

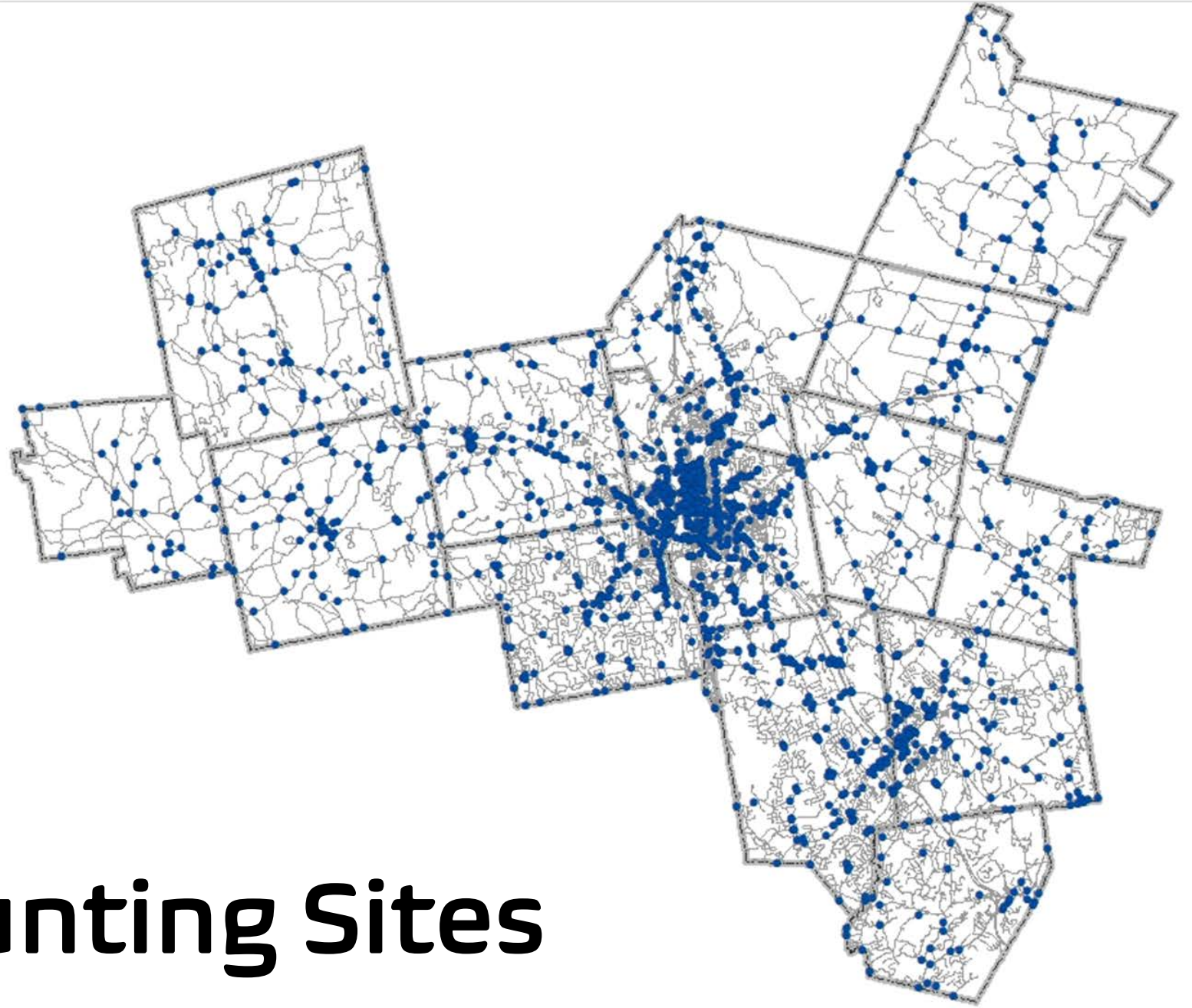


2021 Field Work |

# Look out for the field crew!





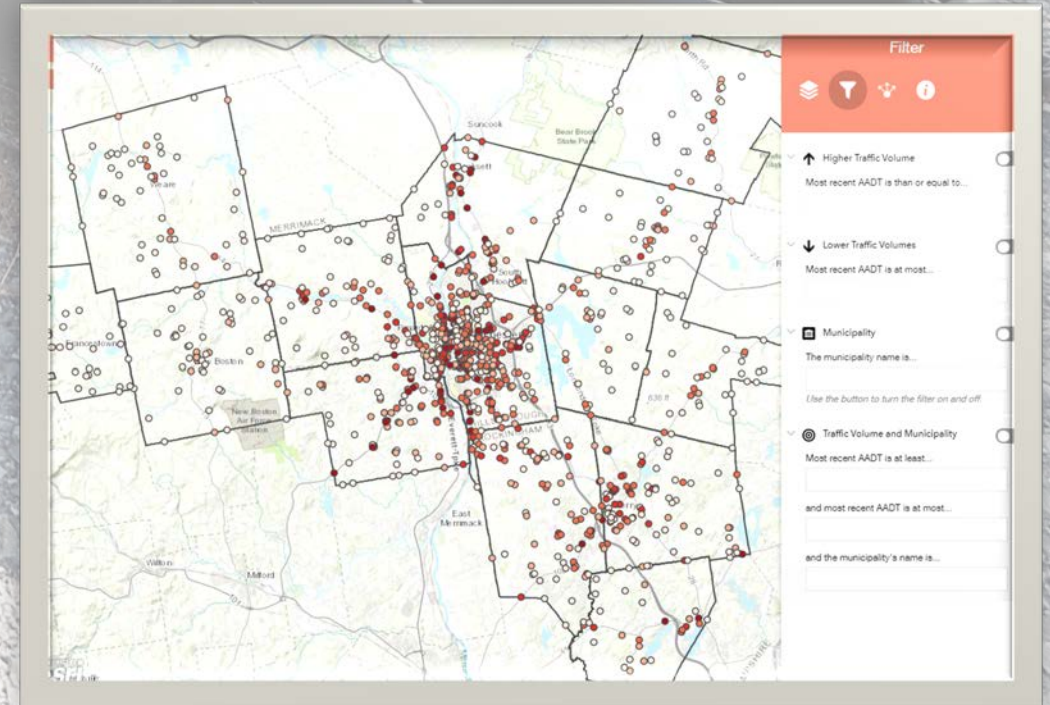
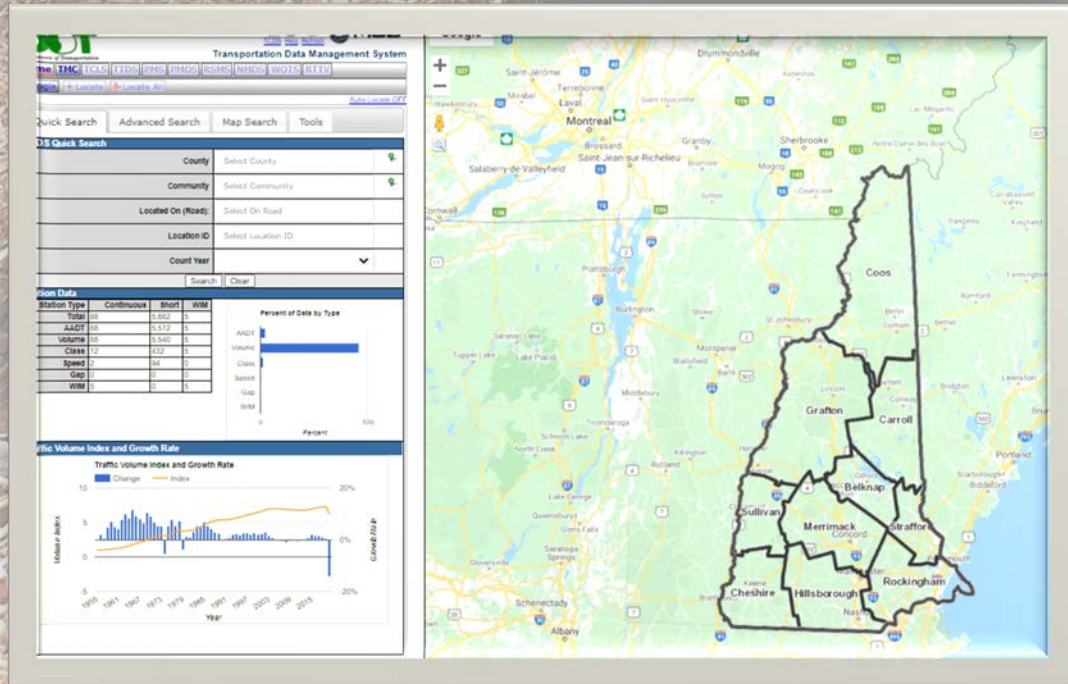


**1,200  
Traffic Counting Sites**



# 408 counts slated for this season

- 194 for the State for annual monitoring
- 214 for the SNHPC Travel Demand Model





# Special Request Counts

Volume

Speed

Turning Movement

Vehicle Classification



# Volume

Volume by 15-minute, 30-minute or hour intervals

AM and PM peak volumes

Time	11/02 MON	11/03 TUE	11/04 WED	11/05 THU	11/06 FRI	Week day Average	11/07 SAT	11/08 SUN	Weekend Average	Total Count
<b>- AM -</b>										
12 - 1		14	20	11		15				45
1 - 2		4	8	6		6				18
2 - 3		7	8	4		6				19
3 - 4		13	12	16		14				41
4 - 5		41	37	44		41				122
5 - 6		63	75	88		75				226
6 - 7		156	171	187		171				514
7 - 8		255	252	249		252				756
8 - 9		153	147	159		153				459
9 - 10		144	154	127		142				425
10 - 11		154	148	148		150				450
11 - 12		147	139	137		141				423
<b>- PM -</b>										
12 - 1		168	151	186		168				505
1 - 2		189	154	164		169				507
2 - 3		194	168	220		194				582
3 - 4		276	229	298		268				803
4 - 5		285	294	301		293				880
5 - 6		291	280	245		272				816
6 - 7		135	148	153		145				436
7 - 8		84	96	111		97				291
8 - 9		79	72	75		75				226
9 - 10		42	44	49		45				135
10 - 11		40	43	45		43				128
11 - 12		21	23	31		25				75

<b>TOTALS :</b>	2955	2873	3054	2960	<b>8882</b>
% Avg Day :	100%	97%	103%	100%	

## AM (12am-10am) Peak Volumes

One Hour :	255	252	249	252	252
P.D.F. :	0.48	0.48	0.51	0.49	0.49
PH Begins :	7:00am	7:00am	7:00am	7:00am	7:00am

## Mid (10am-2pm) Peak Volumes

One Hour :	189	154	186	169	169
P.D.F. :	0.65	0.78	0.68	0.73	0.73
PH Begins :	1:00pm	1:00pm	12:00pm	1:00pm	1:00pm

## PM (2pm-12am) Peak Volumes

One Hour :	291	294	301	293	293
P.D.F. :	0.42	0.41	0.42	0.42	0.42
PH Begins :	5:00pm	4:00pm	4:00pm	4:00pm	4:00pm

Southern New Hampshire Planning Commission  
438 Dubuque Street, Manchester, NH 03102  
Tel: 603-669-4664 Fax: 603-669-4350  
Web: [www.snhpc.org](http://www.snhpc.org)

Station ID:  
Site Code: 000082285031  
Station ID:

Latitude: 0' 0.000 Undefined

NB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
06/12/14	0	1	0	1	7	9	4	0	0	0	0	0	0	0	22	30-39	16
01:00	0	0	1	0	3	5	1	0	0	0	0	0	0	0	10	32-41	9
02:00	0	0	0	0	2	6	1	0	0	0	0	0	0	0	9	32-41	9
03:00	0	1	0	1	2	3	0	0	0	0	0	0	0	0	7	29-38	6
04:00	0	0	0	2	5	3	2	1	0	0	0	0	0	0	13	29-38	10
05:00	0	0	3	4	11	22	5	3	0	0	0	0	0	0	48	31-40	33
06:00	1	1	3	6	36	44	20	1	0	0	0	0	0	0	112	31-40	80
07:00	8	2	5	18	45	62	9	0	0	0	0	0	0	0	149	31-40	107
08:00	20	5	13	49	74	34	3	0	0	0	0	0	0	0	198	26-35	123
09:00	5	2	7	30	65	46	11	0	0	0	0	0	0	0	166	31-40	111
10:00	1	1	1	28	53	56	8	4	0	0	0	0	0	0	152	31-40	109
11:00	5	4	11	38	87	58	4	1	0	0	0	0	0	0	208	31-40	145
12 PM	6	2	6	27	85	69	19	2	0	0	0	0	0	0	216	31-40	154
13:00	5	0	11	36	117	80	10	2	3	0	0	0	0	0	264	31-40	197
14:00	12	6	13	55	105	69	11	1	1	0	0	0	0	0	273	31-40	174
15:00	6	1	9	50	123	73	24	0	0	0	0	0	0	0	286	31-40	196
16:00	8	0	6	16	87	155	33	2	0	1	0	0	0	0	308	31-40	242
17:00	8	4	4	20	123	113	22	1	0	0	0	0	0	0	295	31-40	236
18:00	2	0	1	20	74	90	21	0	0	0	0	0	0	0	208	31-40	164
19:00	3	0	3	14	58	78	12	1	1	0	0	0	0	0	170	31-40	136
20:00	2	0	0	19	68	58	14	1	0	0	0	0	0	0	162	31-40	126
21:00	0	0	1	8	41	53	12	0	1	0	0	0	0	0	116	31-40	94
22:00	0	1	0	0	34	18	10	0	0	0	0	0	0	0	63	31-40	52
23:00	1	0	0	1	10	11	4	0	0	0	0	0	0	0	27	31-40	21
Total	93	31	98	443	1315	1215	260	20	6	1	0	0	0	0	3482		
Percent	2.7%	0.9%	2.8%	12.7%	37.8%	34.9%	7.5%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	07:00	06:00	10:00								11:00	
Vol.	20	5	13	49	87	62	20	4								208	
PM Peak	14:00	14:00	14:00	14:00	15:00	16:00	16:00	12:00	13:00	16:00						16:00	
Vol.	12	6	13	55	123	155	33	2	3	1						308	

# Speed

## Volume by hour and speed range

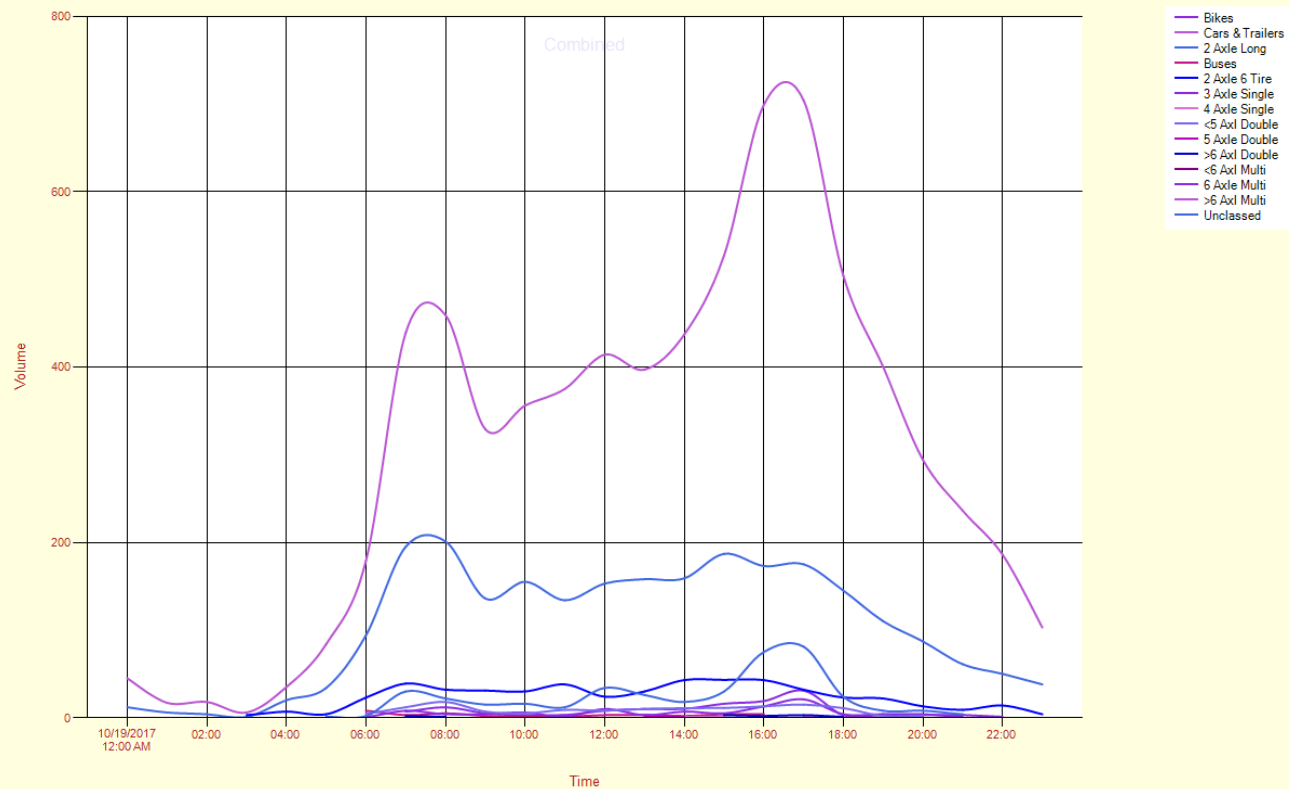
## Summary statistics







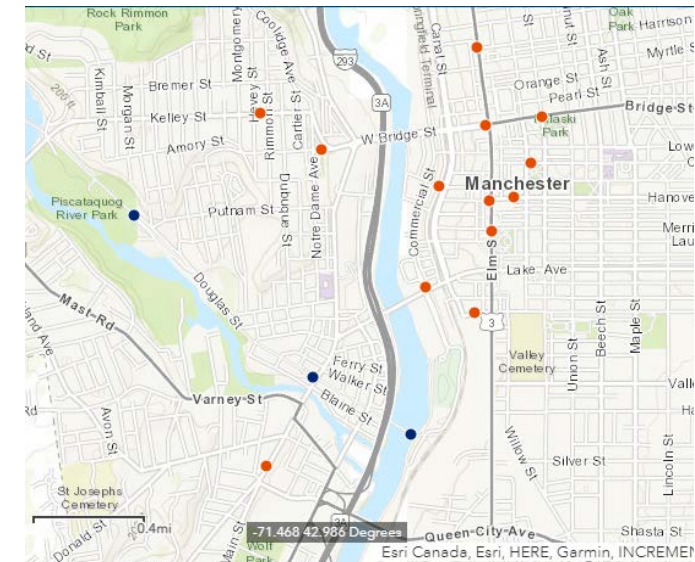
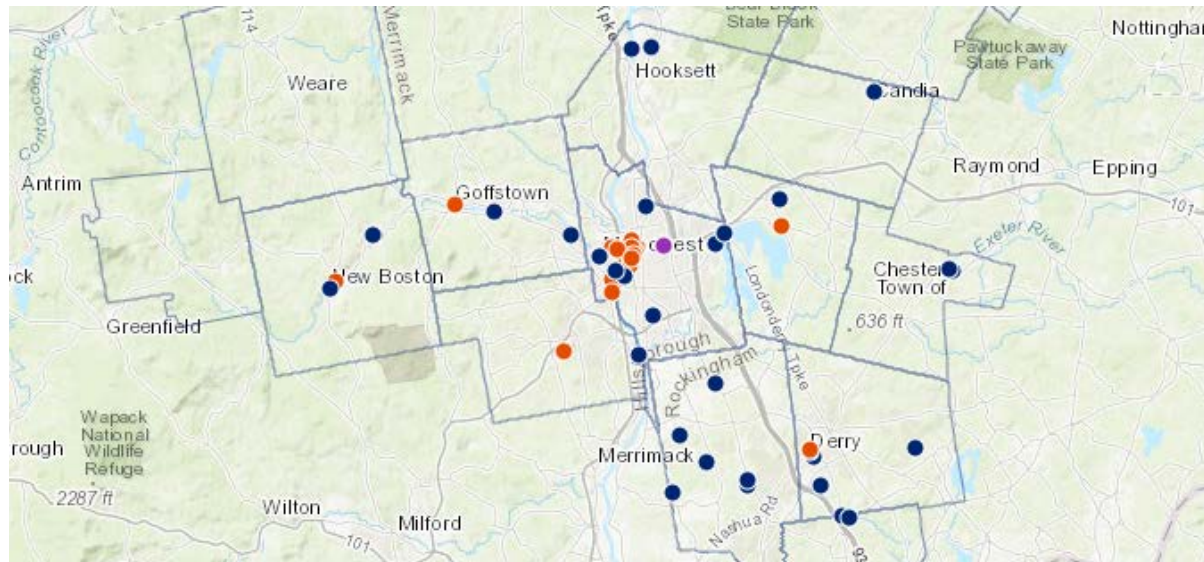
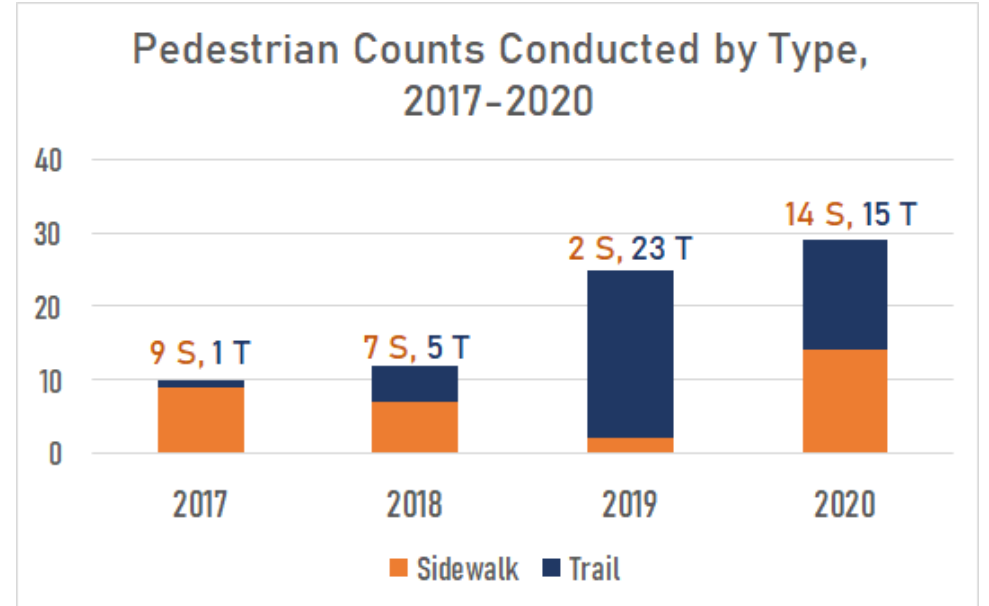
# Vehicle Classification



<b>Class 1</b> Motorcycles		<b>Class 7</b> Four or more axle, single unit	
<b>Class 2</b> Passenger cars		<b>Class 8</b> Four or less axle, single trailer	
<b>Class 3</b> Four tire, single unit		<b>Class 9</b> 5-Axle tractor semitrailer	
<b>Class 4</b> Buses		<b>Class 10</b> Six or more axle, single trailer	
		<b>Class 11</b> Five or less axle, multi trailer	
<b>Class 5</b> Two axle, six tire, single unit		<b>Class 12</b> Six axle, multi-trailer	
		<b>Class 13</b> Seven or more axle, multi-trailer	
<b>Class 6</b> Three axle, single unit			

# Bike-Ped Counting

- Background
- Why we count
- Where we count
- Sample data

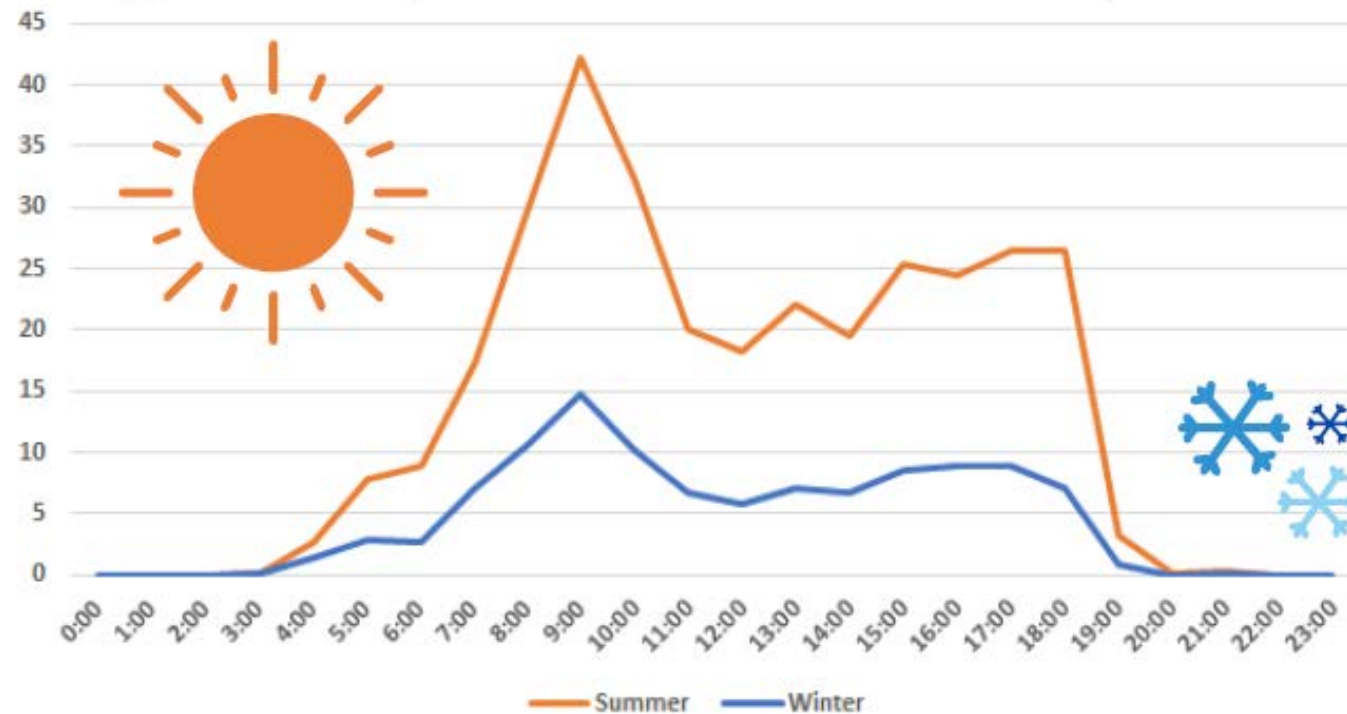




# Bike-Ped Counting

## Seasonal Data Trends: A Closer Look

Average Hourly Profile: Londonderry Rail Trail



Orange: Aug. 2018

Blue: Feb. 2019





New Hampshire  
Technology Transfer Center



# Statewide Asset Data Exchange System SADES

"SADES establishes a primary transportation inventory of assets including a maintainable condition assessment process for many state and local agencies.

Its unique approach to statewide asset management efficiently utilizes modern technology and joins efforts for the common good of accurate and sustainable data collection."



# SADES Data Collection Products



Road Surface Management System



Stream Crossing Assessment



Pedestrian Infrastructure inventory



# RSMS - ROAD SURFACE MANAGEMENT SYSTEM

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SNHPC has the capacity to work with municipalities (requires local match) to conduct a windshield survey of pavement conditions of all town-maintained roads.

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Road conditions are uploaded into the statewide RSMS software to generate a report of possible repair strategies and prioritization of maintenance.

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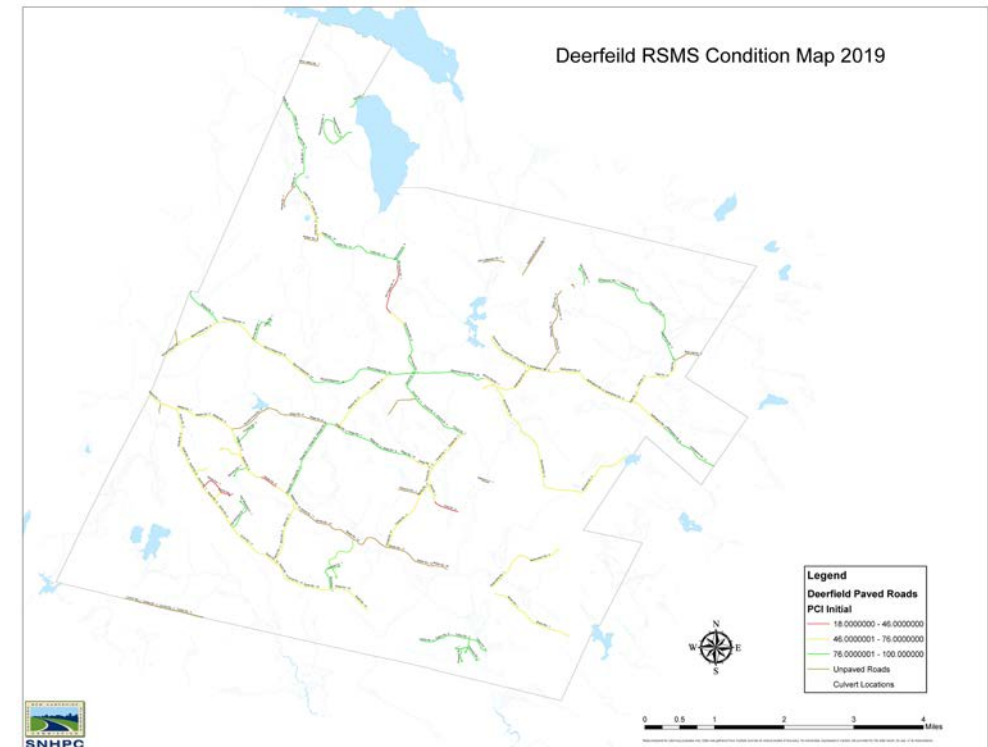
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Road conditions are documented in quarter mile segments.

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## Deliverable

- Town Network inventory
- Pavement condition index
- Forecasting





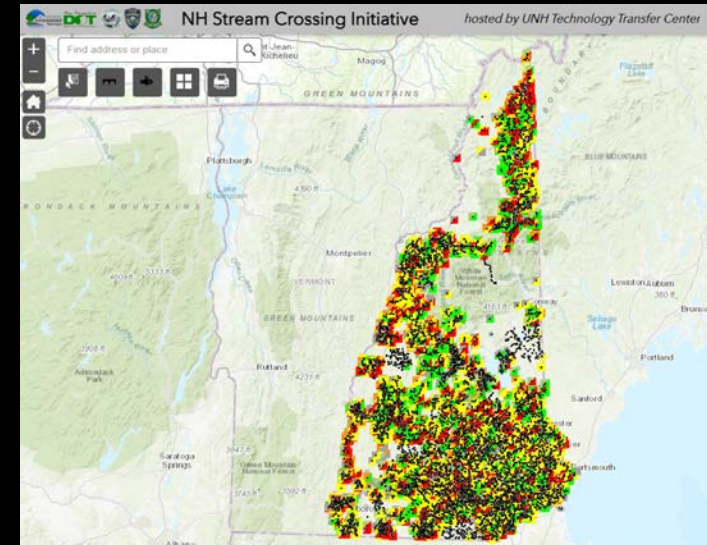
# Pedestrian Infrastructure Inventory – Pilot Year

- Sidewalks, Curbs, Ramps, & Crosswalks
- Asset management tool
- Emphasis on ADA
- Requires a local match



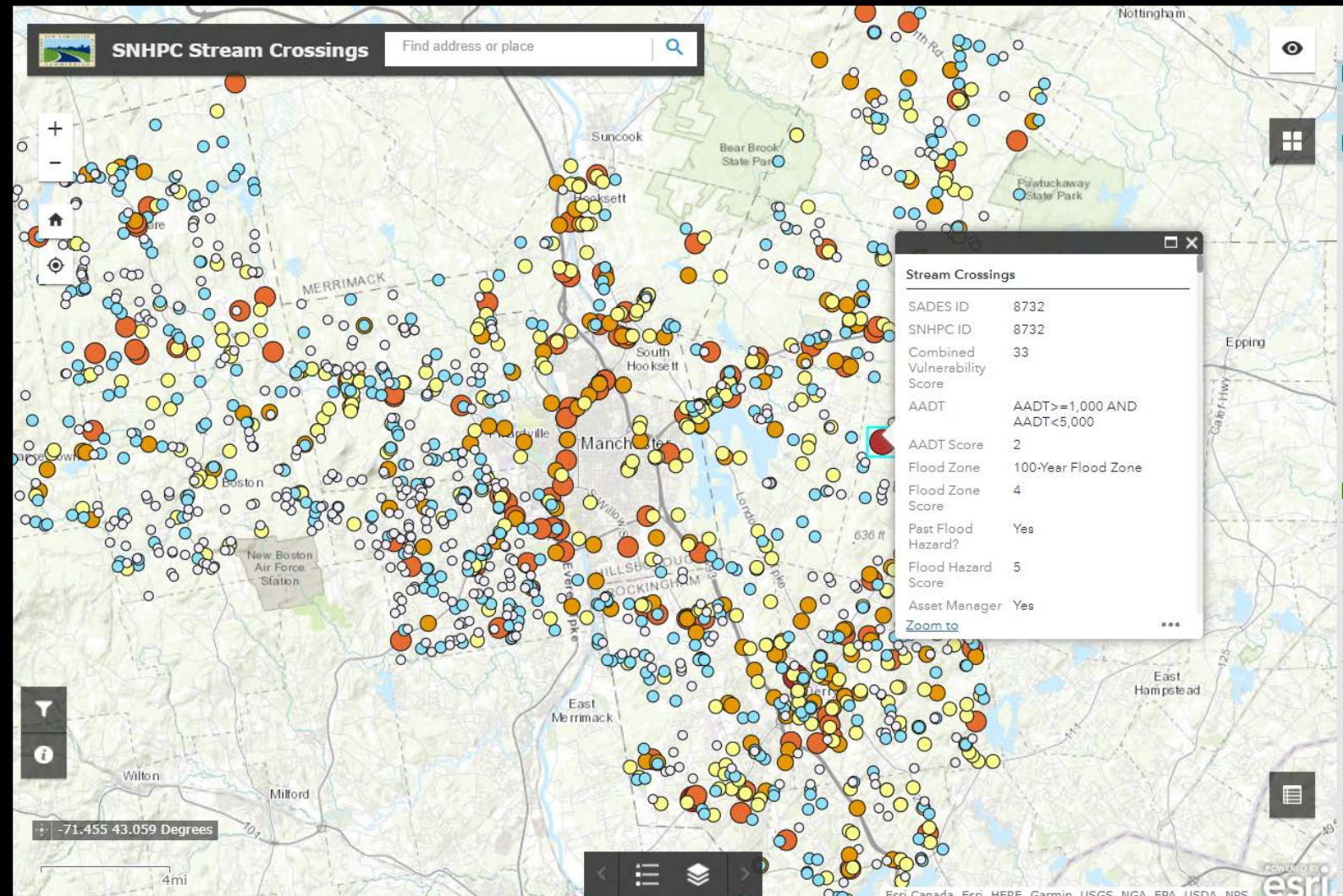
# Stream Crossings ~ 60 Sites

- 95-point assessment on both sides of the structure
- DES scores sites on their level of supporting water flow and their ability to allow aquatic passage.





# Stream Crossing Vulnerability







Questions?