Epping Road Access Management Study

ROCKINGHAM PLANNING COMMISSION

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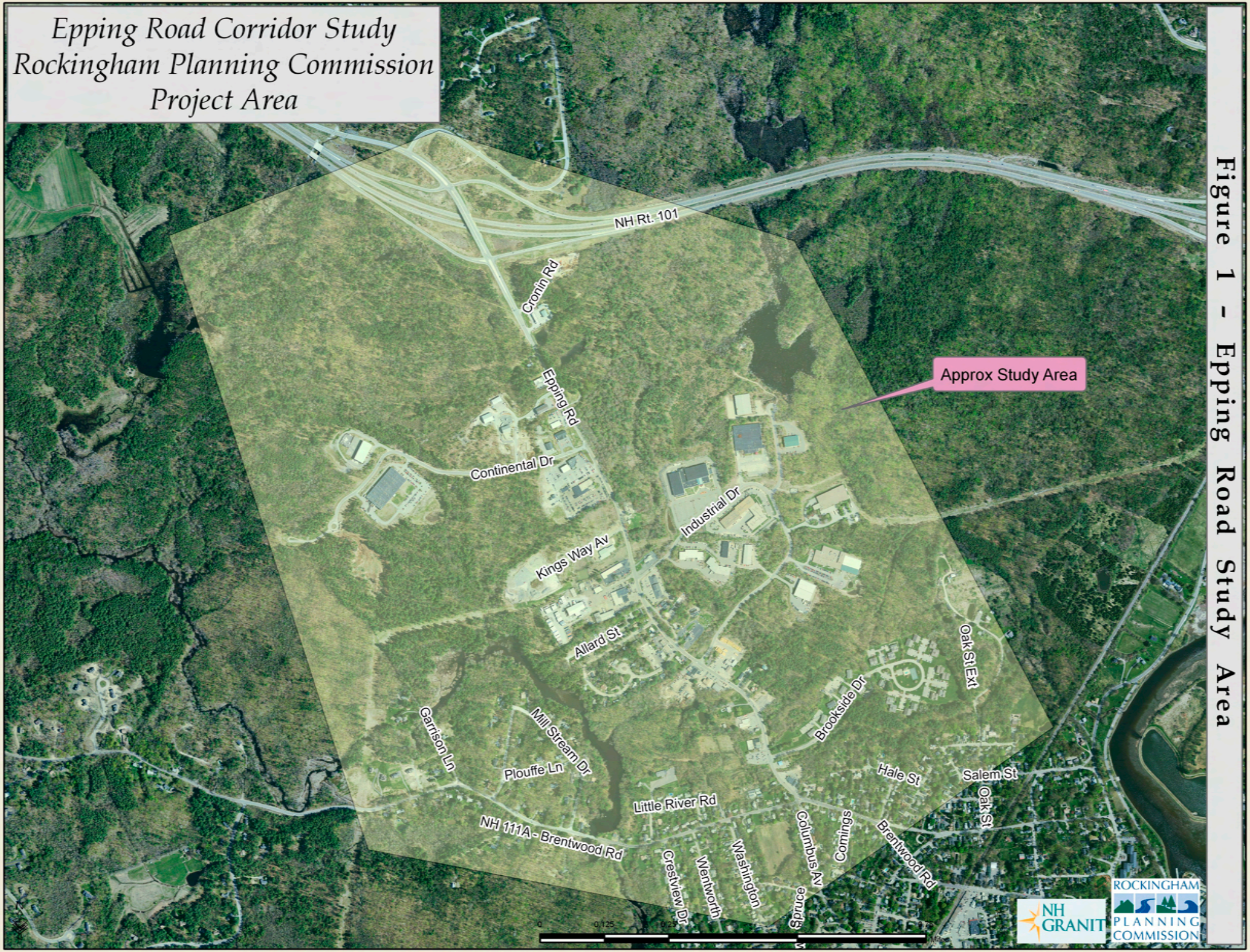

Figure 1 - Epping Road Study Area

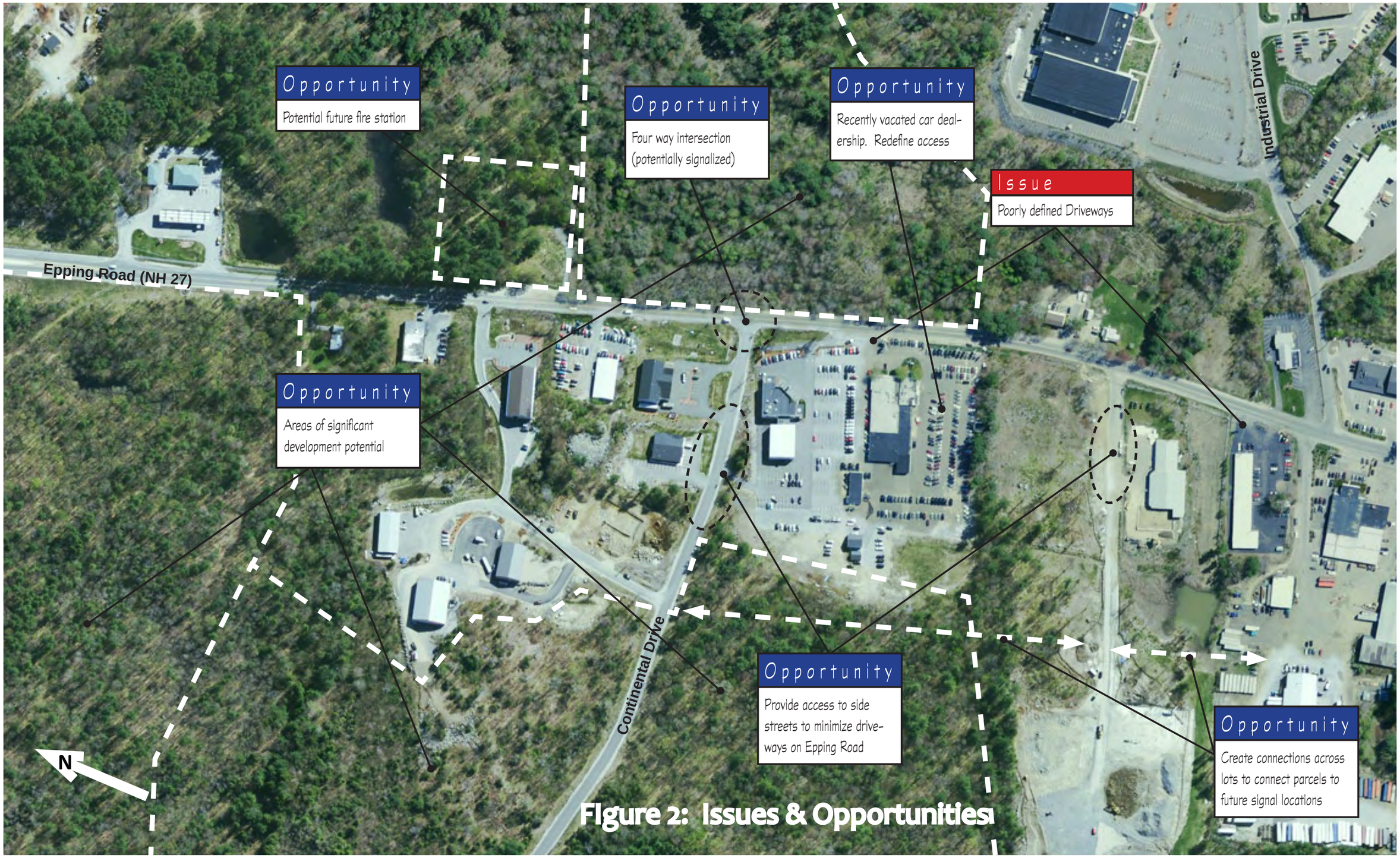

Figure 2: Issues & Opportunities

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Introduction

The Epping Road Access Management Plan is intended to update and build upon previous work completed in 1994 and 1995 to determine the extent of the problems facing the corridor and the impact that growth and development is having. The result will be an Access Management Plan that will guide both a long and short range transportation planning in the corridor. The intent of recommended improvements is to balance safe and efficient traffic flow with reasonable access to individual properties along that roadway. This plan also will serve as the basis for further engineering and right-of-way studies necessary to implement physical changes to the roadway as part of the Access Management Plan. The work has several components:

1. Data collection to ascertain current conditions for comparison to the previous study data as well as to determine corridor issues and opportunities.

2. A reexamination of the assumptions and recommended improvements from the 1994-95 studies current conditions.

3. A proposed Access Management Plan to maintain safety and improve the flow of traffic on Epping Road without large scale widening of the corridor.

Study Area Description

Epping Road (NH 27) is functionally listed as a minor arterial roadway but in practice provides a critical connection between the Town of Exeter and NH 101 at Exit 9. The portion of Epping Road that is considered part of this study is the slightly over 1 mile length between the intersection with NH 111A and the interchange with NH 101 as shown in ***Figure 1***. The land area under analysis includes all parcels that could generate traffic onto the corridor or one of the connecting roads within the segment. The study area is within the established Urban Compact of the town meaning that although it is a State owned highway, the community has maintenance and operations responsibility, as well as control over the driveway permitting for the facility.

The corridor has mixed land uses and includes retail, residential, commercial office, services sector, transportation, and industrial uses. The residential uses are almost completely located south of Michael Avenue with a few single family homes scattered along the remainder of the corridor. Retail and service uses are generally directly adjacent to the roadway along much of the length, while industrial uses are generally grouped around the Industrial Drive and Continental Drive areas. The Exeter Regional High School recently located to Epping Road outside of the study area beyond the NH 101 interchange and has had an impact on traffic patterns and volumes.

Goals and Objectives

The overall goal of this plan is to establish an Access Management Plan for the corridor. There are a number of objectives that must be completed:

- Verify the need for previously recommended improvements
- Establish Access Management Policies and Standards
- Promote modifications that improve the safety of the roadway
- Promote modifications that improve the effectiveness and efficiency of the roadway in moving vehicles.
- Enhance the character and aesthetics of the roadway and the Epping Road corridor.
- Provide a basis for engineering future improvements.

Issues and Opportunities

There are a number of issues that are currently influencing travel along the corridor. Of primary concern to the community is that without proper management, growth along the corridor will result in similar traffic and land use characteristics that currently exist on Portsmouth Avenue. Based on observation, data collection and discussion of Epping Road with interested parties, the issues that the corridor faces are shown in ***Figure 2*** and can be categorized as the following:

- ***High volume of trucks:*** 12% of vehicles on the roadway are trucks, which is high for the type of roadway and reflects the industrial use of land along the corridor and the connection that Epping Road provides between NH 101 and the downtown. It is also indicative of the restrictions on truck traffic necessitated by the low and narrow railroad bridge on NH 85 (Newfields Road) at Exit 10.
- ***Traffic Growth:*** Traffic has increased approximately 41% over the last ten years from 7621 vehicles per day in 1995 to 10,720 per day in 2005 north of Continental Dr. There was also a significant increase in traffic from 2005 to 2006 due at least in part to the opening of the new Exeter Area High School on Epping Road outside of the study area.
- ***Difficult access:*** Left Turns from side streets to Epping Road are difficult during peak hours of traffic on the corridor.
- ***Poor driveway design:*** Many driveways along Epping Road are Ill-defined and/or too close to other driveways.
- ***Development pressure:*** The area is close to the NH 101 interchange and features several large industrial and commercial parcels with significant traffic generating

potential, particularly the parcels along Continental Drive which has the potential to add approximately 660 PM peak hour trips if all parcels are fully developed. This is 50% of the development potential on the corridor.

- ***Poor roadway geometry:*** Some of the intersections and driveways along the corridor create difficulties for turning traffic, especially trucks.
- ***Limited Right-of-Way***: Epping Road is a "4 Rod Road" with a 66 foot right-of-way. While parcel-by-parcel information has not been collected, this width limits roadway expansion without potentially significant land acquisitions.

At the same time, there are some opportunities present on Epping Road that when taken advantage of, can help shape the nature of improvements:

- ***Mixed Land Use:*** The mixed residential, commercial, and industrial are complimentary and with the proper supporting infrastructure can reduce travel and generate economic growth on the corridor.
- ***Set-backs***: Most of the buildings along the corridor are substantially set back from the roadway, reducing the impacts of any improvements, and adding flexibility in what can be implemented.
- ***Development potential:*** There is significant development potential along and adjacent to the corridor, especially along Commercial Drive. This provides an opportunity to have necessary improvements constructed as part of development agreements, impact fees, or other financing mechanism.
- ***Pedestrian & Bicycle improvements:*** Currently shoulders are limited in width and sidewalks only extend a short distance into the study area, ending just north of the intersection with NH 111A. Improvements along the corridor should look to include pedestrian and bicycle improvements as appropriate.
- ***Aesthetics:*** Epping Road serves as one of the primary gateways into the community and there is an opportunity to improve the aesthetics of the roadway in that regard.

Previous Studies

In 1994 and 1995 a two phase study of the Epping Road corridor was undertaken to analyze existing conditions, project future traffic volumes, and develop a cohesive plan for the corridor that could be use to guide growth and development and issues 20 years into the future. Some of the noted conditions from that study were:

- Left turn departures from any intersecting street or driveway on the corridor involves the most delay, have the least capacity, and the lowest level of service.
- Worst conditions (LOS C) on left turn departures from Industrial Drive (North and South) and from NH 111A/Columbus (LOS E)

The horizon year of the 94-95 study was 2014 and a 75% buildout of land use along the corridor was projected to develop the future traffic volumes. This buildout was based on standardized trip generation rates applied to the current (in 1995) land uses and the potential full utilization of any undeveloped land. This was added to a 3% background growth rate for the region and then reduced to 75% of full buildout to reflect 2014 conditions. Based on that buildout and the expected 2014 evening peak hour volumes of 4,900-6,900 vehicles, the following improvements were recommended:

Table 1: 1995 Traffic Volumes

Location	Average Weekday Traffic (VPD)	AM Peak Volumes (VPH)	PM Peak Volumes (VPH)
North of Continental Dr	7621	615	674
North of NH 111A	9178	645	746

- Signalization of NH 101 Interchange (this was prior to the construction of the current grade separated interchange)
- Construct two through lanes in each direction and a center two-way left-turn lane should be considered as well.
- Accommodate u-turns via jug handles and other methods to mitigate difficult left-turn departures from side streets and driveways.
- Right-turn lanes at some intersections.
- Dual exit lanes at side streets.
- Signalize Epping Road/Brentwood Rd/Columbus Ave
- Signalize Industrial Drive North Intersection
- Expand right-of-way significantly to accomplish recommended improvements.

A final phase of work was proposed to design the specific improvements recommended in the corridor study. The design work has not yet been initiated however some funding from NH DOT (matched with local resources) is currently programmed for Fiscal Year 2008 for engineering work along the corridor.

Table 2: 2005 Traffic Count Data

Location	Average Weekday Traffic (VPD)	AM Peak Volumes (VPH)	PM Peak Volumes (VPH)
North of Continental Dr	10720	843	1006
South of Industrial Dr (North Entrance)	9708	690	830
North of NH 111A	12512	820	1196
South of NH 111A	8928	807	749

Current Data Collection Efforts

During July and September of 2005, the Rockingham Planning Commission set out automatic traffic recorders to capture traffic volumes and vehicle types traveling the corridor. There were a total of seven counters set out at the following locations to capture directional traffic as well as classify vehicles utilizing the corridor:

- Between the Mobil gas station and Portland Glass (2 counts)
- Between the northern Industrial Drive entrance and Continental Drive
- Between the northern Industrial Drive entrance and Michael Ave.
- Between the southern Industrial Drive entrance and Brookside Drive.
- Between Brookside Drive and NH 111A
- South of NH 111A

Table 3: Unsignalized Intersection Level of Service (LOS)

LOS	Delay Range
A	<= 10.0 seconds
B	> 10.0 and <= 15.0
C	> 15.0 and <= 25.0
D	> 25.0 and <= 35.0
E	> 35.0 and <= 50.0
F	> 50.0 seconds

During September of 2005 turning movement counts were conducted at the primary intersections along the corridor. Four counts were conducted at the following locations:

- Continental Drive & Epping Road
- North end of Industrial Drive & Epping Road
- South end of Industrial Drive & Epping Road
- Epping Road/ NH 111A/ Columbus Ave intersection

Counts were completed in July to get summer volumes, and again in September to have traffic counters in place during the turning movement counts. This allowed the verification of the volumes from the automatic recorders against those gathered during the turning movement counts.

In September 2006, an additional traffic count was undertaken to compare volumes from before and after the opening of the new Exeter Area High School west of the study area on NH 27. A single location at the northern end of the study area was chosen as the location to establish the comparison count and data was collected from September 18th to the 25th.

Table 4: Comparison between 1994 and 2005 Intersection Analysis

Location	1994 - PM Peak Analysis				2005 - PM Peak Analysis			
Movement	Volume	Capacity	Delay	LOS	Volume	Capacity	Delay	LOS
Epping Rd/Industrial Drive (North)								
WB Left Turn Departures	23	281	NA	C	29	90	63.0	F
WB Right Turn Departures	95	683	NA	A	128	427	19.9	C
WB Combined Departures	118	534	NA	A	157	517	25.7	D
SB Left Turn Arrivals	32	772	NA	A	84	845	9.7	A
Epping Rd/Industrial Drive (South)								
WB Left Turn Departures	28	276	NA	C	36	209	25.8	D
WB Right Turn Departures	26	657	NA	A	45	581	11.7	B
WB Combined Departures	54	382	NA	B	81	790	18.0	C
SB Left Turn Arrivals	8	743	NA	A	5	1041	8.5	A
Epping Road/Brentwood Road								
EB Left Turn Departures	139	140	NA	E	144	164	96.6	F
EB Rights Turn Departures	195	671	NA	A	120	600	12.5	B
EB Combined Departures	NA	NA	NA	NA	263	764	58.4	F
NB Left Turn Arrivals	256	694	NA	A	204	992	9.6	A

Data Analysis

Intersection Capacity Analysis was completed on the primary intersections within the study area. ***Table 4*** compares the critical turning movements (those that have the greatest impact on intersection operations) of the PM Peak period data of 1994 and 2005 and shows that the intersections are currently performing worse than they were in 1994, but are still well below the projected 2014 volumes discussed in the earlier report. Currently there are two turning movements that are operating under failing conditions; the left turn departures from the northern Industrial Drive access point and the left turn from the Brentwood Road (NH 111A) and Columbus Avenue both individually. Looking at the overall impact of these turning movements on the operation of those two intersections shows that the delays to left turns are also impacting right turn departures as well due to the lack of exclusive left and right turn departure lanes. The southern Industrial Drive intersection is functioning at a better level of service, although this is also degrading over time as traffic increases. Level of service "D" is the minimum that is generally acceptable for operations.

Table 5: 2005-2006 Comparison

Day	2005[1]	2006[2]	Difference
Monday	10526	13524	2998
Tuesday	10900	13640	2740
Wednesday	10549	14217	3668
Thursday	11219	13696	2477
Friday	11146	13441	2295
Saturday	8071	9407	1336
Sunday	6719	7426	707
Ave Weekday Traffic	**10948**	**13748**	**2800**

[1] September 7-14, 2005
[2] September 18-24, 2006

In September, 2006, an additional traffic count was conducted near the northern end of the study area to gauge the immediate traffic impacts

of the recently opened Exeter Area High School on travel through the corridor. The new school was constructed on Epping Road approximately 2.5 miles west of the study area and was expected to change school related traffic patterns within the community. The 2006 numbers were compared to the 2005 counts from the same location, and show a large increase in traffic volumes (***Table 5***). Weekday volumes increased an average of 2800 vehicles; Saturday volumes just over 1300; and Sundays show a smaller increase at just over 700 vehicles per day. Given the pattern of traffic throughout the day, this can't solely be due to the change in school location, but it is clear that there is an impact from the shift.

Traffic Accidents

A quick survey of the NH Department of Transportation Traffic Accidents database turns up a small set of accidents in and around Epping Road. Over the six year period from 1999 to 2004, there were a total of 61 reported accidents involving 111 motor vehicles. ***Table 6*** shows that aside from "No Improper Driving", the most common contributing factors for these accidents were "failure to yield right of way" (approximately 31%), and "driver inattention/distraction" (11.5%). Table 7 illustrates that over 44% of the accidents on Epping Road were intersection or driveway (a type of intersection) related (27 of 61). Eighteen of those accidents occurred at the Brentwood Road (9) and Industrial Drive (9) intersections. The second most common accident location was along the roadway including the shoulder (29.5%) followed by accidents related to parking lots (21.3%).

Table 6: Contributing Factors to Traffic Accidents

Contributing Factors	Number of Vehicles
No Improper Driving	41
Not coded/Other	20
Failure to Yield ROW	19
Driver Inattention	7
Illegal/Unsafe Speed	5
Physical Impairment	5
Skidding	5
Unknown	3
Unsafe Backing	3
Following Too Close	3
Total	111

A high percentage of failure to yield accidents is generally indicative of traffic control and congestion issues. However, the overall numbers of accidents are very low given the volume of traffic on the corridor. Based on current volumes, the accident rate is approximately 2 per million miles of travel through the study area which is significantly lower than the state average of 2.78 per million miles of travel (2003). While there is no serious safety issue on Epping Road at this time, it should be noted that the database utilized for the analysis does not contain some property damage only accidents, and contains significant coding errors throughout that may have placed some accidents elsewhere in Exeter that actually occurred within the study area. It should also be noted that as development continues, and traffic increases, the control and geometry deficiencies on Epping Road will likely result in more and more accidents.

Table 7: Accident Locations

At Intersection/ Intersection related/ driveway related	Along Roadway/ shoulder	Parking Lot	Other
27	18	13	3
44.3%	29.5%	21.3%	4.9%

Land Use & Zoning

As shown in the ***Figure 3*** there is a mix of commercial, industrial, and residential uses along Epping Road within the Study area. The southern portion of the area has most of the residential development as well as significant small commercial along Epping Road itself. From Industrial Drive north, the land use shifts to primarily commercial use with only a few residences north of Michael Ave. There significant industrial properties on Industrial and Commercial Drives. As of 2005, there were approximately 328 acres of developed property within the study area with the capacity for developing an additional 540 acres. While some of this acreage has been built upon in the last few years, other parcels along the corridor have been idled as businesses close or residents move. Current development includes approximately 1 million square feet of light industrial, athletic facilities, general office, and retail and service sector uses, as well as 371 housing units. The vacant land on the corridor has the potential to add over 700,00 square feet of development mostly of the light industrial and retail/services type as well as approximately 100 new housing units. A summary of this information is included in ***Table 8*** and more detailed information is included in the appendix to this document.

Table 8: Trip Generation Characteristics

General Land Use Type	Current volume (ft^2)	**Calculated PM Peak Trips**	With Vacant Parcels (ft^2)	**Calculated PM Peak Trips**
Industrial	689,300	**593**	1,281,349	**1214**
Residential (units)	371	**291**	471	**350**
Athletic	103,300	**302**	103,300	**302**
Office	124,600	**364**	164,600	**432**
Retail/Services	108,330	**717**	229,330	**1045**
Total	1,025,530	**2267**	1,778,579	**3343**

To gain a better idea of the potential of existing and future growth to generate traffic from within the corridor, the current land use trip generation characteristics were calculated based square footage of development, and utilizing the Institute of Traffic Engineers (ITE) Trip Generation methodology (7th Edition). The trip generation potential of currently vacant parcels were also calculated with their maximum likely use. This method indicates that the existing development on the corridor could generate approximately 2,300 motor vehicle trips during the PM peak hour, which calculates to a daily volume of about 24,500 vehicle trips per day assuming the peak hour is 9.2% of daily traffic. When all currently vacant parcels are added, this grows volumes by 47% to 3,350 vehicles during the PM peak hour and 36,000 daily.

Epping Road Strip Management Ordinance (C-3 Districts)

The community has developed an overlay district for a portion of the study area and this is codified in Article 6 of the Exeter Zoning Regulations. Article 6.8 establishes the zone with the purpose of lessening congestion and providing for safe and orderly traffic flow within the developing commercial area on Epping Road. The regulation prescribes the following

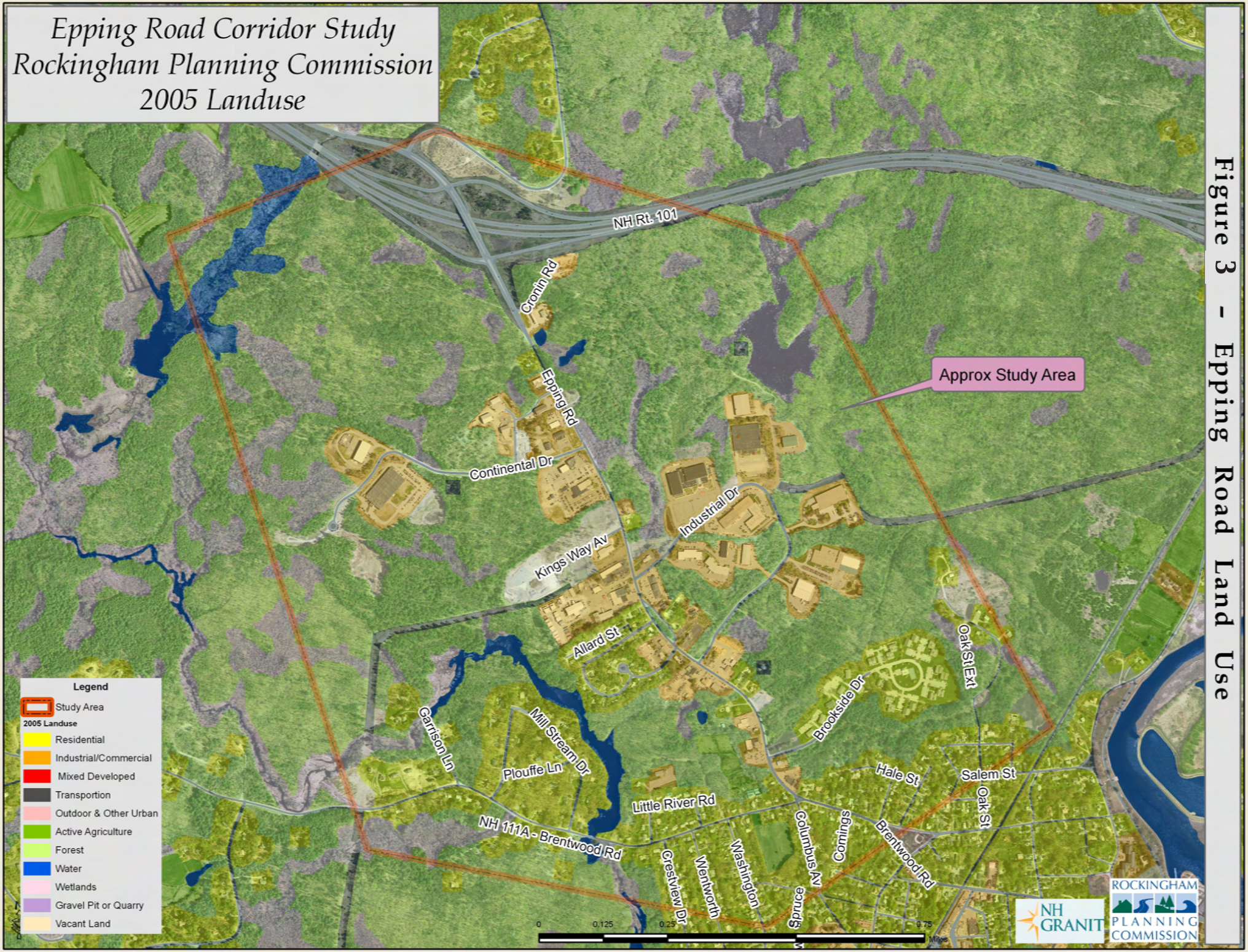


Figure 3 - Epping Road Land Use

standards:

- Access Points located directly opposite each other on Epping Road
- Single access point to Epping Road from each parcel unless the parcel has greater than 1200 feet of frontage at which time it may have 1 for every 600 feet of frontage
- Consolidate access points at abutting property lines to facilitate shared access and reduce the number of driveways on the corridor.
- 25 foot undeveloped front yard that is clear of obstructions to sight followed by 25 feet of landscaped area in which signage is permitted with a minimum setback of 35 feet.
- Minimum building setback of 85' from the Epping Road right-of-way.
- Minimum access road setback of 50'
- Minimum parking area setback of 75'

This overlay applies to the areas in ***Figure 4*** that are labeled as C-3 which is the section of the corridor from approximately the northern intersection of Old Epping Road with Epping Road through the end of the study area at NH 101. As shown in ***Table 9***, the other zoning districts along the corridor are less restrictive in many of the control aspects such as minimum lot width and setbacks.

In addition, Section 10 of the Exeter Subdivision and Site Plan Regulations provide for additional requirements for the C-3 district. Foremost in these is that the design and location of driveways within the corridor will be specified by the Planning Board with the ultimate goal of limiting driveways along the corridor as much as possible. In addition to the access requirements, the regulations also work to move parking to the rear and side of buildings

Table 9: Corridor Zoning Districts

	District	Minimum Lot Area (sq ft)	Dwelling Unit (sq ft)	Min Lot Width (ft)	Minimum Front Setbacks (ft)
R-4 Multi-Family					
	Detached Single Family	12000	12000	100	25
	Two Family	15000	7500	100	25
	Three or More	21000	7000	100	25
MS	Mobile Home Subdivision	10000	10000	100	25
C-2	Highway	20000	Not Permitted	150	50
C-3	Epping Road Highway	40000	Not Permitted	175	50 (85 ft from Epping Rd)
CT-1	Corp/Tech Park-1	4 Acres (174240 sq ft)	Not Permitted	250	75
I	Industrial	2 Acres (87120 sq ft)	Not Permitted	150	50

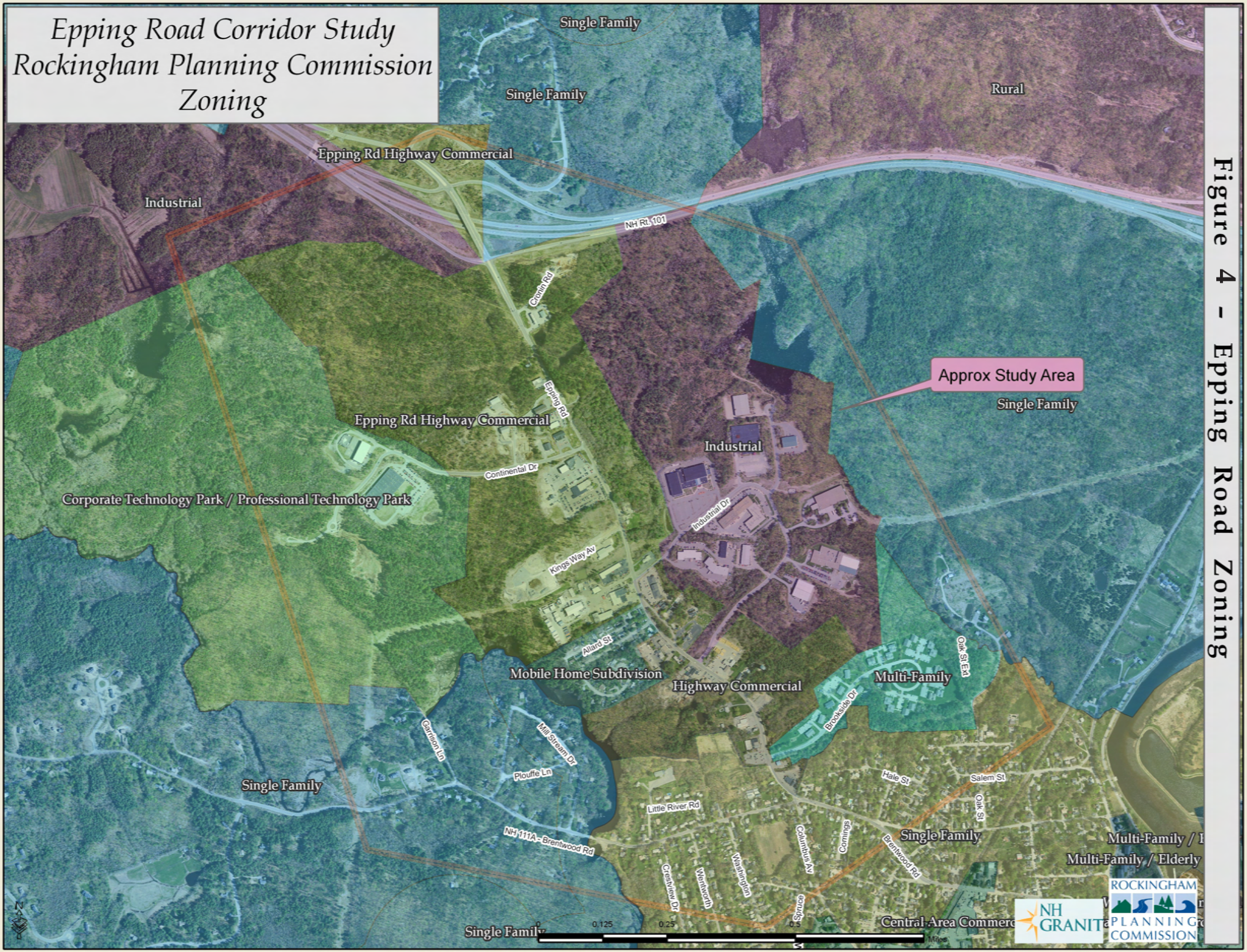


Figure 4 - Epping Road Zoning

when possible, place utilities underground, and to conform the landscaping requirements to the established setbacks.

Given the existing zoning and land use along the corridor, the remaining potential developable land, and the general background growth in the area, it is not expected that the land in the corridor will reach buildout within the next 10-20 years or that the traffic volumes projected in the 1994-95 study would be reached. Even if this level of development were reached, it is not the desire of the community to expand the roadway to five lanes along its entire length given the right-of-way impacts, disruption to existing businesses and residences, as well as the tremendous cost.

Access Management

Access Management involves maintaining control over the location and design of all entrance points to a public highway. The intent is to preserve the safety and efficiency of the roadway, while at the same time providing reasonable access to adjacent properties. Practically, it means appropriately spacing or limiting the number of driveways as well as ensuring proper design the roadway and all access points so that traffic moves as safely and efficiently as possible. Access management tools are both preventative; designed to be implemented prior to the development of a highway, and retroactive; designed to improve the function of existing roadways. The tools are comprehensive and range from changes to a community's existing regulatory scheme, to prescribed design standards, to physical improvements to the roadway. The benefits are widespread and provide something for all users of the transportation system as well as the community as a whole:

- ***Motorists*** gain from reduced numbers and severity of traffic accidents and improved traffic flow which both saves time and money through reduced fuel consumption.
- ***Businesses*** benefit from preserving their market and or delivery areas. Customers find it easier to access a business due to reduced stress from less congested roadways and lower accident potential. Often corridors with good access management are friendlier to pedestrian traffic which can create additional business opportunities.
- ***Land Owners*** benefit from the increased economic development potential of their property on an efficient transportation corridor as well as increased property values from the enlarged market area created by congestion reductions.
- ***Developers*** gain from having pre-determined access and design criteria in advance of any proposals which reduces their design costs and delays.
- ***The General Public*** gain from prolonging the life of the existing roadway through preserving or increasing the capacity which allow funds that might have been spent on new facilities to go into maintaining the existing network. In addition, there can be benefits for both public transportation travel times and accessibility. Finally,

good access management can create a more aesthetically pleasing area with fewer signs, more green space, and an overall more walkable community.

Access Management Principles

With the ultimate goal of Access Management being to find the appropriate balance between safe and efficient traffic flow, and access to individual properties, there are some guiding principles that should be kept in mind when developing access management plans and proposed improvements.

- ***Maintain Reasonable access to property:*** An abutters access to a highway is a given property right that cannot be taken away without compensation, although it is subject to regulation by municipalities and the NH Department of Transportation under RSA 236:13 which provides them authority to determine where and how that access occurs, design standards, and to limit the number of driveway connections.
- ***Provide benefits to the greater community:*** Users of the roadway should not be the only beneficiaries from access management. Proper application should benefit businesses through safe and convenient access for customers and employees, and taxpayers by utilizing low cost techniques that preserve the capacity of the roadway while saving tax dollars.
- ***Classify roadways based on their function:*** More critical arterials that serve greater traffic volumes and provide important connections should have a higher degree of access management applied. This ensures that the road continues to perform according to the function it was designed to serve.
- ***Establish Good Design:*** Implementing standards that promote a well designed roadway, intersections, and driveways is the backbone of access management. These standards set the foundation for correcting existing access issues as well as establishing a consistent basis for all future improvements.
- ***Maintain interconnected streets:*** Interconnections between adjacent sites and between new subdivisions and the existing street system are important to maintaining safe and efficient traffic flow. Road networks that work the best are those that provide the user with some options for getting from place to place.
- ***Incorporate planning and zoning:*** The foundation for good access management is based in integrating the concepts into community plans and zoning regulations. Access management goals should be included in the community master plan, and in local zoning and land development regulations to help prevent access problems.
- ***Educate the public:*** If the citizens and business owners understand the benefits of access management, and are involved in development of plans and implementation activities, then support for the specific improvements will be greater.

General Practices

There are six general practices that are applied at different regulatory and operational lev-

els to facilitate good access management:

- Limiting the number of conflict points, primarily the intersection of driveways with a street, or the intersection of two or more streets.
- Separating conflict points by providing sufficient space (time) between them.
- Removing turning vehicles from through traffic lanes with left or right turn lanes.
- Reducing conflicting volumes of traffic by providing alternative ways to travel between sites without having to access the roadway network.
- Improving roadway operations by preserving the function of the roadway and providing standards appropriate to the volume and type of traffic.
- Improving driveway operations through better designs.

Access Management Techniques

The six practices above have resulted in a large number of specific techniques that can be utilized to manage access on a roadway. This section details these techniques and provides appropriate standards and thresholds for the community to implement.

Restrict the number of driveways per lot

Lots which have frontage on one highway only should be allowed a single driveway. An exception can be made when two, one-way driveways are substituted for a single driveway. Lots with frontage on both an arterial highway, and an adjacent or intersecting road should not be permitted to access the arterial highway, except where it can be proven that other potential access points would cause greater environmental or traffic impacts. The current Epping Road Strip Management Ordinance requires that any development within the district have no more than one driveway on the roadway unless frontage is greater than 1,200 feet in which case one access per 600 feet of frontage would be allowed.

Restrict the number of lots

Currently lot size and frontage requirements within the study area are dependent upon the zoning district that the parcel is included in. Minimum frontages range from 100 to 175 feet, and minimum parcel sizes range from as small as 20,000 square feet (approximately ½ acre), to as large as a 4 acres (See Table 8 for details). The differing standards create inconsistencies along the corridor that allow for a much greater density of driveways on the southern section than in the northern section.

Regulate the location, and spacing of driveways

Traffic safety studies have shown that traffic accident rates increase as driveways and road access points become denser. By establishing a minimum distance between access points on the roadway as shown in ***Table 10***, conflicts are separated and drivers are provided with more opportunity to assess and react to potential conflicts, improving safety for all users. Driveway alignment on opposing sides of the street can have impacts on the safety and ef-

Table 10: Minimum Spacing of Access Points

Posted Speed Limit (mph)	Centerline to Centerline Driveway Spacing (t)	Approx. number of driveways per 500 feet	Approximate number of driveways per mile
20	85	6	62
25	105	5	50
30	125	4	42
35	150	3	35
40	185	3	29
45	230	2	23
50	275	<2	19

From Iowa State University Access Management Tool Kit,
http://www.ctre.iastate.edu/Research/access/toolkit/index.htm

ficiency of exiting maneuvers, particularly left turns. The ideal situation has driveways on opposite sides of the roadway spaced adequately for the speed of the roadway so that exits from one driveway are not blocked from one opposite it. The greater the speed, the greater the offset between driveways, ranging from approximately 250 feet at 25 MPH to 750 feet at 50 MPH. Driveways directly opposite each other are less desirable, but establish the proper layout for future traffic signals. The worst conditions for driveway movement are those that are slightly offset so that movements across the roadway from one driveway to the other are possible but difficult. In addition, this type of close layout causes left turning traffic entering the driveways to block traffic exiting from the other drive. Currently, the Epping Road Strip Management Ordinance requires that access points be located directly opposite each other across Epping Road where possible. For low volume driveways and locations where future traffic signals are likely this is effective, however at higher volumes the left turning traffic from the driveways can interfere with each other creating delay and safety issues.

Encourage shared access to parcels and driveway consolidation

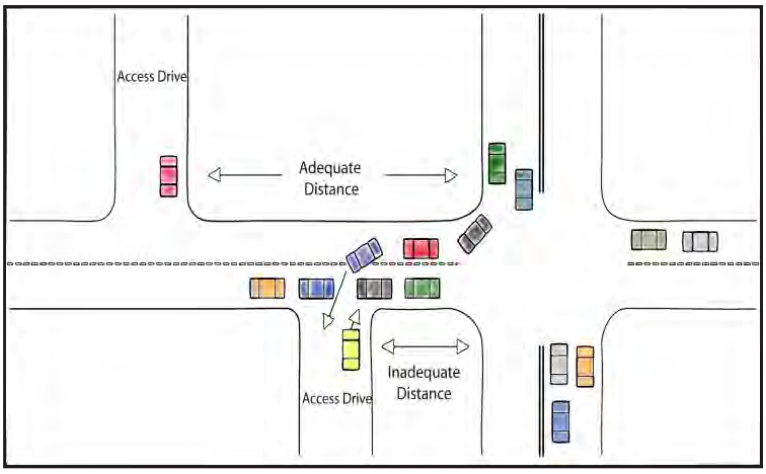
Adjacent properties can often share driveways and parking lots with only minor modifications to site plans and this can have a significant impact on the number of driveways on the roadway. Cross lot connections allow drivers and pedestrians to access multiple adjacent properties without utilizing the arterial roadway, lowering the volume of traffic and reducing conflicts. This is required by the Epping Road Ordinance and has been applied to a limited extent along corridor as development has occurred, but most often each parcel has its own access point to the roadway.

Locate driveways away from intersections

Ensuring that the functional area of an intersection is free of driveways has a positive impact on both the operation of the intersection as well as safety. The exact distance that a driveway should be from the intersection is highly dependent upon the type of intersection (signalized or not), it's configuration, signal timing, presence of turning lanes, traffic volume and speed. It will also be dependent upon whether the access point is located on the

intersection approach or exit.

Figure 5: Corner Clearance



Provide adequate sight distance

One of the most critical safety requirements is for adequate sight distance and ensuring that access points have the ability to see far enough to ensure that the roadway is clear is also an important access management technique. The critical measure in ensuring adequate sight distance is termed Stopping Sight Distance and is the distance required for a driver, traveling at the design speed, to stop before colliding with an object in the roadway. As shown in ***Table 11***, this distance increases with speed and ranges from 115 feet at 20 MPH to over 700 feet at 70 MPH. There is one curve in the center of the study area that limits sight distance and combined with oblique angle intersections on each end of the curve creates safety issues.

Another aspect of appropriate sight distance is ensuring that the visibility provided at intersections is great enough that drivers stopped and waiting to enter, have enough distance (time) to make the decision, accelerate, and safely cross or enter the roadway. Intersection Sight Distance is impacted by horizontal and vertical road curvature, fencing, signs, landscaping, utility locations, and even snow levels and storage. The requirements necessary for ensuring clear sight distances at intersections is usually determined at the local level and are included in the Zoning Ordinance.

Epping Road is currently designed for speeds in the neighborhood of the established speed limit of 30 miles per hour and with any improvements this should remain predominantly unchanged. As individual projects are implemented along the corridor it will be important to consider the safety impacts of changes that increase the design speeds and the need for greater sight distances in already developed areas.

Restrict turning movements into and out of driveways

Restricting turning movements from specific driveways can make great improvements in safety and traffic flow by reducing conflicting movements near intersections. The most effective method is a center raised median which prohibits any left turns into or out of adjacent driveways and eliminates the most difficult and unsafe traffic movements. Another method involves designing the specific driveway to be directional (right in, right out), but this is often difficult to construct in a manner that eliminates the restricted movement. There are currently no turning movement restrictions on the Epping Road corridor.

Proper intersection spacing

Adequate and consistent intersection spacing promotes improved access to property and

better traffic progression along a roadway. This is especially important in the case of signalized intersections where improper placement can create additional areas of conflict, traffic queues, and congestion. Signalized intersections are ideally spaced at ½ mile (2640 feet) but can operate effectively at distances as close as ¼ mile apart (1320 feet) before traffic becomes disrupted. In conjunction with proper spacing, the length of cycles at a traffic signal can greatly influence the congestion and delay along the corridor. In fact, the cycle times should be determined not solely based on volume of traffic, but on the distance to adjacent signals and the desired speed of travel through that section of the roadway. There are currently no traffic signals located within the study area.

Medians

A raised median separates opposing directions of traffic and reduce conflicts (and accidents) by eliminating left turns except for specifically prescribed locations. This allows for better traffic flow and less congestion as one direction of traffic is not affected by the other except at signalized locations. The raised median also provides pedestrians a refuge in the center of large roadways making crossing a safer movement. In addition, with appropriate vegetation, a raised median can add tremendous aesthetic value to an area and transform the perception of the area by all visitors. Often medians are resisted by business owners who fear that installing a raised median will have negative impacts due to the "inconvenience" that customers will face trying to access their property. Various studies have examined the issue and shown that customers will accept some additional "inconvenience" to have steady traffic flow and improved safety and that most often the largest negative effects where felt during the actual construction. This is especially true in locations where motorists have difficulty making left turns into or out of driveways. There are currently no medians on the Epping Road corridor.

Table 11: Stopping Sight Distance

Design Speed of Roadway (MPH)	Stopping Sight Distance (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

Source: AASHTO, A Policy on Design of Highways and Streets, 2001

Right-turn and left-turn lanes

Right-turn lanes are typically installed at intersections with high turning movements or they can be utilized at mid-block locations at high volume driveways. They can also be retrofitted into areas where poor driveway or site circulation has caused traffic backups. Left turn lanes provide critical safety and capacity improvements to a corridor, especially under heavy traffic conditions. Isolated left turn lanes are designed to move turning vehicles out of the through lanes at intersections. These can be either protected by a raised median to separate opposing directions of traffic, or unprotected adjacent to the opposing traffic. Continuous left turn lanes are constructed along an entire segment of the road, and can either be dual left turn lanes that carry a single direction of traffic (known as a Left Turn Lane or LTL), or a single center turning lane that carries traffic from both directions (known as a Two Way Left Turn Lane or TWLTL).

Require unified internal circulation

The goal of unified internal circulation is to provide the most efficient and safe design of parking lots, loading zones, refuse storage and pickup areas for access by both pedestrians, passenger cars, as well as the large vehicles that provide services to the site. This is particularly an issue at establishments with drive-thru services where queues can spill out onto the street and hinder traffic movement.

Front and rear access roads

Access roads, whether in the front or rear of a development, eliminate the need for multiple driveways and offer connections between parcels that don't require the use of the arterial roadway. These types of connections are especially useful in that they can provide access to many parcels via a single traffic signal on the arterial.

Roundabouts

In certain circumstances roundabouts can provide an alternative to signalizing an intersection on an arterial roadway. They are particular effective at slowing traffic into a district such as a downtown or other transition point in the roadway. The primary advantage that roundabouts have over traditional traffic signals is that they can often perform as effectively as a signal with fewer lanes and less overall widening (length) and that aesthetically they are generally considered superior. They are also much safer and result in less delay than traffic signals at volumes up to 2000 vehicles per hour and are designed to accommodate large trucks and emergency equipment. On the other hand, roundabouts generally require more right-of-way width at the intersection than a traffic signal which in areas of high land values can make them more costly than a signal installation at the same location.

Driveway Design

There are several driveway design components that work together to allow smooth and safe movement of vehicles on and off the roadway.

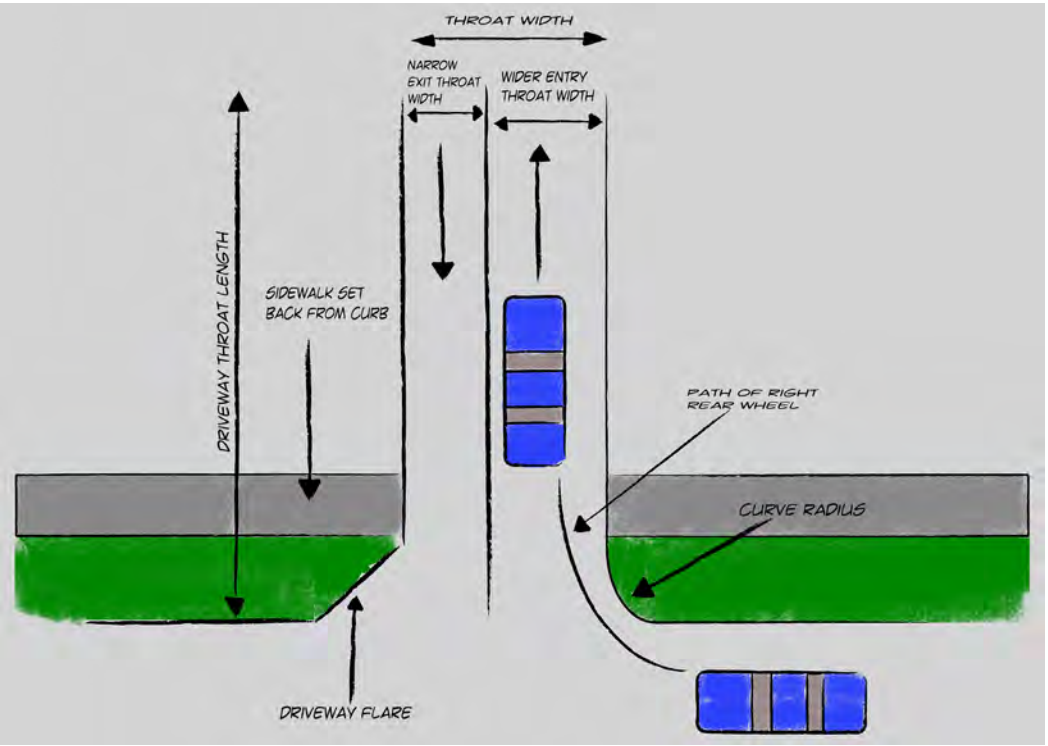
- ***Throat Length:*** Throat length refers to amount of driveway available for stacking incoming and outgoing vehicles and is measured from the street to the end of the driveway within the development. When there is insufficient distance to manage this traffic, entering vehicles can back up into the street and exiting vehicles can be stuck in the parking lot. The minimum length of a driveway needs to be of adequate length to accommodate the queuing of the maximum number of vehicles, as defined by the peak period of operation identified in the traffic study for the development. For driveway with one entry lane and one exit, this value ranges from 30 to 75 feet while for driveways with multiple exit lanes the minimum value increases to 50 to handle the higher expected traffic volumes. For signalized access points, the throat length is much longer ranging from 75 to 300 feet dependent upon the number of exiting lanes.

- ***Angle of Entry:*** The angle of entry or exit of a driveway impacts the speed at which a vehicle can maneuver through it and the quicker that this movement can happen, the less impact there is on traffic on the roadway. This must be balanced however as too much of an angle reduces sight distances to the left for exiting traffic. Adding

a flare or taper to the driveway access can make this a much more efficient process as well.

- ***Throat Width and Turn Radii:*** The appropriate combination of driveway width and turn radius is critical for vehicles to smoothly transition from the roadway into a driveway. As the driveway width is increased, the turn radius can be decreased while maintaining smooth maneuvering. The range of radii is generally from 15 feet in already developed areas with heavy pedestrian traffic (for safety) or space constraints, to 25 feet in areas where more space is available. Sites with significant truck traffic could see turn radii of up to 50 feet to accommodate the large vehicles. Throat width will be dependent upon the number of lanes entering and exiting but should range from around 15 feet for single lane residential driveways to 40 feet for driveways with a single entry lane and two exit lanes. It is critical that the radii and width be designed to the type of vehicles that will be utilizing the driveway, and that it also be considered in conjunction with the other aspects of driveway design such as angle of entry.

Figure 6: Driveway Design



- ***Type of Curb Opening:*** The type of curb return design can have a large impact on driveway operations. Driveways using the dropped curb design or a dustpan design have generally had to be much wider than necessary or have operational issues due to drivers making wide turns to avoid the curbing that juts out into what would be the natural turn radius. Driveways should utilize the curb return style opening which allows for a much more natural turning movement, narrower drives, and improved operations.

Pedestrian & bicycle facilities

Pedestrians and cyclists are best served by limiting the number of crossing points (driveways) and by making the crossings as narrow as is feasible. Crosswalks and user activated pedestrian crossing signals should be included at any signalized intersection. Shoulders should be a minimum of four feet and should be designed to accommodate bicycle traffic. Sidewalks and crosswalks should be set back from the mouth of the driveway, and the volume of pedestrians and cyclists should be a consideration in the determination of the driveway taper, turning radius, and speeds of entry and exit.

Recommendations

Given changes in the expected growth and community desires, some modifications to the recommendations from the 1994-95 studies are required. This Access Management plan includes improvements which are detailed in this section and access management policies and recommendations. The recommendations can be categorized into three aspects: Policy Changes, Roadway Changes, and Areas of Further Study.

Policy Changes

- ***Extend the Epping Road Strip Management Ordinance (C-3 Districts):*** Extending the ordinance to cover all parcels fronting on Epping Road between the NH 111A (Brentwood Rd) intersection and NH 101 would provide for consistent and appropriate access management and design along the entire length of the corridor. There are several parcels in the area not currently covered by the C-3 District that would be unable to meet the standards and a process should be developed that allows for exceptions for the redevelopment of these parcels as appropriate.

- ***Modify the access management requirements in the C-3 District:*** The content of the Epping Road Strip Management Ordinance (C-3 Districts) should include additional access management aspects. Specifically, it should modify the driveway location requirements and include additional driveway spacing and design standards, as described in the detailed access management component of this document.

- ***Improve Driveway Design:*** Many driveways along the corridor are poorly defined allowing for access and egress at many points along the parcel frontage. Other drives have poor access angles or other geometric issues that create turning movement difficulties, safety issues, and other inefficiencies. Detailed requirements for driveway design are discussed under the Access Management section of this document.

- ***Number of Driveways:*** Adjust the requirement limiting parcels to a single driveway to allow for two one-way access points as well as placing primary access points on connecting streets, such as Continental Drive and Industrial Drive, where possible.

- ***Minimum Lot Size:*** For lots within zoning districts with a minimum lot size less

than 1 acre, the recommended minimum frontage is 250'. Lots in districts requiring larger minimum lot sizes should be required to have ±400' of frontage. Because the southern portion of the corridor already has small parcels, increasing the minimum lot frontage is not likely to have a significant effect on the number of driveways. On the northern section (North of Michael Avenue) however, increasing the frontage requirements should limit to some extent the subdivision of the larger parcels along the roadway.

- ***Minimum Access Spacing:*** Establish a minimum distance between driveways on the same and opposing side of a highway, including all road intersections that is measured from the centerline of the driveways at the right-of-way line and is a function of the posted speed in accordance with the Minimum Spacing of Access Points table (Table 9) and include these requirements in the Epping Road Strip Management Ordinance. A process for granting exceptions to this requirement for low volume driveways and future signalized intersections should be allowable on a case by case basis via the Planning Board.

- ***Shared Access:*** For improvements in traffic flow and safety, shared access should continue to be the default on the C-3 portion of the corridor as it is the most effective way to reduce the number of driveways along this already saturated corridor. This requirement should be extended to all parcels with frontage on Epping Road within the study area as well. All projects subject to subdivision Review should provide interconnecting driveways or easements for future construction of driveways that will provide and promote both vehicular and pedestrian access between adjacent lots without accessing the highway, and should be designed to provide safe and controlled access to adjacent developments where they exist. Every effort should be made by the Planning Board to require construction of these driveways in anticipation of future developments.

- ***Protect Functional Areas of Intersections:*** Provide an additional requirement in the Epping Road Ordinance that requires driveways to be located outside of the functional area of an intersection where possible so as to minimize interference with the operation of the intersection. Allowances should be made for directional driveways and right-in/right-out restricted driveways within the functional area at the discretion of the Planning Board.

- ***Minimum Sight Distance:*** Incorporate minimum sight distances into the Epping Road Ordinance that at are appropriate for the design speed of the roadway. There is currently one area on the corridor in the vicinity of the Old Epping Road intersections where sight distances are somewhat limited.

- ***Raised Medians:*** Expand the access management component of the Epping Road Ordinance to include provisions for raised medians at signalized intersections that extend along Epping Road to the extent of the functional area of the intersection. Right-in/Right-out driveways and single direction driveways should be allowable within the functional area on a case by case basis as considered appropriate by the Planning Board.

Recommended Roadway Changes

- ***Widen Epping Road to 3 lanes:*** Current traffic conditions indicate a need to provide for left turn lanes at a number of intersections along the corridor. The community should pursue widening the roadway to a 3 lane typical cross section implementing left turns at intersections and considering a two way center turn lane for the length of the study area. At a minimum, raised, landscaped medians should be included at intersections to protect traffic making left turns as well as provide aesthetic benefits to the corridor. Extended lengths of median should be considered to further limit driveways, manage traffic and give the area character as a gateway into Exeter.

- ***Improve Roadway Geometry:*** Currently the approach angle and narrowness of the Intersection of Industrial Drive (north) with Epping Road creates problems for truck access and requires these vehicles to cross lane boundaries to complete the turning movements. While there is less demand, the Brentwood Road intersection also has similar turning difficulties due to its current configuration. Further, The oblique angle of the intersections of Old Epping Road with Epping Road are problematic and should be closed off and replaced with a single access point for those parcels in between the two current locations. This removes the safety issues currently present near the northern approach due to somewhat limited sight distances as well as consolidates multiple, low volume access points.

- ***Add traffic Controls:*** The intersections of Industrial Drive (North) and Brentwood Road/Columbus Avenue currently meet requirements for signalization and improvements to improve their function should be pursued. For signalization to work at the Brentwood Road intersection some significant realignment may need to occur. Preliminary engineering on these projects should include discussion of alternatives available (including a roundabout), their benefits, and their impacts. Future development along and near the Continental Drive intersection may also make that location appropriate for a future signal, especially if access to currently undeveloped property opposite the Continental Drive intersection can be incorporated and a four way access point created.

- The community should consider the use of roundabouts in place of traffic signals along the corridor. The use of traffic signals or roundabouts has an impact on the travel along the corridor as well as the character of the area.

Further Study

- ***Right-of-way Needs:*** While this study makes numerous recommendations regarding changes to the roadway, it does not address the right-of-way needs implicit in these changes. The areas where right-of-way is available should be established as well as areas where it is needed but not available.

- ***Setback Requirements:*** The Epping Road Strip Management Ordinance establishes specific setbacks along the corridor. These setbacks should be re-examined in light of both recommendations to widen the roadway as well as a general desire to establish a more aesthetically pleasing and pedestrian friendly environment along the

corridor.

- ***Engineering of Improvements:*** The study recommends a number of physical changes to the roadway that need to be engineered to ensure that they are viable and appropriate. The engineering process should include design alternatives for the various intersections, including the potential for utilizing a roundabout instead of traffic signals.

Financing

One of the biggest challenges facing the community will be in financing the recommended improvements. The traditional method to fund large scale improvements such as those proposed in this plan has been to utilize Federal and State sources via the State 10 Year Plan and the Metropolitan Planning Organization Transportation Improvement Program. Recent construction cost inflation and limited availability of funding on the State level have put this source in question to provide any assistance in the near future. Given existing and expected resources on the Federal and State level, the community will likely need to find alternate means of financing the majority of the proposed improvements. This will entail developing innovative methods of financing to get projects constructed either via local funds or as part of development agreements.

Local Funding Sources

There are a variety of resources available that can be raised locally through either the development process or via the community budgeting process. The advantage of generating the funds locally is primarily the speed at which they can be raised and put towards improvements as well as the flexibility of the use of the funds. Some of the options for financing improvements on the Epping Road corridor include:

- Warrant Article: The Warrant Article has been the primary approach to locally funding transportation improvements in New Hampshire. This involves placing the proposed project on the ballot for the community to approve funding via local property tax. This can be utilized to fully fund a project or to pay for projects that will be reimbursed by federal, state, or even developer funds.
- Local Option Fee: The Local Option Fee for Transportation Funding is one means of generating local funding via local vehicle registration fees. A New Hampshire law passed in 1998, commonly referred to as HB 648, allows a municipality to collect an additional motor vehicle registration fee of up to $5.00 for the purpose of supporting a municipal transportation improvement fund to fund projects on the local or regional transportation system including roads, bridges, bicycle and pedestrian facilities, parking and intermodal facilities and public transportation. In 2005 Exeter voted via a Town Meeting warrant article to establish a Municipal Transportation Improvement Fund however implementing the fee itself was not approved and the account remains unfunded.

- Traffic Impact Fee: A onetime fee shared to new developments to pay for the cost of serving the additional traffic generated by the new development. These fees are based on traffic studies and plans, and the fees are calculated based on the number of trips generated by various land uses. The cost of correcting existing deficiencies is usually excluded from the calculation for equity and legal reasons. A Roadway Impact Fee is a similar mechanism but is levied on a fair share basis determined by the developments anticipated portions of the total traffic on a roadway instead of just what is being added. Exeter currently has a Public Capital Facilities Impact Fee in place (Article 11, Exeter Zoning Ordinance) that allows the Planning Board to assess development fees to address the effect on the infrastructure of the community or school district (Exeter School District and the Exeter Regional Cooperative School District). This fee can be assessed for water treatment and distribution and disposal facilities; sanitary sewer; storm-water, drainage and flood control facilities; public road systems and right-of way; municipal office facilities; public school facilities including a proportional share of capital facilities of the Exeter Region Cooperative School District; public safety facilities; public library facilities; and public recreation facilities not including public open space.

- Development Agreements: These agreements are negotiated during a project's local approval stage, when the local government is able to request conditions as part of its approval process. These conditions are usually applied during zoning or subdivision approval, when local government has broad discretion in approving a project.

- Transportation Development District: Creates a public-private partnership to plan and finance transportation improvements in high growth areas. Fee formulas can be based upon either vehicle trip generation, occupied area, number of employees, or number of parking spaces.

- Tax Increment Financing (TIF): This type of financing utilizes the projected increase in property value to pay for off-site improvements over a period of time. A developer pays for initial off-site improvements and the expenditure is recouped from the difference in the developed and undeveloped tax base over a specified period of time.

- Special Assessment Corridor or District: Abutting properties along designated sections of roadway are assessed for their fair share of the cost of the public road improvement. Fees can be assessed on linear frontage, area, or by trip generation and are usually for specific improvements benefiting property within the corridor or district. Applies to all properties fronting the arterial to be improved but can be expanded into a larger district if benefits or impacts are wider than just to those fronting the corridor.

- Transportation Utility Fees: Roads are treated as a public utility and developed properties are charged a fee for service, similar to water, sewer, and other utilities. They are imposed on a jurisdiction-wide basis and continue in perpetuity. The fee varies by type and size of land use and is assessed to all property owners.

State Funding Sources

Funding from the state is somewhat more flexible in how quickly it can be obtained and programmed for construction of improvements and somewhat less flexible and how the funding can be utilized. The fact that the study area is within an "Urban Compact" limits to some extent what state funding can be utilized for any improvements to the following:

- ***Highway Block Grant Aid Funds (RSA 235:23 & :25)*** come from a portion of the total road toll and motor vehicle registration fees collected by the State and given to municipalities for the purpose of constructing, reconstructing, or maintaining Class IV and V highways. These funds are apportioned to all municipalities, and on a yearly basis Exeter receives approximately $239,000 to maintain and improve roadways.
- ***State Betterment Program:*** These funds are used for highway and bridge improvments on the state system and are typically utilized for smaller (less than $1 million) projects.
- ***Urban Compact Funds:*** In 27 of the larger communities around the state, state owned highways are maintained by the locality within an "urban compact" boundary where the roadways are assumed to handle local (rather than regional) traffic. In this case, the state provides limited funding to the community on a per mile basis to assist with the cost of maintaining the roadway. In addition, there is an "Urban STP" set aside of $5 million within the Ten Year Plan for funding improvement projects on Urban Compacts roadways. This funding is extremely limited and but may be a source to pay for some smaller projects.

Federal Funding Programs

There are a number of different categories of Federal transportation funding that could be utilized to construct improvements along the corridor. Some of these are general funds that can be utilized for just about anything, while others are more specialized and limited. Most any use of these funds will require that the project be listed in the State Ten Year Plan as well as the Metropolitan Planning Organization (Rockingham Planning Commission) Transportation Improvement Program and will mean that that they are competing for priority with other projects around the state.

- ***Surface Transportation Program (STP):*** This program is the source of most of the funds apportioned to the State and is the most flexible in what the money can be used for. STP funds may be obligated for construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges. They also may also be used to pay capital costs for intercity transit and related projects, bicycle and pedestrian facilities on any public roads and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990.
- ***Transportation Enhancements (TE):*** This fund is a mandated set aside from the STP and may be used for any activities that provide facilities, safety improvements and education for pedestrians and bicycles, and scenic beautification or other environmental mitigation. In New Hampshire, TE funds are programmed on a two year cycle through a competitive project selection process that begins with communities

submitting project proposals to the Regional Planning Commission where they are prioritized on the regional level. Projects then are sent to the state TE committee for review and prioritization on that level where the top projects are added to the State Ten Year Plan. The next TE cycle is not expected to begin until 2009.

Implementation

This access management plan was developed to account for existing conditions and expected future growth within the Epping Road corridor. Implementation of the recommended roadway improvements will be dependent on adjacent development, and the general growth of the area. While traffic volumes meet warrants for installing signals at multiple locations along the corridor, the roadway is currently functioning well other than during peak hours. Given that there is no public or private funding currently dedicated to construct the proposed improvements, all projects need to be considered long range until resources are identified. It is unlikely that enough funding will be available at any given time to construct the recommended improvements as a single project and an incremental approach will need to be taken to address deficiencies as needed.

In the short term, the Town has secured some funding via NH DOT to conduct some engineering and right-of-way work along the corridor, and with recommendations in place for improvements, this should move ahead. In addition, the community should begin to implement the recommended changes to the Zoning Ordinance and Site Plan/Subdivision regulations so as to immediately begin shaping the impacts of development proposals on the design of the roadway and connecting driveways. This will also allow the incremental improvement of the corridor as redevelopment occurs. Finally, the community should explore potential financing mechanisms in more detail to determine the options that best fit the community based on expected growth levels, development patterns and project needs.

Long term priorities for roadway improvements should begin with the addition of left turn lanes and traffic controls (signals/roundabout) at the northern Industrial Drive intersection and be followed by the realignment and addition of controls at the Brentwood Road/ Columbus Avenue intersection. Left turns and controls at the Continental Drive intersection should be implemented as necessitated by demand from development along that road. Other improvements, such as center turn lanes and sidewalk improvements should accompany these projects as appropriate.

Appendices

— Automatic Traffic Recorder Counts

— Turning Movement Counts

— Vehicle Classification Counts

— Land Use Trip Generation Tables

Automatic Traffic Recorder Count Data

Rockingham Planning Commission

Site Code: 000000011111
North End of Study Area
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	07-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	08-Sep-Thu	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		*	106	*	83	*	189		6	105	8	91	14	196
12:15		*	79	*	71	*	150		7	109	5	77	12	186
12:30		*	79	*	87	*	166		4	73	3	99	7	172
12:45		*	94	*	68	*	162		8	69	4	100	12	169
01:00		*	73	*	71	*	144		3	77	3	72	6	149
01:15		*	64	*	85	*	149		1	92	3	100	4	192
01:30		*	78	*	92	*	170		6	84	3	92	9	176
01:45		*	84	*	85	*	169		2	73	7	87	9	160
02:00		*	86	*	61	*	147		4	96	0	69	4	165
02:15		*	74	*	89	*	163		3	96	1	83	4	179
02:30		*	107	*	91	*	198		1	121	1	78	2	199
02:45		*	121	*	91	*	212		1	98	1	102	2	200
03:00		*	111	*	98	*	209		3	80	2	100	5	180
03:15		*	99	*	96	*	195		1	116	1	84	2	200
03:30		*	162	*	73	*	235		1	133	3	98	4	231
03:45		*	105	*	93	*	198		1	136	3	90	4	226
04:00		*	128	*	90	*	218		4	139	4	96	8	235
04:15		*	129	*	***127***	*	***256***		1	120	3	***105***	4	225
04:30		*	***148***	*	***110***	*	***258***		9	***190***	6	***99***	15	***289***
04:45		*	***128***	*	***113***	*	***241***		13	***115***	15	***134***	28	***249***
05:00		*	***188***	*	***96***	*	***284***		12	***172***	7	***109***	19	***281***
05:15		*	***135***	*	111	*	246		12	***143***	22	86	34	***229***
05:30		*	147	*	113	*	260		23	133	36	94	59	227
05:45		*	104	*	97	*	201		24	100	62	103	86	203
06:00		*	108	*	88	*	196		26	99	47	85	73	184
06:15		*	119	*	89	*	208		40	94	52	90	92	184
06:30		*	100	*	77	*	177		52	115	67	76	119	191
06:45		*	84	*	87	*	171		63	102	149	77	212	179
07:00		*	79	*	63	*	142		74	80	111	78	185	158
07:15		*	73	*	61	*	134		86	68	***117***	60	***203***	128
07:30		*	75	*	64	*	139		69	77	***132***	50	***201***	127
07:45		*	44	*	58	*	102		77	66	***154***	58	***231***	124
08:00		*	63	*	55	*	118		68	76	***142***	49	***210***	125
08:15		*	52	*	56	*	108		***95***	51	101	38	196	89
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08:45		*	50	*	39	*	89		***84***	41	118	34	202	75
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09:30		*	26	*	19	*	45		64	22	72	23	136	45
09:45		*	16	*	15	*	31		69	18	86	22	155	40
10:00		*	10	*	18	*	28		60	35	84	14	144	49
10:15		*	20	*	12	*	32		77	7	71	16	148	23
10:30		*	10	*	25	*	35		76	4	85	11	161	15
10:45		*	5	*	11	*	16		71	9	71	12	142	21
11:00		***67***	6	***67***	11	***134***	17		75	7	63	10	138	17
11:15		***59***	9	***78***	10	***137***	19		69	6	78	12	147	18
11:30		***69***	5	***65***	4	***134***	9		76	9	78	10	154	19
11:45		***94***	6	***76***	4	***170***	10		92	10	76	8	168	18
Total		289	3703	286	3164	575	6867		1812	3773	2432	3202	4244	6975
Day Total		3992		3450		7442			5585		5634		11219	
% Total		3.9%	49.8%	3.8%	42.5%				16.2%	33.6%	21.7%	28.5%		
Peak		11:00	04:30	11:00	04:15	11:00	04:15		08:15	04:30	07:15	04:15	07:15	04:30
Vol.		289	599	286	446	575	1039		312	620	545	447	845	1048
P.H.F.		0.769	0.797	0.917	0.878	0.846	0.915		0.821	0.816	0.885	0.834	0.915	0.907

Rockingham Planning Commission

Site Code: 000000011111
North End of Study Area
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	09-Sep- Fri	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	10-Sep- Sat	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		4	107	9	72	13	179		8	***89***	11	***92***	19	***181***
12:15		2	98	5	95	7	193		12	***103***	6	***84***	18	***187***
12:30		4	72	4	74	8	146		17	***76***	10	***71***	27	***147***
12:45		4	107	5	91	9	198		4	***89***	8	***82***	12	***171***
01:00		3	79	5	88	8	167		8	83	7	74	15	157
01:15		2	85	1	84	3	169		4	79	7	82	11	161
01:30		4	98	4	72	8	170		5	56	7	81	12	137
01:45		6	97	4	79	10	176		2	66	4	77	6	143
02:00		7	95	6	76	13	171		4	80	4	73	8	153
02:15		1	92	1	95	2	187		4	80	3	75	7	155
02:30		5	88	2	95	7	183		1	78	1	70	2	148
02:45		2	93	2	116	4	209		0	56	1	60	1	116
03:00		2	113	1	103	3	216		0	66	0	64	0	130
03:15		1	108	0	100	1	208		1	41	4	64	5	105
03:30		1	163	3	84	4	247		1	58	3	59	4	117
03:45		2	134	3	96	5	230		3	100	1	64	4	164
04:00		3	148	3	96	6	244		2	89	3	59	5	148
04:15		5	122	3	93	8	215		3	71	0	77	3	148
04:30		8	***149***	10	***116***	18	***265***		4	78	4	69	8	147
04:45		11	***125***	10	***106***	21	***231***		4	77	7	63	11	140
05:00		9	***169***	14	***114***	23	***283***		6	89	2	61	8	150
05:15		9	***164***	15	***97***	24	***261***		10	51	3	86	13	137
05:30		25	137	38	84	63	221		5	52	20	67	25	119
05:45		23	108	55	106	78	214		16	64	22	76	38	140
06:00		32	100	61	77	93	177		19	62	17	61	36	123
06:15		41	75	39	82	80	157		15	50	22	57	37	107
06:30		45	86	70	72	115	158		14	51	43	38	57	89
06:45		64	66	137	77	201	143		21	53	44	35	65	88
07:00		64	88	108	62	172	150		26	56	28	47	54	103
07:15		***81***	77	***118***	67	***199***	144		24	65	30	53	54	118
07:30		***83***	56	***124***	59	***207***	115		49	49	32	50	81	99
07:45		***82***	51	***139***	50	***221***	101		40	34	38	46	78	80
08:00		***72***	52	***131***	43	***203***	95		38	38	38	26	76	64
08:15		71	48	115	41	186	89		50	25	48	39	98	64
08:30		67	32	107	51	174	83		48	42	58	30	106	72
08:45		68	37	105	47	173	84		61	15	81	35	142	50
09:00		75	36	93	28	168	64		52	16	50	23	102	39
09:15		75	43	79	27	154	70		69	23	65	35	134	58
09:30		77	25	73	36	150	61		60	42	66	27	126	69
09:45		60	23	77	34	137	57		68	41	81	34	149	75
10:00		64	23	65	27	129	50		76	28	62	30	138	58
10:15		66	34	62	21	128	55		59	19	77	23	136	42
10:30		64	27	72	20	136	47		74	20	88	23	162	43
10:45		67	15	71	15	138	30		90	13	86	18	176	31
11:00		68	20	68	21	136	41		***88***	8	***83***	30	***171***	38
11:15		79	18	64	15	143	33		***78***	12	***96***	14	***174***	26
11:30		82	8	78	18	160	26		***85***	10	***112***	15	***197***	25
11:45		66	12	86	20	152	32		***94***	6	***88***	10	***182***	16
Total		1756	3803	2345	3242	4101	7045		1422	2549	1571	2529	2993	5078
Day Total		5559		5587		11146			3971		4100		8071	
% Total		15.8%	34.1%	21.0%	29.1%				17.6%	31.6%	19.5%	31.3%		
Peak		07:15	04:30	07:15	04:30	07:15	04:30		11:00	12:00	11:00	12:00	11:00	12:00
Vol.		318	607	512	433	830	1040		345	357	379	329	724	686
P.H.F.		0.958	0.898	0.921	0.933	0.939	0.919		0.918	0.867	0.846	0.894	0.919	0.917

Rockingham Planning Commission

Site Code: 000000011111
North End of Study Area
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	11-Sep-Sun	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	12-Sep-Mon	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		8	49	4	61	12	110		5	112	5	67	10	179
12:15		1	66	15	79	16	***145***		1	65	3	99	4	164
12:30		5	73	4	74	9	***147***		3	75	6	76	9	151
12:45		5	65	4	66	9	***131***		1	75	5	84	6	159
01:00		7	60	4	87	11	***147***		2	67	2	84	4	151
01:15		6	61	5	71	11	132		0	93	0	81	0	174
01:30		2	75	6	64	8	139		0	76	1	69	1	145
01:45		3	79	2	54	5	133		2	81	0	77	2	158
02:00		7	49	5	***85***	12	134		5	105	0	57	5	162
02:15		1	52	2	***78***	3	130		1	93	3	77	4	170
02:30		5	61	2	***85***	7	146		0	101	1	79	1	180
02:45		5	73	1	***78***	6	151		1	109	1	95	2	204
03:00		0	70	2	67	2	137		2	106	1	82	3	188
03:15		1	54	1	65	2	119		1	84	1	94	2	178
03:30		0	***57***	1	79	1	136		2	150	4	***95***	6	245
03:45		1	***68***	2	68	3	136		1	109	3	***111***	4	220
04:00		1	***81***	1	70	2	151		8	140	6	***96***	14	236
04:15		3	***76***	3	59	6	135		4	125	4	***118***	8	***243***
04:30		1	51	3	65	4	116		6	***164***	8	92	14	***256***
04:45		3	70	2	64	5	134		12	***117***	11	108	23	***225***
05:00		2	75	1	67	3	142		15	***166***	11	87	26	***253***
05:15		5	48	15	79	20	127		7	***145***	21	84	28	229
05:30		4	61	30	65	34	126		14	146	45	81	59	227
05:45		8	52	18	80	26	132		21	95	67	102	88	197
06:00		7	54	9	48	16	102		33	109	47	85	80	194
06:15		12	69	13	55	25	124		37	72	49	80	86	152
06:30		12	44	36	46	48	90		47	81	72	72	119	153
06:45		14	42	32	51	46	93		70	62	153	62	223	124
07:00		12	36	16	55	28	91		***82***	59	107	66	189	125
07:15		20	36	18	54	38	90		***82***	64	***122***	42	***204***	106
07:30		19	32	23	42	42	74		***69***	62	***144***	50	***213***	112
07:45		30	71	41	32	71	103		***76***	73	***131***	46	***207***	119
08:00		47	52	35	36	82	88		80	70	***145***	39	***225***	109
08:15		30	47	22	28	52	75		67	22	115	48	182	70
08:30		31	34	42	23	73	57		64	29	113	32	177	61
08:45		43	15	63	27	106	42		79	40	104	29	183	69
09:00		50	13	47	14	97	27		75	48	79	25	154	73
09:15		69	44	43	17	112	61		55	38	86	20	141	58
09:30		48	12	38	11	86	23		57	19	61	18	118	37
09:45		***66***	7	38	9	104	16		77	26	68	15	145	41
10:00		***69***	10	53	12	122	22		62	17	72	13	134	30
10:15		***78***	5	52	13	130	18		87	11	72	14	159	25
10:30		***57***	3	50	16	107	19		83	5	61	13	144	18
10:45		35	7	***66***	10	101	17		63	9	67	10	130	19
11:00		63	13	***61***	12	***124***	25		69	10	59	8	128	18
11:15		76	7	***61***	2	***137***	9		70	8	67	8	137	16
11:30		54	2	***70***	6	***124***	8		69	5	67	10	136	15
11:45		63	2	51	5	***114***	7		64	9	69	9	133	18
Total		1089	2183	1113	2334	2202	4517		1731	3547	2339	2909	4070	6456
Day Total		3272		3447		6719			5278		5248		10526	
% Total		16.2%	32.5%	16.6%	34.7%				16.4%	33.7%	22.2%	27.6%		
Peak		09:45	03:30	10:45	02:00	11:00	00:15		07:00	04:30	07:15	03:30	07:15	04:15
Vol.		270	282	258	326	499	570		309	592	542	420	849	977
P.H.F.		0.865	0.870	0.921	0.937	0.911	0.969		0.942	0.892	0.934	0.890	0.943	0.954

Rockingham Planning Commission

Site Code: 000000011111
North End of Study Area
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	13-Sep-Tue	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	14-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		2	113	4	78	6	191		9	*	4	*	13	*
12:15		3	98	6	72	9	170		4	*	3	*	7	*
12:30		3	93	0	78	3	171		0	*	1	*	1	*
12:45		4	71	5	91	9	162		2	*	4	*	6	*
01:00		0	72	6	97	6	169		3	*	7	*	10	*
01:15		1	69	2	79	3	148		0	*	0	*	0	*
01:30		7	74	1	86	8	160		4	*	0	*	4	*
01:45		4	98	1	77	5	175		1	*	1	*	2	*
02:00		3	91	3	80	6	171		2	*	2	*	4	*
02:15		4	89	1	82	5	171		4	*	1	*	5	*
02:30		2	87	4	80	6	167		2	*	2	*	4	*
02:45		1	97	1	95	2	192		0	*	1	*	1	*
03:00		2	104	0	89	2	193		3	*	1	*	4	*
03:15		0	85	0	84	0	169		1	*	0	*	1	*
03:30		1	128	1	90	2	218		0	*	1	*	1	*
03:45		2	115	4	124	6	239		2	*	3	*	5	*
04:00		4	128	4	84	8	212		1	*	3	*	4	*
04:15		1	132	7	85	8	217		4	*	3	*	7	*
04:30		9	***171***	13	92	22	***263***		10	*	13	*	23	*
04:45		10	***108***	14	105	24	***213***		14	*	14	*	28	*
05:00		7	***185***	11	80	18	***265***		10	*	10	*	20	*
05:15		8	***141***	17	***98***	25	***239***		10	*	19	*	29	*
05:30		31	119	34	***116***	65	235		27	*	44	*	71	*
05:45		19	100	73	***111***	92	211		16	*	77	*	93	*
06:00		24	116	51	***86***	75	202		28	*	42	*	70	*
06:15		45	77	58	79	103	156		32	*	58	*	90	*
06:30		47	97	60	63	107	160		64	*	58	*	122	*
06:45		67	74	144	72	211	146		71	*	131	*	202	*
07:00		61	65	110	54	171	119		***76***	*	112	*	188	*
07:15		73	72	127	47	200	119		***79***	*	***123***	*	***202***	*
07:30		62	89	***146***	54	***208***	143		***69***	*	***143***	*	***212***	*
07:45		76	61	***151***	69	***227***	130		***73***	*	***135***	*	***208***	*
08:00		76	65	***139***	54	***215***	119		73	*	***131***	*	***204***	*
08:15		82	54	***129***	44	***211***	98		57	*	117	*	174	*
08:30		77	66	98	39	175	105		80	*	107	*	187	*
08:45		75	33	105	33	180	66		78	*	128	*	206	*
09:00		82	31	93	31	175	62		69	*	87	*	156	*
09:15		78	26	98	35	176	61		68	*	80	*	148	*
09:30		77	36	53	22	130	58		72	*	66	*	138	*
09:45		64	26	88	24	152	50		67	*	76	*	143	*
10:00		63	15	67	22	130	37		60	*	54	*	114	*
10:15		63	21	62	17	125	38		*	*	*	*	*	*
10:30		63	22	49	14	112	36		*	*	*	*	*	*
10:45		80	21	62	8	142	29		*	*	*	*	*	*
11:00		***76***	8	63	11	139	19		*	*	*	*	*	*
11:15		***78***	5	84	10	162	15		*	*	*	*	*	*
11:30		***80***	7	61	11	141	18		*	*	*	*	*	*
11:45		***90***	7	84	5	174	12		*	*	*	*	*	*
Total		1787	3662	2394	3057	4181	6719		1245	0	1862	0	3107	0
Day Total		5449		5451		10900			1245		1862		3107	
% Total		16.4%	33.6%	22.0%	28.0%				40.1%	0.0%	59.9%	0.0%		
Peak		11:00	04:30	07:30	05:15	07:30	04:30		07:00		07:15		07:15	
Vol.		324	605	565	411	861	980		297		532		826	
P.H.F.		0.900	0.818	0.935	0.886	0.948	0.925		0.940		0.930		0.974	

ADT	ADT 7,395	AADT 7,395

Rockingham Planning Commission

Site Code: 000000002222
Between Continental Drive and
Industrial Drive North
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	07-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	08-Sep-Thu	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		*	100	*	93	*	193		7	110	9	104	16	214
12:15		*	97	*	87	*	184		10	109	5	85	15	194
12:30		*	97	*	93	*	190		4	94	1	110	5	204
12:45		*	91	*	82	*	173		8	84	1	97	9	181
01:00		*	77	*	86	*	163		3	86	3	91	6	177
01:15		*	82	*	96	*	178		0	106	4	112	4	218
01:30		*	86	*	96	*	182		0	99	2	98	2	197
01:45		*	103	*	87	*	190		2	89	7	80	9	169
02:00		*	95	*	62	*	157		6	97	1	98	7	195
02:15		*	74	*	89	*	163		4	101	1	89	5	190
02:30		*	111	*	100	*	211		1	137	2	109	3	246
02:45		*	132	*	99	*	231		1	111	1	108	2	219
03:00		*	118	*	106	*	224		4	117	2	108	6	225
03:15		*	108	*	85	*	193		2	113	1	91	3	204
03:30		*	173	*	103	*	276		1	140	2	115	3	255
03:45		*	115	*	113	*	228		1	131	2	118	3	249
04:00		*	132	*	115	*	247		10	134	4	104	14	238
04:15		*	***152***	*	***144***	*	***296***		1	136	5	***134***	6	270
04:30		*	***166***	*	***126***	*	***292***		9	***182***	5	***112***	14	***294***
04:45		*	***141***	*	***117***	*	***258***		11	***137***	11	***139***	22	***276***
05:00		*	***194***	*	***138***	*	***332***		14	***190***	5	***124***	19	***314***
05:15		*	146	*	118	*	264		19	***157***	14	131	33	***288***
05:30		*	148	*	116	*	264		26	139	31	107	57	246
05:45		*	113	*	114	*	227		28	112	57	108	85	220
06:00		*	108	*	113	*	221		40	100	43	99	83	199
06:15		*	128	*	106	*	234		42	106	37	105	79	211
06:30		*	95	*	72	*	167		64	116	60	84	124	200
06:45		*	81	*	94	*	175		86	114	118	84	204	198
07:00		*	86	*	68	*	154		***100***	76	105	79	205	155
07:15		*	74	*	85	*	159		***99***	62	***108***	77	***207***	139
07:30		*	86	*	68	*	154		***89***	65	***124***	59	***213***	124
07:45		*	48	*	59	*	107		***91***	83	***154***	58	***245***	141
08:00		*	58	*	51	*	109		90	74	***135***	60	***225***	134
08:15		*	50	*	53	*	103		98	49	107	48	205	97
08:30		*	47	*	56	*	103		66	33	92	48	158	81
08:45		*	47	*	49	*	96		96	37	123	29	219	66
09:00		*	31	*	30	*	61		89	50	93	39	182	89
09:15		*	32	*	25	*	57		77	26	95	44	172	70
09:30		*	27	*	23	*	50		79	21	75	26	154	47
09:45		*	18	*	15	*	33		78	16	82	24	160	40
10:00		*	11	*	19	*	30		75	35	86	14	161	49
10:15		*	18	*	16	*	34		69	8	87	17	156	25
10:30		*	15	*	22	*	37		79	4	81	10	160	14
10:45		*	5	*	14	*	19		69	11	71	14	140	25
11:00		*	9	*	12	*	21		82	7	61	12	143	19
11:15		*	9	*	11	*	20		83	6	87	13	170	19
11:30		76	3	78	8	154	11		79	7	85	12	164	19
11:45		97	4	85	4	182	8		98	6	83	6	181	12
Total		173	3941	163	3538	336	7479		2090	4023	2368	3633	4458	7656
Day Total		4114		3701		7815			6113		6001		12114	
% Total		2.2%	50.4%	2.1%	45.3%				17.3%	33.2%	19.5%	30.0%		
Peak			04:15		04:15		04:15		07:00	04:30	07:15	04:15	07:15	04:30
Vol.			653		525		1178		379	666	521	509	890	1172
P.H.F.			0.841		0.911		0.887		0.948	0.876	0.846	0.915	0.908	0.933

Rockingham Planning Commission

Site Code: 000000002222
Between Continental Drive and
Industrial Drive North
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	09-Sep- Fri	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	10-Sep- Sat	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		4	107	11	95	15	202		8	85	11	***104***	19	***189***
12:15		2	108	4	100	6	208		10	***100***	6	***99***	16	***199***
12:30		5	80	4	73	9	153		19	***82***	13	***77***	32	***159***
12:45		2	109	6	97	8	206		4	***105***	6	***88***	10	***193***
01:00		3	101	5	102	8	203		9	***94***	10	85	19	179
01:15		0	89	2	91	2	180		4	77	6	100	10	177
01:30		2	99	4	100	6	199		2	62	7	81	9	143
01:45		5	105	1	67	6	172		2	71	4	77	6	148
02:00		8	105	5	87	13	192		4	77	4	92	8	169
02:15		4	90	2	101	6	191		3	84	3	84	6	168
02:30		5	105	2	99	7	204		2	89	1	72	3	161
02:45		2	124	1	121	3	245		0	65	1	56	1	121
03:00		3	122	1	111	4	233		0	72	0	74	0	146
03:15		0	127	0	110	0	237		1	52	3	60	4	112
03:30		1	142	1	121	2	263		0	64	3	59	3	123
03:45		3	142	5	128	8	270		3	102	1	62	4	164
04:00		4	134	1	115	5	249		2	88	2	73	4	161
04:15		3	135	2	112	5	247		2	91	0	66	2	157
04:30		10	***153***	9	***136***	19	***289***		3	80	2	86	5	166
04:45		13	***143***	5	***140***	18	***283***		5	79	5	67	10	146
05:00		9	***185***	17	***144***	26	***329***		7	93	4	68	11	161
05:15		17	***176***	13	***118***	30	***294***		9	66	1	85	10	151
05:30		28	131	33	104	61	235		10	53	13	68	23	121
05:45		30	119	49	115	79	234		19	71	18	71	37	142
06:00		32	101	52	95	84	196		20	64	10	65	30	129
06:15		50	79	30	86	80	165		17	56	14	61	31	117
06:30		63	87	48	81	111	168		17	53	43	45	60	98
06:45		86	69	112	87	198	156		24	51	38	41	62	92
07:00		88	100	105	64	193	164		27	59	30	46	57	105
07:15		***101***	75	110	71	***211***	146		25	60	25	58	50	118
07:30		***99***	71	***129***	71	***228***	142		50	53	28	47	78	100
07:45		***102***	53	***142***	45	***244***	98		37	37	41	53	78	90
08:00		***95***	54	***137***	53	***232***	107		41	38	38	27	79	65
08:15		77	50	***122***	40	199	90		52	28	48	36	100	64
08:30		90	34	103	40	193	74		57	39	67	33	124	72
08:45		73	37	121	50	194	87		70	21	81	27	151	48
09:00		88	35	92	35	180	70		54	13	44	27	98	40
09:15		92	42	74	21	166	63		78	23	72	39	150	62
09:30		73	30	79	42	152	72		68	40	73	27	141	67
09:45		68	24	75	31	143	55		83	45	82	36	165	81
10:00		64	21	67	29	131	50		84	27	65	33	149	60
10:15		77	34	66	21	143	55		74	23	88	23	162	46
10:30		75	26	84	18	159	44		85	19	79	22	164	41
10:45		73	13	77	18	150	31		***109***	13	***97***	20	***206***	33
11:00		71	18	75	19	146	37		***91***	9	***88***	27	***179***	36
11:15		82	19	72	19	154	38		***86***	12	***94***	18	***180***	30
11:30		79	7	103	21	182	28		***91***	13	***113***	13	***204***	26
11:45		79	13	79	22	158	35		92	6	96	14	188	20
Total		2040	4023	2337	3666	4377	7689		1560	2704	1578	2692	3138	5396
Day Total		6063		6003		12066			4264		4270		8534	
% Total		16.9%	33.3%	19.4%	30.4%				18.3%	31.7%	18.5%	31.5%		
Peak		07:15	04:30	07:30	04:30	07:15	04:30		10:45	00:15	10:45	12:00	10:45	12:00
Vol.		397	657	530	538	915	1195		377	381	392	368	769	740
P.H.F.		0.973	0.888	0.933	0.934	0.938	0.908		0.865	0.907	0.867	0.885	0.933	0.930

Rockingham Planning Commission

Site Code: 000000002222
Between Continental Drive and
Industrial Drive North
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	11-Sep-Sun	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	12-Sep-Mon	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		8	58	5	66	13	124		4	117	6	93	10	210
12:15		2	70	14	72	16	142		1	92	3	83	4	175
12:30		5	79	5	80	10	159		5	77	6	86	11	163
12:45		4	71	4	77	8	148		2	88	5	88	7	176
01:00		6	71	4	85	10	156		1	83	3	94	4	177
01:15		9	69	4	78	13	147		1	98	0	80	1	178
01:30		1	76	7	65	8	141		0	82	1	92	1	174
01:45		4	84	2	58	6	142		2	81	0	75	2	156
02:00		6	62	3	***92***	9	***154***		5	101	0	65	5	166
02:15		2	53	1	***88***	3	***141***		1	88	4	83	5	171
02:30		5	74	2	***94***	7	***168***		1	116	3	83	4	199
02:45		4	82	2	***82***	6	***164***		1	125	1	93	2	218
03:00		1	71	2	77	3	148		1	115	1	84	2	199
03:15		1	58	0	68	1	126		2	82	1	108	3	190
03:30		0	***64***	2	87	2	151		3	147	3	***122***	6	269
03:45		1	***78***	2	72	3	150		3	124	3	***133***	6	***257***
04:00		2	***83***	1	78	3	161		6	163	3	***119***	9	***282***
04:15		1	***80***	3	63	4	143		6	126	4	***135***	10	***261***
04:30		2	57	3	69	5	126		5	***157***	6	120	11	***277***
04:45		3	70	1	64	4	134		12	***118***	10	121	22	239
05:00		2	82	2	73	4	155		17	***166***	9	117	26	283
05:15		6	51	8	75	14	126		10	***148***	17	107	27	255
05:30		4	69	33	81	37	150		21	154	36	92	57	246
05:45		9	57	19	82	28	139		30	106	61	126	91	232
06:00		7	56	8	57	15	113		36	97	44	114	80	211
06:15		8	72	13	53	21	125		48	76	43	77	91	153
06:30		19	50	38	53	57	103		62	78	50	73	112	151
06:45		14	49	31	57	45	106		92	67	127	70	219	137
07:00		12	36	22	44	34	80		***105***	63	101	68	206	131
07:15		22	41	17	61	39	102		***94***	63	100	60	***194***	123
07:30		20	41	22	48	42	89		***102***	66	***124***	51	***226***	117
07:45		29	67	46	35	75	102		***96***	71	***143***	39	***239***	110
08:00		46	57	32	39	78	96		97	55	***148***	52	***245***	107
08:15		32	51	29	31	61	82		73	29	***116***	54	189	83
08:30		35	37	34	21	69	58		66	28	124	34	190	62
08:45		44	15	60	26	104	41		102	42	109	28	211	70
09:00		53	13	46	18	99	31		88	46	77	25	165	71
09:15		76	45	45	21	121	66		72	37	113	23	185	60
09:30		48	12	38	10	86	22		56	21	76	18	132	39
09:45		***66***	7	41	9	107	16		88	22	64	14	152	36
10:00		***82***	10	59	12	141	22		73	18	83	15	156	33
10:15		***82***	7	58	15	140	22		85	11	82	16	167	27
10:30		***65***	3	53	15	118	18		101	9	69	10	170	19
10:45		38	7	***70***	12	108	19		73	10	70	12	143	22
11:00		62	12	***62***	6	***124***	18		73	8	53	11	126	19
11:15		86	6	***70***	6	***156***	12		83	10	83	10	166	20
11:30		63	3	***56***	6	***119***	9		72	2	76	11	148	13
11:45		67	2	51	4	***118***	6		71	9	86	9	157	18
Total		1164	2368	1130	2485	2294	4853		2048	3692	2347	3293	4395	6985
Day Total		3532		3615		7147			5740		5640		11380	
% Total		16.3%	33.1%	15.8%	34.8%				18.0%	32.4%	20.6%	28.9%		
Peak		09:45	03:30	10:45	02:00	11:00	02:00		07:00	04:30	07:30	03:30	07:15	03:45
Vol.		295	305	258	356	517	627		397	589	531	509	904	1077
P.H.F.		0.899	0.908	0.921	0.947	0.829	0.933		0.945	0.887	0.897	0.943	0.922	0.955

Rockingham Planning Commission

Site Code: 000000002222
Between Continental Drive and
Industrial Drive North
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	13-Sep-Tue	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	14-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		1	116	6	104	7	220		6	*	5	*	11	*
12:15		2	95	5	78	7	173		5	*	2	*	7	*
12:30		4	101	2	92	6	193		1	*	2	*	3	*
12:45		3	77	4	91	7	168		3	*	4	*	7	*
01:00		1	72	4	93	5	165		3	*	8	*	11	*
01:15		1	76	4	83	5	159		0	*	1	*	1	*
01:30		2	83	1	102	3	185		1	*	0	*	1	*
01:45		3	105	1	96	4	201		0	*	1	*	1	*
02:00		6	92	3	81	9	173		2	*	2	*	4	*
02:15		3	97	1	80	4	177		3	*	1	*	4	*
02:30		2	105	3	92	5	197		2	*	0	*	2	*
02:45		1	104	1	102	2	206		0	*	3	*	3	*
03:00		1	115	1	92	2	207		3	*	1	*	4	*
03:15		1	97	0	95	1	192		2	*	0	*	2	*
03:30		2	141	1	112	3	253		0	*	0	*	0	*
03:45		2	121	3	118	5	239		2	*	2	*	4	*
04:00		3	126	2	107	5	233		1	*	1	*	2	*
04:15		2	130	6	103	8	233		4	*	4	*	8	*
04:30		10	***165***	9	125	19	***290***		12	*	7	*	19	*
04:45		11	***135***	11	***126***	22	***261***		15	*	13	*	28	*
05:00		12	***165***	9	***106***	21	***271***		15	*	9	*	24	*
05:15		8	***151***	12	***114***	20	***265***		11	*	11	*	22	*
05:30		33	122	24	***137***	57	259		29	*	39	*	68	*
05:45		26	119	68	120	94	239		20	*	65	*	85	*
06:00		36	109	40	111	76	220		32	*	42	*	74	*
06:15		52	86	48	83	100	169		43	*	40	*	83	*
06:30		59	98	52	78	111	176		70	*	53	*	123	*
06:45		97	73	115	74	212	147		87	*	103	*	190	*
07:00		87	63	101	64	188	127		***103***	*	114	*	217	*
07:15		88	77	98	64	186	141		***90***	*	103	*	***193***	*
07:30		84	92	***146***	47	***230***	139		***96***	*	***131***	*	***227***	*
07:45		***95***	60	***135***	76	***230***	136		***95***	*	***140***	*	***235***	*
08:00		***94***	57	***156***	59	***250***	116		99	*	***137***	*	***236***	*
08:15		***93***	43	***128***	55	***221***	98		77	*	***107***	*	184	*
08:30		***93***	71	113	39	206	110		87	*	106	*	193	*
08:45		84	35	116	37	200	72		82	*	150	*	232	*
09:00		87	33	103	29	190	62		79	*	73	*	152	*
09:15		89	26	100	34	189	60		73	*	89	*	162	*
09:30		81	38	60	27	141	65		67	*	70	*	137	*
09:45		71	29	91	23	162	52		73	*	78	*	151	*
10:00		67	16	74	23	141	39		65	*	66	*	131	*
10:15		80	18	77	11	157	29		79	*	77	*	156	*
10:30		69	23	50	23	119	46		*	*	*	*	*	*
10:45		85	26	74	8	159	34		*	*	*	*	*	*
11:00		79	8	66	9	145	17		*	*	*	*	*	*
11:15		79	5	94	12	173	17		*	*	*	*	*	*
11:30		91	3	74	10	165	13		*	*	*	*	*	*
11:45		95	9	90	8	185	17		*	*	*	*	*	*
Total		2075	3808	2382	3453	4457	7261		1537	0	1860	0	3397	0
Day Total		5883		5835		11718			1537		1860		3397	
% Total		17.7%	32.5%	20.3%	29.5%				45.2%	0.0%	54.8%	0.0%		
Peak		07:45	04:30	07:30	04:45	07:30	04:30		07:00		07:30		07:15	
Vol.		375	616	565	483	931	1087		384		515		891	
P.H.F.		0.987	0.933	0.905	0.881	0.931	0.937		0.932		0.920		0.944	

ADT	ADT 10,493	AADT 10,493

Rockingham Planning Commission

Site Code: 000000003333
Between Brookside Drive and
Industrial Drive (South)
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	07-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	08-Sep-Thu	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		*	85	*	70	*	155		10	102	4	89	14	191
12:15		*	85	*	95	*	180		4	89	1	98	5	187
12:30		*	90	*	73	*	163		7	101	1	84	8	185
12:45		*	80	*	78	*	158		3	88	3	84	6	172
01:00		*	73	*	76	*	149		1	98	4	88	5	186
01:15		*	97	*	81	*	178		1	90	3	80	4	170
01:30		*	82	*	73	*	155		2	88	4	86	6	174
01:45		*	74	*	59	*	133		0	77	1	113	1	190
02:00		*	59	*	74	*	133		3	88	1	89	4	177
02:15		*	91	*	85	*	176		1	116	4	103	5	219
02:30		*	134	*	91	*	225		1	116	1	95	2	211
02:45		*	112	*	89	*	201		0	100	2	95	2	195
03:00		*	108	*	75	*	183		2	101	2	91	4	192
03:15		*	***129***	*	124	*	253		2	108	1	107	3	215
03:30		*	***124***	*	110	*	234		1	127	1	94	2	221
03:45		*	***122***	*	114	*	236		5	103	1	122	6	225
04:00		*	***119***	*	117	*	236		3	***118***	2	126	5	244
04:15		*	101	*	***138***	*	***239***		6	***106***	2	***127***	8	***233***
04:30		*	127	*	***128***	*	***255***		15	***114***	6	***128***	21	***242***
04:45		*	112	*	***140***	*	***252***		18	***119***	2	***136***	20	***255***
05:00		*	107	*	***135***	*	***242***		14	117	6	***139***	20	***256***
05:15		*	102	*	123	*	225		31	96	15	116	46	212
05:30		*	87	*	117	*	204		41	95	24	98	65	193
05:45		*	90	*	116	*	206		45	83	23	111	68	194
06:00		*	82	*	110	*	192		44	79	26	109	70	188
06:15		*	65	*	98	*	163		53	86	44	102	97	188
06:30		*	85	*	86	*	171		102	75	86	91	188	166
06:45		*	83	*	64	*	147		***107***	76	74	83	***181***	159
07:00		*	82	*	79	*	161		***103***	69	81	70	***184***	139
07:15		*	76	*	59	*	135		***95***	57	84	61	***179***	118
07:30		*	39	*	61	*	100		***115***	57	94	74	***209***	131
07:45		*	44	*	49	*	93		89	55	80	61	169	116
08:00		*	43	*	57	*	100		97	41	70	48	167	89
08:15		*	29	*	60	*	89		85	34	55	50	140	84
08:30		*	31	*	56	*	87		96	24	***84***	39	180	63
08:45		*	30	*	39	*	69		84	39	***97***	49	181	88
09:00		*	22	*	29	*	51		72	19	***93***	44	165	63
09:15		*	17	*	30	*	47		85	23	***68***	26	153	49
09:30		*	11	*	17	*	28		74	18	64	22	138	40
09:45		*	13	*	21	*	34		60	14	68	23	128	37
10:00		*	11	*	20	*	31		75	9	63	19	138	28
10:15		*	7	*	22	*	29		75	4	80	10	155	14
10:30		*	5	*	16	*	21		83	8	90	12	173	20
10:45		*	7	*	13	*	20		83	7	73	17	156	24
11:00		*	8	*	7	*	15		77	8	74	12	151	20
11:15		*	4	*	9	*	13		75	6	87	18	162	24
11:30		92	6	84	6	176	12		95	5	75	6	170	11
11:45		63	3	103	12	166	15		84	5	98	12	182	17
Total		155	3193	187	3401	342	6594		2224	3258	1922	3557	4146	6815
Day Total		3348		3588		6936			5482		5479		10961	
% Total		2.2%	46.0%	2.7%	49.0%				20.3%	29.7%	17.5%	32.5%		
Peak			03:15		04:15		04:15		06:45	04:00	08:30	04:15	06:45	04:15
Vol.			494		541		988		420	457	342	530	753	986
P.H.F.			0.957		0.966		0.969		0.913	0.900	0.881	0.953	0.901	0.963

Rockingham Planning Commission

Site Code: 000000003333
Between Brookside Drive and
Industrial Drive (South)
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	09-Sep- Fri	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	10-Sep- Sat	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		2	92	3	96	5	188		13	***84***	6	***93***	19	***177***
12:15		6	80	4	86	10	166		15	***87***	13	***74***	28	***161***
12:30		4	102	2	79	6	181		9	***96***	9	***88***	18	***184***
12:45		2	91	4	98	6	189		9	***66***	11	***91***	20	***157***
01:00		0	91	2	72	2	163		2	65	5	91	7	156
01:15		2	84	5	97	7	181		1	63	6	76	7	139
01:30		3	101	1	60	4	161		2	80	5	78	7	158
01:45		4	87	4	83	8	170		3	80	4	92	7	172
02:00		0	87	2	101	2	188		1	65	4	91	5	156
02:15		5	84	2	97	7	181		0	73	3	77	3	150
02:30		0	123	1	103	1	226		1	58	2	45	3	103
02:45		2	109	1	106	3	215		0	75	0	49	0	124
03:00		0	111	1	87	1	198		1	51	2	64	3	115
03:15		1	111	1	124	2	235		1	75	4	58	5	133
03:30		4	123	2	116	6	239		6	93	2	67	8	160
03:45		3	122	1	124	4	246		1	88	2	66	3	154
04:00		5	122	2	118	7	240		5	74	1	64	6	138
04:15		7	***106***	3	***138***	10	***244***		5	76	2	70	7	146
04:30		12	***114***	1	***132***	13	***246***		5	74	4	54	9	128
04:45		10	***139***	4	***129***	14	***268***		8	80	4	68	12	148
05:00		17	***124***	6	***122***	23	***246***		10	51	1	71	11	122
05:15		35	87	20	111	55	198		14	42	6	62	20	104
05:30		38	89	13	102	51	191		24	59	7	57	31	116
05:45		43	89	22	93	65	182		22	56	6	57	28	113
06:00		39	74	28	92	67	166		16	55	9	68	25	123
06:15		67	86	42	90	109	176		23	52	20	51	43	103
06:30		105	75	77	94	182	169		26	54	22	44	48	98
06:45		75	69	77	86	152	155		29	43	19	47	48	90
07:00		96	91	85	80	181	171		25	46	22	51	47	97
07:15		***104***	69	96	78	***200***	147		43	44	34	48	77	92
07:30		***115***	58	86	52	***201***	110		39	40	26	56	65	96
07:45		***110***	43	87	61	***197***	104		49	48	36	28	85	76
08:00		***103***	48	91	49	***194***	97		45	24	42	47	87	71
08:15		97	35	68	49	165	84		49	31	50	47	99	78
08:30		86	38	76	40	162	78		62	22	70	28	132	50
08:45		100	33	87	41	187	74		58	17	50	26	108	43
09:00		86	30	74	27	160	57		83	25	63	40	146	65
09:15		80	15	68	50	148	65		65	20	77	35	142	55
09:30		56	16	76	32	132	48		80	19	71	35	151	54
09:45		64	23	65	33	129	56		90	22	55	30	145	52
10:00		69	14	53	28	122	42		85	22	87	25	172	47
10:15		79	22	72	26	151	48		72	17	76	24	148	41
10:30		59	17	77	20	136	37		87	17	90	23	177	40
10:45		75	18	76	23	151	41		***85***	10	79	33	164	43
11:00		78	22	***75***	19	153	41		***90***	13	***86***	17	***176***	30
11:15		81	3	***101***	29	182	32		***84***	9	***91***	14	***175***	23
11:30		75	11	***69***	26	144	37		***97***	4	***75***	14	***172***	18
11:45		84	7	***118***	10	202	17		68	7	***105***	7	***173***	14
Total		2188	3385	1931	3609	4119	6994		1608	2372	1464	2541	3072	4913
Day Total		5573		5540		11113			3980		4005		7985	
% Total		19.7%	30.5%	17.4%	32.5%				20.1%	29.7%	18.3%	31.8%		
Peak		07:15	04:15	11:00	04:15	07:15	04:15		10:45	12:00	11:00	12:00	11:00	12:00
Vol.		432	483	363	521	792	1004		356	333	357	346	696	679
P.H.F.		0.939	0.869	0.769	0.944	0.985	0.937		0.918	0.867	0.850	0.930	0.989	0.923

Rockingham Planning Commission

Site Code: 000000003333
Between Brookside Drive and
Industrial Drive (South)
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	11-Sep-Sun	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	12-Sep-Mon	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		1	59	12	56	13	115		1	81	3	70	4	151
12:15		5	***68***	5	78	10	***146***		4	83	6	81	10	164
12:30		6	***70***	3	75	9	***145***		2	91	5	87	7	178
12:45		9	***71***	8	74	17	***145***		3	77	5	72	8	149
01:00		5	***65***	3	74	8	***139***		1	81	0	73	1	154
01:15		3	63	7	69	10	132		0	79	2	78	2	157
01:30		2	65	2	59	4	124		2	81	0	61	2	142
01:45		3	60	3	***83***	6	143		1	85	1	65	2	150
02:00		1	58	2	***82***	3	140		1	79	1	77	2	156
02:15		5	69	2	***87***	7	156		1	108	3	84	4	192
02:30		5	61	2	***71***	7	132		0	112	1	80	1	192
02:45		0	67	2	75	2	142		1	102	1	98	2	200
03:00		1	54	1	62	2	116		2	87	0	96	2	183
03:15		0	74	2	67	2	141		2	***113***	2	132	4	***245***
03:30		2	60	2	72	4	132		1	***101***	3	108	4	***209***
03:45		3	63	1	80	4	143		6	***130***	2	110	8	***240***
04:00		1	61	3	54	4	115		4	***99***	1	***121***	5	***220***
04:15		3	60	3	64	6	124		6	110	4	***132***	10	242
04:30		2	78	1	55	3	133		13	85	1	***99***	14	184
04:45		2	59	2	74	4	133		19	89	6	***139***	25	228
05:00		12	43	3	67	15	110		9	94	8	116	17	210
05:15		10	49	11	83	21	132		30	89	20	108	50	197
05:30		7	43	1	71	8	114		39	79	17	113	56	192
05:45		5	48	4	55	9	103		47	78	27	116	74	194
06:00		12	73	6	55	18	128		55	61	31	87	86	148
06:15		21	46	14	49	35	95		54	62	33	83	87	145
06:30		16	45	14	47	30	92		105	60	86	64	***191***	124
06:45		13	55	11	51	24	106		***100***	46	75	67	***175***	113
07:00		21	45	15	58	36	103		***104***	59	70	64	***174***	123
07:15		20	39	17	52	37	91		***93***	72	86	56	***179***	128
07:30		15	43	32	38	47	81		***106***	56	80	47	186	103
07:45		36	48	19	53	55	101		99	33	81	52	180	85
08:00		29	27	21	36	50	63		88	22	74	50	162	72
08:15		32	33	23	27	55	60		86	28	***81***	33	167	61
08:30		40	11	43	31	83	42		98	31	***88***	33	186	64
08:45		48	12	39	23	87	35		80	39	***81***	29	161	68
09:00		57	19	33	30	90	49		61	21	***95***	29	156	50
09:15		43	14	31	13	74	27		70	15	56	19	126	34
09:30		57	10	35	15	92	25		63	14	51	19	114	33
09:45		56	12	49	12	105	24		71	16	71	13	142	29
10:00		64	6	43	16	107	22		87	12	69	18	156	30
10:15		55	3	48	15	103	18		79	9	70	9	149	18
10:30		40	9	***73***	11	113	20		65	6	63	14	128	20
10:45		***72***	13	***55***	5	***127***	18		64	10	56	7	120	17
11:00		***65***	4	***58***	9	***123***	13		80	6	75	10	155	16
11:15		***61***	2	***56***	6	***117***	8		73	2	76	11	149	13
11:30		***70***	2	50	4	***120***	6		80	7	84	8	164	15
11:45		55	5	61	6	116	11		85	1	101	7	186	8
Total		1091	2044	931	2349	2022	4393		2141	2901	1852	3145	3993	6046
Day Total		3135		3280		6415			5042		4997		10039	
% Total		17.0%	31.9%	14.5%	36.6%				21.3%	28.9%	18.4%	31.3%		
Peak		10:45	00:15	10:30	01:45	10:45	00:15		06:45	03:15	08:15	04:00	06:30	03:15
Vol.		268	274	242	323	487	575		403	443	345	491	719	914
P.H.F.		0.931	0.965	0.829	0.928	0.959	0.985		0.950	0.852	0.908	0.883	0.941	0.933

Rockingham Planning Commission

Site Code: 000000003333
Between Brookside Drive and
Industrial Drive (South)
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	13-Sep-Tue	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.	14-Sep-Wed	Northbound A.M.	Northbound P.M.	Southbound A.M.	Southbound P.M.	Combined A.M.	Combined P.M.
12:00		2	86	5	68	7	154		2	*	3	*	5	*
12:15		3	93	1	93	4	186		1	*	3	*	4	*
12:30		4	74	4	82	8	156		4	*	4	*	8	*
12:45		0	68	3	82	3	150		1	*	5	*	6	*
01:00		0	74	4	62	4	136		0	*	1	*	1	*
01:15		2	70	1	83	3	153		1	*	0	*	1	*
01:30		4	88	0	89	4	177		0	*	2	*	2	*
01:45		0	72	3	80	3	152		1	*	1	*	2	*
02:00		3	74	1	76	4	150		0	*	1	*	1	*
02:15		1	80	4	95	5	175		0	*	0	*	0	*
02:30		0	111	1	90	1	201		0	*	3	*	3	*
02:45		2	98	3	76	5	174		2	*	3	*	5	*
03:00		0	95	0	91	0	186		2	*	1	*	3	*
03:15		2	111	1	114	3	225		1	*	0	*	1	*
03:30		3	***101***	2	106	5	***207***		2	*	2	*	4	*
03:45		2	***106***	2	123	4	***229***		1	*	0	*	1	*
04:00		5	***116***	4	110	9	***226***		6	*	2	*	8	*
04:15		9	***117***	5	138	14	***255***		7	*	3	*	10	*
04:30		11	95	3	106	14	201		17	*	3	*	20	*
04:45		12	104	4	***123***	16	227		14	*	7	*	21	*
05:00		12	93	6	***121***	18	214		12	*	3	*	15	*
05:15		39	95	14	***130***	53	225		40	*	15	*	55	*
05:30		31	90	22	***117***	53	207		34	*	25	*	59	*
05:45		49	91	19	105	68	196		44	*	24	*	68	*
06:00		51	54	37	90	88	144		46	*	34	*	80	*
06:15		54	65	44	74	98	139		64	*	42	*	106	*
06:30		118	65	78	74	196	139		108	*	74	*	182	*
06:45		96	60	76	63	172	123		101	*	78	*	179	*
07:00		101	70	73	76	174	146		***108***	*	66	*	174	*
07:15		***104***	70	***92***	48	***196***	118		***93***	*	82	*	175	*
07:30		***115***	57	***84***	64	***199***	121		***112***	*	79	*	***191***	*
07:45		***101***	43	***99***	48	***200***	91		***102***	*	***86***	*	***188***	*
08:00		***104***	50	***81***	54	***185***	104		87	*	***81***	*	***168***	*
08:15		104	46	73	42	177	88		110	*	***73***	*	***183***	*
08:30		88	25	89	36	177	61		83	*	***107***	*	190	*
08:45		91	30	77	30	168	60		93	*	53	*	146	*
09:00		86	30	83	33	169	63		60	*	69	*	129	*
09:15		68	21	48	36	116	57		73	*	63	*	136	*
09:30		67	8	81	34	148	42		67	*	70	*	137	*
09:45		68	19	69	22	137	41		58	*	62	*	120	*
10:00		74	25	63	11	137	36		80	*	75	*	155	*
10:15		58	15	55	21	113	36		*	*	*	*	*	*
10:30		66	8	60	13	126	21		*	*	*	*	*	*
10:45		77	11	57	9	134	20		*	*	*	*	*	*
11:00		84	3	103	14	187	17		*	*	*	*	*	*
11:15		83	7	69	13	152	20		*	*	*	*	*	*
11:30		85	4	71	11	156	15		*	*	*	*	*	*
11:45		109	3	97	10	206	13		*	*	*	*	*	*
Total		2248	2991	1871	3286	4119	6277		1637	0	1305	0	2942	0
Day Total		5239		5157		10396			1637		1305		2942	
% Total		21.6%	28.8%	18.0%	31.6%				55.6%	0.0%	44.4%	0.0%		
Peak		07:15	03:30	07:15	04:45	07:15	03:30		07:00		07:45		07:30	
Vol.		424	440	356	491	780	917		415		347		730	
P.H.F.		0.922	0.940	0.899	0.944	0.975	0.899		0.926		0.811		0.955	

ADT	ADT 9,485	AADT 9,485

Rockingham Planning Commission

Site Code: 000000004444
Southern End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	07-Sep-Wed	A to B		B to A		Combined		08-Sep-Thu	A to B		B to A		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	64	*	88	*	152		4	72	5	84	9	156
12:15		*	78	*	74	*	152		6	79	0	69	6	148
12:30		*	74	*	80	*	154		2	76	2	80	4	156
12:45		*	81	*	70	*	151		5	96	1	78	6	174
01:00		*	74	*	70	*	144		1	81	4	76	5	157
01:15		*	72	*	64	*	136		3	87	2	69	5	156
01:30		*	72	*	68	*	140		0	86	2	65	2	151
01:45		*	81	*	57	*	138		0	66	3	79	3	145
02:00		*	71	*	60	*	131		1	57	0	102	1	159
02:15		*	57	*	64	*	121		0	77	2	73	2	150
02:30		*	84	*	69	*	153		0	96	2	78	2	174
02:45		*	107	*	75	*	182		1	99	1	71	2	170
03:00		*	96	*	62	*	158		0	89	1	64	1	153
03:15		*	87	*	69	*	156		3	97	2	65	5	162
03:30		*	***108***	*	103	*	211		0	103	3	65	3	168
03:45		*	***86***	*	77	*	163		1	94	1	75	2	169
04:00		*	***108***	*	64	*	172		3	88	1	88	4	176
04:15		*	***107***	*	***90***	*	***197***		3	90	3	***103***	6	193
04:30		*	94	*	***122***	*	***216***		3	***102***	3	***100***	6	***202***
04:45		*	94	*	***93***	*	***187***		11	***88***	9	***88***	20	***176***
05:00		*	106	*	***86***	*	***192***		8	***112***	6	***93***	14	***205***
05:15		*	98	*	62	*	160		10	***103***	10	93	20	***196***
05:30		*	83	*	79	*	162		18	77	19	83	37	160
05:45		*	75	*	79	*	154		27	72	24	69	51	141
06:00		*	92	*	75	*	167		28	98	25	62	53	160
06:15		*	73	*	63	*	136		20	64	39	83	59	147
06:30		*	67	*	69	*	136		32	61	48	66	80	127
06:45		*	75	*	57	*	132		64	69	98	79	162	148
07:00		*	82	*	44	*	126		45	63	***100***	65	145	128
07:15		*	67	*	48	*	115		60	61	***106***	48	***166***	109
07:30		*	66	*	44	*	110		44	63	***84***	55	***128***	118
07:45		*	46	*	43	*	89		58	51	***110***	42	***168***	93
08:00		*	47	*	37	*	84		63	64	94	27	***157***	91
08:15		*	50	*	33	*	83		65	45	87	37	152	82
08:30		*	35	*	34	*	69		47	32	65	33	112	65
08:45		*	29	*	33	*	62		70	35	70	22	140	57
09:00		*	38	*	26	*	64		63	45	97	28	160	73
09:15		*	29	*	21	*	50		59	20	79	30	138	50
09:30		*	16	*	20	*	36		55	25	66	10	121	35
09:45		*	16	*	14	*	30		62	12	80	16	142	28
10:00		*	16	*	15	*	31		54	11	73	14	127	25
10:15		*	17	*	7	*	24		56	12	66	7	122	19
10:30		*	9	*	15	*	24		63	6	83	12	146	18
10:45		*	8	*	8	*	16		70	5	80	10	150	15
11:00		*	10	*	7	*	17		***74***	8	60	10	134	18
11:15		*	8	*	6	*	14		***57***	7	68	6	125	13
11:30		*	10	*	5	*	15		***57***	5	66	8	123	13
11:45		78	3	67	3	145	6		***81***	5	67	4	148	9
Total		78	2966	67	2552	145	5518		1457	2954	1917	2684	3374	5638
Day Total		3044		2619		5663			4411		4601		9012	
% Total		1.4%	52.4%	1.2%	45.1%				16.2%	32.8%	21.3%	29.8%		
Peak			03:30		04:15		04:15		11:00	04:30	07:00	04:15	07:15	04:30
Vol.			409		391		792		269	405	400	384	619	779
P.H.F.			0.947		0.801		0.917		0.830	0.904	0.909	0.932	0.921	0.950

Rockingham Planning Commission

Site Code: 000000004444
Southern End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	09-Sep- Fri	A to B A.M.	A to B P.M.	B to A A.M.	B to A P.M.	Combined A.M.	Combined P.M.	10-Sep- Sat	A to B A.M.	A to B P.M.	B to A A.M.	B to A P.M.	Combined A.M.	Combined P.M.
12:00		3	81	6	84	9	165		9	***76***	7	89	16	***165***
12:15		0	87	3	79	3	166		8	***75***	6	91	14	***166***
12:30		5	72	4	66	9	138		18	***81***	5	75	23	***156***
12:45		6	81	3	92	9	173		4	***69***	11	73	15	***142***
01:00		3	84	3	67	6	151		5	57	6	***85***	11	142
01:15		2	91	0	74	2	165		1	79	2	***83***	3	162
01:30		1	63	2	78	3	141		2	53	3	***93***	5	146
01:45		3	85	1	77	4	162		4	67	4	***75***	8	142
02:00		3	66	3	77	6	143		1	66	2	59	3	125
02:15		2	70	1	86	3	156		0	54	3	67	3	121
02:30		2	79	2	81	4	160		0	69	2	60	2	129
02:45		0	104	1	94	1	198		1	63	3	41	4	104
03:00		3	109	1	79	4	188		2	60	0	42	2	102
03:15		0	***110***	1	51	1	161		0	62	3	41	3	103
03:30		0	***102***	3	96	3	198		2	76	4	50	6	126
03:45		3	***94***	3	83	6	177		5	75	2	63	7	138
04:00		4	***124***	2	85	6	***209***		3	61	2	63	5	124
04:15		4	88	4	88	8	***176***		5	68	2	65	7	133
04:30		7	82	4	***95***	11	***177***		6	72	2	54	8	126
04:45		8	112	6	***100***	14	***212***		6	48	4	70	10	118
05:00		8	107	4	***89***	12	196		1	71	4	61	5	132
05:15		16	99	12	***89***	28	188		10	53	6	51	16	104
05:30		21	85	29	72	50	157		16	44	8	47	24	91
05:45		20	62	18	99	38	161		14	60	6	51	20	111
06:00		28	76	32	67	60	143		12	46	11	63	23	109
06:15		17	56	31	83	48	139		12	55	18	53	30	108
06:30		41	93	56	57	97	150		18	49	19	43	37	92
06:45		48	56	89	62	137	118		15	53	34	38	49	91
07:00		42	76	90	68	132	144		27	44	31	33	58	77
07:15		47	66	***101***	64	148	130		28	42	25	43	53	85
07:30		57	56	***112***	41	***169***	97		40	44	39	36	79	80
07:45		52	44	***96***	45	***148***	89		34	42	45	26	79	68
08:00		74	50	***92***	46	***166***	96		39	35	33	22	72	57
08:15		66	55	89	32	***155***	87		40	31	60	34	100	65
08:30		55	22	85	35	140	57		45	28	59	23	104	51
08:45		76	33	89	31	165	64		40	25	87	25	127	50
09:00		77	38	73	21	150	59		43	33	55	28	98	61
09:15		64	28	64	21	128	49		58	32	73	27	131	59
09:30		45	26	84	32	129	58		55	25	60	26	115	51
09:45		51	27	83	20	134	47		64	17	86	26	150	43
10:00		58	27	64	20	122	47		73	25	70	26	143	51
10:15		53	21	55	24	108	45		77	26	84	19	161	45
10:30		58	9	74	11	132	20		71	14	***76***	20	147	34
10:45		61	15	90	19	151	34		***72***	17	***93***	17	***165***	34
11:00		***69***	20	59	16	128	36		***82***	12	***72***	21	***154***	33
11:15		***76***	11	65	9	141	20		***70***	13	***101***	11	***171***	24
11:30		***64***	12	84	22	148	34		***87***	5	74	8	***161***	13
11:45		***71***	11	70	13	141	24		71	5	80	5	151	10
Total		1474	3065	1943	2840	3417	5905		1296	2277	1482	2222	2778	4499
Day Total		4539		4783		9322			3573		3704		7277	
% Total		15.8%	32.9%	20.8%	30.5%				17.8%	31.3%	20.4%	30.5%		
Peak		11:00	03:15	07:15	04:30	07:30	04:00		10:45	12:00	10:30	01:00	10:45	12:00
Vol.		280	430	401	373	638	774		311	301	342	336	651	629
P.H.F.		0.909	0.867	0.895	0.933	0.944	0.913		0.894	0.929	0.847	0.903	0.952	0.947

Rockingham Planning Commission

Site Code: 000000004444
Southern End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	11-Sep-Sun	A to B		B to A		Combined		12-Sep-Mon	A to B		B to A		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		5	***62***	5	60	10	122		6	80	4	***84***	10	164
12:15		5	***66***	7	***61***	12	***127***		3	91	5	***78***	8	169
12:30		2	***69***	4	***74***	6	***143***		3	71	4	***85***	7	156
12:45		2	***66***	2	***72***	4	***138***		1	71	2	***83***	3	154
01:00		5	54	4	***74***	9	***128***		3	66	4	73	7	139
01:15		4	67	4	48	8	115		1	72	1	60	2	132
01:30		3	54	0	68	3	122		0	63	1	76	1	139
01:45		3	58	1	77	4	135		0	75	1	57	1	132
02:00		2	60	2	69	4	129		1	79	0	75	1	154
02:15		2	49	3	57	5	106		0	81	2	74	2	155
02:30		1	64	2	70	3	134		0	93	1	72	1	165
02:45		1	58	0	63	1	121		0	98	0	74	0	172
03:00		1	61	3	56	4	117		2	84	0	75	2	159
03:15		1	72	1	60	2	132		2	85	1	82	3	167
03:30		0	60	3	48	3	108		0	***90***	0	70	0	160
03:45		1	52	0	62	1	114		2	***96***	3	70	5	166
04:00		3	58	1	63	4	121		3	***102***	3	69	6	171
04:15		2	60	3	46	5	106		3	***100***	1	80	4	***180***
04:30		1	41	1	54	2	95		4	85	7	76	11	***161***
04:45		2	72	3	48	5	120		9	79	3	83	12	***162***
05:00		4	58	1	50	5	108		6	91	6	86	12	***177***
05:15		9	51	2	52	11	103		15	102	11	60	26	162
05:30		6	49	11	50	17	99		17	75	23	90	40	165
05:45		5	65	4	45	9	110		30	80	17	78	47	158
06:00		6	49	5	44	11	93		21	69	34	84	55	153
06:15		10	61	11	41	21	102		22	74	42	70	64	144
06:30		11	31	14	42	25	73		30	60	60	61	90	121
06:45		15	49	18	40	33	89		65	53	93	60	158	113
07:00		17	41	20	39	37	80		49	60	***97***	44	146	104
07:15		16	46	21	36	37	82		56	54	***88***	28	144	82
07:30		13	45	18	26	31	71		59	82	***94***	44	***153***	126
07:45		14	40	34	38	48	78		62	40	***98***	44	***160***	84
08:00		28	39	28	32	56	71		63	49	92	39	***155***	88
08:15		29	22	22	30	51	52		62	35	87	26	***149***	61
08:30		34	23	43	27	77	50		55	28	88	32	143	60
08:45		31	14	53	13	84	27		56	48	100	29	156	77
09:00		39	14	38	16	77	30		63	34	66	16	129	50
09:15		34	18	40	16	74	34		61	24	81	14	142	38
09:30		41	7	51	6	92	13		71	15	70	11	141	26
09:45		57	11	48	12	105	23		40	21	75	13	115	34
10:00		41	10	57	9	98	19		***69***	10	64	6	133	16
10:15		51	8	50	9	101	17		***57***	10	59	6	116	16
10:30		37	11	***64***	9	101	20		***65***	6	59	8	124	14
10:45		47	8	***82***	4	***129***	12		***69***	10	72	8	141	18
11:00		***59***	6	***56***	7	***115***	13		59	8	63	3	122	11
11:15		***50***	3	***53***	5	***103***	8		60	5	80	5	140	10
11:30		***52***	4	60	3	***112***	7		70	3	60	4	130	7
11:45		***58***	5	41	2	99	7		67	2	74	5	141	7
Total		860	1991	994	1933	1854	3924		1462	2809	1896	2470	3358	5279
Day Total		2851		2927		5778			4271		4366		8637	
% Total		14.9%	34.5%	17.2%	33.5%				16.9%	32.5%	22.0%	28.6%		
Peak		11:00	12:00	10:30	00:15	10:45	00:15		10:00	03:30	07:00	12:00	07:30	04:15
Vol.		219	263	255	281	459	536		260	388	377	330	617	680
P.H.F.		0.928	0.953	0.777	0.949	0.890	0.937		0.915	0.951	0.962	0.971	0.964	0.944

Rockingham Planning Commission

Site Code: 000000004444
Southern End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

Start Time	13-Sep-Tue	A to B A.M.	A to B P.M.	B to A A.M.	B to A P.M.	Combined A.M.	Combined P.M.	14-Sep-Wed	A to B A.M.	A to B P.M.	B to A A.M.	B to A P.M.	Combined A.M.	Combined P.M.
12:00		3	90	5	80	8	170		5	*	3	*	8	*
12:15		4	79	4	58	8	137		2	*	5	*	7	*
12:30		2	74	1	79	3	153		2	*	0	*	2	*
12:45		2	67	1	65	3	132		2	*	2	*	4	*
01:00		1	66	4	62	5	128		1	*	5	*	6	*
01:15		1	70	0	59	1	129		0	*	0	*	0	*
01:30		1	56	1	80	2	136		0	*	1	*	1	*
01:45		1	68	1	76	2	144		1	*	0	*	1	*
02:00		0	61	1	72	1	133		1	*	0	*	1	*
02:15		1	72	3	76	4	148		0	*	0	*	0	*
02:30		2	87	3	70	5	157		0	*	1	*	1	*
02:45		0	89	2	69	2	158		0	*	2	*	2	*
03:00		3	94	1	65	4	159		3	*	3	*	6	*
03:15		1	105	1	79	2	184		1	*	2	*	3	*
03:30		1	83	4	74	5	157		2	*	0	*	2	*
03:45		4	90	2	***94***	6	***184***		1	*	3	*	4	*
04:00		0	92	2	***96***	2	***188***		2	*	1	*	3	*
04:15		7	***113***	5	***76***	12	***189***		5	*	3	*	8	*
04:30		2	***97***	8	***100***	10	***197***		4	*	6	*	10	*
04:45		5	***86***	1	79	6	165		9	*	3	*	12	*
05:00		8	***113***	7	81	15	194		9	*	7	*	16	*
05:15		14	85	16	77	30	162		13	*	9	*	22	*
05:30		20	85	15	86	35	171		20	*	21	*	41	*
05:45		24	87	25	70	49	157		27	*	24	*	51	*
06:00		32	79	33	66	65	145		22	*	34	*	56	*
06:15		24	60	39	72	63	132		30	*	41	*	71	*
06:30		37	70	61	56	98	126		40	*	63	*	103	*
06:45		62	68	111	57	173	125		57	*	85	*	142	*
07:00		40	55	96	44	136	99		45	*	***117***	*	162	*
07:15		57	70	***90***	42	147	112		57	*	***101***	*	158	*
07:30		57	75	***99***	42	***156***	117		52	*	***93***	*	145	*
07:45		54	51	***109***	38	***163***	89		***68***	*	***99***	*	***167***	*
08:00		49	52	***113***	32	***162***	84		***60***	*	101	*	***161***	*
08:15		78	51	88	36	***166***	87		***79***	*	81	*	***160***	*
08:30		59	33	75	31	134	64		***57***	*	113	*	***170***	*
08:45		56	36	83	26	139	62		63	*	81	*	144	*
09:00		67	38	82	24	149	62		47	*	70	*	117	*
09:15		55	22	63	21	118	43		68	*	71	*	139	*
09:30		53	22	72	22	125	44		40	*	80	*	120	*
09:45		65	17	66	15	131	32		46	*	77	*	123	*
10:00		44	21	75	7	119	28		60	*	63	*	123	*
10:15		67	19	67	9	134	28		62	*	87	*	149	*
10:30		60	13	48	11	108	24		*	*	*	*	*	*
10:45		51	5	77	12	128	17		*	*	*	*	*	*
11:00		***64***	8	75	9	139	17		*	*	*	*	*	*
11:15		***57***	2	70	8	127	10		*	*	*	*	*	*
11:30		***96***	7	49	7	145	14		*	*	*	*	*	*
11:45		***71***	5	71	7	142	12		*	*	*	*	*	*
Total		1462	2888	1925	2517	3387	5405		1063	0	1558	0	2621	0
Day Total		4350		4442		8792			1063		1558		2621	
% Total		16.6%	32.8%	21.9%	28.6%				40.6%	0.0%	59.4%	0.0%		
Peak		11:00	04:15	07:15	03:45	07:30	03:45		07:45		07:00		07:45	
Vol.		288	409	411	366	647	758		264		410		658	
P.H.F.		0.750	0.905	0.909	0.915	0.974	0.962		0.835		0.876		0.968	

ADT	ADT 8,136	AADT 8,136

Rockingham Planning Commission

Site Code: 000000044444
North End of Study Area
South of Mobile Station
Date Start: 18-Sep-06
Date End: 25-Sep-06

Start Time	18-Sep-Mon	Channel 1		Channel 2		Combined		19-Sep-Tue	Channel 1		Channel 2		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		5	112	3	122	8	234
12:15		*	*	*	*	*	*		9	130	6	123	15	253
12:30		*	*	*	*	*	*		5	109	2	100	7	209
12:45		*	*	*	*	*	*		3	104	6	89	9	193
01:00		*	*	*	*	*	*		2	114	3	92	5	206
01:15		*	*	*	*	*	*		1	91	0	96	1	187
01:30		*	93	*	125	*	218		1	99	5	125	6	224
01:45		*	103	*	107	*	210		3	113	5	117	8	230
02:00		*	97	*	110	*	207		1	99	0	104	1	203
02:15		*	81	*	101	*	182		2	***100***	0	137	2	237
02:30		*	103	*	102	*	205		4	***138***	1	118	5	256
02:45		*	194	*	121	*	315		2	***206***	3	106	5	312
03:00		*	131	*	108	*	239		3	***108***	0	132	3	240
03:15		*	98	*	112	*	210		3	88	3	116	6	204
03:30		*	133	*	187	*	320		2	128	3	184	5	312
03:45		*	125	*	132	*	257		3	153	6	154	9	307
04:00		*	125	*	172	*	297		1	126	5	171	6	297
04:15		*	115	*	145	*	260		8	119	4	158	12	277
04:30		*	118	*	***177***	*	295		12	124	7	***195***	19	***319***
04:45		*	145	*	***162***	*	***307***		18	157	9	***161***	27	***318***
05:00		*	109	*	***206***	*	***315***		21	120	17	***243***	38	***363***
05:15		*	***184***	*	***151***	*	***335***		27	139	16	***183***	43	***322***
05:30		*	***158***	*	146	*	***304***		33	115	21	139	54	254
05:45		*	***149***	*	124	*	273		72	150	26	116	98	266
06:00		*	***121***	*	119	*	240		51	133	32	147	83	280
06:15		*	88	*	124	*	212		68	93	47	119	115	212
06:30		*	86	*	90	*	176		77	112	79	120	156	232
06:45		*	73	*	61	*	134		118	97	***108***	95	226	192
07:00		*	79	*	100	*	179		124	69	***179***	77	***303***	146
07:15		*	83	*	87	*	170		151	82	***135***	82	***286***	164
07:30		*	63	*	77	*	140		***178***	63	***104***	84	***282***	147
07:45		*	49	*	60	*	109		***192***	38	87	48	***279***	86
08:00		*	44	*	52	*	96		***172***	40	94	54	266	94
08:15		*	52	*	56	*	108		***164***	36	102	51	266	87
08:30		*	40	*	40	*	80		110	37	97	34	207	71
08:45		*	41	*	24	*	65		127	45	83	47	210	92
09:00		*	23	*	52	*	75		111	41	98	37	209	78
09:15		*	40	*	53	*	93		92	32	75	33	167	65
09:30		*	22	*	61	*	83		84	23	82	30	166	53
09:45		*	24	*	22	*	46		83	22	73	18	156	40
10:00		*	12	*	27	*	39		79	18	81	19	160	37
10:15		*	20	*	14	*	34		68	17	94	24	162	41
10:30		*	12	*	11	*	23		87	16	73	18	160	34
10:45		*	8	*	10	*	18		79	15	69	16	148	31
11:00		*	12	*	9	*	21		77	17	73	13	150	30
11:15		*	8	*	8	*	16		118	15	86	11	204	26
11:30		*	11	*	17	*	28		90	6	104	8	194	14
11:45		*	8	*	7	*	15		96	15	100	7	196	22
Total		0	3280	0	3669	0	6949		2837	4024	2306	4473	5143	8497
Day Total		3280		3669		6949			6861		6779		13640	
% Total		0.0%	47.2%	0.0%	52.8%				20.8%	29.5%	16.9%	32.8%		
Peak			05:15		04:30		04:45		07:30	02:15	06:45	04:30	07:00	04:30
Vol.			612		696		1261		706	552	526	782	1150	1322
P.H.F.			0.832		0.845		0.941		0.919	0.670	0.735	0.805	0.949	0.910

Rockingham Planning Commission

Site Code: 000000044444
North End of Study Area
South of Mobile Station
Date Start: 18-Sep-06
Date End: 25-Sep-06

Start Time	20-Sep-Wed	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.	21-Sep-Thu	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.
12:00		4	112	7	125	11	237		12	100	3	131	15	231
12:15		9	130	8	100	17	230		4	107	4	90	8	197
12:30		2	91	3	102	5	193		5	109	5	107	10	216
12:45		3	100	4	80	7	180		3	105	3	86	6	191
01:00		4	122	2	103	6	225		2	133	3	101	5	234
01:15		4	99	3	101	7	200		2	102	3	90	5	192
01:30		0	90	8	100	8	190		8	71	4	93	12	164
01:45		0	105	4	140	4	245		5	76	5	94	10	170
02:00		2	95	2	131	4	226		3	85	5	99	8	184
02:15		3	111	2	110	5	221		2	95	1	122	3	217
02:30		3	156	1	117	4	273		5	***153***	3	129	8	282
02:45		2	***197***	0	111	2	308		3	***217***	1	97	4	314
03:00		0	***136***	0	136	0	272		0	***128***	2	104	2	232
03:15		2	***140***	1	135	3	275		3	***120***	2	123	5	243
03:30		6	***160***	6	188	12	348		6	117	4	196	10	313
03:45		1	122	4	171	5	293		4	143	10	166	14	309
04:00		4	131	3	205	7	336		3	135	2	175	5	310
04:15		4	113	8	182	12	295		5	133	9	***182***	14	315
04:30		13	121	4	***187***	17	***308***		10	131	4	***209***	14	***340***
04:45		19	130	11	***167***	30	***297***		28	142	11	***155***	39	***297***
05:00		14	132	17	***224***	31	***356***		14	106	15	***229***	29	***335***
05:15		29	152	9	***213***	38	***365***		19	158	13	166	32	***324***
05:30		26	148	22	153	48	301		29	134	20	175	49	309
05:45		83	146	29	143	112	289		72	113	16	144	88	257
06:00		68	128	45	148	113	276		48	120	41	128	89	248
06:15		67	120	40	138	107	258		65	98	58	114	123	212
06:30		69	123	67	104	136	227		76	104	56	101	132	205
06:45		127	88	103	95	230	183		121	130	***110***	94	231	224
07:00		120	76	***198***	93	***318***	169		122	81	***201***	90	***323***	171
07:15		126	60	***136***	75	***262***	135		144	68	***141***	81	***285***	149
07:30		***180***	56	***73***	78	***253***	134		***174***	67	***86***	87	***260***	154
07:45		***162***	59	***112***	70	***274***	129		***162***	60	102	62	***264***	122
08:00		***161***	40	84	69	245	109		***159***	57	74	61	233	118
08:15		***140***	71	81	52	221	123		***148***	44	106	49	254	93
08:30		141	48	96	59	237	107		141	43	109	64	250	107
08:45		129	40	104	36	233	76		122	41	105	41	227	82
09:00		131	40	90	42	221	82		122	35	92	28	214	63
09:15		113	34	116	46	229	80		97	35	98	40	195	75
09:30		107	24	85	42	192	66		83	15	63	38	146	53
09:45		100	17	84	23	184	40		82	17	77	17	159	34
10:00		98	21	84	24	182	45		86	14	69	11	155	25
10:15		81	25	81	20	162	45		79	25	81	15	160	40
10:30		91	16	77	20	168	36		90	20	69	12	159	32
10:45		96	7	92	12	188	19		76	16	76	9	152	25
11:00		90	15	80	17	170	32		83	15	90	8	173	23
11:15		104	20	97	16	201	36		125	19	86	15	211	34
11:30		101	8	102	9	203	17		94	10	99	11	193	21
11:45		94	5	96	11	190	16		103	6	112	6	215	12
Total		2933	4180	2381	4723	5314	8903		2849	4053	2349	4445	5198	8498
Day Total		7113		7104		14217			6902		6794		13696	
% Total		20.6%	29.4%	16.7%	33.2%				20.8%	29.6%	17.2%	32.5%		
Peak		07:30	02:45	07:00	04:30	07:00	04:30		07:30	02:30	06:45	04:15	07:00	04:30
Vol.		643	633	519	791	1107	1326		643	618	538	775	1132	1296
P.H.F.		0.893	0.803	0.655	0.883	0.870	0.908		0.924	0.712	0.669	0.846	0.876	0.953

Rockingham Planning Commission

Site Code: 000000044444
North End of Study Area
South of Mobile Station
Date Start: 18-Sep-06
Date End: 25-Sep-06

Start Time	22-Sep- Fri	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.	23-Sep- Sat	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.
12:00		7	98	4	107	11	205		10	***83***	16	***129***	26	***212***
12:15		5	132	5	107	10	239		8	***78***	10	***121***	18	***199***
12:30		3	110	7	95	10	205		7	***82***	3	***99***	10	***181***
12:45		7	114	7	118	14	232		2	***88***	6	***89***	8	***177***
01:00		6	110	5	109	11	219		6	78	10	99	16	177
01:15		2	102	1	98	3	200		5	83	5	70	10	153
01:30		4	84	3	120	7	204		1	73	5	69	6	142
01:45		4	106	4	75	8	181		3	83	1	90	4	173
02:00		4	86	4	118	8	204		2	76	1	71	3	147
02:15		5	91	2	104	7	195		4	63	2	75	6	138
02:30		0	***198***	0	149	0	347		3	68	2	93	5	161
02:45		2	***144***	1	118	3	262		1	68	2	87	3	155
03:00		2	***126***	1	138	3	264		1	68	1	77	2	145
03:15		6	***138***	0	135	6	***273***		2	67	2	70	4	137
03:30		1	112	4	***193***	5	***305***		3	74	8	78	11	152
03:45		2	127	6	***155***	8	***282***		0	90	2	58	2	148
04:00		7	134	4	***180***	11	***314***		0	72	2	79	2	151
04:15		5	108	7	***160***	12	268		5	92	4	68	9	160
04:30		13	116	4	143	17	259		6	71	4	93	10	164
04:45		18	118	7	152	25	270		8	78	5	79	13	157
05:00		26	112	17	180	43	292		4	83	4	96	8	179
05:15		16	129	17	164	33	293		10	73	7	102	17	175
05:30		38	105	26	149	64	254		11	80	12	81	23	161
05:45		75	129	38	124	113	253		27	59	5	67	32	126
06:00		62	109	36	105	98	214		19	76	10	51	29	127
06:15		48	111	51	109	99	220		26	68	14	43	40	111
06:30		63	101	68	89	131	190		42	50	17	56	59	106
06:45		135	82	***100***	88	235	170		41	53	40	73	81	126
07:00		127	68	***171***	79	***298***	147		57	63	38	94	95	157
07:15		150	58	***135***	87	***285***	145		47	69	29	80	76	149
07:30		***166***	64	***92***	61	***258***	125		42	57	32	74	74	131
07:45		***167***	52	83	63	***250***	115		65	55	39	71	104	126
08:00		***148***	50	108	46	256	96		59	52	37	58	96	110
08:15		***153***	30	92	56	245	86		65	39	46	44	111	83
08:30		118	38	87	60	205	98		51	36	76	50	127	86
08:45		118	38	83	34	201	72		92	31	110	28	202	59
09:00		111	34	89	26	200	60		77	33	73	22	150	55
09:15		100	38	102	52	202	90		93	20	77	21	170	41
09:30		92	26	83	39	175	65		84	26	101	23	185	49
09:45		70	34	74	31	144	65		88	32	80	22	168	54
10:00		94	25	81	24	175	49		90	39	77	37	167	76
10:15		96	28	89	11	185	39		88	27	81	78	169	105
10:30		80	22	81	19	161	41		62	53	90	43	152	96
10:45		80	14	73	19	153	33		76	94	***103***	17	179	111
11:00		80	29	99	9	179	38		***71***	67	***93***	20	***164***	87
11:15		128	22	99	10	227	32		***98***	24	***104***	12	***202***	36
11:30		91	8	108	13	199	21		***83***	11	***94***	15	***177***	26
11:45		100	20	88	9	188	29		***105***	5	80	15	***185***	20
Total		2835	3930	2346	4330	5181	8260		1750	2910	1660	3087	3410	5997
Day Total		6765		6676		13441			4660		4747		9407	
% Total		21.1%	29.2%	17.5%	32.2%				18.6%	30.9%	17.6%	32.8%		
Peak		07:30	02:30	06:45	03:30	07:00	03:15		11:00	12:00	10:45	12:00	11:00	12:00
Vol.		634	606	498	688	1091	1174		357	331	394	438	728	769
P.H.F.		0.949	0.765	0.728	0.891	0.915	0.935		0.850	0.940	0.947	0.849	0.901	0.907

Rockingham Planning Commission

Site Code: 000000044444
North End of Study Area
South of Mobile Station
Date Start: 18-Sep-06
Date End: 25-Sep-06

Start Time	24-Sep-Sun	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.	25-Sep-Mon	Channel 1 A.M.	Channel 1 P.M.	Channel 2 A.M.	Channel 2 P.M.	Combined A.M.	Combined P.M.
12:00		16	78	13	***113***	29	***191***		6	***108***	6	***117***	12	***225***
12:15		7	70	4	***104***	11	***174***		2	***123***	3	***135***	5	***258***
12:30		8	71	9	***107***	17	***178***		4	***84***	3	***109***	7	***193***
12:45		10	82	5	***73***	15	***155***		5	***92***	4	***118***	9	***210***
01:00		5	62	5	69	10	131		1	84	1	88	2	172
01:15		7	81	3	65	10	146		3	104	2	90	5	194
01:30		5	63	3	61	8	124		2	117	1	104	3	221
01:45		1	77	1	82	2	159		1	*	4	*	5	*
02:00		4	75	4	94	8	169		2	*	2	*	4	*
02:15		2	93	1	82	3	175		2	*	3	*	5	*
02:30		5	***104***	5	66	10	170		0	*	4	*	4	*
02:45		2	***87***	2	62	4	149		1	*	0	*	1	*
03:00		1	***104***	1	83	2	187		3	*	1	*	4	*
03:15		4	***106***	5	81	9	187		2	*	4	*	6	*
03:30		2	94	5	68	7	162		3	*	1	*	4	*
03:45		2	84	2	56	4	140		2	*	5	*	7	*
04:00		3	67	4	72	7	139		4	*	1	*	5	*
04:15		3	61	0	55	3	116		2	*	0	*	2	*
04:30		2	76	3	43	5	119		13	*	10	*	23	*
04:45		5	82	6	92	11	174		19	*	11	*	30	*
05:00		3	63	4	89	7	152		15	*	17	*	32	*
05:15		6	73	3	65	9	138		29	*	9	*	38	*
05:30		18	52	5	63	23	115		32	*	25	*	57	*
05:45		27	44	5	45	32	89		82	*	33	*	115	*
06:00		8	49	5	66	13	115		57	*	27	*	84	*
06:15		14	42	9	52	23	94		60	*	56	*	116	*
06:30		22	63	9	48	31	111		68	*	62	*	130	*
06:45		23	37	9	46	32	83		122	*	***100***	*	222	*
07:00		13	62	18	47	31	109		122	*	***171***	*	***293***	*
07:15		21	33	22	42	43	75		***159***	*	***122***	*	***281***	*
07:30		27	46	38	35	65	81		***173***	*	***86***	*	***259***	*
07:45		36	48	28	31	64	79		***148***	*	96	*	***244***	*
08:00		27	30	40	41	67	71		***158***	*	103	*	261	*
08:15		32	33	32	43	64	76		149	*	112	*	261	*
08:30		36	37	42	29	78	66		140	*	87	*	227	*
08:45		62	31	49	29	111	60		119	*	72	*	191	*
09:00		53	33	39	26	92	59		117	*	109	*	226	*
09:15		38	22	44	19	82	41		108	*	101	*	209	*
09:30		49	21	75	9	124	30		74	*	70	*	144	*
09:45		56	20	64	14	120	34		89	*	88	*	177	*
10:00		82	16	60	15	142	31		75	*	74	*	149	*
10:15		65	17	60	9	125	26		83	*	78	*	161	*
10:30		44	6	63	17	107	23		93	*	73	*	166	*
10:45		77	8	69	13	146	21		115	*	83	*	198	*
11:00		***58***	9	***71***	10	***129***	19		102	*	76	*	178	*
11:15		***61***	4	***94***	10	***155***	14		106	*	98	*	204	*
11:30		***76***	7	***74***	16	***150***	23		72	*	77	*	149	*
11:45		***99***	5	***94***	8	***193***	13		99	*	88	*	187	*
Total		1227	2528	1206	2465	2433	4993		2843	712	2259	761	5102	1473
Day Total		3755		3671		7426			3555		3020		6575	
% Total		16.5%	34.0%	16.2%	33.2%				43.2%	10.8%	34.4%	11.6%		
Peak		11:00	02:30	11:00	12:00	11:00	12:00		07:15	12:00	06:45	12:00	07:00	12:00
Vol.		294	401	333	397	627	698		638	407	479	479	1077	886
P.H.F.		0.742	0.946	0.886	0.878	0.812	0.914		0.922	0.827	0.700	0.887	0.919	0.859

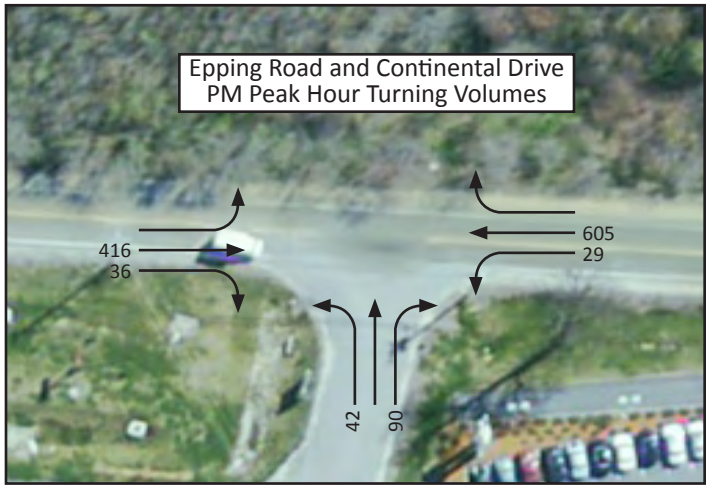
ADT	ADT 11,971	AADT 11,971

Turning Movement Count Data

Total turning movements Epping Road & Continental Drive

Start Date: 9/13/2005

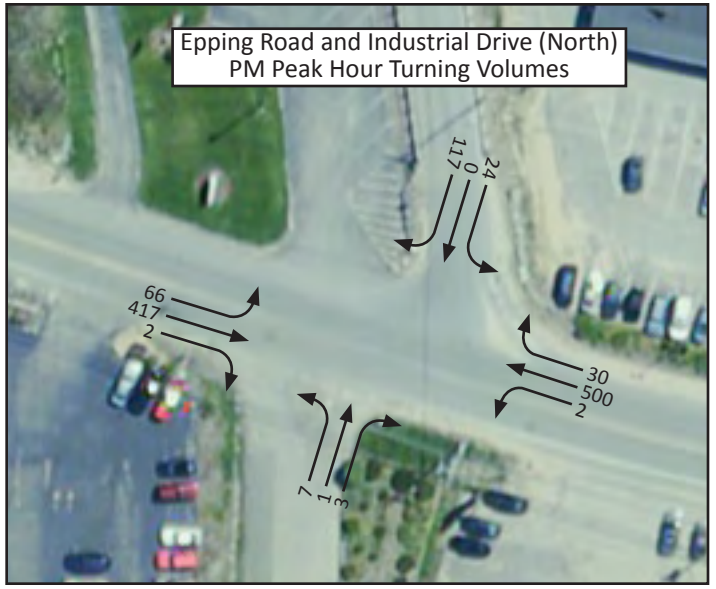
	Epping Rd SB		Epping Rd NB		Continental Dr		
15 Minute Period beginning	Right	Thru	Thru	Left	Left	Right	TOTAL
4:30 PM	7	88	127	3	12	21	258
4:45 PM	11	121	111	5	3	14	265
5:00 PM	8	83	140	2	11	26	270
5:15 PM	5	101	120	6	12	10	254
5:30 PM	10	97	166	5	15	24	317
5:45 PM	17	112	129	14	5	8	285
6:00 PM	4	94	186	8	17	38	347
6:15 PM	5	113	124	2	5	20	269
TOTAL	67	809	1103	45	80	161	2265



Total turning movements Epping Road at Industrial Drive (North access point)

Start Date: 9/7/2005

	Epping Rd SB			Industrial Drive			Epping Rd NB			Driveway			
15 Minute Period beginning	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
03:30 PM	0	99	11	17	1	7	5	108	1	3	0	2	254
03:45 PM	5	94	12	21	0	5	6	105	2	2	0	6	258
04:00 PM	4	96	12	19	1	5	5	103	1	2	0	3	251
04:15 PM	1	105	18	11	0	5	5	101	0	3	0	2	251
04:30 PM	2	105	18	38	0	8	11	125	0	1	0	2	310
04:45 PM	0	102	18	19	0	3	7	121	2	0	0	1	273
05:00 PM	0	113	11	43	0	6	4	140	1	0	1	1	320
05:15 PM	0	97	19	17	0	7	8	114	0	2	0	3	267
TOTAL	12	811	119	185	2	46	51	917	7	13	1	20	1421



Total turning movements Epping Road and Industrial Drive (South) and Michael Avenue

Start Date: 9/7/2005

	Epping Rd SB			Industrial Rd			Epping Rd NB			Colcord Pond Rd			
15 Minute Period Beginning	Right	Thru	Left	Right		Left	Right	Thru	Left	Right		Left	Total
03:30 PM	3	99	3	16		10	6	100	0	3		2	242
03:45 PM	2	84	7	4		3	3	98	1	1		4	207
04:00 PM	1	110	2	4		4	0	101	0	0		0	222
04:15 PM	1	118	5	4		2	6	115	1	2		0	254
04:30 PM	1	111	1	23		15	8	102	0	0		2	263
04:45 PM	2	117	2	1		4	6	111	0	1		2	246
05:00 PM	1	120	2	11		10	4	118	1	0		3	270
05:15 PM	2	133	2	10		8	2	115	0	0		2	274
Total	13	892	24	73		56	35	860	3	7		15	1978

Total turning movements: Epping Road and NH 111A and Columbus Avenue

Start Date: 9/7/2005

	Columbus Ave			Epping Rd NB			NH 111A			Epping Rd SB			
15 Minute period beginning	Right to Epping Rd SB	Slight Left to Epping Rd NB	Sharp Left to NH 111A	Thru to Epping Rd NB	Slight Left to NH 111A	Sharp Left to Columbus Ave	Right to Colum-bus Ave	Slight Right to Epping Rd SB	Sharp left to Epping Rd NB	Sharp right to NH 111A	Slight right to Columbus Ave	Thru to Epping Rd SB	TOTALS
03:30 PM	3	10	1	70	24	1	0	36	23	24	16	59	267
03:45 PM	0	11	1	74	28	2	1	25	18	27	13	48	248
04:00 PM	0	18	0	93	41	1	1	15	22	34	19	44	288
04:15 PM	3	18	1	71	23	1	3	29	23	21	19	61	273
04:30 PM	1	11	3	84	34	1	4	28	28	21	22	74	311
04:45 PM	0	12	8	71	40	3	4	22	15	28	13	80	296
05:00 PM	0	21	3	79	48	3	3	23	15	41	15	62	313
05:15 PM	0	24	3	70	42	1	1	12	20	27	21	51	272
Total	7	125	20	612	280	13	17	190	164	223	138	479	2268

Classification Count Data

Rockingham Planning Commission

Site Code: 000000011111
North End of Corridor
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/07/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	8	374	95	13	14	3	3	15	9	2	0	2	2	35	575
12 PM	6	439	113	11	10	2	3	18	9	3	0	2	3	48	667
13:00	4	380	104	32	14	4	1	25	6	4	1	2	4	51	632
14:00	4	469	97	19	21	2	4	20	3	2	0	1	3	75	720
15:00	15	498	117	31	15	3	4	44	8	6	0	3	6	87	837
16:00	18	609	126	26	15	3	3	38	7	8	1	6	14	99	973
17:00	14	641	122	10	14	1	5	35	5	10	0	10	9	115	991
18:00	13	531	87	7	12	0	2	19	3	3	0	3	2	70	752
19:00	6	383	54	8	5	1	0	15	1	1	0	0	1	42	517
20:00	5	322	36	3	2	0	2	10	0	1	0	0	0	34	415
21:00	3	166	19	0	5	0	0	1	0	0	0	0	0	3	197
22:00	0	89	15	0	2	0	2	0	0	0	0	0	0	3	111
23:00	1	49	2	0	1	0	0	0	2	0	0	0	0	0	55
Total	97	4950	987	160	130	19	29	240	53	40	2	29	44	662	7442
Percent	1.3%	66.5%	13.3%	2.1%	1.7%	0.3%	0.4%	3.2%	0.7%	0.5%	0.0%	0.4%	0.6%	8.9%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00	11:00	
Vol.	8	374	95	13	14	3	3	15	9	2		2	2	35	
PM Peak	16:00	17:00	16:00	13:00	14:00	13:00	17:00	15:00	12:00	17:00	13:00	17:00	16:00	17:00	
Vol.	18	641	126	32	21	4	5	44	9	10	1	10	14	115	

Rockingham Planning Commission

Site Code: 000000011111
North End of Corridor
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/08/05	1	28	3	1	0	2	0	1	1	0	0	0	0	8	45
01:00	0	24	2	0	1	0	0	0	1	0	0	0	0	0	28
02:00	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
03:00	0	8	5	0	0	0	0	0	2	0	0	0	0	0	15
04:00	2	31	16	0	2	1	0	1	2	0	0	0	0	0	55
05:00	3	128	47	2	2	0	1	3	3	0	0	0	0	9	198
06:00	7	311	96	17	9	3	1	3	6	1	0	1	1	40	496
07:00	9	528	98	21	18	7	3	16	7	12	0	2	6	93	820
08:00	4	450	139	27	29	1	2	25	5	7	1	1	2	68	761
09:00	1	365	118	13	23	9	6	20	7	1	1	1	3	44	612
10:00	5	385	111	12	19	5	3	13	3	1	0	0	2	36	595
11:00	9	371	98	14	23	8	3	25	6	3	2	1	5	39	607
12 PM	8	464	106	9	18	11	3	21	8	8	1	1	2	63	723
13:00	5	414	113	30	25	4	4	24	7	3	0	1	2	45	677
14:00	12	446	122	16	27	7	1	26	5	5	0	4	2	70	743
15:00	14	544	108	21	15	2	2	29	7	9	0	7	4	75	837
16:00	22	599	140	16	25	1	7	50	1	6	1	7	7	116	998
17:00	14	604	124	13	10	2	1	27	5	5	0	2	9	124	940
18:00	15	517	82	7	3	2	3	12	2	4	1	0	1	89	738
19:00	8	385	75	2	8	0	1	9	1	2	0	1	2	43	537
20:00	6	270	53	2	2	1	3	7	0	2	1	0	1	15	363
21:00	4	197	25	2	2	0	1	1	0	1	0	0	0	6	239
22:00	2	85	16	1	0	0	0	1	0	0	0	0	0	3	108
23:00	1	65	3	0	0	0	1	1	0	0	0	0	0	1	72
Total	152	7227	1703	226	261	66	46	315	80	70	8	29	49	987	11219
Percent	1.4%	64.4%	15.2%	2.0%	2.3%	0.6%	0.4%	2.8%	0.7%	0.6%	0.1%	0.3%	0.4%	8.8%	
AM Peak	07:00	07:00	08:00	08:00	08:00	09:00	09:00	08:00	07:00	07:00	11:00	07:00	07:00	07:00	
Vol.	9	528	139	27	29	9	6	25	7	12	2	2	6	93	
PM Peak	16:00	17:00	16:00	13:00	14:00	12:00	16:00	16:00	12:00	15:00	12:00	15:00	17:00	17:00	
Vol.	22	604	140	30	27	11	7	50	8	9	1	7	9	124	

Rockingham Planning Commission

Site Code: 000000011111
North End of Corridor
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/09/05	0	28	6	2	0	0	0	0	1	0	0	0	0	0	37
01:00	0	19	6	0	1	0	0	0	0	0	0	0	0	3	29
02:00	0	19	4	0	0	0	0	1	1	0	0	0	0	1	26
03:00	0	10	2	0	0	0	0	0	1	0	0	0	0	0	13
04:00	3	31	12	0	1	2	0	1	3	0	0	0	0	0	53
05:00	3	124	43	2	4	0	2	1	4	0	0	0	1	4	188
06:00	7	312	81	17	9	2	2	13	4	5	0	1	2	34	489
07:00	9	499	118	24	21	8	4	20	2	7	2	6	5	74	799
08:00	6	450	117	31	19	10	3	18	8	9	1	1	3	60	736
09:00	8	357	121	18	16	9	5	17	5	3	0	1	1	48	609
10:00	9	318	96	16	21	7	6	18	7	2	0	4	4	23	531
11:00	9	373	101	16	20	7	6	19	4	5	1	2	3	25	591
12 PM	6	499	87	20	16	8	8	19	5	4	0	2	5	37	716
13:00	7	438	81	41	22	12	2	18	5	4	0	1	1	50	682
14:00	9	485	120	21	17	6	4	19	2	5	0	2	4	56	750
15:00	13	522	135	27	23	2	5	34	4	10	2	4	11	109	901
16:00	9	613	129	20	20	1	2	34	4	7	0	4	6	106	955
17:00	18	648	120	12	17	1	6	36	2	3	1	6	5	104	979
18:00	7	468	68	3	7	1	4	23	5	0	0	1	3	45	635
19:00	14	374	55	5	3	2	4	12	1	2	0	1	0	37	510
20:00	3	265	55	4	1	1	1	7	0	0	0	2	0	12	351
21:00	7	186	34	1	1	1	0	4	0	0	0	0	0	18	252
22:00	2	151	20	0	1	0	1	0	0	0	0	0	0	7	182
23:00	0	112	15	1	1	0	0	0	0	0	0	0	0	3	132
Total	149	7301	1626	281	241	80	65	314	68	66	7	38	54	856	11146
Percent	1.3%	65.5%	14.6%	2.5%	2.2%	0.7%	0.6%	2.8%	0.6%	0.6%	0.1%	0.3%	0.5%	7.7%	
AM Peak	07:00	07:00	09:00	08:00	07:00	08:00	10:00	07:00	08:00	08:00	07:00	07:00	07:00	07:00	
Vol.	9	499	121	31	21	10	6	20	8	9	2	6	5	74	
PM Peak	17:00	17:00	15:00	13:00	15:00	13:00	12:00	17:00	12:00	15:00	15:00	17:00	15:00	15:00	
Vol.	18	648	135	41	23	12	8	36	5	10	2	6	11	109	

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North End of Corridor
South of Mobile Station
Date Start: 07-Sep-05
Date End: 14-Sep-05

Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/10/05	1	64	9	1	0	0	0	0	0	0	0	0	0	1	76
01:00	1	36	4	2	0	0	0	1	0	0	0	0	0	0	44
02:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
04:00	0	19	6	0	1	0	0	1	0	0	0	0	0	0	27
05:00	2	53	25	0	1	0	0	2	0	0	0	0	0	1	84
06:00	1	148	33	1	3	2	0	0	1	0	0	0	0	6	195
07:00	2	188	34	1	11	3	1	7	0	0	0	1	0	19	267
08:00	1	303	54	3	14	2	1	12	1	1	1	1	0	28	422
09:00	8	371	68	6	10	1	0	11	1	1	0	1	1	32	511
10:00	16	414	71	5	11	1	4	17	0	4	0	0	5	64	612
11:00	13	492	109	9	5	0	2	22	1	3	0	1	1	66	724
12 PM	26	471	75	8	14	4	0	24	2	2	1	2	2	55	686
13:00	30	431	75	5	4	0	1	12	1	1	1	1	1	35	598
14:00	18	399	73	4	3	1	1	18	2	1	1	1	0	50	572
15:00	17	372	59	3	10	0	2	6	0	3	0	0	0	44	516
16:00	28	402	67	2	2	1	3	14	0	2	0	2	1	59	583
17:00	19	409	63	5	4	0	2	5	1	0	2	2	1	33	546
18:00	24	299	48	1	1	1	0	5	1	0	0	0	1	26	407
19:00	12	316	34	3	2	0	0	4	1	0	0	0	0	28	400
20:00	4	204	18	1	3	0	1	6	1	0	0	0	0	12	250
21:00	6	201	26	0	3	0	0	1	1	1	0	0	0	2	241
22:00	3	133	30	0	2	0	1	1	0	0	0	0	0	4	174
23:00	1	92	8	0	1	0	0	0	0	0	0	0	0	3	105
Total	233	5842	994	60	106	16	19	169	14	19	6	12	13	568	8071
Percent	2.9%	72.4%	12.3%	0.7%	1.3%	0.2%	0.2%	2.1%	0.2%	0.2%	0.1%	0.1%	0.2%	7.0%	
AM Peak	10:00	11:00	11:00	11:00	08:00	07:00	10:00	11:00	06:00	10:00	08:00	07:00	10:00	11:00	
Vol.	16	492	109	9	14	3	4	22	1	4	1	1	5	66	
PM Peak	13:00	12:00	12:00	12:00	12:00	12:00	16:00	12:00	12:00	15:00	17:00	12:00	12:00	16:00	
Vol.	30	471	75	8	14	4	3	24	2	3	2	2	2	59	

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Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/11/05	1	41	3	0	0	0	0	0	0	0	0	0	0	1	46
01:00	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
02:00	0	17	7	0	1	0	0	0	0	0	0	0	0	3	28
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
04:00	0	16	0	0	0	0	0	1	0	0	0	0	0	0	17
05:00	0	63	17	1	0	0	0	0	0	0	1	0	0	1	83
06:00	1	115	13	0	0	0	0	3	1	0	0	0	0	2	135
07:00	1	150	22	0	0	0	0	1	0	1	0	0	0	4	179
08:00	0	249	42	1	0	1	0	3	1	0	0	1	0	15	313
09:00	9	297	57	2	6	1	0	11	1	0	0	2	0	13	399
10:00	9	341	63	3	3	0	2	8	0	2	0	0	0	29	460
11:00	12	361	67	1	13	0	1	5	1	3	0	0	0	35	499
12 PM	20	393	57	6	6	1	0	8	1	3	0	1	0	37	533
13:00	14	411	51	1	8	1	4	13	0	0	0	3	0	45	551
14:00	14	413	63	4	1	0	1	12	3	1	1	2	3	43	561
15:00	23	395	56	3	4	1	2	5	1	0	0	2	1	35	528
16:00	18	413	52	4	5	0	2	14	1	1	0	0	1	25	536
17:00	11	383	66	5	3	1	1	10	0	1	0	0	2	44	527
18:00	11	320	47	0	5	0	1	3	2	1	0	0	0	19	409
19:00	11	276	40	2	3	0	0	5	0	2	0	0	1	18	358
20:00	4	215	23	0	2	1	1	3	0	0	0	0	0	13	262
21:00	0	107	14	0	2	0	1	1	0	1	0	0	0	1	127
22:00	1	70	4	0	1	0	0	0	0	0	0	0	0	0	76
23:00	1	41	6	0	1	0	0	0	0	0	0	0	0	0	49
Total	161	5127	772	33	65	7	16	106	12	16	2	11	8	383	6719
Percent	2.4%	76.3%	11.5%	0.5%	1.0%	0.1%	0.2%	1.6%	0.2%	0.2%	0.0%	0.2%	0.1%	5.7%	
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00	10:00	09:00	06:00	11:00	05:00	09:00		11:00	
Vol.	12	361	67	3	13	1	2	11	1	3	1	2		35	
PM Peak	15:00	14:00	17:00	12:00	13:00	12:00	13:00	16:00	14:00	12:00	14:00	13:00	14:00	13:00	
Vol.	23	413	66	6	8	1	4	14	3	3	1	3	3	45	

Rockingham Planning Commission

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North End of Corridor
South of Mobile Station
Date Start: 07-Sep-05
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Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/12/05	0	27	0	0	0	0	0	0	2	0	0	0	0	0	29
01:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
03:00	0	8	4	0	1	0	0	0	2	0	0	0	0	0	15
04:00	0	45	10	0	1	1	0	0	1	0	0	0	0	1	59
05:00	6	126	49	0	2	2	2	1	0	1	0	1	0	11	201
06:00	13	318	83	18	11	2	2	10	3	3	0	1	2	42	508
07:00	10	527	116	15	19	7	3	26	7	5	0	4	9	65	813
08:00	15	460	130	26	21	11	5	24	6	6	0	2	7	54	767
09:00	7	345	105	14	16	8	9	11	9	2	0	2	2	28	558
10:00	3	325	108	11	22	11	5	22	13	1	0	3	1	42	567
11:00	7	325	104	10	7	8	4	30	7	2	0	0	0	30	534
12 PM	12	390	111	14	22	11	3	19	6	7	0	1	4	53	653
13:00	9	398	87	35	24	12	6	18	5	2	1	2	1	28	628
14:00	5	454	112	14	17	10	6	21	6	2	0	2	3	64	716
15:00	15	515	122	18	24	7	2	38	6	4	0	6	9	65	831
16:00	10	592	138	18	14	7	4	40	5	5	0	6	5	116	960
17:00	21	590	100	15	13	1	4	41	2	6	1	2	5	105	906
18:00	10	460	64	4	11	0	2	20	4	3	0	1	1	43	623
19:00	6	362	53	3	3	0	3	5	0	0	0	2	1	24	462
20:00	6	262	27	4	0	0	0	5	1	1	0	0	0	3	309
21:00	2	149	35	2	3	0	1	0	1	0	0	0	0	16	209
22:00	2	77	8	0	2	0	0	0	1	0	0	0	0	2	92
23:00	1	58	6	0	0	0	0	1	1	0	0	0	0	0	67
Total	161	6826	1576	221	233	98	61	332	89	50	2	35	50	792	10526
Percent	1.5%	64.8%	15.0%	2.1%	2.2%	0.9%	0.6%	3.2%	0.8%	0.5%	0.0%	0.3%	0.5%	7.5%	
AM Peak	08:00	07:00	08:00	08:00	10:00	08:00	09:00	11:00	10:00	08:00		07:00	07:00	07:00	
Vol.	15	527	130	26	22	11	9	30	13	6		4	9	65	
PM Peak	17:00	16:00	16:00	13:00	13:00	13:00	13:00	17:00	12:00	12:00	13:00	15:00	15:00	16:00	
Vol.	21	592	138	35	24	12	6	41	6	7	1	6	9	116	

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Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/13/05	3	20	2	2	0	0	0	0	0	0	0	0	0	0	27
01:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
02:00	0	13	4	0	0	0	0	0	1	0	0	0	0	1	19
03:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
04:00	4	41	10	0	2	1	0	1	0	0	0	0	0	3	62
05:00	4	132	46	1	5	1	0	2	3	0	0	0	0	6	200
06:00	15	319	78	15	13	2	1	12	3	4	0	0	3	31	496
07:00	9	535	106	17	9	5	9	20	14	7	0	5	3	67	806
08:00	7	471	127	34	21	5	4	24	6	4	1	4	3	70	781
09:00	5	381	131	19	22	4	6	16	12	1	0	3	3	30	633
10:00	6	306	101	9	23	2	1	15	5	4	0	1	3	33	509
11:00	14	373	102	18	27	1	2	21	5	8	2	1	1	41	616
12 PM	10	410	108	19	23	5	1	32	8	3	0	1	1	73	694
13:00	7	386	108	34	25	5	3	25	11	2	0	4	3	39	652
14:00	9	434	117	15	28	4	3	27	6	3	0	4	4	47	701
15:00	11	493	122	25	27	3	3	27	8	6	0	3	5	86	819
16:00	22	536	143	21	15	3	6	42	5	8	2	3	8	91	905
17:00	13	645	108	14	12	1	4	30	0	9	0	2	8	104	950
18:00	16	474	75	7	10	1	2	21	1	2	0	1	4	50	664
19:00	7	373	70	10	3	0	1	11	4	2	0	0	1	29	511
20:00	3	305	42	1	10	1	0	7	4	1	0	1	0	13	388
21:00	2	181	32	0	5	0	0	1	0	0	0	0	1	9	231
22:00	5	112	14	0	2	0	0	1	2	0	0	0	0	4	140
23:00	0	53	11	0	0	0	0	0	0	0	0	0	0	0	64
Total	172	7018	1662	261	284	44	46	335	98	64	5	33	51	827	10900
Percent	1.6%	64.4%	15.2%	2.4%	2.6%	0.4%	0.4%	3.1%	0.9%	0.6%	0.0%	0.3%	0.5%	7.6%	
AM Peak	06:00	07:00	09:00	08:00	11:00	07:00	07:00	08:00	07:00	11:00	11:00	07:00	06:00	08:00	
Vol.	15	535	131	34	27	5	9	24	14	8	2	5	3	70	
PM Peak	16:00	17:00	16:00	13:00	14:00	12:00	16:00	16:00	13:00	17:00	16:00	13:00	16:00	17:00	
Vol.	22	645	143	34	28	5	6	42	11	9	2	4	8	104	

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Northbound, Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/14/05	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
01:00	0	15	0	0	1	0	0	0	0	0	0	0	0	0	16
02:00	0	8	5	0	0	0	0	0	1	0	0	0	0	0	14
03:00	1	9	1	0	0	0	0	0	0	0	0	0	0	0	11
04:00	3	41	14	1	1	1	0	1	0	0	0	0	0	0	62
05:00	6	148	40	0	5	3	0	3	1	0	0	0	0	7	213
06:00	11	323	78	14	5	3	2	9	4	2	0	0	1	32	484
07:00	7	523	106	18	17	5	5	28	5	5	0	5	5	81	810
08:00	3	500	109	24	26	4	3	31	3	3	1	2	4	58	771
09:00	4	367	114	18	17	5	3	14	4	2	0	2	2	33	585
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	35	1959	469	75	72	21	13	86	18	12	1	9	12	211	2993
Percent	1.2%	65.5%	15.7%	2.5%	2.4%	0.7%	0.4%	2.9%	0.6%	0.4%	0.0%	0.3%	0.4%	7.0%	
AM Peak	06:00	07:00	09:00	08:00	08:00	07:00	07:00	08:00	07:00	07:00	08:00	07:00	07:00	07:00	
Vol.	11	523	114	24	26	5	5	31	5	5	1	5	5	81	
PM Peak															
Vol.															
Grand Total	1160	46250	9789	1317	1392	351	295	1897	432	337	33	196	281	5286	69016
Percent	1.7%	67.0%	14.2%	1.9%	2.0%	0.5%	0.4%	2.7%	0.6%	0.5%	0.0%	0.3%	0.4%	7.7%	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/07/05	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	6	361	143	13	15	2	3	19	2	3	0	2	3	37	609
13:00	9	294	137	22	16	3	1	36	1	2	0	0	2	35	558
14:00	7	343	122	16	18	1	3	24	2	3	2	1	4	41	587
15:00	11	396	134	25	10	2	2	43	4	5	0	4	4	48	688
16:00	14	421	150	20	19	3	2	43	1	7	0	6	11	75	772
17:00	9	378	118	11	12	2	4	40	4	5	0	5	13	67	668
18:00	15	368	104	10	10	0	0	18	0	3	0	1	2	40	571
19:00	5	280	96	7	8	3	2	22	1	0	0	1	0	15	440
20:00	10	204	52	2	4	1	0	7	0	1	0	2	0	15	298
21:00	2	136	29	0	2	4	0	2	1	0	0	0	0	4	180
22:00	0	79	14	0	1	0	0	0	0	0	0	0	0	1	95
23:00	2	43	7	0	0	0	0	0	0	0	0	0	0	0	52
Total	90	3303	1106	126	115	21	17	254	16	29	2	22	39	378	5518
Percent	1.6%	59.9%	20.0%	2.3%	2.1%	0.4%	0.3%	4.6%	0.3%	0.5%	0.0%	0.4%	0.7%	6.9%	
AM Peak															
Vol.															
PM Peak	18:00	16:00	16:00	15:00	16:00	21:00	17:00	15:00	15:00	16:00	14:00	16:00	17:00	16:00	
Vol.	15	421	150	25	19	4	4	43	4	7	2	6	13	75	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/08/05	0	20	3	0	0	0	0	0	0	0	0	0	0	2	25
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
04:00	1	25	9	0	0	1	0	0	0	0	0	0	0	0	36
05:00	5	76	34	1	2	1	0	1	0	0	0	0	0	2	122
06:00	5	221	82	9	9	3	1	7	1	0	0	1	0	15	354
07:00	8	371	114	16	21	6	5	21	2	3	0	0	2	38	607
08:00	3	314	140	26	19	2	1	20	0	4	2	0	1	29	561
09:00	5	292	153	22	19	4	4	16	4	2	0	3	0	37	561
10:00	6	309	126	10	14	5	3	29	3	2	0	2	2	34	545
11:00	9	282	123	19	17	3	3	19	0	3	0	2	6	44	530
12 PM	8	352	131	19	17	3	3	38	4	6	0	5	1	47	634
13:00	12	343	134	15	19	1	3	21	0	2	3	1	4	51	609
14:00	11	354	139	18	19	4	3	42	2	7	1	1	4	48	653
15:00	7	361	144	22	13	3	2	34	6	6	0	5	8	41	652
16:00	13	413	152	20	9	0	7	56	0	5	0	2	9	61	747
17:00	14	403	132	15	11	3	1	39	0	9	0	2	8	65	702
18:00	13	357	111	8	4	0	1	36	2	4	0	1	2	43	582
19:00	6	288	79	8	7	1	1	16	2	1	0	0	1	38	448
20:00	9	204	52	0	4	1	4	9	0	1	0	0	0	11	295
21:00	0	146	32	0	2	0	0	0	0	0	0	0	0	6	186
22:00	3	59	13	0	0	0	0	0	0	0	0	0	0	2	77
23:00	1	38	10	0	0	2	0	1	0	0	0	0	0	1	53
Total	139	5251	1923	228	206	43	42	405	26	55	6	25	48	615	9012
Percent	1.5%	58.3%	21.3%	2.5%	2.3%	0.5%	0.5%	4.5%	0.3%	0.6%	0.1%	0.3%	0.5%	6.8%	
AM Peak	11:00	07:00	09:00	08:00	07:00	07:00	07:00	10:00	09:00	08:00	08:00	09:00	11:00	11:00	
Vol.	9	371	153	26	21	6	5	29	4	4	2	3	6	44	
PM Peak	17:00	16:00	16:00	15:00	13:00	14:00	16:00	16:00	15:00	17:00	13:00	12:00	16:00	17:00	
Vol.	14	413	152	22	19	4	7	56	6	9	3	5	9	65	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/09/05	1	20	9	0	0	0	0	0	0	0	0	0	0	0	30
01:00	0	12	2	0	0	1	0	0	0	0	0	0	0	0	15
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	1	14
03:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	32	7	0	0	0	0	0	0	0	0	0	0	0	39
05:00	3	71	40	2	4	1	0	2	0	0	0	0	1	4	128
06:00	8	201	88	10	5	1	4	10	0	1	0	0	0	14	342
07:00	8	354	135	19	13	9	1	17	2	2	0	2	1	34	597
08:00	5	310	161	32	15	3	7	23	7	3	1	4	7	48	626
09:00	8	307	137	7	14	5	4	17	3	2	0	1	2	34	541
10:00	5	287	114	13	25	5	3	16	2	4	0	0	2	37	513
11:00	8	306	135	17	19	3	4	23	3	3	0	2	3	32	558
12 PM	7	377	124	16	15	3	4	40	3	4	1	2	4	42	642
13:00	9	348	128	17	19	7	3	26	1	7	0	1	2	51	619
14:00	11	363	136	18	21	4	4	36	4	3	0	4	5	48	657
15:00	9	412	144	18	19	3	6	29	3	7	1	10	6	57	724
16:00	12	437	155	23	13	1	10	44	2	11	1	6	3	56	774
17:00	9	427	139	8	10	1	2	46	2	3	0	3	5	47	702
18:00	14	334	116	3	7	0	0	25	0	4	1	3	0	43	550
19:00	6	279	104	8	8	0	3	18	0	1	1	1	1	30	460
20:00	2	201	70	3	3	2	0	7	0	2	0	0	1	13	304
21:00	6	141	51	0	3	0	2	5	1	0	0	1	0	3	213
22:00	3	109	26	1	1	1	0	2	0	1	0	1	0	1	146
23:00	0	85	27	0	0	0	0	1	0	0	0	0	0	1	114
Total	134	5434	2054	215	214	50	57	387	33	58	6	41	43	596	9322
Percent	1.4%	58.3%	22.0%	2.3%	2.3%	0.5%	0.6%	4.2%	0.4%	0.6%	0.1%	0.4%	0.5%	6.4%	
AM Peak	06:00	07:00	08:00	08:00	10:00	07:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	08:00	
Vol.	8	354	161	32	25	9	7	23	7	4	1	4	7	48	
PM Peak	18:00	16:00	16:00	16:00	14:00	13:00	16:00	17:00	14:00	16:00	12:00	15:00	15:00	15:00	
Vol.	14	437	155	23	21	7	10	46	4	11	1	10	6	57	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/10/05	1	55	8	0	0	2	0	0	0	0	0	0	0	2	68
01:00	1	20	6	0	0	0	0	0	0	0	0	0	0	0	27
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	21	7	0	2	0	0	0	0	0	0	0	0	0	30
05:00	2	35	24	0	1	0	0	1	0	0	0	0	0	2	65
06:00	2	92	34	1	2	3	0	3	1	0	0	0	0	1	139
07:00	2	180	65	1	7	2	0	2	0	2	0	0	0	8	269
08:00	2	255	93	3	7	1	1	11	1	1	0	2	1	25	403
09:00	8	308	111	2	11	0	2	18	2	1	0	2	3	26	494
10:00	18	386	113	4	13	1	6	29	1	5	0	2	6	32	616
11:00	16	386	127	12	5	1	4	37	0	3	0	3	1	42	637
12 PM	29	358	134	9	11	2	5	26	5	3	1	3	1	42	629
13:00	27	342	120	7	6	1	3	27	1	2	0	2	1	53	592
14:00	22	309	91	3	4	1	1	20	1	0	1	0	2	24	479
15:00	17	290	89	7	9	1	0	16	0	4	0	0	1	35	469
16:00	17	329	85	4	4	1	0	15	0	2	0	2	2	40	501
17:00	16	290	84	2	3	0	0	10	0	3	0	1	0	29	438
18:00	22	287	54	3	1	1	0	12	1	1	0	0	1	17	400
19:00	10	215	51	2	4	0	1	12	0	2	0	1	1	11	310
20:00	4	163	43	1	0	1	1	3	0	0	0	0	0	7	223
21:00	3	153	36	1	2	1	0	2	0	2	0	1	1	12	214
22:00	1	123	32	1	2	0	0	3	0	0	0	0	0	2	164
23:00	1	69	8	0	0	0	0	0	0	1	0	0	0	1	80
Total	221	4689	1422	63	94	19	24	247	13	32	2	19	21	411	7277
Percent	3.0%	64.4%	19.5%	0.9%	1.3%	0.3%	0.3%	3.4%	0.2%	0.4%	0.0%	0.3%	0.3%	5.6%	
AM Peak	10:00	10:00	11:00	11:00	10:00	06:00	10:00	11:00	09:00	10:00		11:00	10:00	11:00	
Vol.	18	386	127	12	13	3	6	37	2	5		3	6	42	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	15:00	12:00	12:00	14:00	13:00	
Vol.	29	358	134	9	11	2	5	27	5	4	1	3	2	53	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/11/05	0	29	1	0	0	0	0	0	0	0	0	0	0	2	32
01:00	0	19	4	0	1	0	0	0	0	0	0	0	0	0	24
02:00	0	6	4	0	3	0	0	0	0	0	0	0	0	0	13
03:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
04:00	0	14	1	0	0	0	0	1	0	0	0	0	0	0	16
05:00	0	26	16	0	0	0	0	0	0	0	0	0	0	0	42
06:00	2	64	17	1	0	0	0	1	2	0	0	0	0	3	90
07:00	0	103	40	1	1	0	0	3	0	0	0	0	0	5	153
08:00	0	182	64	2	2	0	0	7	0	0	0	1	1	9	268
09:00	7	221	75	5	7	0	1	11	0	2	0	0	2	17	348
10:00	11	279	95	5	4	1	1	14	0	0	0	1	1	17	429
11:00	13	274	95	1	4	0	1	12	0	1	0	2	1	25	429
12 PM	23	346	96	6	5	0	3	18	1	3	0	1	4	24	530
13:00	23	336	82	4	5	0	1	11	1	1	1	2	0	33	500
14:00	19	305	103	7	2	1	1	13	3	1	0	3	2	30	490
15:00	22	289	100	6	5	1	2	14	3	2	0	1	1	25	471
16:00	16	279	89	5	7	1	3	16	0	0	0	1	1	24	442
17:00	25	270	78	2	2	0	1	16	0	0	0	0	1	25	420
18:00	12	259	53	4	1	1	0	7	0	0	1	2	1	16	357
19:00	4	224	51	3	4	1	1	8	0	0	0	0	0	15	311
20:00	4	149	31	1	4	0	0	4	0	1	0	0	0	6	200
21:00	1	80	15	0	2	0	0	0	0	0	0	0	0	2	100
22:00	1	58	8	0	1	0	0	0	0	0	0	0	0	0	68
23:00	1	23	7	0	3	0	0	0	0	0	0	0	0	1	35
Total	184	3843	1126	53	64	6	15	156	10	11	2	14	15	279	5778
Percent	3.2%	66.5%	19.5%	0.9%	1.1%	0.1%	0.3%	2.7%	0.2%	0.2%	0.0%	0.2%	0.3%	4.8%	
AM Peak	11:00	10:00	10:00	09:00	09:00	10:00	09:00	10:00	06:00	09:00		11:00	09:00	11:00	
Vol.	13	279	95	5	7	1	1	14	2	2		2	2	25	
PM Peak	17:00	12:00	14:00	14:00	16:00	14:00	12:00	12:00	14:00	12:00	13:00	14:00	12:00	13:00	
Vol.	25	346	103	7	7	1	3	18	3	3	1	3	4	33	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
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A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/12/05	0	23	2	0	1	0	0	0	0	0	0	0	0	2	28
01:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	5	0	0	0	0	0	0	0	0	0	0	1	10
04:00	0	27	5	0	0	1	0	0	0	0	0	0	0	0	33
05:00	5	79	31	2	1	0	0	2	0	0	0	0	1	4	125
06:00	7	219	88	9	4	3	0	13	1	3	0	1	0	19	367
07:00	10	362	126	18	14	4	4	24	2	3	0	2	0	34	603
08:00	5	305	152	24	19	4	8	32	4	3	0	2	3	42	603
09:00	9	279	129	12	23	2	9	21	3	5	0	0	3	32	527
10:00	5	290	114	11	16	6	6	24	5	4	1	3	2	27	514
11:00	18	260	151	14	18	6	4	17	7	4	1	3	2	28	533
12 PM	8	371	161	18	14	7	4	18	1	2	0	0	2	37	643
13:00	6	314	114	17	20	5	7	21	2	4	0	0	4	28	542
14:00	6	382	141	11	18	5	7	31	4	6	0	2	2	31	646
15:00	13	341	138	29	11	9	5	34	2	11	0	3	13	43	652
16:00	14	368	160	13	11	1	8	39	2	4	0	3	11	40	674
17:00	13	400	127	8	11	0	4	33	0	9	0	3	4	50	662
18:00	14	339	86	8	9	1	2	26	2	1	0	0	3	40	531
19:00	6	256	75	7	6	1	0	13	1	2	1	0	0	28	396
20:00	4	205	53	5	2	0	3	4	0	0	0	0	0	10	286
21:00	5	113	23	1	1	0	0	1	0	0	0	0	0	4	148
22:00	2	44	13	0	2	0	0	0	1	0	0	0	0	2	64
23:00	1	28	6	0	0	0	0	0	0	0	0	0	0	0	35
Total	151	5020	1904	207	201	55	71	353	37	61	3	22	50	502	8637
Percent	1.7%	58.1%	22.0%	2.4%	2.3%	0.6%	0.8%	4.1%	0.4%	0.7%	0.0%	0.3%	0.6%	5.8%	
AM Peak	11:00	07:00	08:00	08:00	09:00	10:00	09:00	08:00	11:00	09:00	10:00	10:00	08:00	08:00	
Vol.	18	362	152	24	23	6	9	32	7	5	1	3	3	42	
PM Peak	16:00	17:00	12:00	15:00	13:00	15:00	16:00	16:00	14:00	15:00	19:00	15:00	15:00	17:00	
Vol.	14	400	161	29	20	9	8	39	4	11	1	3	13	50	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/13/05	0	16	4	0	2	0	0	0	0	0	0	0	0	0	22
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	1	12
03:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
04:00	3	22	4	0	0	0	0	1	0	0	0	0	0	0	30
05:00	5	79	36	2	3	1	0	1	1	0	0	0	0	1	129
06:00	12	236	101	10	7	0	3	7	5	3	0	1	0	14	399
07:00	11	357	120	19	12	1	6	27	1	5	0	4	1	38	602
08:00	5	329	140	26	21	2	7	40	5	2	0	1	2	21	601
09:00	8	281	116	15	27	3	4	26	4	3	0	2	3	31	523
10:00	7	288	98	12	16	1	3	23	3	2	0	0	3	33	489
11:00	10	317	109	18	24	3	1	30	2	3	0	3	2	31	553
12 PM	15	340	107	15	18	1	2	38	0	3	0	4	4	45	592
13:00	14	298	107	16	19	1	1	24	3	5	0	3	1	45	537
14:00	9	310	146	17	26	1	3	25	3	6	0	5	5	40	596
15:00	14	371	149	24	16	4	4	28	2	5	1	1	6	59	684
16:00	14	414	154	18	19	3	2	50	3	3	1	5	6	47	739
17:00	19	412	123	5	13	2	3	31	1	5	0	3	3	64	684
18:00	11	329	106	7	4	0	3	22	0	3	0	2	3	38	528
19:00	3	287	80	2	2	0	0	19	1	1	1	3	2	16	417
20:00	2	206	66	1	6	0	2	5	0	0	0	0	1	8	297
21:00	1	142	28	0	6	0	1	1	0	0	0	1	0	1	181
22:00	6	75	15	0	0	0	0	0	0	0	0	0	0	1	97
23:00	1	42	8	0	1	0	0	1	0	0	0	0	0	0	53
Total	170	5185	1821	207	242	23	45	399	34	49	3	38	42	534	8792
Percent	1.9%	59.0%	20.7%	2.4%	2.8%	0.3%	0.5%	4.5%	0.4%	0.6%	0.0%	0.4%	0.5%	6.1%	
AM Peak	06:00	07:00	08:00	08:00	09:00	09:00	08:00	08:00	06:00	07:00		07:00	09:00	07:00	
Vol.	12	357	140	26	27	3	7	40	5	5		4	3	38	
PM Peak	17:00	16:00	16:00	15:00	14:00	15:00	15:00	16:00	13:00	14:00	15:00	14:00	15:00	17:00	
Vol.	19	414	154	24	26	4	4	50	3	6	1	5	6	64	

Rockingham Planning Commission

Site Code: 000000004444
South End of Corridor
South of NH 111A
Date Start: 07-Sep-05
Date End: 14-Sep-05

A to B, B to A

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
09/14/05	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
01:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	10	4	0	0	0	0	0	0	0	0	0	0	0	15
04:00	2	24	6	0	0	1	0	0	0	0	0	0	0	0	33
05:00	6	73	38	1	4	2	0	3	0	0	0	0	1	2	130
06:00	9	226	88	10	4	0	2	11	2	0	0	1	0	19	372
07:00	11	375	128	19	17	3	6	26	2	2	2	3	0	38	632
08:00	3	333	152	33	23	2	3	43	3	2	1	3	3	31	635
09:00	2	259	144	11	29	3	0	21	2	3	2	2	0	21	499
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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	34	1324	568	74	77	12	11	104	9	7	5	9	4	111	2349
Percent	1.4%	56.4%	24.2%	3.2%	3.3%	0.5%	0.5%	4.4%	0.4%	0.3%	0.2%	0.4%	0.2%	4.7%	
AM Peak	07:00	07:00	08:00	08:00	09:00	07:00	07:00	08:00	08:00	09:00	07:00	07:00	08:00	07:00	
Vol.	11	375	152	33	29	3	6	43	3	3	2	3	3	38	
PM Peak															
Vol.															
Grand Total	1123	34049	11924	1173	1213	229	282	2305	178	302	29	190	262	3426	56685
Percent	2.0%	60.1%	21.0%	2.1%	2.1%	0.4%	0.5%	4.1%	0.3%	0.5%	0.1%	0.3%	0.5%	6.0%	

Land Use Trip Generation Tables

PM Peak Trip Generation

Epping Road Parcel Trip Generation Based on 2005 use Data. Calculated utilizing the State of Florida TIPs software.

ITE Code	Land Type	# Units	Independent Variable	Unit Convertsion	Trip Rate Per Unit	Total Single Use Trips	Directional Distribution		Trip Generation	
							In	Out	In	Out
30	Truck Terminal	7800	sq. feet gross floor area	1000	0.769	6	0.47	0.53	3	3
110	General Light Industrial	351000	sq. feet gross floor area	1000	0.966	339	0.12	0.88	41	298
130	Industrial Park	40000	sq. feet gross floor area	1000	1.825	73	0.21	0.79	15	58
140	Manufacturing	110700	sq. feet gross floor area	1000	0.659	73	0.36	0.64	26	47
150	Warehousing	171800	sq. feet gross floor area	1000	0.582	100	0.25	0.75	25	75
151	Mini Warehouse	8000	sq. feet gross floor area	1000	0.25	2	0.51	0.49	1	1
210	Single-Family Detached Housing	148	dwelling units	1	1.034	153	0.63	0.37	96	57
221	Low-Rise Apartment	48	occupied dwelling unit	1	0.729	35	0.65	0.35	23	12
230	Residential Condominium/Townhouse	128	dwelling units	1	0.578	74	0.67	0.33	50	24
240	Mobile Home Park	47	occupied dwelling unit	1	0.617	29	0.62	0.38	18	11
465	Ice Skating Rink	86300	sq. feet gross floor area	1000	2.364	204	0.45	0.55	92	112
493	Athletic Club	17000	sq. feet gross floor area	1000	5.765	98	0.63	0.37	62	36
565	Day Care Center	1430	sq. feet gross floor area	1000	18.182	26	0.47	0.53	12	14
710	General Office Building	33000	sq. feet gross floor area	1000	3.515	116	0.17	0.83	20	96
715	Single Tenant Office Bldg	12000	sq. feet gross floor area	1000	4.417	53	0.15	0.85	8	45
715	Single Tenant Office Bldg	60000	sq. feet gross floor area	1000	2.1	126	0.15	0.85	19	107
720	Medical-Dental Office Bldg	19600	sq. feet gross floor area	1000	3.52	69	0.27	0.73	19	50
820	Shopping Center	18000	sq. feet gross leasable area	1000	11.222	202	0.48	0.52	97	105
841	New Car Sales	38300	sq. feet gross floor area	1000	2.48	95	0.39	0.61	37	58
843	Automobile Parts Sales	5000	sq. feet gross floor area	1000	6	30	0.49	0.51	15	15
843	Automobile Parts Sales	14600	sq. feet gross floor area	1000	5.959	87	0.49	0.51	43	44
853	Convenience Market w/Gasoline Pumps	3000	sq. feet gross floor area	1000	60.667	182	0.5	0.5	91	91
942	Automobile Care Center	28000	sq. feet occt. gr. leasable area	1000	3.393	95	0.5	0.5	48	47
	Total Square Footage (non-res)	**1,025,530.00**			Total Trips	**2267**			**861**	**1406**
	Residential Units	**371**			PM Peak Percent of Daily Traffic	**0.092371**				
					Estimate of Daily Trips	**24542.45**				

PM Peak Trip Generation

Epping Road - Buildout Condition for parcels in the study area assumes existing use plus most intense use of vacant parcels. Calculated utilizing the State of Florida TIPs Software

ITE Code	Land Use Type	# Units	Calculate based on	Unit Conversion	Trip Rate Per Unit	Total Single Use Trips	Directional Distribution In	Directional Distribution Out	Trip Generation In	Trip Generation Out
30	Truck Terminal	7800	sq. feet gross floor area	1000	0.769	6	0.47	0.53	3	3
110	General Light Industrial	226000	sq. feet gross floor area	1000	0.708	160	0.12	0.88	19	141
110	General Light Industrial	577049	sq. feet gross floor area	1000	1.147	662	0.12	0.88	79	583
130	Industrial Park	40000	sq. feet gross floor area	1000	1.825	73	0.21	0.79	15	58
130	Industrial Park	40000	sq. feet gross floor area	1000	1.825	73	0.21	0.79	15	58
140	Manufacturing	100000	sq. feet gross floor area	1000	0.65	65	0.36	0.64	23	42
140	Manufacturing	110700	sq. feet gross floor area	1000	0.659	73	0.36	0.64	26	47
150	Warehousing	171800	sq. feet gross floor area	1000	0.582	100	0.25	0.75	25	75
151	Mini Warehouse	8000	sq. feet gross floor area	1000	0.25	2	0.51	0.49	1	1
210	Single-Family Detached Housing	3	dwelling units	1	1.667	5	0.63	0.37	3	2
210	Single-Family Detached Housing	148	dwelling units	1	1.034	153	0.63	0.37	96	57
221	Low-Rise Apartment	48	occupied dwelling unit	1	0.729	35	0.65	0.35	23	12
230	Residential Condominium/Townhouse	128	dwelling units	1	0.578	74	0.67	0.33	50	24
233	Luxury Residential Condominium/Townhouse	47	occupied dwelling unit	1	0.553	26	0.63	0.37	16	10
233	Luxury Residential Condominium/Townhouse	50	occupied dwelling unit	1	0.56	28	0.63	0.37	18	10
240	Mobile Home Park	47	occupied dwelling unit	1	0.617	29	0.62	0.38	18	11
465	Ice Skating Rink	86300	sq. feet gross floor area	1000	2.364	204	0.45	0.55	92	112
493	Athletic Club	17000	sq. feet gross floor area	1000	5.765	98	0.63	0.37	62	36
565	Day Care Center	1430	sq. feet gross floor area	1000	18.182	26	0.47	0.53	12	14
710	General Office Building	33000	sq. feet gross floor area	1000	3.515	116	0.17	0.83	20	96
714	Corporate Headquarters Bldg	40000	sq. feet gross floor area	1000	1.7	68	0.1	0.9	7	61
715	Single Tenant Office Bldg	12000	sq. feet gross floor area	1000	4.417	53	0.15	0.85	8	45
715	Single Tenant Office Bldg	60000	sq. feet gross floor area	1000	2.1	126	0.15	0.85	19	107
720	Medical-Dental Office Bldg	19600	sq. feet gross floor area	1000	3.52	69	0.27	0.73	19	50
814	Specialty Retail Center	121000	sq. feet gross leasable area	1000	2.711	328	0.44	0.56	144	184
820	Shopping Center	18000	sq. feet gross leasable area	1000	11.222	202	0.48	0.52	97	105
841	New Car Sales	38300	sq. feet gross floor area	1000	2.48	95	0.39	0.61	37	58
843	Automobile Parts Sales	5000	sq. feet gross floor area	1000	6	30	0.49	0.51	15	15
843	Automobile Parts Sales	14600	sq. feet gross floor area	1000	5.959	87	0.49	0.51	43	44
853	Convenience Market w/Gasoline Pumps	3000	sq. feet gross floor area	1000	60.667	182	0.5	0.5	91	91
942	Automobile Care Center	28000	sq. feet occt. gr. leasable area	1000	3.393	95	0.5	0.5	48	47
	Total Square Footage (non-res)	**1,778,579.00**			Total Trips	**3343**			**1144**	**2199**
	Residential Units	**471**			PM Peak Percent of Daily Traffic	**0.09237058**				
					Estimate of Daily Trips	**36191.1775**	47.46% increase in Peak Hour Traffic			