on US 1 averages just under 39 MPH in the area of Dow Lane, and traffic turning right from US 1 northbound onto Dow Lane appears to be doing so with little reduction in speed until they get close to the stop sign at Washington Road. In the other direction, traffic turning from Washington Road onto Dow to access US 1 appears to be increasing speed as they travel along the length of the roadway.

**Figure 8: Comparing Speed distribution of traffic on North and South ends of Dow Lane**



## Turning Movement Counts & Intersection Capacity Analysis

On October 24<sup>th</sup>, 2017 from 4:00 to 6:00 PM turning movement counts were conducted at the intersection of US 1 and Washington Road/Breakfast Hill Road, the intersection of US 1 and Dow Lane, and the intersection of Washington Road with Dow Lane. This provided information on the current volumes and directions of travel for vehicles entering Dow Lane as well as information useful to assess both current function of the intersections. In addition, this allows an assessment of the Level of Service (LOS), or quality of function, at the signalized intersection to better understand the potential impacts of rerouting traffic away from Dow Lane and through the US 1/Washington Road signal. LOS provides a general indicator as to how well or poorly an intersection is operating, and can be utilized to identify the need for capacity improvements. **Figure 9** shows various LOS measures that are utilized in doing capacity analysis of intersections and roadways.

**Figure 9: Level of Service Measures**

Level of Service	Signalized Intersection Stopped Delay per Vehicle (seconds)*	Unsignalized Intersection Stopped Delay per Vehicle (Seconds)	Equivalent Volume to Capacity Ratio (v/c)*	Density Range (passenger cars per mile per lane)*
A	≤ 10.0	≤ 10.0	≤ 0.50	0 – 11
B	10.1 to 20.0	10.1 to 15.0	0.60 to 0.69	> 11 – 18
C	20.1 to 35.0	15.1 to 25.0	0.70 to 0.79	> 18 – 26
D	35.1 to 55.0	25.1 to 35.0	0.80 to 0.89	> 26 – 35
E	55.1 to 80.0	35.1 to 50.0	0.90 to .99	> 35 – 45
F	> 80.0	> 50.0	≥ 1.00	> 45

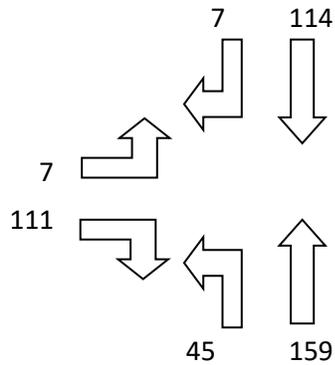
Overall, all three intersections are operating within their capacities, and with acceptable Levels of Service and this information is summarized in **Figure 10** and additional detail is included in the Intersection Capacity Analysis worksheets included in **Appendix B**. As would be expected, the movements along Washington and US 1 at the two unsignalized intersections are free flowing with little delay and reflect a high LOS. Left turns from Dow Lane onto US 1 (LOS C) experience some delay, however there are frequent gaps in traffic that provide opportunities to make the left turn. Traffic turning right from Dow onto Washington Road experiences almost no delay even when accounting for the cross traffic on Washington, while left turns experience under 10 seconds per vehicle as well. The US 1/ Breakfast Hill/ Washington Road signalized intersection appears to be closest to utilizing its available capacity. All approaches are estimated at an LOS of “D” with some individual movements somewhat better (US 1 Northbound through and right turns for instance) and some worse (Left Turns from Washington Road to US 1 and Left turns from US 1 to Breakfast Hill Road). The left turn from US 1 Southbound onto Washington Road is the only movement currently in failure condition (LOS F) as delays of up to nearly a minute are experienced waiting for the signal to change.

Discussions with residents and town staff indicated an interest in determining whether a partial or full closure of the US 1 end of Dow Lane was feasible. The assumption is that the partial closure would re-route northbound vehicles on US 1 to the US 1/ Washington Road intersection while continuing to allow vehicles to exit Dow Lane onto US 1. To get an initial assessment of the impact of this type of change on the capacity of the US 1/Washington Road intersection, two additional PM peak hour analyses were processed for that intersection that are summarized in **Figure 11** with full intersection capacity analyses included in **Appendix B**.

**Figure 10: Turning Movement Count Locations and Conditions (PM Peak Hour)**

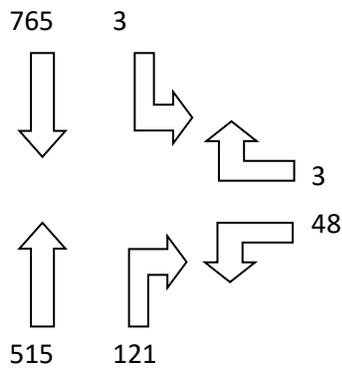
**Washington Road & Dow Lane**

Estimated LOS along Washington Road = **A**  
 Estimated LOS for turns from Dow Lane = **A**



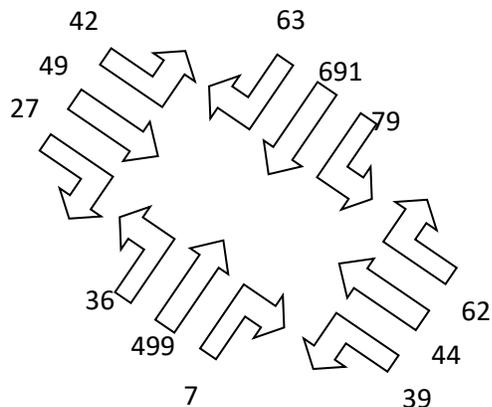
**US 1 and Dow Lane**

Estimated LOS along US 1 = **A**  
 Estimated LOS for turns from Dow Lane = **C**



**US 1 and Breakfast Hill Rd/Washington Rd**

Estimated LOS along US 1 = **D**  
 Estimated LOS for Breakfast Hill Road = **D**  
 Estimated LOS for Washington Rd = **D**



**Figure 11: Intersection Capacity Analysis Summaries for US1/Washington Road/Breakfast Hill Road****Existing Conditions (PM Peak Hour)**

	US 1 NB*			US 1 SB*			Breakfast Hill Rd*			Washington Rd*		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
PM Peak Hour Volume	36	499	7	79	691	63	42	49	27	39	44	62
Delay (secs)	59.5	25.4	25.4	81.8	36.6	-	51.9	54.2	-	56.4	56.4	15.0
Level of Service (LOS)	E	C	C	F	D	A	D	D	A	E	E	B
Approach LOS	<b>C</b>			<b>D</b>			<b>D</b>			<b>D</b>		
Approach Delay (sec)	<b>27.7</b>			<b>40.9</b>			<b>53.4</b>			<b>38.7</b>		
Intersection LOS	<b>D</b>											
Intersection Capacity Utilization	<b>75.5%</b>											

\* Synchro 10 utilized to conduct intersection capacity analysis. US 1 NB = NE movements, US 1 SB = SW movements, Washington Rd approach = N movements, and Breakfast Hill approach = S movements. HCM2000 Methodology utilized due to custom signal timing.

**No Right Turn from US 1 onto Dow (PM Peak Hour)**

	US 1 NB			US 1 SB			Breakfast Hill Rd			Washington Rd		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
PM Peak Hour Volume	36	499	128	79	691	63	42	49	27	39	44	62
Delay (secs)	59.5	34.3	34.3	81.8	36.6	-	51.9	54.2	-	56.4	56.4	15.0
Level of Service (LOS)	E	C	C	F	D	A	D	D	A	E	E	B
Approach LOS	<b>D</b>			<b>D</b>			<b>D</b>			<b>D</b>		
Approach Delay (sec)	<b>35.6</b>			<b>40.9</b>			<b>53.4</b>			<b>38.7</b>		
Intersection LOS	<b>D</b>											
Intersection Capacity Utilization	<b>75.5%</b>											

\* Synchro 10 utilized to conduct intersection capacity analysis. US 1 NB = NE movements, US 1 SB = SW movements, Washington Rd approach = N movements, and Breakfast Hill approach = S movements. HCM2000 Methodology utilized due to custom signal timing.

**Dow Lane disconnected from US 1 (PM Peak Hour)**

	US 1 NB			US 1 SB			Breakfast Hill Rd			Washington Rd		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
PM Peak Hour Volume	36	499	128	79	691	63	42	49	27	87	44	65
Delay (secs)	60.9	41.6	41.6	91.9	47.7	-	53.2	55.5	-	56.4	56.4	17.0
Level of Service (LOS)	E	D	D	F	D	A	D	E	A	E	E	B
Approach LOS	<b>D</b>			<b>D</b>			<b>D</b>			<b>D</b>		
Approach Delay (sec)	<b>42.7</b>			<b>51.9</b>			<b>54.7</b>			<b>43.4</b>		
Intersection LOS	<b>D</b>											
Intersection Capacity Utilization	<b>78.2%</b>											

\* Synchro 10 utilized to conduct intersection capacity analysis. US 1 NB = NE movements, US 1 SB = SW movements, Washington Rd approach = N movements, and Breakfast Hill approach = S movements. HCM2000 Methodology utilized due to custom signal timing.

Intersection capacity analysis for the US 1/ Washington Road/ Breakfast Hill Road intersection was conducted utilizing Synchro 10 modeling software and the Highway Capacity Manual 2000 methodology for signalized intersections. Each scenario assumed the same roadway and signal timing configuration as exists currently. This analysis found that while re-routing the traffic from the US 1/Dow Lane intersection would have an impact on the operation of the US 1/ Washington Road/ Breakfast Hill Road intersection, overall the signal would still operate within acceptable Level of Service parameters. In all analyses, including existing conditions, the left turn movement from US 1 southbound onto Washington Road is experiencing failure conditions with delays greater than 80 seconds. As more traffic is routed through that intersection delays grow for that movement and it remains under LOS F conditions. Northbound through and right-turning traffic on US 1 is also substantially impacted under the scenarios that change the access at Dow Lane and US 1. With no right turn allowed from US 1 Northbound onto Dow Lane, the delay for through and right-turning vehicles grows from 25 seconds to 34 seconds. In a situation where the Dow Lane is disconnected from US 1, these delays increase to almost 42 seconds and LOS drops from C to D. The Washington Road leg of the intersection also sees increased delay under the version that closes Dow Lane from US 1 with overall approach delays growing from 38.7 seconds to 43.4 seconds.

While it appears that the US 1/Washington Road/ Breakfast Hill Road intersection would be functional under a configuration that either partially or fully disconnects Dow Lane from US 1, there are other aspects that would need to be examined under more detailed engineering analysis to fully understand the potential impacts.

Among these issues are:

- US 1 Northbound approach vertical curvature creates shortened sight lines that might produce safety concerns with longer queues at the intersection
- The signal equipment at the intersection dates to the mid-1990s and new equipment might alleviate some of the congestion currently experienced, as well as mitigate any related to closures of the Dow Lane intersection.
- The US 1 Corridor Study suggested changes to the layout of the intersection to implement two through lanes on US 1 at the Washington Road/ Breakfast Hill Road intersection that would reduce delay and allow for increased capacity for right-turns

### **Conclusion and Recommendations**

Collected data indicates that speeding is occurring in both directions on Dow Lane however, the fastest average speeds and largest number of speeders are seen on the US 1 end of Dow Lane in the traffic moving towards Washington Road. The low angle right turn that northbound vehicles on US 1 use to access Dow Lane allows them to maintain their travel speed and this is reflected in the observed speeds. In addition to an expanded enforcement presence by local police, there are several feasible options for reducing the speed of vehicles using Dow Lane, the volume of vehicles, or both that fall into three categories; horizontal deflection, vertical deflection, access reduction.

#### **Horizontal Deflection**

The existing geometry of the US 1/Dow Lane intersection allows for a high speed right turn from US 1 Northbound onto Dow Lane and reconfiguring this approach to require something closer to a 90 degree turn will force a reduction in speed on those vehicles. This change in intersection geometry would potentially include two components. First, the Dow Lane approach to US 1 should be reconfigured to require a much slower turn than is

currently feasible. This may be possible with restriping the existing pavement, but could also require some construction, and traffic engineering experts should be consulted to determine the precise layout required for a safe and effective intersection. Second, removal of excess pavement between Dow Lane and the Driveway for the NHDOT maintenance driveway should be considered to provide some separation between the two. The (very rough) conceptual sketch in **Figure 12** illustrates the intended idea. A demonstration had been discussed by town and NHDOT staff and a project that uses temporary barriers to establish the geometry of the turn could be utilized to test the impacts of a proposed design (or designs), to identify what curvature and NHDOT driveway configuration provides the desired speed reduction while improving safety for access at the maintenance facility. Speed measurements should be collected at the same time as the demonstration project is in place to verify that the change in geometry is producing the desired speed reductions.

The data collection effort indicated a tendency of drivers to increase their speed as they travelled from Washington Road towards US 1. While the location of one of the traffic counters was too close to Washington Road to get a true reading on the opposite direction, it indicates that there may be a need to implement additional traffic calming measures along Dow Lane to encourage consistent speeds in line with the established speed limit and speeds desired by residents. This can be accomplished through the use of mid-block design changes incorporating horizontal or vertical deflection.



Figure 12: US 1/ Dow Lane intersection. Top Left - Existing layout, Bottom Left - US 1 Corridor Study concept, Right – Current conceptual layout working within existing right-of-way.

**Neighborhood Traffic Circle:** The placement of Ham Lane near the midpoint of Dow Lane provides an opportunity to implement a small roundabout that would require vehicles to slow to 15-20 MPH to traverse. This design element consists of a raised circular median constructed in the center of a residential intersection that requires vehicles to change their travel path to maneuver around. The circular medians often include a mountable apron surrounding them to allow for easier turning movements for large vehicles such as school buses and fire trucks. These are relatively inexpensive to implement (assuming no right-of-way is required), and are an effective method of managing safe travel speeds along a street.



Neighborhood Traffic Circle in Nashville, Tennessee.

[Copyright Adams Carroll.](#)

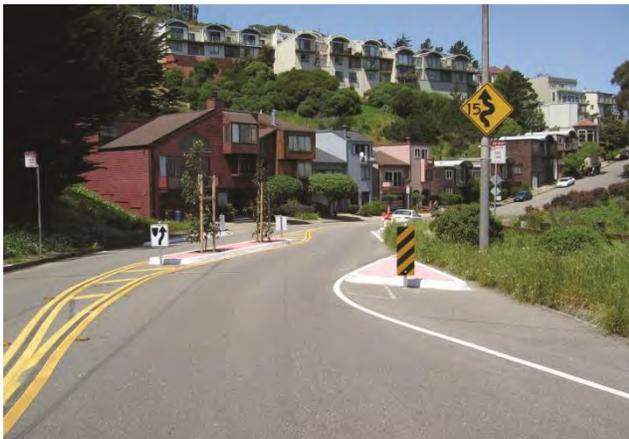
**Pinchpoint or choker:** This is the application of curb extensions or street width reductions at mid-block locations with the intention of narrowing the overall profile of the roadway. This can be implanted in a way that allows two way traffic or requires one direction to yield for the other. This could be implemented utilizing temporary barriers as a test case as it is all accomplished within the existing right-of-way.



Pinchpoint: Source: National Association of City Transportation Officials [Urban Street Design Guide](#)

**Chicane:** This is a horizontal deflection method that is similar to a pinchpoint however it offsets the curb extensions to create curvature in the roadway and reduce speeds. Similar to a pinchpoint, this can be accomplished in a way that allows two way traffic to proceed or requires one direction to yield for the other.

**Vertical Speed Control:** Speed humps and tables are often utilized on low-volume streets where truck traffic is discouraged and slow speeds are encouraged. Speed humps are parabolic devices that are 3-4 inches high and



Chicane: Source: National Association of City Transportation Officials [Urban Street Design Guide](#)



Shelton Avenue Chicanes in Nashville, Tennessee. [Copyright Adams Carroll.](#)

12-14 feet wide with ramp lengths that vary between 3 and 6 feet depending upon the ultimate target speed desired. Speed tables are similar but are flat-topped and designed to be long enough to accommodate the entire

wheelbase of vehicles on their top. Speed tables are often located at mid-block pedestrian crossing points to create a raised crosswalk with increased visibility to drivers.



Speed hump. Source: [Urban Street Design Guide](#)



Speed Table with Crosswalk. Source: [Urban Street Design Guide](#)

**Partial closure of US 1/Dow Lane intersection:** Closing off Dow lane from vehicles entering via US 1 but still allowing cars to exit Dow Lane at the intersection would reduce traffic volumes by about 60% and would remove completely the vehicles that are currently observed going the fastest on the roadway. This would be accomplished through creating a barrier that would restrict turning into Dow Lane from US 1, although bicycle and pedestrian access would still be allowed. The adjacent travel lane is left open to allow vehicles to exit Dow Lane onto US 1 and two lane travel is maintained for the length of the roadway. This would substantially reduce the volume of cut through traffic but would increase trip length for residents of Dow Lane and other users. This would have an impact on the US 1/Washington Road/Breakfast Hill Road signalized intersection however, and a rough analysis that increases the volumes moving through it to include the traffic turning onto Dow Lane from US 1 indicates additional delay will be experienced. The intersection as a whole remains within capacity and operates within usually acceptable parameters during the PM peak hour.



Partial Street Closure example

Photo source: James R. Barrera via [FHWA Traffic Calming ePrimer – Module 3](#)

**Full Closure of the US 1/Dow Lane intersection:** A full closure would sever the motor vehicle connection between US 1 and Dow Lane and could be designed to allow bicycle and pedestrian traffic to pass through. Given that Dow Lane is primarily a residential street with substantial cut-through traffic, this could be an appropriate application to reduce the impacts of that traffic. The benefits of this change is that it would immediately reduce traffic on Dow Lane by about 98% and, as a byproduct, largely eliminate the issue of speeding traffic. This could have an impact on emergency access as it would require emergency responders to go around the neighborhood via the US 1/ Washington Road intersection and that may lengthen response times in certain circumstances although the closure could be designed to allow emergency vehicle access if needed. The third iteration of the analysis of the US 1/Washington Road intersection incorporated all of the traffic from the US 1 Dow Lane intersection. Outcomes indicates that from a capacity standpoint eliminating the US 1/Dow Lane intersection completely would not cause failure conditions at the signalized intersection. The analysis shows a decrease in level of service for many of the movements, and increased delay for all movements. This could be offset by additional investment in the signal system and/or changes to the lane configuration to improve the movement of traffic through the intersection.



Full Street Closure example

Photo source: Dubois & King via [FHWA Traffic Calming ePrimer – Module 3](#)

In considering either a partial or full closure of the US 1/Dow Lane intersection, there are some other aspects that need to be incorporated into the analysis and decision-making process. For instance, the analysis of the impacts on the capacity of the US 1/Washington Road/Breakfast Hill Road intersection does not take into account the observed difficulties with the vertical rise blocking the view of the intersection and any queue from northbound vehicles on US 1. While the available crash history at the location does not indicate that there have been any fatalities or serious injuries in that area in recent years, further engineering analysis would be necessary to identify and mitigate any additional risks. Further, the signal system at the US 1/Washington Road/Breakfast Hill Road was installed in 1996 and an upgrade to modern control technologies could provide efficiency improvements and allow for more dynamic signal timing that could adjust to the volumes observed at different times of the day. Any changes to the signal would require NHDOT participation and may need to go through the Ten Year Plan process depending upon the scope and cost of what is proposed.

## **Appendix A**

### **Speed, Volume, and Turning Movement Count Data**

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDOT Garage  
Latitude: 0' 0.0000 Undefined

Southbound to Rt. 1

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
11/14/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	1	0	0	0	0	0	0	1	4	13	11	13	4	0	47	35	37
18:00	1	0	0	0	0	0	1	1	5	14	10	6	3	0	41	34	36
19:00	0	0	1	0	0	1	0	0	2	5	6	6	3	0	24	35	37
20:00	1	0	0	0	0	0	0	0	0	4	7	2	3	0	17	36	38
21:00	0	0	0	0	0	0	0	0	1	3	2	1	2	1	10	36	38
22:00	0	0	0	0	0	0	0	0	1	3	2	3	1	0	10	35	37
23:00	0	0	0	0	0	0	0	0	0	1	2	0	2	1	6	37	38
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>43</b>	<b>40</b>	<b>31</b>	<b>18</b>	<b>2</b>	<b>155</b>		
<b>Percent</b>	<b>1.9%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>1.3%</b>	<b>8.4%</b>	<b>27.7%</b>	<b>25.8%</b>	<b>20.0%</b>	<b>11.6%</b>	<b>1.3%</b>			
AM Peak Vol.																	
PM Peak Vol.	17:00		19:00			19:00	18:00	17:00	18:00	18:00	17:00	17:00	17:00	21:00	17:00		
	1		1			1	1	1	5	14	11	13	4	1	47		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDOT Garage  
Latitude: 0' 0.0000 Undefined

Southbound to Rt. 1

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
11/15/17	0	0	0	0	0	0	0	0	1	1	0	1	1	0	4	37	38
01:00	0	0	0	0	0	0	0	0	1	0	3	1	0	0	5	33	35
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35	35
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	1	3	0	1	0	5	36	38
05:00	0	0	0	0	0	0	0	0	0	2	2	3	2	0	9	36	38
06:00	0	0	0	0	0	0	0	1	0	7	5	10	0	0	23	34	35
07:00	0	0	0	0	0	0	0	4	9	9	17	9	8	0	56	35	37
08:00	0	0	0	0	0	0	2	5	10	21	23	17	6	1	85	34	36
09:00	0	0	0	0	0	0	3	3	6	14	22	11	5	0	64	34	37
10:00	0	0	0	0	1	0	0	1	7	6	16	15	9	1	56	36	38
11:00	0	0	0	0	0	0	1	1	2	10	19	10	9	4	56	36	38
12 PM	1	0	0	0	0	0	0	0	4	5	19	10	2	0	41	34	35
13:00	0	0	0	0	0	0	0	0	8	7	17	4	5	1	42	35	37
14:00	1	0	1	0	1	0	0	0	2	12	10	9	2	2	40	34	36
15:00	0	0	0	0	0	0	0	3	12	10	13	2	2	2	44	32	35
16:00	0	0	0	0	0	1	3	5	9	15	11	7	0	0	51	32	34
17:00	1	0	0	0	0	0	0	0	7	18	10	8	0	1	45	33	35
18:00	1	0	0	0	0	0	0	2	8	9	12	3	1	0	36	32	35
19:00	0	0	0	0	0	0	0	3	1	9	15	3	1	0	32	32	35
20:00	0	0	0	0	0	1	0	0	1	3	3	4	0	0	12	34	35
21:00	0	0	0	0	0	0	0	1	1	4	3	2	0	2	13	33	35
22:00	0	0	0	0	0	0	0	1	2	2	5	2	0	0	12	33	35
23:00	0	0	0	0	0	0	0	0	1	1	1	2	1	2	8	36	38
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>30</b>	<b>92</b>	<b>166</b>	<b>229</b>	<b>134</b>	<b>55</b>	<b>16</b>	<b>740</b>		
<b>Percent</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>1.2%</b>	<b>4.1%</b>	<b>12.4%</b>	<b>22.4%</b>	<b>30.9%</b>	<b>18.1%</b>	<b>7.4%</b>	<b>2.2%</b>			
AM Peak Vol.					10:00		09:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00		
					1		3	5	10	21	23	17	9	4	85		
PM Peak Vol.	12:00		14:00		14:00	16:00	16:00	16:00	15:00	17:00	12:00	12:00	13:00	14:00	16:00		
	1		1		1	1	3	5	12	18	19	10	5	2	51		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDot Garage  
Latitude: 0' 0.0000 Undefined

Southbound to Rt. 1

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
11/16/17	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	32	32
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
04:00	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	37	38
05:00	0	0	0	0	0	0	0	1	1	1	2	0	1	0	6	36	38
06:00	0	0	0	0	0	0	0	0	1	3	9	5	1	1	20	34	36
07:00	0	0	0	0	0	1	0	0	2	10	10	13	4	3	43	35	37
08:00	0	0	0	0	0	0	0	4	12	24	30	18	3	1	92	34	35
09:00	2	0	0	0	0	0	3	1	5	10	19	13	7	0	60	35	37
10:00	1	0	0	0	0	0	1	2	3	14	17	14	1	0	53	34	35
11:00	0	0	0	0	0	0	2	3	2	10	12	12	0	1	42	34	35
12 PM	0	0	0	0	0	0	1	4	7	11	13	14	2	0	52	34	35
13:00	1	0	0	0	0	0	1	1	8	14	15	2	1	0	43	32	34
14:00	0	0	0	0	0	0	0	3	7	12	16	3	1	0	42	32	34
15:00	2	0	0	0	1	0	0	2	9	7	6	5	1	2	35	33	35
16:00	0	0	0	0	0	0	0	8	5	6	12	6	2	1	40	34	36
17:00	0	0	0	0	0	0	2	4	18	24	9	6	3	1	67	32	35
18:00	1	0	0	0	0	2	1	7	9	12	4	0	1	0	37	29	32
19:00	3	0	0	0	0	0	0	1	8	5	7	3	0	0	27	32	34
20:00	0	0	0	0	0	0	0	2	3	2	2	4	4	0	17	37	38
21:00	0	0	0	0	0	0	0	1	0	8	2	2	0	0	13	33	35
22:00	0	0	0	0	0	0	0	0	0	2	4	4	1	0	11	35	37
23:00	0	0	0	0	0	0	0	1	0	1	2	1	2	0	7	37	38
<b>Total</b>	10	0	0	0	1	3	11	46	100	178	196	125	36	10	716		
<b>Percent</b>	1.4%	0.0%	0.0%	0.0%	0.1%	0.4%	1.5%	6.4%	14.0%	24.9%	27.4%	17.5%	5.0%	1.4%			
AM Peak	09:00																
Vol.	2																
PM Peak	19:00																
Vol.	3																

# Rockingham Planning Commission

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Exeter, NH 03833

Site Code: 10  
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South at NHDOT Garage  
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Southbound to Rt. 1

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
11/17/17	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	34	35
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	38	38
04:00	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	37	38
05:00	2	0	0	0	0	0	0	0	0	3	1	4	0	1	11	34	35
06:00	0	0	0	0	0	0	1	0	2	3	4	3	4	1	18	37	38
07:00	3	0	0	0	2	0	1	0	3	4	13	12	3	4	45	35	36
08:00	1	0	0	0	0	1	0	2	9	17	20	16	8	3	77	35	37
09:00	5	0	0	0	0	1	2	3	5	10	12	20	6	1	65	35	37
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	11	0	0	0	2	2	4	5	19	40	51	57	23	10	224		
<b>Percent</b>	4.9%	0.0%	0.0%	0.0%	0.9%	0.9%	1.8%	2.2%	8.5%	17.9%	22.8%	25.4%	10.3%	4.5%			
<b>AM Peak</b>	09:00				07:00	08:00	09:00	09:00	08:00	08:00	08:00	09:00	08:00	07:00	08:00		
<b>Vol.</b>	5				2	1	2	3	9	17	20	20	8	4	77		
<b>PM Peak</b>																	
<b>Vol.</b>	28	0	2	0	5	8	25	83	224	427	516	347	132	38	1835		
<b>Percent</b>	1.5%	0.0%	0.1%	0.0%	0.3%	0.4%	1.4%	4.5%	12.2%	23.3%	28.1%	18.9%	7.2%	2.1%			

15th Percentile : 25 MPH  
50th Percentile : 30 MPH  
85th Percentile : 34 MPH  
95th Percentile : 36 MPH

Stats  
10 MPH Pace Speed : 27-36 MPH  
Number in Pace : 1365  
Percent in Pace : 74.4%

Number of Vehicles > 55 MPH : 0  
Percent of Vehicles > 55 MPH : 0.0%  
Mean Speed(Average) : 30 MPH

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDOT Garage  
Latitude: 0' 0.0000 Undefined

**Northbound to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
11/14/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>27</b>	<b>24</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>95</b>	<b>34</b>	<b>35</b>
18:00	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>23</b>	<b>33</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>100</b>	<b>34</b>	<b>37</b>
19:00	<b>0</b>	<b>4</b>	<b>11</b>	<b>13</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>71</b>	<b>35</b>	<b>37</b>						
20:00	<b>0</b>	<b>7</b>	<b>5</b>	<b>22</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>49</b>	<b>35</b>	<b>37</b>							
21:00	<b>0</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>35</b>	<b>37</b>							
22:00	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>35</b>	<b>37</b>						
23:00	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>38</b>							
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>54</b>	<b>87</b>	<b>123</b>	<b>63</b>	<b>35</b>	<b>9</b>	<b>388</b>		
<b>Percent</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.8%</b>	<b>2.8%</b>	<b>13.9%</b>	<b>22.4%</b>	<b>31.7%</b>	<b>16.2%</b>	<b>9.0%</b>	<b>2.3%</b>			
AM Peak Vol.																	
PM Peak Vol.	17:00				18:00	18:00	18:00	17:00	18:00	17:00	18:00	17:00	18:00	17:00	18:00		
	1				1	1	2	4	16	27	33	15	9	4	100		

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**Northbound to Washington**

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
11/15/17	0	0	0	0	0	0	0	1	1	4	2	0	1	1	10	32	37
01:00	0	0	0	0	0	0	0	0	1	2	1	1	2	0	7	37	38
02:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	35	35
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
05:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	32	32
06:00	0	0	0	0	0	0	0	0	1	1	4	1	0	0	7	32	34
07:00	0	0	0	0	0	0	0	2	3	3	8	4	2	0	22	35	37
08:00	0	0	0	0	1	0	3	7	8	23	17	11	5	0	75	34	36
09:00	1	0	0	0	0	1	0	2	11	21	21	9	5	2	73	34	36
10:00	0	0	0	0	0	0	2	3	6	14	22	16	4	0	67	34	36
11:00	0	0	0	0	0	0	0	1	3	14	15	16	3	3	55	35	36
12 PM	0	0	0	0	0	0	4	3	8	17	24	21	4	3	84	34	35
13:00	0	0	0	0	0	0	0	1	9	18	25	9	4	1	67	34	36
14:00	1	0	0	0	0	1	0	3	7	21	17	18	9	0	77	35	37
15:00	2	1	0	0	0	0	3	4	12	20	28	11	4	2	87	33	35
16:00	0	0	0	0	0	0	1	8	16	25	38	20	6	2	116	34	36
17:00	0	0	0	0	0	0	0	3	12	28	28	20	5	2	98	34	36
18:00	0	0	0	0	0	0	1	3	13	23	31	20	9	1	101	35	37
19:00	0	0	0	0	0	1	0	1	9	17	21	9	4	1	63	34	36
20:00	1	0	0	0	0	0	0	0	7	13	21	19	5	0	66	35	37
21:00	0	0	0	0	0	0	0	0	4	2	7	11	2	4	30	35	37
22:00	0	0	0	0	0	0	0	1	5	7	12	8	2	1	36	34	36
23:00	0	0	0	0	0	0	1	0	1	2	4	6	1	1	16	35	36
<b>Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>43</b>	<b>138</b>	<b>276</b>	<b>347</b>	<b>231</b>	<b>77</b>	<b>25</b>	<b>1163</b>		
<b>Percent</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>1.3%</b>	<b>3.7%</b>	<b>11.9%</b>	<b>23.7%</b>	<b>29.8%</b>	<b>19.9%</b>	<b>6.6%</b>	<b>2.1%</b>			
<b>AM Peak</b>	<b>05:00</b>				<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>11:00</b>	<b>08:00</b>		
<b>Vol.</b>	<b>1</b>				<b>1</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>23</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>75</b>		
<b>PM Peak</b>	<b>15:00</b>	<b>15:00</b>			<b>14:00</b>	<b>12:00</b>	<b>16:00</b>	<b>16:00</b>	<b>17:00</b>	<b>16:00</b>	<b>12:00</b>	<b>14:00</b>	<b>21:00</b>	<b>16:00</b>			
<b>Vol.</b>	<b>2</b>	<b>1</b>			<b>1</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>28</b>	<b>38</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>116</b>			

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDOT Garage  
Latitude: 0' 0.0000 Undefined

**Northbound to Washington**

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
11/16/17	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3	34	35
01:00	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	35	35
02:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	35	35
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	38	38
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	29	29
06:00	0	0	0	0	0	0	1	1	0	5	1	3	0	0	11	34	35
07:00	0	0	0	0	0	0	2	1	1	4	4	5	2	0	19	35	37
08:00	2	0	0	0	0	0	2	5	8	20	19	20	1	3	80	34	35
09:00	0	0	1	1	0	0	0	4	12	18	17	11	11	3	78	35	37
10:00	1	0	0	0	0	0	2	5	7	11	18	14	5	0	63	35	37
11:00	0	0	0	0	0	1	1	5	6	8	17	12	2	0	52	34	35
12 PM	0	0	0	0	0	0	0	6	8	12	17	15	7	3	68	35	37
13:00	0	0	0	0	0	0	0	1	5	8	16	21	11	14	76	36	38
14:00	2	0	0	0	0	0	0	1	1	5	11	19	15	33	87	37	38
15:00	0	0	0	0	0	0	2	1	1	2	6	19	24	32	87	37	38
16:00	1	1	0	0	0	0	0	1	1	7	12	6	18	48	95	37	38
17:00	1	0	0	0	0	0	0	0	3	3	11	28	21	40	107	37	38
18:00	0	0	0	0	1	1	0	4	3	7	19	24	17	24	100	36	38
19:00	0	0	0	0	0	0	2	1	2	10	16	17	15	21	84	37	38
20:00	0	0	0	0	1	0	1	0	2	5	7	7	11	7	41	37	38
21:00	0	0	0	0	1	0	0	0	3	3	6	9	10	17	49	37	38
22:00	0	0	0	0	0	1	0	0	0	3	3	5	3	13	28	36	38
23:00	0	0	0	0	0	0	0	0	0	1	2	3	3	3	12	37	38
<b>Total</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>13</b>	<b>37</b>	<b>66</b>	<b>133</b>	<b>203</b>	<b>242</b>	<b>177</b>	<b>261</b>	<b>1149</b>		
<b>Percent</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>1.1%</b>	<b>3.2%</b>	<b>5.7%</b>	<b>11.6%</b>	<b>17.7%</b>	<b>21.1%</b>	<b>15.4%</b>	<b>22.7%</b>			
<b>AM Peak</b>	<b>08:00</b>		<b>09:00</b>	<b>09:00</b>	<b>00:00</b>	<b>11:00</b>	<b>07:00</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>		
<b>Vol.</b>	<b>2</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>20</b>	<b>19</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>80</b>		
<b>PM Peak</b>	<b>14:00</b>	<b>16:00</b>			<b>18:00</b>	<b>18:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>18:00</b>	<b>17:00</b>	<b>15:00</b>	<b>16:00</b>	<b>17:00</b>		
<b>Vol.</b>	<b>2</b>	<b>1</b>			<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>19</b>	<b>28</b>	<b>24</b>	<b>48</b>	<b>107</b>		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 10  
Station ID:  
Dow Ln  
South at NHDOT Garage  
Latitude: 0' 0.0000 Undefined

**Northbound to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
11/17/17	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	38	38
01:00	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	35	35
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	34	35
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35	35
05:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	38	38
06:00	0	0	0	0	0	0	0	0	0	0	0	2	4	2	8	38	38
07:00	0	0	0	0	0	0	0	1	1	5	5	3	4	7	26	36	38
08:00	1	0	0	0	0	0	0	2	5	5	16	18	17	12	76	37	38
09:00	1	0	0	0	0	1	0	0	4	12	17	16	18	18	87	37	38
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>23</b>	<b>39</b>	<b>42</b>	<b>45</b>	<b>41</b>	<b>208</b>		
<b>Percent</b>	<b>1.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>1.9%</b>	<b>4.8%</b>	<b>11.1%</b>	<b>18.8%</b>	<b>20.2%</b>	<b>21.6%</b>	<b>19.7%</b>			
AM Peak	08:00		09:00		03:00		08:00		08:00		09:00		09:00		09:00		
Vol.	1		1		1		2		5		12		17		18		87
PM Peak	16		2		1		1		6		8		32		95		268
Vol.	0.6%		0.1%		0.0%		0.0%		0.2%		0.3%		1.1%		3.3%		9.2%

15th Percentile : 26 MPH  
50th Percentile : 31 MPH  
85th Percentile : 35 MPH  
95th Percentile : 37 MPH

Stats            10 MPH Pace Speed : 28-37 MPH  
                     Number in Pace : 1920  
                     Percent in Pace : 66.0%

Number of Vehicles > 55 MPH : 0  
Percent of Vehicles > 55 MPH : 0.0%  
Mean Speed(Average) : 31 MPH

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/23/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	<b>3</b>	0	<b>1</b>	<b>1</b>	0	<b>2</b>	<b>8</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>1</b>	0	0	0	<b>47</b>	<b>26</b>	<b>29</b>
16:00	1	0	0	0	0	0	<b>6</b>	<b>19</b>	<b>25</b>	<b>8</b>	<b>6</b>	0	0	0	<b>65</b>	<b>28</b>	<b>31</b>
17:00	1	0	0	0	0	<b>4</b>	<b>2</b>	<b>13</b>	<b>21</b>	<b>8</b>	<b>2</b>	0	0	0	<b>51</b>	<b>27</b>	<b>29</b>
18:00	0	0	0	0	0	1	2	9	10	5	0	0	0	0	27	27	29
19:00	0	0	0	0	0	0	2	5	6	2	1	0	0	0	16	27	30
20:00	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5	30	32
21:00	0	0	0	0	0	0	0	5	5	3	1	0	0	0	14	28	30
22:00	0	0	0	0	0	0	0	1	6	0	1	0	0	0	8	26	31
23:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	23	23
<b>Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>69</b>	<b>85</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>236</b>		
Percent	2.1%	0.0%	0.4%	0.4%	0.0%	3.0%	8.9%	29.2%	36.0%	14.4%	5.5%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00		15:00	15:00		17:00	15:00	16:00	16:00	16:00	16:00				16:00		
	3		1	1		4	8	19	25	8	6				65		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/24/17	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6	27	29
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	25	26
04:00	0	0	0	0	0	0	1	2	6	1	0	0	0	0	10	26	28
05:00	0	0	0	0	0	0	0	6	6	5	0	0	0	0	17	28	29
06:00	0	0	0	0	0	0	2	9	17	5	0	0	0	0	33	27	29
07:00	1	0	0	0	1	1	9	27	42	9	2	0	0	0	92	26	29
08:00	0	0	1	3	0	3	5	29	30	10	4	0	0	0	85	27	29
09:00	0	0	0	0	0	0	6	20	26	5	1	0	0	0	58	26	28
10:00	2	0	0	1	2	0	9	13	16	5	0	1	0	0	49	26	29
11:00	1	0	0	1	0	5	8	27	15	8	0	0	0	0	65	26	28
12 PM	1	0	0	0	3	3	8	16	11	7	1	2	0	0	52	27	31
13:00	0	0	0	0	0	5	6	14	22	11	4	0	0	0	62	28	30
14:00	0	0	0	0	0	1	6	15	22	7	1	0	0	0	52	27	29
15:00	0	0	0	0	0	2	2	19	14	8	1	0	0	0	46	27	29
16:00	1	0	0	0	0	2	9	15	16	4	2	1	0	0	50	26	30
17:00	3	0	0	0	0	0	1	21	19	5	0	0	0	0	49	26	28
18:00	0	0	0	1	1	1	9	12	19	3	1	0	0	0	47	26	28
19:00	0	0	0	0	0	1	4	4	8	2	1	0	0	0	20	27	30
20:00	0	0	0	0	0	0	2	3	5	3	1	0	0	0	14	28	30
21:00	0	0	0	0	0	0	0	0	4	3	0	0	0	0	7	28	29
22:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	26	26
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	26	26
<b>Total</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>24</b>	<b>91</b>	<b>256</b>	<b>304</b>	<b>102</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>823</b>		
<b>Percent</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.7%</b>	<b>0.9%</b>	<b>2.9%</b>	<b>11.1%</b>	<b>31.1%</b>	<b>36.9%</b>	<b>12.4%</b>	<b>2.3%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>10:00</b>		<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>11:00</b>	<b>07:00</b>	<b>08:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>			<b>07:00</b>		
<b>Vol.</b>	<b>2</b>		<b>1</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>29</b>	<b>42</b>	<b>10</b>	<b>4</b>	<b>1</b>			<b>92</b>		
<b>PM Peak</b>	<b>17:00</b>			<b>18:00</b>	<b>12:00</b>	<b>13:00</b>	<b>16:00</b>	<b>17:00</b>	<b>13:00</b>	<b>13:00</b>	<b>13:00</b>	<b>12:00</b>			<b>13:00</b>		
<b>Vol.</b>	<b>3</b>			<b>1</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>21</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>2</b>			<b>62</b>		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/25/17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
01:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	28	29
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	20	20
04:00	0	0	0	0	0	1	2	1	6	1	0	0	0	0	11	26	28
05:00	0	0	0	0	0	0	0	14	9	2	0	0	0	0	25	26	28
06:00	0	0	0	0	0	1	5	23	12	5	0	0	0	0	46	26	28
07:00	1	0	0	0	0	1	7	36	36	10	1	0	0	0	92	26	28
08:00	0	0	0	0	0	1	4	18	32	5	1	1	0	0	62	26	29
09:00	1	0	0	0	1	0	4	9	17	5	1	0	0	0	38	27	29
10:00	0	0	0	0	1	0	4	12	16	8	0	0	0	0	41	27	29
11:00	0	0	0	0	3	2	9	12	10	4	1	0	0	0	41	26	29
12 PM	1	0	0	0	0	0	6	18	9	5	3	0	0	0	42	28	30
13:00	0	0	0	0	1	2	4	18	13	8	0	0	0	0	46	27	29
14:00	1	0	0	0	0	1	5	22	11	6	0	0	0	0	46	26	28
15:00	0	0	0	0	0	1	7	15	11	1	0	0	0	0	35	25	26
16:00	0	0	0	0	0	0	5	18	21	4	0	0	0	0	48	26	28
17:00	0	0	0	0	0	2	6	17	14	3	0	0	0	0	42	26	27
18:00	0	0	0	0	0	0	5	8	6	0	0	0	0	0	19	25	26
19:00	0	0	0	0	1	0	5	9	3	2	0	0	0	0	20	25	28
20:00	0	0	0	0	2	1	4	3	4	1	0	0	0	0	15	26	27
21:00	0	0	0	0	0	0	2	4	3	0	0	0	0	0	9	25	26
22:00	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	24	26
23:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5	24	26
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>87</b>	<b>264</b>	<b>238</b>	<b>71</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>694</b>		
<b>Percent</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.3%</b>	<b>1.9%</b>	<b>12.5%</b>	<b>38.0%</b>	<b>34.3%</b>	<b>10.2%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	07:00				11:00	11:00	11:00	07:00	07:00	07:00	07:00	08:00			07:00		
Vol.	1				3	2	9	36	36	10	1	1			92		
PM Peak	12:00				20:00	13:00	15:00	14:00	16:00	13:00	12:00				16:00		
Vol.	1				2	2	7	22	21	8	3				48		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/26/17	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	23	23
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	20	20
04:00	0	0	0	0	0	0	3	4	8	2	0	0	0	0	17	26	28
05:00	0	0	0	0	0	0	4	7	4	0	0	0	0	0	15	25	26
06:00	0	0	0	1	1	2	7	23	10	2	0	0	0	0	46	25	26
07:00	1	0	0	0	0	1	7	42	27	7	0	0	0	0	85	26	28
08:00	0	0	0	0	0	3	10	32	30	6	0	0	0	0	81	26	27
09:00	0	0	0	0	0	0	7	15	23	9	0	0	0	0	54	27	29
10:00	0	2	0	0	1	4	4	16	18	3	0	0	0	0	48	26	27
11:00	1	0	0	0	0	3	3	22	10	8	1	0	0	0	48	27	29
12 PM	1	0	0	0	1	1	6	18	15	3	0	0	0	0	45	26	27
13:00	3	0	0	0	1	3	7	11	5	4	1	0	0	0	35	26	29
14:00	2	0	0	1	0	1	5	11	17	6	0	0	0	0	43	26	28
15:00	2	0	0	0	0	5	9	20	7	5	0	0	0	0	48	26	28
16:00	1	0	0	0	0	3	9	22	20	2	1	0	0	0	58	26	27
17:00	0	0	0	0	0	4	4	11	17	1	0	0	0	0	37	26	26
18:00	1	0	0	1	0	1	3	8	3	4	0	0	0	0	21	27	29
19:00	0	0	0	0	0	2	3	5	7	0	0	0	0	0	17	25	26
20:00	0	0	0	0	1	0	2	3	1	1	2	0	0	0	10	30	32
21:00	0	0	0	0	0	1	2	1	8	0	1	0	0	0	13	26	31
22:00	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7	26	28
23:00	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5	27	29
<b>Total</b>	12	2	0	3	5	34	100	277	235	65	6	0	0	0	739		
<b>Percent</b>	1.6%	0.3%	0.0%	0.4%	0.7%	4.6%	13.5%	37.5%	31.8%	8.8%	0.8%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	07:00	10:00		06:00	06:00	10:00	08:00	07:00	08:00	09:00	11:00				07:00		
<b>Vol.</b>	1	2		1	1	4	10	42	30	9	1				85		
<b>PM Peak</b>	13:00			14:00	12:00	15:00	15:00	16:00	16:00	14:00	20:00				16:00		
<b>Vol.</b>	3			1	1	5	9	22	20	6	2				58		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/27/17	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	34	35
01:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	28	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	25	26
04:00	0	0	0	0	0	0	0	3	4	4	0	0	0	0	11	28	29
05:00	0	0	0	0	0	1	1	5	4	3	0	0	0	0	14	27	29
06:00	0	0	0	0	0	0	1	10	24	4	1	0	0	0	40	26	29
07:00	2	0	0	0	0	0	4	22	29	11	5	1	0	0	74	28	31
08:00	1	0	0	0	0	1	4	19	22	28	3	1	0	0	79	29	30
09:00	1	0	0	1	0	0	3	15	20	10	2	0	0	0	52	28	29
10:00	0	0	0	0	0	0	3	18	10	8	1	1	0	0	41	28	29
11:00	1	0	0	0	0	0	1	13	12	14	2	0	0	0	43	29	29
12 PM	0	0	0	0	0	2	4	15	21	5	0	0	0	0	47	26	28
13:00	0	0	0	1	1	1	5	16	23	5	3	1	1	0	57	27	32
14:00	1	0	0	0	0	3	6	18	22	6	1	2	0	0	59	27	30
15:00	1	0	0	0	0	1	2	12	21	9	2	0	0	0	48	28	29
16:00	1	0	0	0	0	3	5	22	12	5	1	0	0	0	49	26	29
17:00	0	0	0	0	0	2	1	14	23	10	0	0	0	0	50	27	29
18:00	1	0	0	0	0	2	8	13	12	3	1	0	0	0	40	26	28
19:00	0	0	0	1	0	0	0	11	3	2	0	0	0	0	17	26	28
20:00	0	0	0	0	0	0	0	3	5	3	0	0	0	0	11	28	29
21:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	26	26
22:00	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5	27	29
23:00	0	0	0	0	0	0	1	3	2	1	0	0	0	0	7	26	28
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>16</b>	<b>50</b>	<b>238</b>	<b>276</b>	<b>133</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>756</b>		
<b>Percent</b>	<b>1.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>2.1%</b>	<b>6.6%</b>	<b>31.5%</b>	<b>36.5%</b>	<b>17.6%</b>	<b>2.9%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>			
AM Peak	07:00			09:00		05:00	07:00	07:00	07:00	08:00	07:00	00:00			08:00		
Vol.	2			1		1	4	22	29	28	5	1			79		
PM Peak	14:00			13:00	13:00	14:00	18:00	16:00	13:00	17:00	13:00	14:00	13:00		14:00		
Vol.	1			1	1	3	8	22	23	10	3	2	1		59		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/28/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
04:00	0	0	0	0	0	0	1	1	4	1	0	0	0	0	7	26	28
05:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	28	29
06:00	0	0	0	0	0	0	0	5	9	1	1	0	0	0	16	26	30
07:00	0	0	0	0	0	0	2	14	14	5	2	0	0	0	37	27	30
08:00	0	0	0	0	0	0	7	13	23	12	3	0	0	0	58	28	30
09:00	0	0	0	0	0	2	3	16	27	6	2	0	0	0	56	26	29
10:00	0	0	0	0	1	2	6	15	24	7	0	0	0	0	55	26	28
11:00	1	0	0	0	1	2	3	31	28	6	1	0	0	0	73	26	28
12 PM	1	0	0	0	4	0	11	14	20	6	0	0	0	0	56	26	28
13:00	0	0	0	0	0	0	7	15	28	7	2	0	0	0	59	27	29
14:00	0	0	0	0	1	2	5	19	13	9	1	0	0	0	50	27	29
15:00	2	0	0	0	0	2	5	18	14	6	3	1	0	0	51	28	31
16:00	0	0	0	0	0	0	0	18	13	7	2	0	0	0	40	28	30
17:00	0	0	0	0	0	1	5	11	13	3	0	0	0	0	33	26	28
18:00	0	0	0	0	0	2	6	10	11	5	1	0	0	0	35	27	29
19:00	2	0	0	0	0	1	4	7	7	0	0	0	0	0	21	25	26
20:00	0	0	0	0	0	0	1	5	4	1	1	0	0	0	12	27	31
21:00	0	0	0	0	0	1	1	5	4	2	1	0	0	0	14	28	30
22:00	0	0	0	0	0	0	1	3	6	2	2	0	0	0	14	29	31
23:00	0	0	0	0	0	0	0	4	5	1	0	0	0	0	10	26	28
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>69</b>	<b>225</b>	<b>269</b>	<b>88</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>702</b>		
<b>Percent</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>2.1%</b>	<b>9.8%</b>	<b>32.1%</b>	<b>38.3%</b>	<b>12.5%</b>	<b>3.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00				10:00	09:00	08:00	11:00	11:00	08:00	08:00				11:00		
Vol.	1				1	2	7	31	28	12	3				73		
PM Peak	15:00				12:00	14:00	12:00	14:00	13:00	14:00	15:00	15:00			13:00		
Vol.	2				4	2	11	19	28	9	3	1			59		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1																85th	95th
Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Percent	Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/29/17	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	26	26
01:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	28	29
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	26	26
03:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	26	26
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	26	26
05:00	0	0	0	0	0	0	3	4	4	0	0	0	0	0	11	25	26
06:00	0	0	0	0	0	0	2	6	6	1	0	0	0	0	15	26	27
07:00	0	0	0	0	0	0	1	16	4	5	0	0	0	0	26	27	29
08:00	0	0	0	0	0	0	2	8	10	6	1	0	0	0	27	28	29
09:00	0	0	0	0	0	3	4	15	22	5	0	0	0	0	49	26	28
10:00	1	0	0	0	1	1	8	19	20	5	1	0	0	0	56	26	28
11:00	0	0	0	0	1	0	7	17	20	4	1	0	0	0	50	26	28
12 PM	0	0	0	0	0	0	4	25	17	9	0	0	0	0	55	27	29
13:00	0	0	0	0	0	0	2	10	19	5	1	0	0	0	37	27	29
14:00	0	0	0	0	0	0	3	18	14	4	0	2	0	0	41	26	29
15:00	0	0	0	0	0	0	4	8	6	8	1	0	0	0	27	28	29
16:00	0	0	0	0	0	0	2	14	10	7	1	1	0	0	35	28	30
17:00	0	0	0	0	0	2	6	7	6	4	1	0	0	0	26	27	29
18:00	0	0	0	0	0	0	2	2	5	2	1	0	0	0	12	28	31
19:00	0	0	0	0	0	0	3	3	8	2	0	0	0	0	16	26	28
20:00	0	0	0	0	0	0	2	3	3	3	0	0	0	0	11	28	29
21:00	0	0	0	0	0	1	0	3	2	0	0	0	0	0	6	25	26
22:00	0	0	0	0	0	0	1	4	2	1	0	0	0	0	8	26	28
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	23	23
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>57</b>	<b>187</b>	<b>184</b>	<b>72</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>522</b>		
<b>Percent</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>1.5%</b>	<b>10.9%</b>	<b>35.8%</b>	<b>35.2%</b>	<b>13.8%</b>	<b>1.5%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	10:00				10:00	09:00	10:00	10:00	09:00	08:00	08:00				10:00		
Vol.	1				1	3	8	19	22	6	1				56		
PM Peak						17:00	17:00	12:00	13:00	12:00	13:00	14:00			12:00		
Vol.						2	6	25	19	9	1	2			55		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

SB to Rt. 1	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th	95th
Start Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999		Percent	Percent
10/30/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	20	20
03:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	23	23
04:00	0	0	0	0	1	0	2	6	4	1	0	0	0	0	14	26	27
05:00	1	0	0	0	0	0	3	8	2	0	0	0	0	0	14	23	25
06:00	0	0	0	0	0	1	6	13	16	2	0	0	0	0	38	26	27
07:00	0	0	0	0	0	0	5	25	22	7	0	0	0	0	59	26	28
08:00	0	0	0	0	0	0	7	21	23	3	0	0	0	0	54	26	27
09:00	0	0	0	0	0	0	9	32	13	6	2	0	0	0	62	26	29
10:00	1	0	0	0	1	0	11	11	19	4	0	0	0	0	47	26	28
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>45</b>	<b>119</b>	<b>99</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>293</b>		
<b>Percent</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.3%</b>	<b>15.4%</b>	<b>40.6%</b>	<b>33.8%</b>	<b>7.8%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	05:00				04:00	06:00	10:00	09:00	08:00	07:00	09:00				09:00		
Vol.	1				1	1	11	32	23	7	2				62		
PM Peak																	
Vol.	48	2	2	13	33	118	520	1635	1690	588	99	16	1	0	4765		
Percent	1.0%	0.0%	0.0%	0.3%	0.7%	2.5%	10.9%	34.3%	35.5%	12.3%	2.1%	0.3%	0.0%	0.0%			

15th Percentile : 20 MPH  
50th Percentile : 24 MPH  
85th Percentile : 26 MPH  
95th Percentile : 29 MPH

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 4086  
Percent in Pace : 85.8%

Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	24 MPH

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/23/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	<b>3</b>	0	<b>1</b>	0	<b>2</b>	<b>9</b>	<b>20</b>	33	19	4	0	0	0	0	91	25	26
16:00	1	<b>1</b>	0	0	0	4	17	<b>42</b>	37	8	1	0	0	0	<b>111</b>	26	28
17:00	1	0	0	0	1	6	16	37	<b>39</b>	8	2	0	0	0	110	26	28
18:00	0	0	0	0	1	5	10	20	32	4	2	0	0	0	74	26	28
19:00	0	0	0	0	2	0	9	24	18	4	0	0	0	0	57	26	27
20:00	0	0	0	<b>1</b>	0	3	1	10	12	5	<b>3</b>	<b>1</b>	0	0	36	29	32
21:00	0	0	0	0	0	0	1	9	6	<b>9</b>	0	0	0	0	25	28	29
22:00	0	0	0	0	0	0	1	5	6	4	0	0	0	0	16	28	29
23:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5	27	29
<b>Total</b>	5	1	1	1	6	27	75	182	171	47	8	1	0	0	525		
<b>Percent</b>	1.0%	0.2%	0.2%	0.2%	1.1%	5.1%	14.3%	34.7%	32.6%	9.0%	1.5%	0.2%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00	16:00	15:00	20:00	15:00	15:00	15:00	16:00	17:00	21:00	20:00	20:00			16:00		
	3	1	1	1	2	9	20	42	39	9	3	1			111		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
10/24/17	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	27	29
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	20	20
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	26	26
05:00	0	0	0	0	0	1	2	2	4	2	0	0	0	0	11	27	29
06:00	0	0	0	0	0	2	3	7	6	1	0	0	0	0	19	26	27
07:00	0	0	0	0	2	6	17	31	18	4	0	0	0	0	78	25	27
08:00	2	0	0	0	2	3	16	39	26	6	0	0	0	0	94	26	27
09:00	0	0	1	0	1	9	15	29	12	4	0	0	0	0	71	25	27
10:00	3	0	0	0	2	6	15	35	18	4	0	0	0	0	83	25	26
11:00	1	0	0	0	1	7	17	31	21	9	0	0	0	0	87	26	28
12 PM	0	0	1	1	1	5	12	28	24	9	2	0	0	0	83	26	29
13:00	3	0	0	0	0	2	18	26	26	9	1	0	0	0	85	26	28
14:00	1	0	0	0	1	4	15	31	25	5	0	0	0	0	82	26	27
15:00	1	0	0	0	1	6	10	29	30	14	2	0	0	0	93	27	29
16:00	0	0	0	0	0	5	19	46	32	10	1	1	0	0	114	26	28
17:00	3	0	0	0	0	3	18	34	41	6	1	0	0	0	106	26	27
18:00	1	0	0	1	1	5	11	23	31	6	1	0	0	0	80	26	28
19:00	0	0	0	0	0	1	14	15	22	4	0	0	0	0	56	26	27
20:00	0	0	0	0	0	1	2	13	7	2	1	0	0	0	26	26	29
21:00	0	0	0	0	0	0	2	11	7	7	1	0	0	0	28	28	29
22:00	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10	26	28
23:00	0	0	0	0	0	0	3	5	1	1	1	0	0	0	11	28	31
<b>Total</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>66</b>	<b>212</b>	<b>443</b>	<b>357</b>	<b>106</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1227</b>		
<b>Percent</b>	<b>1.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>5.4%</b>	<b>17.3%</b>	<b>36.1%</b>	<b>29.1%</b>	<b>8.6%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>10:00</b>		<b>09:00</b>		<b>07:00</b>	<b>09:00</b>	<b>07:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>					<b>08:00</b>		
<b>Vol.</b>	<b>3</b>		<b>1</b>		<b>2</b>	<b>9</b>	<b>17</b>	<b>39</b>	<b>26</b>	<b>9</b>					<b>94</b>		
<b>PM Peak</b>	<b>13:00</b>		<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>15:00</b>	<b>16:00</b>	<b>16:00</b>	<b>17:00</b>	<b>15:00</b>	<b>12:00</b>	<b>16:00</b>			<b>16:00</b>		
<b>Vol.</b>	<b>3</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>19</b>	<b>46</b>	<b>41</b>	<b>14</b>	<b>2</b>	<b>1</b>			<b>114</b>		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/25/17	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	29	29
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	23	23
04:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	26	26
05:00	0	0	0	0	1	2	2	4	3	0	0	0	0	0	12	25	26
06:00	0	0	0	0	0	1	5	8	3	3	0	0	0	0	20	27	29
07:00	2	0	0	0	1	4	8	33	16	3	0	0	0	0	67	25	26
08:00	0	0	0	0	1	0	13	30	16	3	1	0	0	0	64	25	27
09:00	1	0	0	0	0	1	9	25	18	2	2	0	0	0	58	26	28
10:00	0	0	2	0	2	3	12	22	11	5	2	0	0	0	59	26	29
11:00	1	0	0	0	2	5	11	22	23	1	0	0	0	0	65	25	26
12 PM	0	0	0	1	1	8	12	25	22	4	1	0	0	0	74	26	27
13:00	0	0	0	0	2	3	11	30	18	2	0	0	0	0	66	25	26
14:00	1	0	0	1	0	7	17	26	19	6	1	0	0	0	78	26	28
15:00	0	0	0	0	1	3	19	36	18	5	0	0	0	0	82	25	27
16:00	0	0	0	0	0	3	24	45	19	4	1	0	0	0	96	25	27
17:00	0	0	0	0	1	9	27	44	31	2	0	0	0	0	114	25	26
18:00	0	0	0	1	1	8	29	24	4	0	0	0	0	0	67	23	24
19:00	3	1	0	0	0	7	26	10	1	0	0	0	0	0	48	22	23
20:00	0	0	0	0	2	1	15	12	2	0	0	0	0	0	32	23	24
21:00	0	0	0	0	1	9	11	13	2	0	0	0	0	0	36	23	24
22:00	0	0	0	0	0	1	5	5	4	0	0	0	0	0	15	25	26
23:00	0	0	0	0	0	1	2	2	0	1	0	0	0	0	6	27	29
<b>Total</b>	8	1	2	4	16	76	259	418	232	44	8	0	0	0	1068		
<b>Percent</b>	0.7%	0.1%	0.2%	0.4%	1.5%	7.1%	24.3%	39.1%	21.7%	4.1%	0.7%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	07:00		10:00	04:00	10:00	11:00	08:00	07:00	11:00	10:00	09:00				07:00		
<b>Vol.</b>	2		2	1	2	5	13	33	23	5	2				67		
<b>PM Peak</b>	19:00	19:00		12:00	13:00	17:00	18:00	16:00	17:00	14:00	12:00				17:00		
<b>Vol.</b>	3	1		1	2	9	29	45	31	6	1				114		

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156 Water St.  
Exeter, NH 03833

Site Code: 4  
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Dow Ln  
North side at Washington Rd.  
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**NB to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/26/17	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	22	23
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	20	20
03:00	0	0	0	0	0	1	0	1	1	0	1	0	0	0	4	31	32
04:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	23	23
05:00	0	0	0	0	1	3	2	2	0	0	0	0	0	0	8	22	23
06:00	0	0	0	0	1	5	11	5	3	0	1	0	0	0	26	24	26
07:00	1	0	0	0	5	2	20	32	9	3	0	0	0	0	72	24	26
08:00	0	0	0	0	2	7	20	26	17	5	0	0	0	0	77	25	27
09:00	3	0	0	0	1	3	17	19	12	3	0	0	0	0	58	25	27
10:00	2	0	0	1	1	4	16	28	12	6	0	0	0	0	70	25	28
11:00	5	0	0	1	2	6	14	28	13	5	0	0	0	0	74	25	27
12 PM	1	0	0	0	2	4	16	26	20	10	2	0	0	0	81	26	29
13:00	2	0	0	0	1	2	15	29	15	6	0	0	0	0	70	26	28
14:00	2	0	0	0	1	1	19	34	19	3	1	0	0	0	80	25	27
15:00	1	0	0	0	2	5	34	31	20	2	1	0	0	0	96	25	26
16:00	2	0	0	0	1	9	25	32	22	2	0	0	0	0	93	25	26
17:00	4	0	0	2	0	3	23	60	26	1	0	0	0	0	119	25	26
18:00	1	0	0	0	2	9	14	36	14	2	0	0	0	0	78	24	26
19:00	0	0	0	1	0	3	12	22	11	0	0	0	0	0	49	24	26
20:00	0	0	0	0	1	5	6	13	4	5	1	0	0	0	35	27	29
21:00	0	0	0	0	1	0	5	16	9	0	0	0	0	0	31	25	26
22:00	0	0	0	0	0	2	1	3	5	3	1	0	0	0	15	28	30
23:00	0	0	0	0	1	1	1	4	2	0	0	0	0	0	9	24	26
<b>Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>77</b>	<b>275</b>	<b>450</b>	<b>234</b>	<b>56</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1155</b>		
<b>Percent</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>2.3%</b>	<b>6.7%</b>	<b>23.8%</b>	<b>39.0%</b>	<b>20.3%</b>	<b>4.8%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00			10:00	07:00	08:00	07:00	07:00	08:00	10:00	03:00				08:00		
Vol.	5			1	5	7	20	32	17	6	1				77		
PM Peak	17:00			17:00	12:00	16:00	15:00	17:00	17:00	12:00	12:00				17:00		
Vol.	4			2	2	9	34	60	26	10	2				119		

# Rockingham Planning Commission

156 Water St.  
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North side at Washington Rd.  
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**NB to Washington**

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
10/27/17	0	0	0	0	0	0	2	0	3	1	0	0	0	0	6	27	29
01:00	0	0	0	0	0	0	1	2	0	0	1	0	0	0	4	31	32
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	20	20
03:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	28	29
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	29	29
05:00	0	0	0	0	0	1	2	1	1	2	0	0	0	0	7	28	29
06:00	0	0	0	0	0	2	4	8	3	2	1	0	0	0	20	27	30
07:00	1	0	0	0	0	7	11	27	23	4	0	0	0	0	73	26	27
08:00	1	0	0	0	1	3	24	36	14	2	0	0	0	0	81	24	26
09:00	1	0	0	0	2	4	6	28	30	6	1	0	0	0	78	26	28
10:00	2	0	0	1	1	2	14	35	18	4	0	0	0	0	77	25	27
11:00	0	0	0	0	5	6	21	38	21	5	1	0	0	0	97	25	27
12 PM	1	0	0	0	0	2	16	33	32	6	0	0	0	0	90	26	27
13:00	1	0	0	1	0	4	15	26	35	3	1	0	0	0	86	26	26
14:00	0	0	0	0	2	4	19	35	21	11	0	0	0	0	92	26	28
15:00	1	0	0	0	2	2	16	30	32	10	2	0	0	0	95	26	29
16:00	2	0	0	0	3	8	27	35	34	6	1	0	0	0	116	26	27
17:00	0	0	0	0	0	1	17	45	29	11	0	0	0	0	103	26	28
18:00	1	0	0	0	0	3	11	23	16	4	1	0	0	0	59	26	28
19:00	0	0	0	0	0	0	10	25	11	2	0	0	0	0	48	25	26
20:00	0	0	0	0	0	1	5	15	10	1	0	0	0	0	32	25	26
21:00	0	0	0	0	0	0	1	12	12	7	1	1	0	0	34	28	30
22:00	0	0	0	0	0	0	2	4	8	4	0	0	0	0	18	27	29
23:00	0	0	0	0	0	1	1	6	5	0	1	0	0	0	14	26	30
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>51</b>	<b>227</b>	<b>465</b>	<b>360</b>	<b>93</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1237</b>		
<b>Percent</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>4.1%</b>	<b>18.4%</b>	<b>37.6%</b>	<b>29.1%</b>	<b>7.5%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	10:00			10:00	11:00	07:00	08:00	11:00	09:00	09:00	01:00				11:00		
Vol.	2			1	5	7	24	38	30	6	1				97		
PM Peak	16:00			13:00	16:00	16:00	16:00	17:00	13:00	14:00	15:00	21:00			16:00		
Vol.	2			1	3	8	27	45	35	11	2	1			116		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/28/17	0	0	0	0	0	1	1	2	3	1	0	0	0	0	8	26	28
01:00	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6	27	29
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	20	20
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	23	23
05:00	0	0	0	0	0	0	2	2	3	0	0	0	0	0	7	25	26
06:00	0	0	0	0	0	0	3	4	1	2	0	0	0	0	10	27	29
07:00	0	0	0	0	0	0	6	14	15	2	0	0	0	0	37	26	27
08:00	0	0	0	0	0	5	11	24	7	0	0	0	0	0	47	23	25
09:00	0	0	0	0	1	3	10	21	17	3	0	0	0	0	55	26	27
10:00	1	0	0	1	1	6	19	48	19	6	0	1	0	0	102	25	27
11:00	2	0	2	3	2	3	13	27	22	2	0	0	0	0	76	25	26
12 PM	0	0	0	2	4	5	35	40	25	4	0	1	0	0	116	25	26
13:00	0	0	0	0	1	0	13	32	27	5	1	0	0	0	79	26	28
14:00	0	0	0	1	2	5	14	41	17	6	0	0	0	0	86	25	27
15:00	1	0	0	0	0	3	11	36	22	9	0	0	0	0	82	26	28
16:00	1	0	1	1	2	1	8	21	29	6	0	0	0	0	70	26	28
17:00	0	0	0	0	1	5	19	19	18	4	0	0	0	0	66	26	27
18:00	0	0	0	0	0	1	10	20	21	4	1	0	0	0	57	26	28
19:00	0	0	0	0	0	0	8	15	12	2	0	0	0	0	37	26	27
20:00	0	0	0	0	2	0	3	16	5	4	0	0	0	0	30	26	28
21:00	0	0	0	0	0	1	3	11	10	2	0	0	0	0	27	26	27
22:00	0	0	0	0	0	1	4	9	6	1	1	0	1	0	23	26	32
23:00	0	0	0	0	0	0	2	5	8	1	0	0	0	0	16	26	27
<b>Total</b>	5	0	3	8	16	41	197	410	290	65	3	2	1	0	1041		
<b>Percent</b>	0.5%	0.0%	0.3%	0.8%	1.5%	3.9%	18.9%	39.4%	27.9%	6.2%	0.3%	0.2%	0.1%	0.0%			
<b>AM Peak</b>	11:00		11:00	11:00	11:00	10:00	10:00	10:00	11:00	10:00		10:00			10:00		
<b>Vol.</b>	2		2	3	2	6	19	48	22	6		1			102		
<b>PM Peak</b>	15:00		16:00	12:00	12:00	12:00	12:00	14:00	16:00	15:00	13:00	12:00	22:00		12:00		
<b>Vol.</b>	1		1	2	4	5	35	41	29	9	1	1	1		116		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total	85th Percent	95th Percent
10/29/17	0	0	0	0	0	0	0	2	5	0	0	0	0	0	7	26	26
01:00	0	0	0	0	0	0	2	2	1	1	0	0	0	0	6	27	29
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	23
05:00	0	0	0	0	0	0	2	2	6	0	1	0	1	0	12	30	37
06:00	0	0	0	0	0	1	0	5	2	2	0	0	0	0	10	27	29
07:00	3	0	0	0	0	1	6	12	3	1	0	0	0	0	26	24	26
08:00	0	0	0	0	0	0	10	9	2	3	0	0	0	0	24	26	28
09:00	0	0	0	0	1	1	4	21	8	3	0	0	0	0	38	25	28
10:00	0	0	0	0	0	1	7	25	18	6	0	0	0	0	57	26	28
11:00	0	0	0	0	0	1	16	26	13	6	1	0	0	0	63	26	28
12 PM	0	0	0	0	0	6	17	21	20	4	0	0	0	0	68	26	27
13:00	0	0	0	0	0	3	10	35	19	4	0	0	0	0	71	25	27
14:00	0	0	0	0	0	3	9	28	16	3	0	0	0	0	59	25	27
15:00	0	0	0	0	0	0	9	15	15	2	0	0	0	0	41	26	26
16:00	0	0	0	0	1	0	8	22	15	11	1	0	0	0	58	27	29
17:00	0	0	0	0	0	1	8	22	16	3	2	0	0	0	52	26	29
18:00	0	0	0	0	0	1	11	14	13	2	0	0	0	0	41	26	26
19:00	0	0	0	0	1	1	6	12	7	2	0	0	0	0	29	25	27
20:00	0	0	0	0	0	2	8	11	7	2	0	0	0	0	30	25	27
21:00	0	0	0	1	0	0	3	8	3	0	0	0	0	0	15	24	26
22:00	0	0	0	0	0	2	0	1	2	0	0	0	0	0	5	25	26
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26	26
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>24</b>	<b>136</b>	<b>296</b>	<b>192</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>716</b>		
<b>Percent</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>3.4%</b>	<b>19.0%</b>	<b>41.3%</b>	<b>26.8%</b>	<b>7.7%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>			
AM Peak	07:00				09:00	06:00	11:00	11:00	10:00	10:00	05:00		05:00		11:00		
Vol.	3				1	1	16	26	18	6	1		1		63		
PM Peak				21:00	16:00	12:00	12:00	13:00	12:00	16:00	17:00				13:00		
Vol.				1	1	6	17	35	20	11	2				71		

# Rockingham Planning Commission

156 Water St.  
Exeter, NH 03833

Site Code: 4  
Station ID:  
Dow Ln  
North side at Washington Rd.  
Latitude: 43' 0.2196 South

**NB to Washington**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	85th Percent	95th Percent
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
10/30/17	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6	24	26
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	20	20
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	20	20
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	17	17
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	23	23
05:00	1	0	0	0	0	3	5	2	1	0	0	0	0	0	12	22	25
06:00	1	0	0	0	1	2	6	8	2	0	0	0	0	0	20	23	25
07:00	1	0	0	0	0	9	14	24	9	0	1	0	0	0	58	24	26
08:00	1	0	0	1	1	7	21	33	14	1	0	0	0	0	79	24	26
09:00	1	0	0	1	2	9	28	33	13	5	0	0	0	0	92	24	27
10:00	4	0	2	2	3	9	25	29	23	4	1	0	0	0	102	25	26
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>41</b>	<b>104</b>	<b>133</b>	<b>63</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375</b>		
<b>Percent</b>	<b>2.4%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>1.1%</b>	<b>1.9%</b>	<b>10.9%</b>	<b>27.7%</b>	<b>35.5%</b>	<b>16.8%</b>	<b>2.7%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	10:00		10:00	10:00	10:00	07:00	09:00	08:00	10:00	09:00	07:00	10:00					
<b>Vol.</b>	4		2	2	3	9	28	33	23	5	1	102					
<b>PM Peak</b>																	
<b>Vol.</b>	80	2	10	27	102	403	1485	2797	1899	476	56	5	2	0	7344		
<b>Percent</b>	1.1%	0.0%	0.1%	0.4%	1.4%	5.5%	20.2%	38.1%	25.9%	6.5%	0.8%	0.1%	0.0%	0.0%			

15th Percentile : 18 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 26 MPH  
 95th Percentile : 28 MPH

Stats      10 MPH Pace Speed : 19-28 MPH  
 Number in Pace : 6340  
 Percent in Pace : 86.3%

Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	23 MPH

# Turn Count Summary

Location: Route 1 at Washington, Rye, NH

Date: 2017-10-24

Day of week: Tuesday

Weather: Cloudy

Analyst: CM

Peak hour: 16:45 - 17:45

## Total vehicle traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	16	150	13	17	13	26	9	135	3	15	6	4	407
16:15	18	167	11	12	9	15	11	131	4	5	10	6	399
16:30	15	172	9	18	10	15	10	101	1	4	9	5	369
16:45	19	155	17	7	12	21	4	109	4	8	12	6	374
17:00	20	171	19	12	15	9	14	147	2	14	11	5	439
17:15	19	200	13	14	7	16	10	121	0	9	15	6	430
17:30	21	165	14	6	10	16	8	122	1	11	11	10	395
17:45	14	156	24	4	6	9	7	108	2	6	10	7	353

## Car traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	16	147	13	15	13	26	9	134	3	15	6	3	400
16:15	17	164	11	12	9	14	11	128	4	5	10	6	391
16:30	14	169	9	18	9	15	10	98	1	3	9	5	360
16:45	19	152	17	7	12	20	4	106	4	7	12	6	366
17:00	18	168	19	12	15	9	14	146	2	14	11	5	433
17:15	19	199	13	14	7	16	10	118	0	9	15	6	426
17:30	21	163	14	6	10	16	8	120	1	10	11	10	390
17:45	14	156	24	4	6	9	7	108	2	6	10	7	353

## Truck traffic

Interval starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	3	0	2	0	0	0	1	0	0	0	1	7
16:15	1	3	0	0	0	1	0	3	0	0	0	0	8
16:30	1	3	0	0	1	0	0	3	0	1	0	0	9
16:45	0	3	0	0	0	1	0	3	0	1	0	0	8
17:00	2	3	0	0	0	0	0	1	0	0	0	0	6
17:15	0	1	0	0	0	0	0	3	0	0	0	0	4
17:30	0	2	0	0	0	0	0	2	0	1	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

## Intersection Peak Hour

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	79	691	63	39	44	62	36	499	7	42	49	27	1638
Factor	0.94	0.86	0.83	0.7	0.73	0.74	0.64	0.85	0.44	0.75	0.82	0.68	0.93
Approach Factor	0.9			0.91			0.83			0.92			

## Peak Hour Vehicle Summary

Vehicle	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	77	682	63	39	44	61	36	490	7	40	49	27	1615
Truck	2	9	0	0	0	1	0	9	0	2	0	0	23









## **Appendix B**

### **Intersection Capacity Analysis Summary Sheets**

# HCM Signalized Intersection Capacity Analysis

## 6: Lafayette Road & Washington Road/Breakfast Hill Road

01/09/2018

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	39	44	62	42	49	27	36	499	7	79	691	63
Future Volume (vph)	39	44	62	42	49	27	36	499	7	79	691	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1820	1583	1770	1764		1770	1859		1770	1839	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1820	1583	1770	1764		1770	1859		1770	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	42	48	67	46	53	29	43	601	8	88	768	70
RTOR Reduction (vph)	0	0	34	0	17	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	90	33	46	65	0	43	608	0	88	836	0
Turn Type	Split	NA	custom	Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			2									
Actuated Green, G (s)		9.7	56.0	8.6	8.6		5.2	56.0		7.2	58.0	
Effective Green, g (s)		9.7	56.0	8.6	8.6		5.2	56.0		7.2	58.0	
Actuated g/C Ratio		0.09	0.49	0.08	0.08		0.05	0.49		0.06	0.51	
Clearance Time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)		4.0	6.0	4.0	4.0		3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		155	781	134	133		81	917		112	939	
v/s Ratio Prot		c0.05		0.03	c0.04		0.02	0.33		c0.05	c0.45	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.04	0.34	0.49		0.53	0.66		0.79	0.89	
Uniform Delay, d1		49.9	14.9	49.8	50.4		53.0	21.7		52.4	24.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.4	0.1	2.1	3.9		6.5	3.8		29.4	11.7	
Delay (s)		56.4	15.0	51.9	54.2		59.5	25.4		81.8	36.6	
Level of Service		E	B	D	D		E	C		F	D	
Approach Delay (s)		38.7			53.4			27.7			40.9	
Approach LOS		D			D			C			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			36.9				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			113.5				Sum of lost time (s)			32.0		
Intersection Capacity Utilization			75.5%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Lafayette Road & Washington Road/Breakfast Hill Road

Partial Closure of  
Dow Lane/ US 1  
01/09/2018

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	39	44	62	42	49	27	36	499	128	79	691	63
Future Volume (vph)	39	44	62	42	49	27	36	499	128	79	691	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.97		1.00	0.99	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1820	1583	1770	1764		1770	1806		1770	1839	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1820	1583	1770	1764		1770	1806		1770	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	42	48	67	46	53	29	43	601	154	88	768	70
RTOR Reduction (vph)	0	0	34	0	17	0	0	7	0	0	2	0
Lane Group Flow (vph)	0	90	33	46	65	0	43	748	0	88	836	0
Turn Type	Split	NA	custom	Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			2									
Actuated Green, G (s)		9.7	56.0	8.6	8.6		5.2	56.0		7.2	58.0	
Effective Green, g (s)		9.7	56.0	8.6	8.6		5.2	56.0		7.2	58.0	
Actuated g/C Ratio		0.09	0.49	0.08	0.08		0.05	0.49		0.06	0.51	
Clearance Time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)		4.0	6.0	4.0	4.0		3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		155	781	134	133		81	891		112	939	
v/s Ratio Prot		c0.05		0.03	c0.04		0.02	0.41		c0.05	c0.45	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.04	0.34	0.49		0.53	0.84		0.79	0.89	
Uniform Delay, d1		49.9	14.9	49.8	50.4		53.0	24.9		52.4	24.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.4	0.1	2.1	3.9		6.5	9.4		29.4	11.7	
Delay (s)		56.4	15.0	51.9	54.2		59.5	34.3		81.8	36.6	
Level of Service		E	B	D	D		E	C		F	D	
Approach Delay (s)		38.7			53.4			35.6			40.9	
Approach LOS		D			D			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			39.4				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			113.5				Sum of lost time (s)				32.0	
Intersection Capacity Utilization			75.5%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 6: Lafayette Road & Washington Road/Breakfast Hill Road

Full Closure of  
 Dow Lane/US 1  
 01/16/2018



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↖	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	87	44	65	42	49	27	36	499	128	79	691	63
Future Volume (vph)	87	44	65	42	49	27	36	499	128	79	691	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.95		1.00	0.97		1.00	0.99	
Flt Protected		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1803	1583	1770	1764		1770	1806		1770	1839	
Flt Permitted		0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1803	1583	1770	1764		1770	1806		1770	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	95	48	71	46	53	29	43	601	154	88	768	70
RTOR Reduction (vph)	0	0	38	0	17	0	0	7	0	0	2	0
Lane Group Flow (vph)	0	143	33	46	65	0	43	748	0	88	836	0
Turn Type	Split	NA	custom	Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			2									
Actuated Green, G (s)		14.2	54.5	8.9	8.9		5.4	54.5		7.1	56.2	
Effective Green, g (s)		14.2	54.5	8.9	8.9		5.4	54.5		7.1	56.2	
Actuated g/C Ratio		0.12	0.47	0.08	0.08		0.05	0.47		0.06	0.48	
Clearance Time (s)		8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)		4.0	6.0	4.0	4.0		3.0	6.0		3.0	6.0	
Lane Grp Cap (vph)		219	739	134	134		81	843		107	885	
v/s Ratio Prot		c0.08		0.03	c0.04		0.02	0.41		c0.05	c0.45	
v/s Ratio Perm			0.02									
v/c Ratio		0.65	0.04	0.34	0.49		0.53	0.89		0.82	0.94	
Uniform Delay, d1		48.9	16.9	51.1	51.7		54.4	28.3		54.2	28.8	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.5	0.1	2.1	3.8		6.5	13.3		37.7	19.0	
Delay (s)		56.4	17.0	53.2	55.5		60.9	41.6		91.9	47.7	
Level of Service		E	B	D	E		E	D		F	D	
Approach Delay (s)		43.4			54.7			42.7			51.9	
Approach LOS		D			D			D			D	

Intersection Summary

HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	116.7	Sum of lost time (s)	32.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

## Appendix C

### Resources

National Association of City Transportation Officials (NACTO) Urban Street Design Guide.

<https://nacto.org/publication/urban-street-design-guide/>

Federal Highway Administration (FHWA) Mini-Roundabouts Technical Summary.

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10007/fhwasa10007.pdf>

Federal Highway Administration Traffic Calming ePrimer.

[https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

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