

TOWN OF SUNAPEE

23 Edgemont Road Sunapee NH 03782

Phone: (603) 763-2212

Highway Safety Committee Meeting Agenda

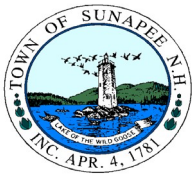
Date: March 5th, 2026

Time: 9:00am to 10:00am

Location: Safety Services Building – 9 Sargent Road

1. Review & Approve Minutes
 - December 4th, 2025
2. Safe Streets for All – Derek Ferland, Sullivan County Manager
 - Project update (see attached)
3. Impact Fees on Construction Vehicles – Allyson Treager, Land Use
 - Discussion on adding impact fees for road damage to driveway/building permits
4. Proposed 4-Way Stop at Nutting Rd/Bradford Rd
 - Review attached quote for needed signage
 - Discussion on potential funding sources
5. Updates
 - *Road Safety Audit – Georges Mills*
 - Final **102-page report** received (attached).
 - The audit identifies key safety concerns, including speeding, roadway geometry, signage, pavement markings, multimodal access, and access management, and outlines short- and intermediate-term improvement options for consideration by the Town and NHDOT.
 - *NHDOT State Highway Safety Plan*
 - Public form on 4/8/2026
 - *Road Center Line Markings*
 - 2nd HSC meeting June 2026
 - *Ordinance, Downtown Crossing, Fenton's Landing Cross Walk*
 - Update on research - Chief Cobb
6. AOB
 - Opportunity for members to raise any additional topics or concerns not already on the agenda.
7. Public Comment
8. Summarize Key Action Items and Assignments
 - Highlight key decisions made during the meeting.
 - Assign tasks and responsibilities to committee members.
9. Confirm Date, Time, and Location of the Next Meeting
 - Confirm the details for the next meeting.

Please come prepared to actively participate in the discussion and decision-making process. If you have any additional agenda items, please notify Jenn McClaine, Highway Business Manager, before the meeting. Thank you for your commitment to improving highway safety in our community.



TOWN OF SUNAPEE

23 Edgemont Road
Sunapee, New Hampshire 03782
Phone: (603) 763-2212

Highway Safety Committee Meeting Minutes

December 4, 2025

9:00 a.m. – 10:00 a.m.

Safety Services Building – 9 Sargent Rd.

Present: Michael Martell, *Highway Director*; Neill Cobb, *Police Chief*; Theodore Tillson, *Fire Chief*; Russ Holden, *School District Superintendent*; Jim Dutille, *Resident Representative*

Absent: Brenda Thomas, *School District Transportation Director*; Bob Hall, *Resident Representative*

Also present: Jennifer McClaine, *Highway Business Manager*

1. CALL MEETING TO ORDER

Mr. Martell called the meeting to order at 9:02 a.m.

2. REVIEW & APPROVE MINUTES

MOTION to approve the minutes of the September 3, 2025, meeting as presented was made and seconded. Motion carried unanimously.

3. DOUBLE YELLOW CENTERLINE MARKINGS ON RURAL ROADS

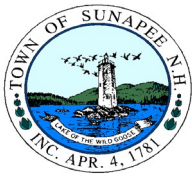
Review and discussion of inconsistent centerline markings on rural roads throughout town.

Discussion

Mr. Dutille pointed out roads where the double yellow centerline markings are fading or not applied. He suggested painted lines make roads safer. He asked if the Town has a process to determine which roads are painted or if there is State criteria for painting roads.

Mr. Martell agreed lines help keep cars in the correct lanes. He noted budget concerns have restricted painting lines on roads that do not currently have lines. There are numerous complaints about painting lines on rural roads.

Chief Cobb noted Bradford Road is a priority for painting lines. He agreed lines help with speed, but acknowledged the cost of painting. They discussed painting a single line instead of a double line. Mr. Martell noted per ADA requirements, when a road is paved, it must be ADA compliant.



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They discussed compiling a list of roads that need to be painted, and Mr. Martell could obtain a quote for paint. This could be added to the 2027-28 budget.

This topic was continued until the second HSC meeting in 2026.

4. FOUR-WAY STOP AT BRADFORD ROAD

Discussion on proposing a four-way stop to slow and reduce traffic.

Discussion

Chief Cobb reported they collected data at the Nutting Road/Bradford Road intersection and determined the 85th percentile is 41 to 44 mph for Bradford Road. They discussed options for reducing speeds and whether it would be appropriate to install a four-way stop at this intersection.

Chief Cobb spoke with Bill Lambert of NHDOT and asked about the State's process for installing four-way stop signs. As Bradford Road and Nutting Roads are Town roads, the Town would be responsible for this cost, which is not in the 2026 highway budget. Mr. Martell noted flashing stop signs are effective and might be appropriate in this location. They also discussed adding no-through-trucking signs and that stop signs might serve as a deterrent, so trucks would take Route 11 instead.

Mr. Martell and Ms. McClaine will work on obtaining a quote for signs and painting. This topic was continued to the first meeting of 2026.

5. UPDATES

Road Safety Audit - Georges Mills

- Ms. McClaine reported they are waiting for NHDOT's report on their suggestions for short-term, intermediate, and long-term improvements.

Trees - Trow Hill

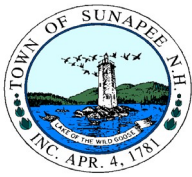
- Mr. Martell reported the tree at Trow Hill is out of the Town and State right-of-ways.

Fenton's Landing Crosswalk

- The Committee noted that there are ongoing discussions about this intersection within the Town. They discussed removing the sidewalk, making the entire area a crosswalk, and changing the speed limit. They will look at other towns that have installed large crosswalks. This topic will be discussed at the first meeting of 2026.

6. AOB

Mr. Dutile noted the damage being done to the roads by construction vehicles and suggested that charging developers impact fees would help cover the cost of repairing the roads. They discussed how this could be addressed, and suggested inviting Land Use Coordinator Allyson Traeger to the first meeting of 2026 to discuss this.



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Chief Cobb reported the Police Department was awarded highway safety grant patrol funds. This grant is 75%/25% matching. They could still apply for additional speed signs. He will research if flashing stop signs are included in the list of available signs.

7. PUBLIC COMMENT

There were no members of the public present.

8. SUMMARIZE KEY ACTION ITEMS/ASSIGNMENTS

Ms. McClaine summarized the key action items and assignments.

9. NEXT MEETING DATE/TIME

The next meeting will be held on Thursday, March 5, 2026, at 9:00 a.m. at the Safety Services Building.

MOTION to adjourn at 9:44 a.m. was made and seconded. Motion carried unanimously.

Respectfully submitted,

Beth Haggeli
Recording Secretary

Sullivan County SS4A

Sunapee Check-In

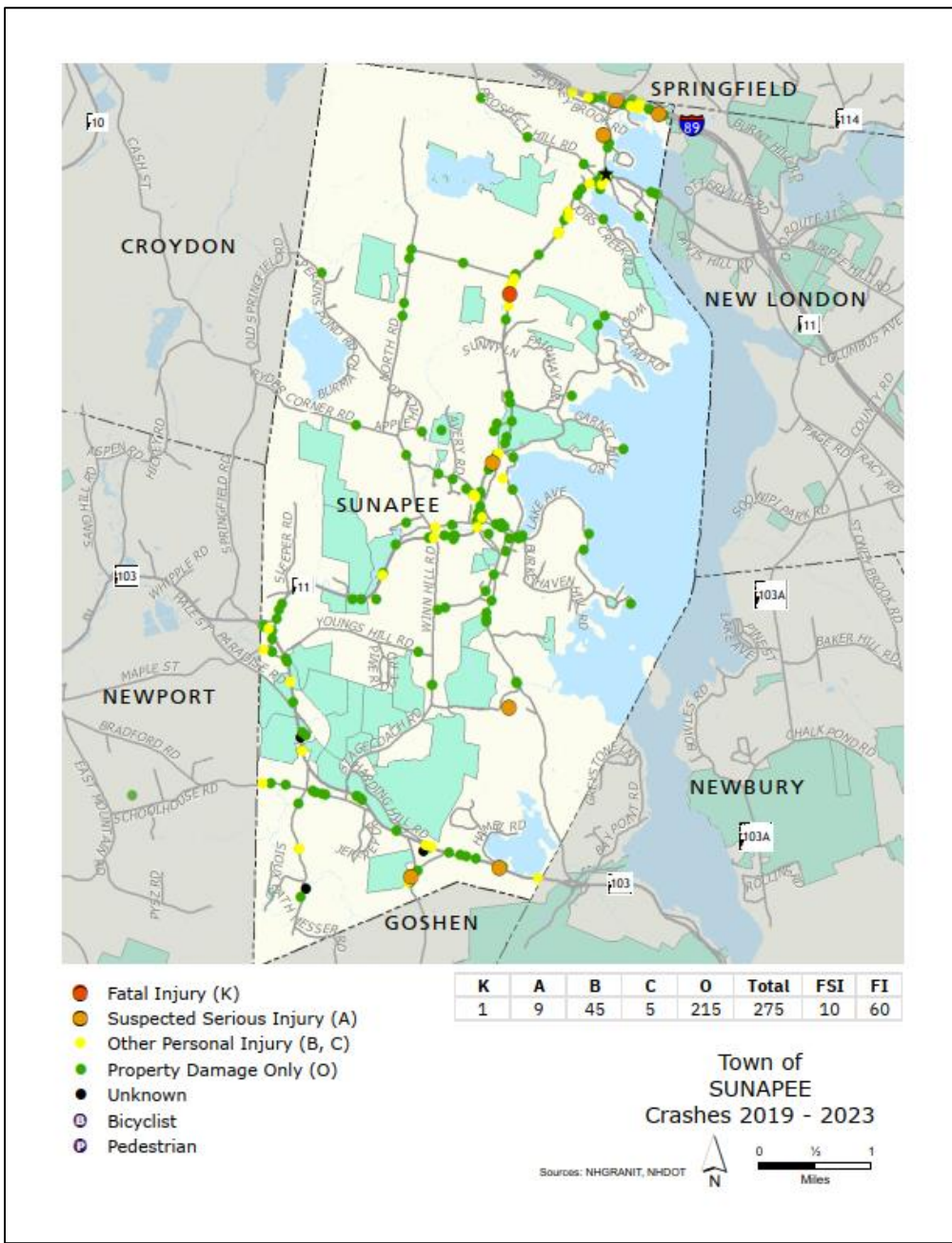
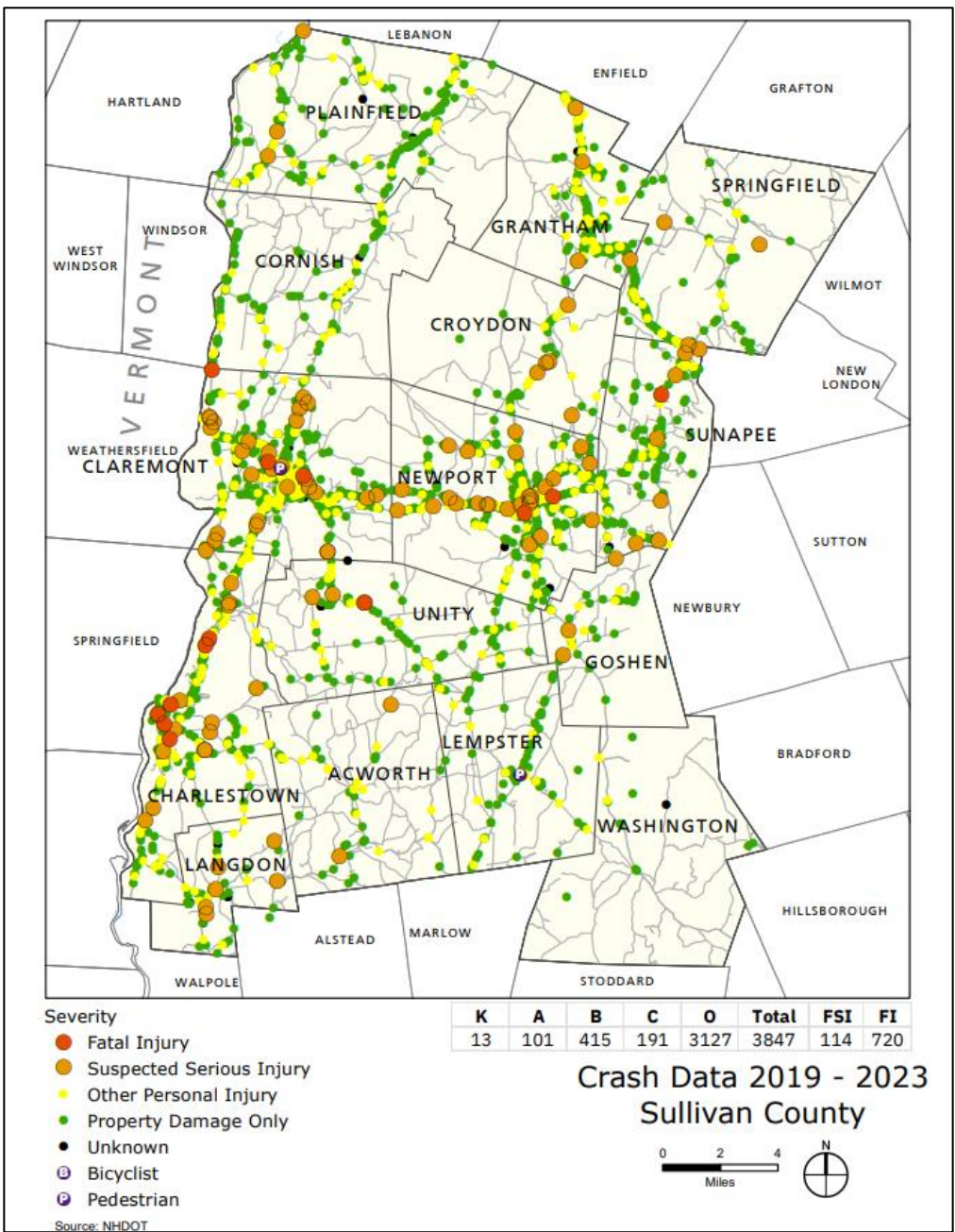
February 2026



Agenda



Why Are We Here?



FHWA Safe System Approach



FHWA's "Safe System Approach"

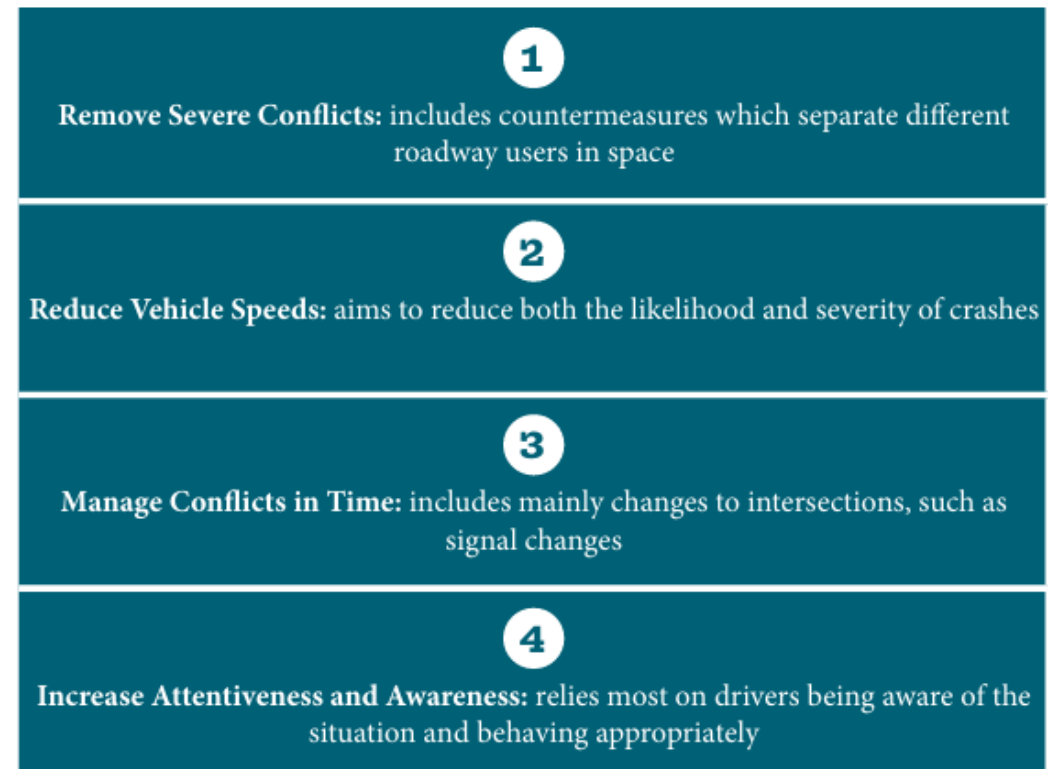
TRADITIONAL

SAFE SYSTEM

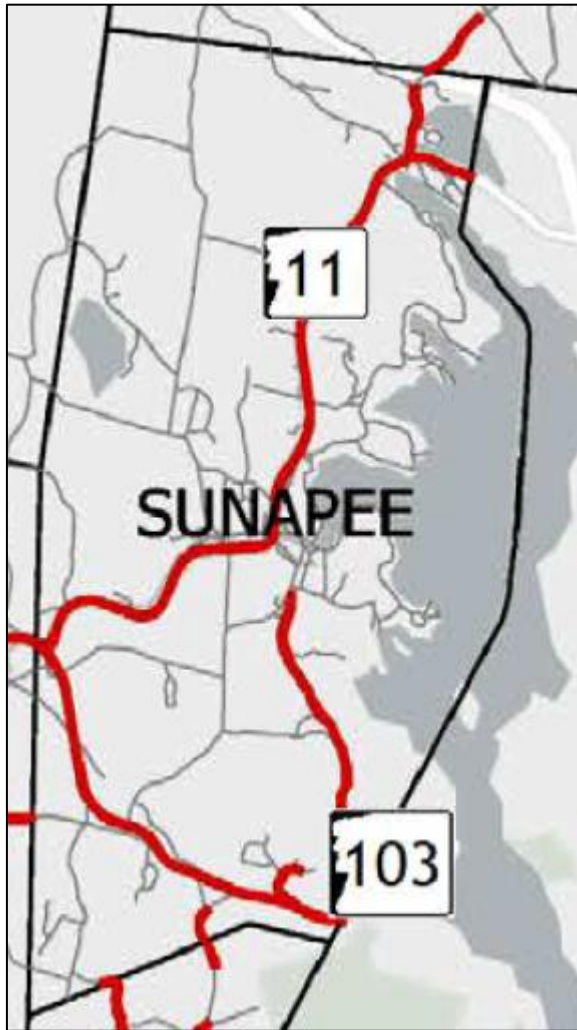
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

The four tiers of the Safe System Design Hierarchy



High-Injury Network



Sunapee

- Edgemont Rd. (NH 103B)
- NH 103
- NH 11
- Springfield Rd.
- Hamel Rd.



Public Outreach

- 12 events across the county, plus 2 events tabled by other organizations
- Most successful events:
 - Old Home Days
 - Cornish Fair
 - Craftsmen Fair
 - Christmas in July
 - Fall Fest

Online Survey

- Went live in late June
- 320 Responses
- 17 Questions
- 90% Completion Rate

	Organization	Date Event/Time
1	Acworth Craft Fair	June 7 9AM-2PM
2	Claremont PRIDE	June 21 9AM-3PM
3	Grantham Old Home Day	June 28 11AM-2PM
4	Newport Farmers' Market	July 11 3PM-6PM
5	Christmas in July - Charlestown (Frank's)	July 19 9AM-2PM
6	Newport Concerts on the Common	July 20 6-8PM
7	Unity Old Home Day	July 26 9AM-2PM
8	League of NH Craftsmen Annual Fair **	August 2-10
9	Lempster Old Home Day	August 9 9AM-2PM
10	Cornish Fair**	August 15-17
11	Newport Farmers' Market	Sept. 5 3PM-6PM
12	Fort at No. 4	September 20 10AM-4PM
13	Newport Block Party	September 26 4PM-7PM
14	Claremont Chili Cookoff/Fall Fest	October 4 10AM-3PM

**tabling was done not by AECOM

Town	Key Themes	Example Quotes
Sunapee	Route 11 Corridor Issues; Dangerous Intersections; Bike/Pedestrian Safety; Road Maintenance; Enforcement Gaps	"Route 11 is unsafe for walkers"; "Main St & Route 11 intersection is scary"; "No shoulders for bikes on 103"



Draft Project Locations - Countywide

PROJECT TYPE	PROJECT	COMMUNITY
Rural Intersection Safety Improvements	NH Route 11/12/12A (Claremont Road) at Lovers Lane Road	Charlestown
Commercial Corridor Safety Improvements	Washington Street Corridor	Claremont
Downtown Crossroads / Activity Center / Major Intersections	NH Route 10/11/103 (North Main Street/Main Street/Sunapee Street)/Park Street/Depot Street	Newport
	NH Route 10/11 (Main Street)	
	NH Route 10/11 (Main Street) / NH Route 10 (South Main Street)/ NH 103/11 (John Stark Highway/Elm Street)/Maple Street	
	Maple Street/Bradford Road	
Urban Neighborhood Intersection	North Street/Elm Street	Claremont
Urban Neighborhood / Gateway Roadway	NH Route 12/103 (Main Street) (Citizen Street to Elm Street)	Claremont
Rural Village Crossroads	NH Route 10 / Mountain Road / 2nd NH Turnpike	Lempster

Draft Project Locations - Countywide

PROJECT TYPE	PROJECT	COMMUNITY
Downtown Activity Center, Urban Neighborhood Streets	NH Route 11 (West Pleasant Street, Pleasant Street), Summer Street, Mulberry Street	Claremont
	Broad Street (South Street to Water Street)	
Rural Roadways, Moderate Speed Limits	2nd NH Turnpike / Spooner Road	Unity
	NH Route 12A (Windsor Road) (from NH Route 12/103 to Windy Hill Road)	Claremont
	Acworth Road	Charlestown
Rural Roadways, Higher Speed Limits	NH Route 11 (Sargent Road to Jobs Creek Road)	Sunapee
	NH Route 103 (John Stark Highway) (Whitcher Road to Barton Whitney Road)	Newport
	NH Route 11/12/12A (Claremont Road) (Old Claremont Road to Ox Brook Road)	Charlestown
	NH Route 11/12/12A (Charlestown Road) (Charlestown T/L to Arch Road)	Claremont

Draft Project Locations - Sunapee

PROJECT TYPE	PROJECT	COMMUNITY
Rural Roadways, Higher Speed Limits	NH Route 11 (Sargent Road to Jobs Creek Road)	Sunapee

PROJECT - COMMUNITY	CURRENT OR PREVIOUS ACTIVITY
NH Route 11 (Sargent Road to Jobs Creek Road) - Sunapee	UVLSRPC Tier III: Construct passing lanes where needed along major corridor highways.

Potential Proven Countermeasures by Project Type

PROJECT TYPE	POTENTIAL PROVEN COUNTERMEASURES
Rural Roadways, Higher Speed Limits	Speed limit reduction, speed feedback signs, pavement markings/edge lines/rumble strips, center turn lanes, passing lanes, cross-section adjustments to accommodate bike lanes

Potential Proven Countermeasures by Project Type

PROJECT TYPE	POTENTIAL PROVEN COUNTERMEASURES
Rural Intersection Safety Improvements	Advance intersection signage, speed limit reduction, speed feedback signs, pavement markings/edge lines/rumble strips, intersection sight distance clearing, geometric redesign, signalization, roundabouts
Rural Roadways, Moderate Speed Limits	Speed limit reduction, speed feedback signs, pavement markings/edge lines/rumble strips, LED chevron signs, guardrails
Rural Roadways, Higher Speed Limits	Speed limit reduction, speed feedback signs, pavement markings/edge lines/rumble strips, center turn lanes, passing lanes, cross-section adjustments to accommodate bike lanes
Rural Village Crossroads	Advance intersection signage, speed limit reduction, speed feedback signs, reflectorized posts, flashing beacons, traffic control modifications, intersection reconfiguration / channelization islands, roundabouts

Safety Action Plan Chapters

- Executive Summary
- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Policy and Process Changes
- Strategy and Project Selection
- Progress and Transparency
- Appendices
 - Crash Maps (Countywide and Individual Communities)
 - High Injury Network (HIN) Technical Memo
 - Individual Community Fact Sheets
 - Draft Vision Zero / SAP Endorsement Resolution

S | S
4 | A

Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions 3, 6, and 8 in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, 1, 2, 4, 5, and 7.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.


Applicant Information

Lead Applicant: UEI:

Action Plan Documents


In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update



U.S. Department of Transportation

SS4A Self-Certification Eligibility Worksheet | Page 1 of 5



Follow-up: Leadership and Goal Setting

- Leadership Commitment (from an SS4A perspective):
 - A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries
 - The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.
 - Action item: develop a Vision Zero resolution for adoption by appropriate stakeholders, including the Sullivan County Commissioners

Resolution No. [REDACTED]

A RESOLUTION OF THE SELECTBOARD OF THE TOWN OF SUNAPEE, NH ADOPTING A VISION ZERO POLICY

PREAMBLE

The Town of Sunapee has engaged with the Sullivan County Commissioners and the New Hampshire Department of Transportation (NHDOT) to participate in the USDOT Safe Streets for All (SS4A) Program. As part of the SS4A Program, the County has developed a Safety Action Plan (SAP) with recommended safety improvements designed to reduce and eventually eliminate fatalities and serious injuries for all users of the roadway network within the boundaries of Sullivan County, including Sunapee. This resolution serves as the Town of Sunapee's commitment to the principles of Vision Zero, the policy which is the basis of the Safe Systems Approach that underlies the SS4A Program

WHEREAS, the life and health of all persons living and traveling within the Town of Sunapee are our utmost priority, and no one should die or be seriously injured while traveling on our local streets and roadways;¹

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all;

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, One (1) crash has resulted in a loss of life, and nine (9) have resulted in serious injury of the 275 crashes in the Town of Sunapee between 2019 and 2023, and traffic crashes are among the leading cause of deaths in the United States;²

¹ Resolution based on a model policy provided by Changelabs.org

² 10 leading causes of death, United States, 2020, both sexes, all ages, all races. Centers for Disease Control and Prevention website: [wisqars.cdc.gov/data/lcd/home](https://www.cdc.gov/data/lcd/home).



SS4A Grant Opportunities 2026

- **FY2026 Notice of Funding Opportunity likely in spring 2026, with 8-10 week application period**
- **ALL Sullivan County communities are eligible for Planning and Demonstration Grants**
- **Communities are only eligible for Implementation Grants if they have adopted a resolution to reduce and eliminate fatal and serious injuries by a target date**
- **Planning and Demonstration Grants**
 - Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan.
 - Planning and Demonstration Grants also fund [supplemental safety planning activities](#) and [safety demonstration activities](#) in support of an Action Plan.
- **Implementation Grants**
 - Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.
 - Implementation Grants may also include [supplemental safety planning](#) and [safety demonstration activities](#) to inform an existing Action Plan, and project-level planning, design, and development activities.
 - Applicants must have an eligible [Action Plan](#) to apply for an Implementation Grant.



Questions, Comments or Concerns?



Steering Committee Logistics

– Meeting Schedule

- Monthly
- Thursday at 2:30pm
- February 2026 meeting will be February 19th

– Upcoming Meeting Topics

- February: Draft SAP review and comment, municipal outreach
- March: Review and completion of final plan
- April: discussion of resolution for endorsement by County Commissioners, discussion of letters of support by stakeholders, adoption of final plan

Milestone	Schedule Date
Planned Draft Plan Completion Date	February 27, 2026
Planned Final Plan Completion Date	March 31, 2026
Planned Final Plan Adoption Date	April 30, 2026
Planned SS4A Final Report Date	June 30, 2026



Customer:

Created: 2026-02-19

SUNAPEE NH DPW

Bill to:

Mike Martell, Sunapee NH DPW
 621 New Hampshire 11
 Sunapee
 New Hampshire 03782, United States
 Ph. no: (603)763-5060

Ship to:

Mike Martell, Sunapee NH DPW
 621 New Hampshire 11
 Sunapee
 New Hampshire 03782, United States
 Ph. no: (603)763-5060

	Item	Quantity	Price per unit		Total price	Tax
1.	[37532] 30" DIAMOND STOP LEDs (40) on edges - SOLAR THIN SIGN Technology	2 pcs	2650.00 USD		5300.00 USD	0% - NH Sales Tax
2.	[R1-1-30 HIP] 30" W/R HIP INTENSITY REFL ALUM STOP (SR1-1X30OC85HFD)	4 pcs	73.32 USD		293.28 USD	0% - NH Sales Tax
3.	[R1-1-4W] 12X6 R/W REFL EGP ALUM 4-WAY (R1-3)	4 pcs	9.78 USD		39.12 USD	0% - NH Sales Tax
4.	[FG36MESH] 18" MESH FLAG W/36" STAFF (1036-18M)	12 pcs	9.93 USD		119.16 USD	0% - NH Sales Tax
5.	[ALERTFLAGBRACKET(OAFBRKT)] SAFETY FLAG HOLDER	2 pcs	50.50 USD		101.00 USD	0% - NH Sales Tax
6.	[PCG122] 12' GALV 2#/FT CHAN POST	10 pcs	72.31 USD		723.10 USD	0% - NH Sales Tax
7.	[PCG422.5] 42" GALV 2.5#/FT CHAN STUB	10 pcs	27.22 USD		272.20 USD	0% - NH Sales Tax
8.	[A3030HIP-Y] ALUM 30X30 HIP YELLOW	2 pcs	104.82 USD		209.64 USD	0% - NH Sales Tax
9.	[A3636HIP-Y] ALUM 36X36 HIP YELLOW	2 pcs	135.27 USD		270.54 USD	0% - NH Sales Tax
10.	[F325] 5/16-18X2-1/2 CARRIAGE BOLT	44 pcs	0.48 USD		21.12 USD	0% - NH Sales Tax
11.	[F350] 5/16-18 HEX ZINC NUT	44 pcs	0.32 USD		14.08 USD	0% - NH Sales Tax
12.	[F375] 5/16-18 (17W08752) THIN PLASTIC WASHER	44 pcs	0.76 USD		33.44 USD	0% - NH Sales Tax

Total units: 180 pcs

Subtotal: 7396.68 USD

Plus tax: 0.00 USD

Total: 7396.68 USD

Notes.

LINE 8 QTY 2 - ALUM - 30X30 - HIP - B/R/Y - "STOP AHEAD"
LINE 9 QTY 2 - ALUM - 36X36 - HIP - B/R/Y - "STOP AHEAD"

Michael Martell
Highway Director
621 Route 11
Sunapee NH 03751
(603)763-5060 opt 2

ROAD SAFETY AUDIT SUNAPEE, NH

Intersection of NH 11 with Springfield Road and Cooper Street

Final Report - February 2026



Prepared for:
NHDOT
Concord, New Hampshire



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Springfield Road southbound approach towards intersection with NH 11

1. INTRODUCTION

1.1 OBJECTIVE OF STUDY

The objective of this study was to perform a Road Safety Audit (RSA) for the New Hampshire Department of Transportation (NHDOT) at the intersection of NH 11 with Springfield Road and Cooper Street in the Town of Sunapee. An RSA is a formal safety review of an existing road or intersection conducted by an independent, multidisciplinary team that identifies safety issues and proposes measures to improve safety for all road users. The study area for this RSA is shown in **Figure 1**.

Figure 1 - RSA Study Intersection

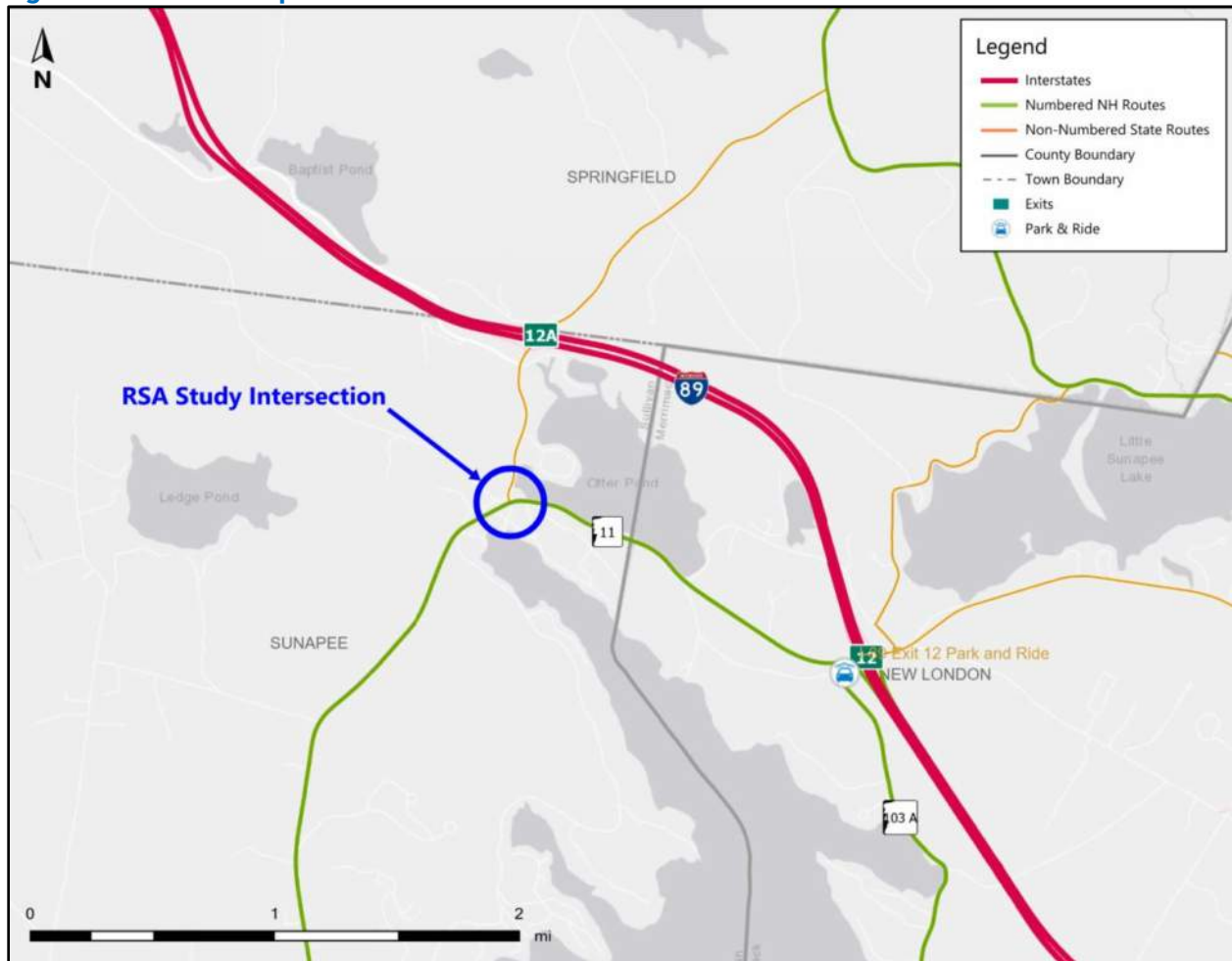


1.2 RSA LOCATION & BACKGROUND

The study intersection is located on NH 11 in the village of Georges Mills and is owned and maintained by NHDOT. NH 11 is classified as a minor arterial and runs in the east-west direction as it passes through Georges Mills Village. The study intersection is approximately 0.7 miles south of I-89 Exit 12A and 1.7 miles west of I-89 Exit 12. The study intersection is within a minor commercial node in an otherwise residential area. Commercial development near the intersection includes an Irving gas station, a fish market, and post office. Springfield Road is classified as a minor collector that runs north-south and is owned and maintained by NHDOT. Springfield Road is a popular connection between I-89 at Exit 12A and Sunapee and provides access to adjacent residential development. Cooper Street is classified as a local road that runs southbound-only from the subject intersection and is owned and maintained by the Town of Sunapee. Cooper Street provides access to the north shore of Lake Sunapee including the Georges Mills boat ramp and beach. Main Street, a Town road which intersects Springfield Road approximately 75' north of NH 11, is currently closed to motor vehicle traffic due to a deficient bridge awaiting rehabilitation. Main Street is expected to be reopened once bridge repairs are completed.

ROAD SAFETY AUDIT SUNAPEE, NH
INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

Figure 2 - RSA Locus Map



The study intersection is a four-leg two-way stop-controlled (TWSC) intersection, with uncontrolled traffic entering from the NH 11 eastbound and westbound approaches and stop-controlled traffic entering from Springfield Road. Cooper Street is a one-way street away from the intersection. There are no auxiliary lanes for turning movements at any intersection approach.

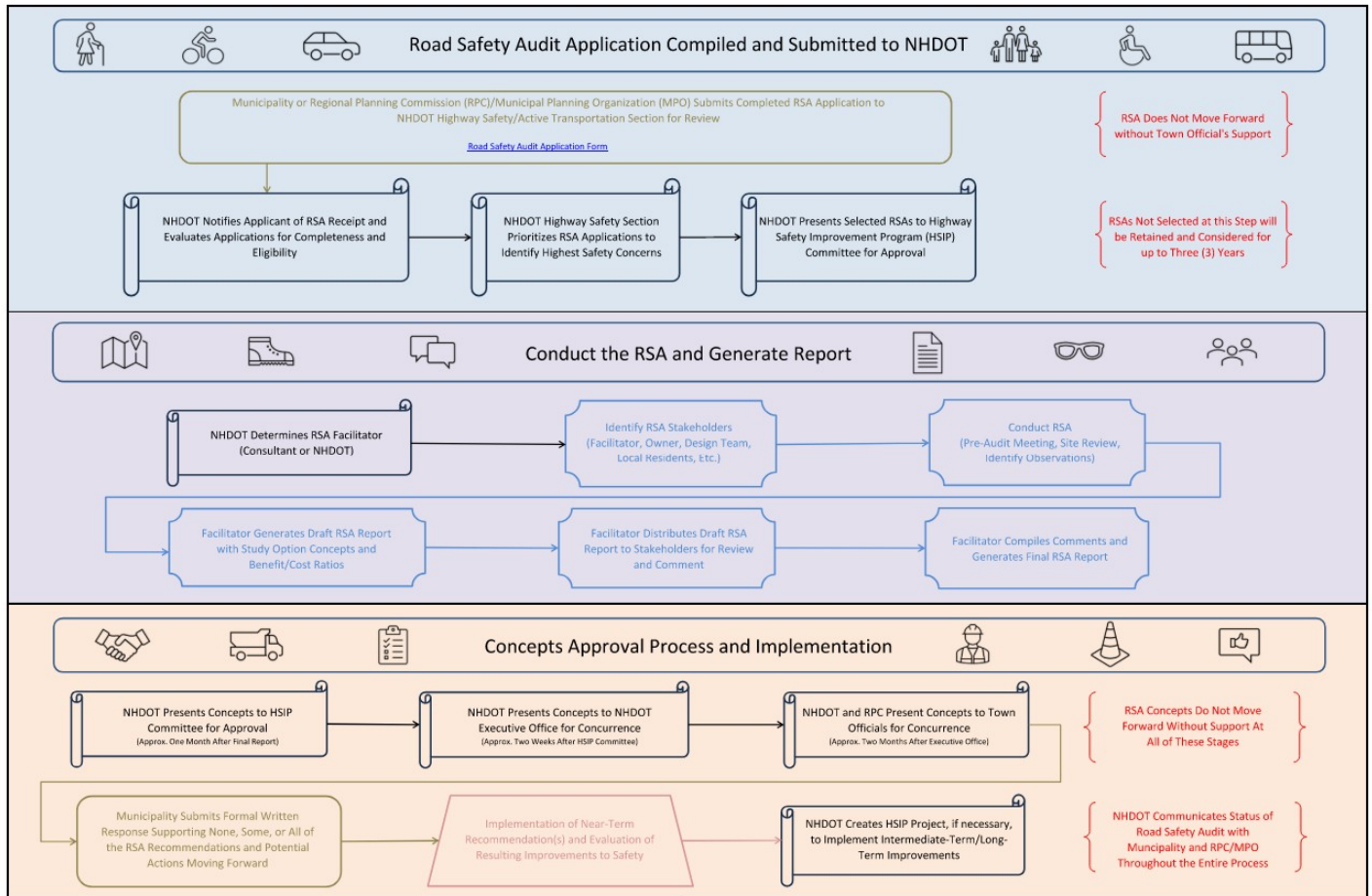
The Town of Sunapee submitted an RSA application for this intersection to NHDOT in 2024, noting that "drivers face significant risks at this intersection, particularly due to the blind curve when approaching from either direction". Subsequently, the purpose of this RSA was to assess historical crash trends and existing conditions at the intersection related to the concerns and to identify potential countermeasures to mitigate these issues.

1.3 THE RSA PROCESS

The RSA application, meeting, site visit and subsequent report followed the first 2 stages of the RSA process as outlined by the [NHDOT Highway Safety Improvement Program \(HSIP\)](#) (**Figure 3**).

Figure 3 -NHDOT RSA Process

ROAD SAFETY AUDIT (RSA) PROCESS FLOWCHART



LEGEND:
 Rounded Box: Municipality/RPC/MPO Responsibility
 Square: RSA Facilitator Responsibility
 Banner: NHDOT Responsibility
 Trapezoid: Appropriate Responsible Party

Updated December 11, 2023

ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

After the study site and audit team were identified, members of the audit team reviewed available traffic, geometry, and crash data. GPI engineers conducted a site visit on September 10, 2025, to make preliminary observations, measure sightlines, record the locations of signage and road markings, and photograph the study area. On October 29, 2025, the audit team met at the Sunapee Town Office to review preliminary data, conduct a field review, identify potential safety issues, and recommend short-, intermediate-, and long-term improvements.

The RSA team was comprised of a diverse group of stakeholders representing multiple disciplines and affiliations, as shown in **Table 1**.

Table 1 - Participating RSA Team Members

NAME	AFFILIATION
Jennifer McClaine	Town of Sunapee
Allyson Traeger	Town of Sunapee
Michael Marquis	Town of Sunapee
Neill Cobb	Town of Sunapee Police Chief
Timothy Puchtler	Town of Sunapee Police Lieutenant
Stu Greer	Town of Sunapee Resident
Michelle Marshall	FHWA
Corey Spetelunas, PE, RSP ₁	NHDOT Safety Section
Desirée Carron, PE	NHDOT Traffic Design
Amanda-Joe W. Zatecka	NHDOT Safety Section
Emma Bell	NHDOT Safety Section
Chris Turgeon	NHDOT District 2
Ian Garland	Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC)
Tim Josephson	Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC)
Mike Dugas, PE	GPI - Consultant Project Manager
Adriana Santiago, PE	GPI - Consultant Engineer

2. EXISTING CONDITIONS

2.1 GEOMETRIC CONDITIONS

The intersection of NH 11 with Springfield Road and Cooper Street is a four-leg, two-way stop-controlled (TWSC) intersection. Traffic along NH 11 is uncontrolled through the intersection, with a posted speed limit of 35 mph. The 35 mph posted speed limit zone extends from a point 250' southwest of the Jobs Creek Road intersection to the New London town line. The posted speed limits beyond the 35 mph zone are 50 mph. NH 11 has one 12' travel lane in each direction separated by a double yellow center line. Marked shoulders are provided, ranging from 6' to 10' wide. As vehicles on NH 11 approach the intersection from the east, they are exiting a horizontal curve, which limits their visibility to the intersection. To the west of the intersection, NH 11 descends westbound at a 3.5% grade for approximately 0.12 miles before reaching the foot of Muzzey Hill just west of the Main Street intersection. There are no auxiliary turning lanes at the intersection, and the pavement on NH 11 within the study area is generally in good condition. Additionally, there are overhead flashing yellow beacons facing both NH 11 approaches, and one flashing red beacon facing the stop-controlled Springfield Street southbound approach. See **Figure 4** for signage images and locations. Pavement markings are in fair condition; however, the stop bar on Springfield Road is missing. No sidewalks or dedicated bicycle accommodations are provided.

Cooper Street intersects NH 11 from the south, opposite Springfield Road, and descends at a 5% downhill grade. This road provides access to the Georges Mills Boat Ramp at the north end of Lake Sunapee and therefore often experiences substantial traffic, including vehicles towing boat trailers. In May 2025, Cooper Street was converted from a two-way street to a one-way street traveling south (away) from the intersection with NH 11 to improve intersection safety and reduce congestion. Boat ramp users are allowed to park boat trailers along the left side of the roadway.

Springfield Road intersects NH 11 from the north and connects NH 11 with I-89 Exit 12A. The posted speed limit on Springfield Road is 35 mph. As the roadway approaches NH 11, there is a horizontal curve that limits the intersection's visibility. Additionally, audit members noted that as vehicles approach NH 11, Cooper Street is at a lower elevation and thus not visible, which could cause southbound drivers to fail to perceive the intersection.

Regarding the expected reopening of Main Street upon completion of bridge repairs, audit members noted that accessing Main Street from Springfield Road northbound was at times difficult, as the southbound queue on Springfield Road would often extend north and block the Main Street intersection. Currently, with the closure of the east end of Main Street, drivers must detour to the west end of Main Street at NH 11, approximately 1,000 feet west of the Springfield Road intersection.

The northeast corner of the study intersection, between Springfield Road and Irving, is within the state highway right of way and is thus owned and maintained by the State. The vehicles parked within this area, or temporarily parked within the westbound shoulder at Irving, can restrict visibility for drivers entering from Springfield Road.

ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

Figure 4 - RSA Intersection Control & Signage



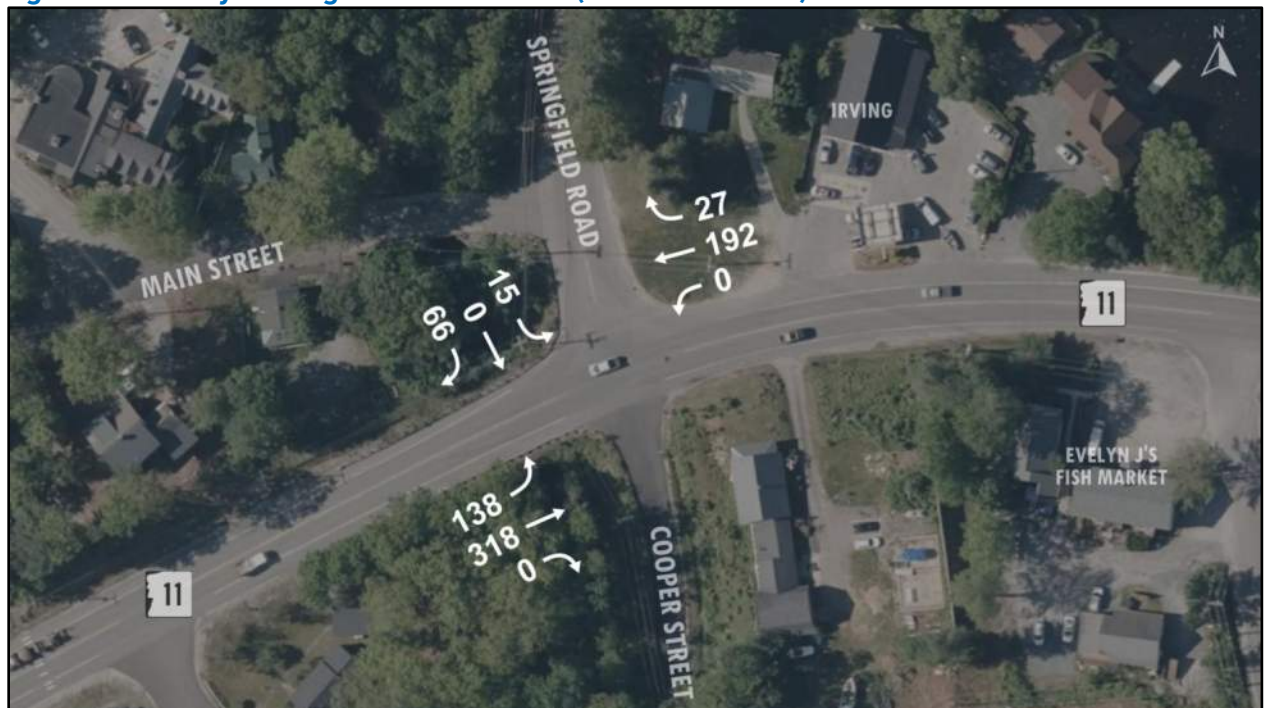
2.2 TRAFFIC & SPEED DATA

Intersection turning movement counts (TMC) were collected by Precision Data Industries (PDI) on Thursday, September 25, 2025, from 7:00 am to 7:00 pm and on Saturday, September 27, 2025, from 11:00 am to 1:00 pm. Based on these TMC data, the peak hours of traffic volumes were as follows:

- weekday morning from 7:15 am to 8:15 am (**Figure 5**)
- weekday afternoon from 2:45 pm to 3:45 pm (**Figure 6**)
- weekend midday from 11:30 am to 12:30 pm (**Figure 7**)

The detailed TMC data collected by PDI, tabulated by 15-minute intervals and by user types, are provided in **Appendix A**.

Figure 5 - Weekday Morning Peak Hour Volumes (7:15 am - 8:15 am)



ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

Figure 6 - Weekday Afternoon Peak Hour Volumes (2:45 pm - 3:45 pm)



Figure 7 - Weekend Midday Peak Hour Volumes (11:30 am - 12:30 pm)



ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

Daily traffic volumes on NH 11 were also counted by PDI on Thursday, September 25, 2025, approximately 500' west of the study intersection, indicating an average daily traffic (ADT) of 8,275 vehicles. Daily traffic volumes on NH 11 and on Springfield Road for 2024 were also available from short-term traffic count stations accessed via the [NHDOT Traffic Count Database System \(TCDS\)](#) online application, indicating AADT volumes of 6,275 vpd and 2,609 vpd, respectively (**Table 2**).

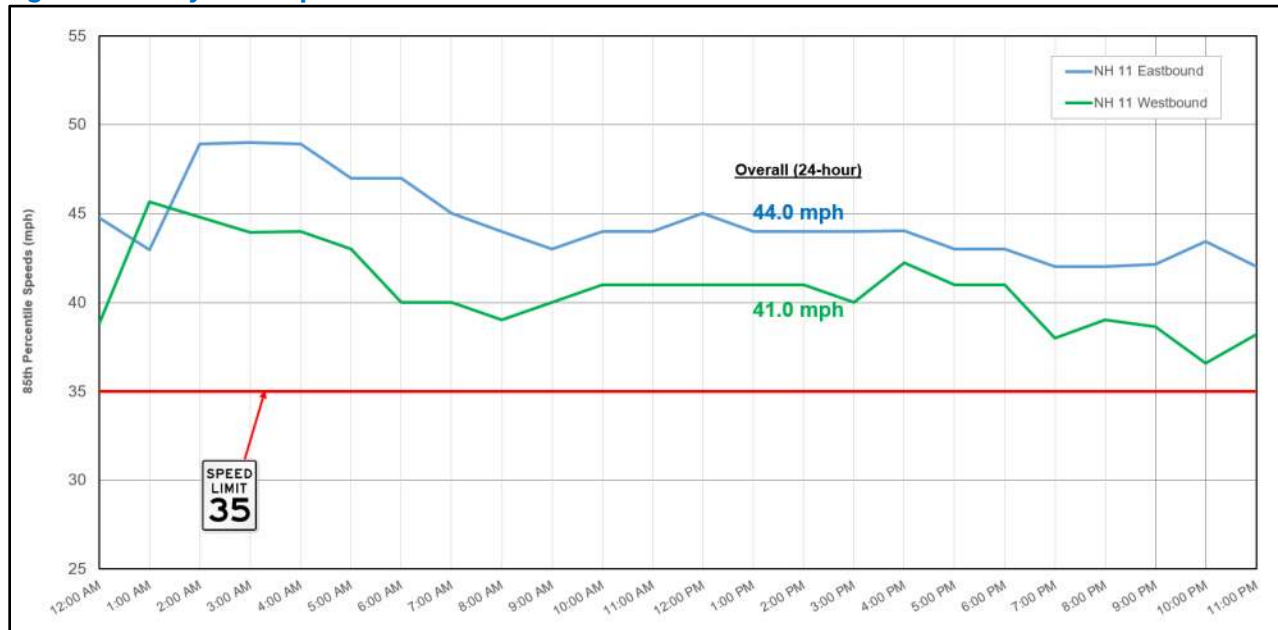
Table 2 - Summary of Daily Traffic Volumes

STREET	NH 11	SPRINGFIELD ROAD
DISTANCE FROM INTERSECTION	500' west (near Holmes Lane)	0.5 miles east (at New London Town Line)
SOURCE	GPI (PDI) ATR Radar Counts	NHDOT (TCDS) Station 62435052
YEAR	2025	2025
DIRECTION(S)	eastbound/westbound	
AVG. DAILY TRAFFIC	7,636 vpd*	2,609 vpd

*adjusted using a seasonal factor (SF) of 0.936 to reflect year-round AADT, based on 2024 count data on Rural Highways (Group 2) published by the NHDOT Bureau of Traffic

Vehicle speeds along NH 11 were also measured at the same location, approximately 500' west of Springfield Road. The 85th percentile speed for eastbound traffic approaching the study intersection was 44 mph, exceeding the 35 mph posted speed limit by 9 mph. Likewise, the 85th percentile speed for westbound traffic departing the study intersection was 41 mph, exceeding the 35 mph posted speed limit by 6 mph (**Figure 8**). Detailed speed data collected by PDI is provided in **Appendix B**.

Figure 8 - Hourly Traffic Speeds on NH 11



2.3 PEDESTRIAN & BICYCLE ACTIVITY

During the September 10th and October 29th site visits, minimal pedestrian and bicyclist activity was observed in the vicinity of the study intersection. One cyclist was observed traveling westbound on NH 11 and turning right onto Springfield Road before continuing westbound onto Main Street. Similarly, one pedestrian crossed Springfield Road eastbound from Main Street to visit the Georges Mills General Store, before doing the same in reverse back to Main Street.

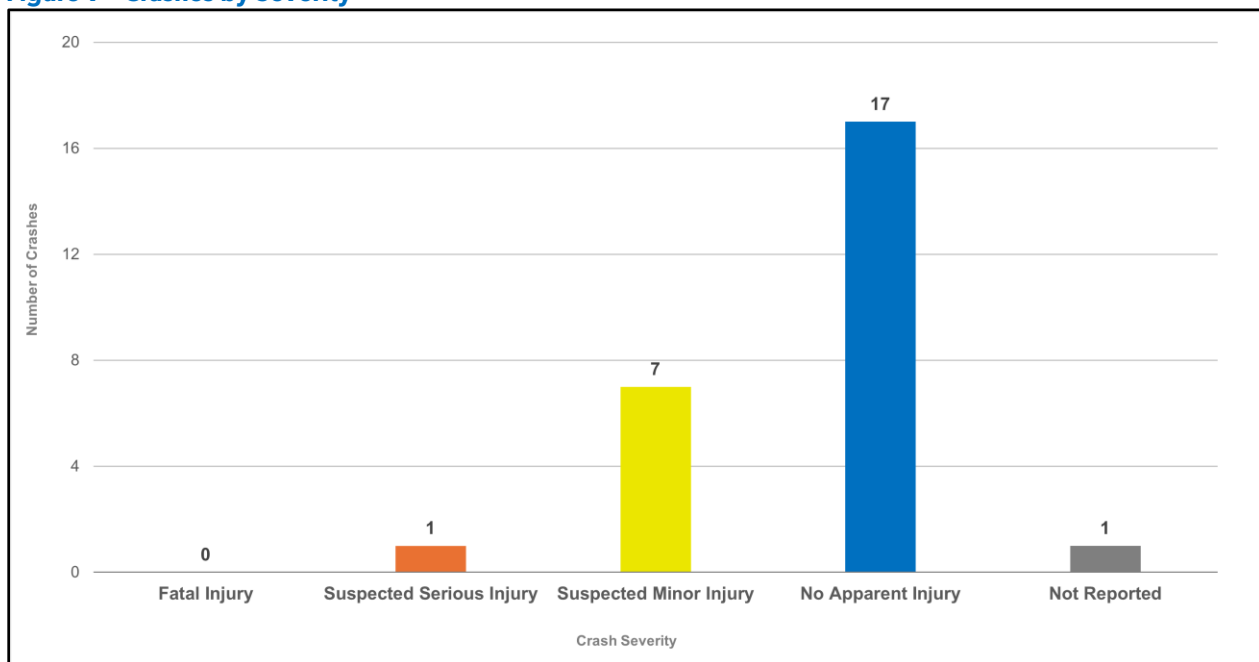
According to the intersection TMC data collected on Thursday, September 25th, one bicyclist and one pedestrian traveled through the intersection during the 12-hour period from 7:00 am to 7:00 pm. Likewise, the TMC data collected on Saturday, September 27th, indicated that one bicyclist and three pedestrians traveled through the intersection during the 2-hour period from 11:00 am to 1:00 pm.

2.4 CRASH ANALYSIS

Crash data for the 26 crashes that occurred at the study intersection over 10 years (from 2014 to 2023) were provided by the NH Division of Motor Vehicles (NHDMV) via NHDOT. The crash data is compiled from crash reports sent to DMV by the Sunapee Police Department and the NH State Police. GPI also consulted the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) to investigate whether any fatal crashes had occurred within the study area. The FARS data, extending from 2009 to 2023, confirmed that no fatal crashes had occurred in the study area. Charts illustrating crash trends for various parameters are shown in **Figures 9-17**. Tabulations and charts of crash data trends, and diagrams of crash locations, were developed by GPI and are provided in **Appendix C**.

Of the 26 crashes that occurred during the ten-year study period, none resulted in fatalities, eight resulted in injuries of varying severity, 17 resulted in no injuries, and one had an unknown severity (**Figure 9**). The one suspected serious injury resulted from an angle collision between vehicle 1, traveling southbound on Springfield Road, and vehicle 2, traveling westbound on NH 11. The driver of vehicle 1 reported that they missed the stop sign and was struck broadside by vehicle 2, causing vehicle 1 to roll over on its hood. The crash occurred in cloudy, dry conditions during daylight hours.

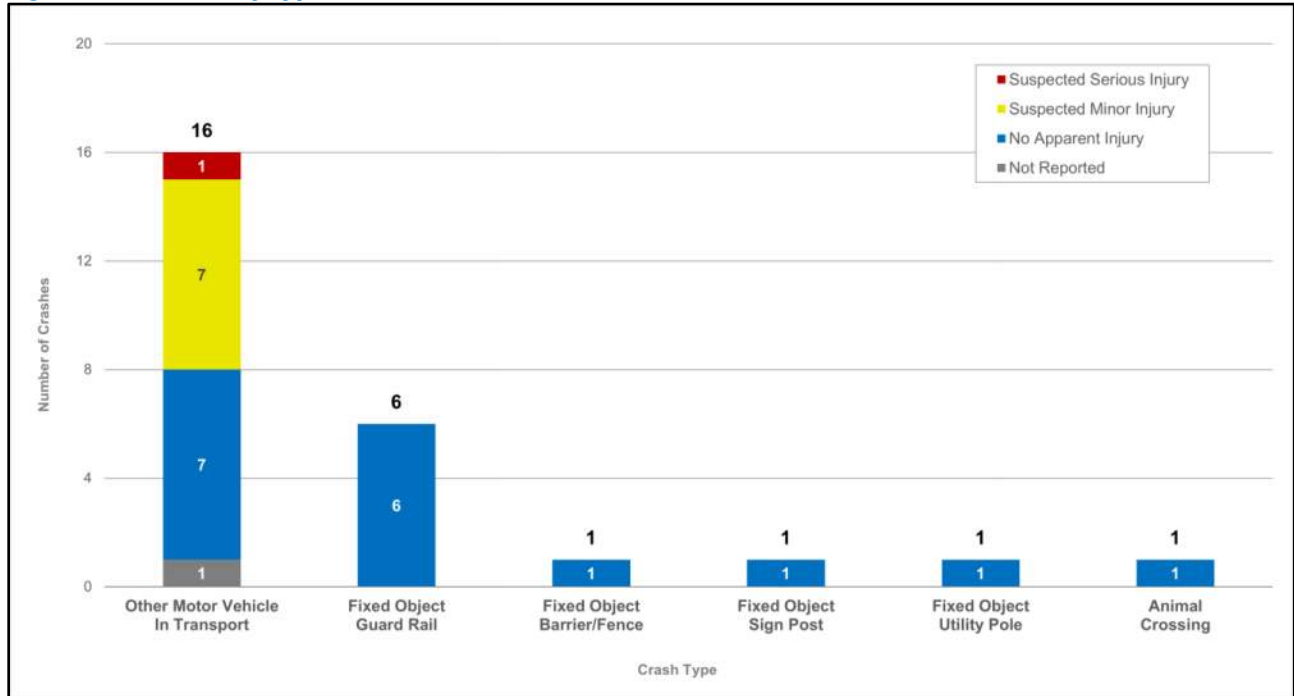
Figure 9 - Crashes by Severity



ROAD SAFETY AUDIT SUNAPEE, NH
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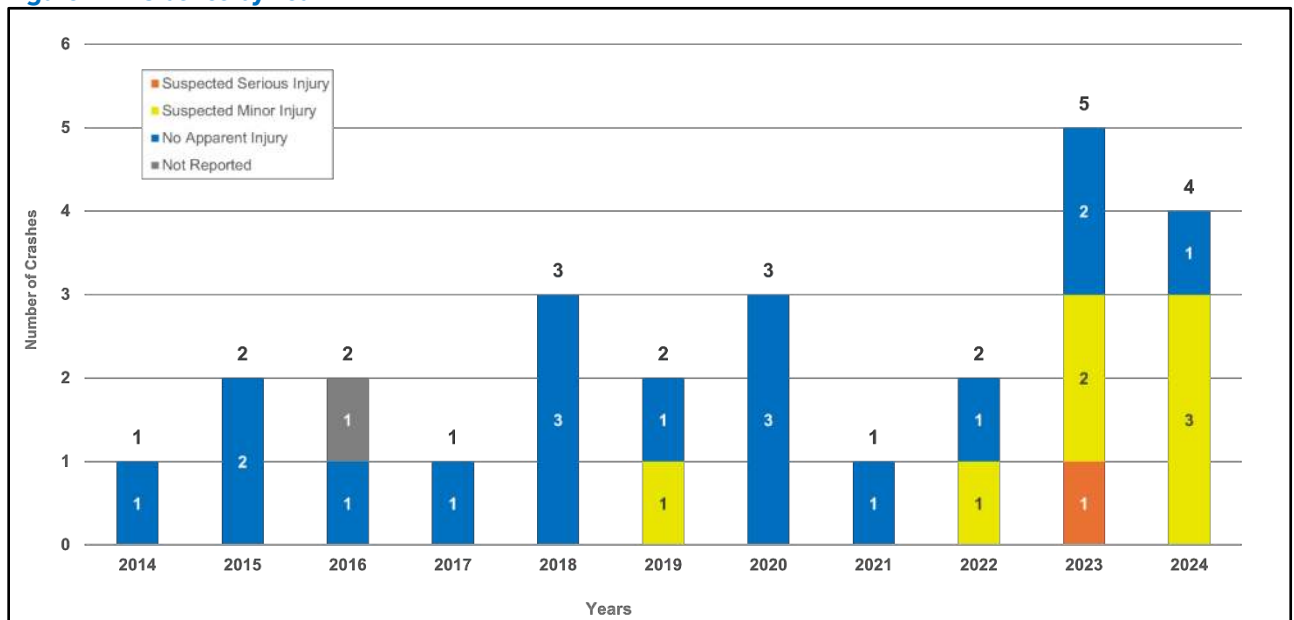
Of the 26 crashes at the study intersection over the ten-year study period, collisions between vehicles were the most frequent, accounting for 16 crashes (62% of the total). Collisions with fixed objects adjacent to the roadway were the second most frequent type, accounting for nine (9) crashes (35% of the total) (**Figure 10**).

Figure 10 - Crashes by Type



The total of 26 crashes at the study intersection over the ten-year study period equates to an average frequency of 2.4 crashes per year. Crashes at the intersection increased in frequency from 2014 to 2023, with the highest single-year total of five crashes in 2023 (**Figure 11**). The one serious injury crash happened in 2023.

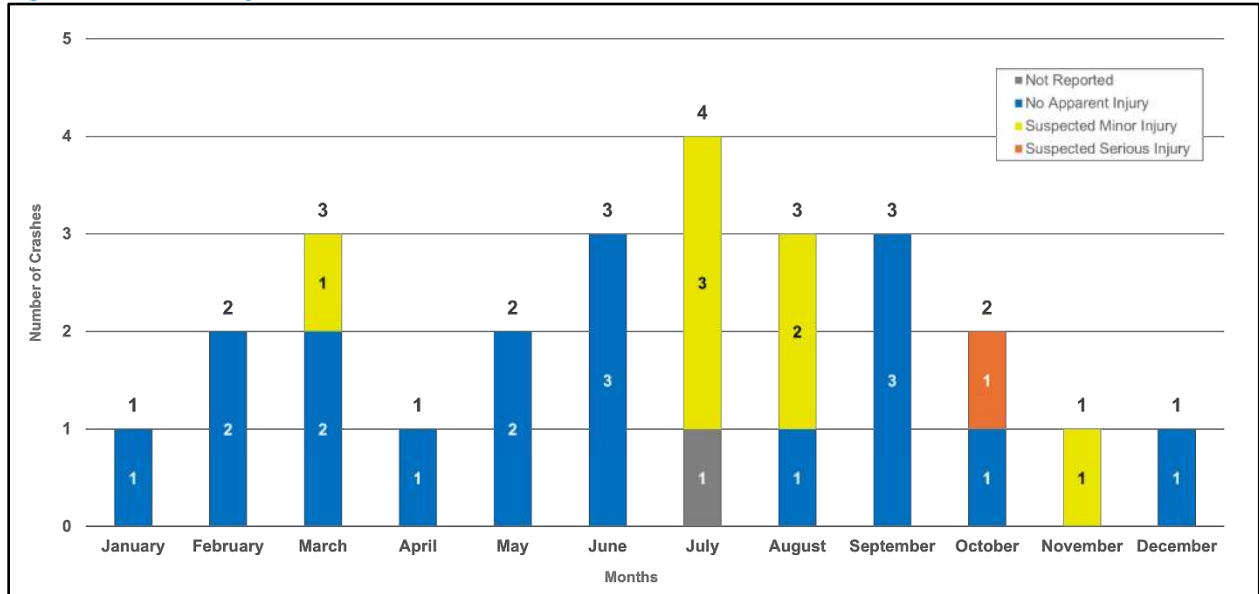
Figure 11 - Crashes by Year



ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

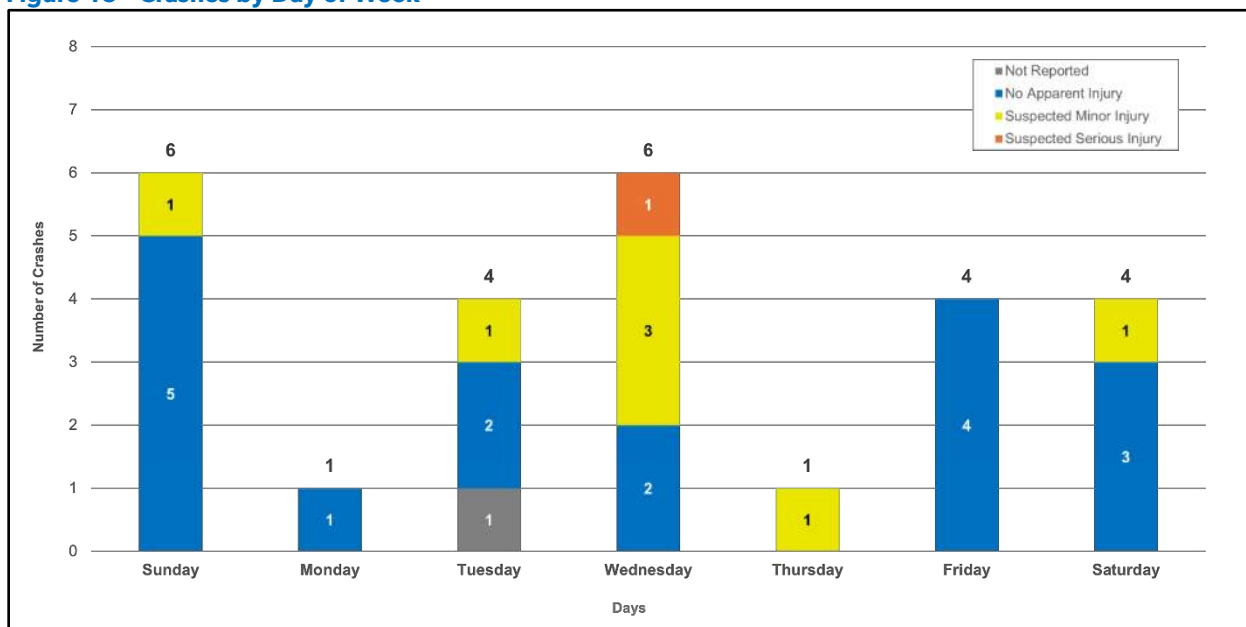
Crash frequency at the intersection showed substantial month-to-month variation, with July recording the highest number of four crashes, accounting for 15% of the 26 total crashes (**Figure 12**). The one serious injury crash happened in October. The highest monthly crash frequencies coincide with the peak summer tourist season.

Figure 12- Crashes by Month



Comparing the number of crashes at the intersection by day of the week indicated that Sundays and Wednesdays had higher-than-average crash frequency, with 12 of the total crashes (46% of the 26 total) occurring on these two days (**Figure 13**). Crashes on Wednesdays tend to be more severe, including four of the total eight injuries and the one serious injury crash.

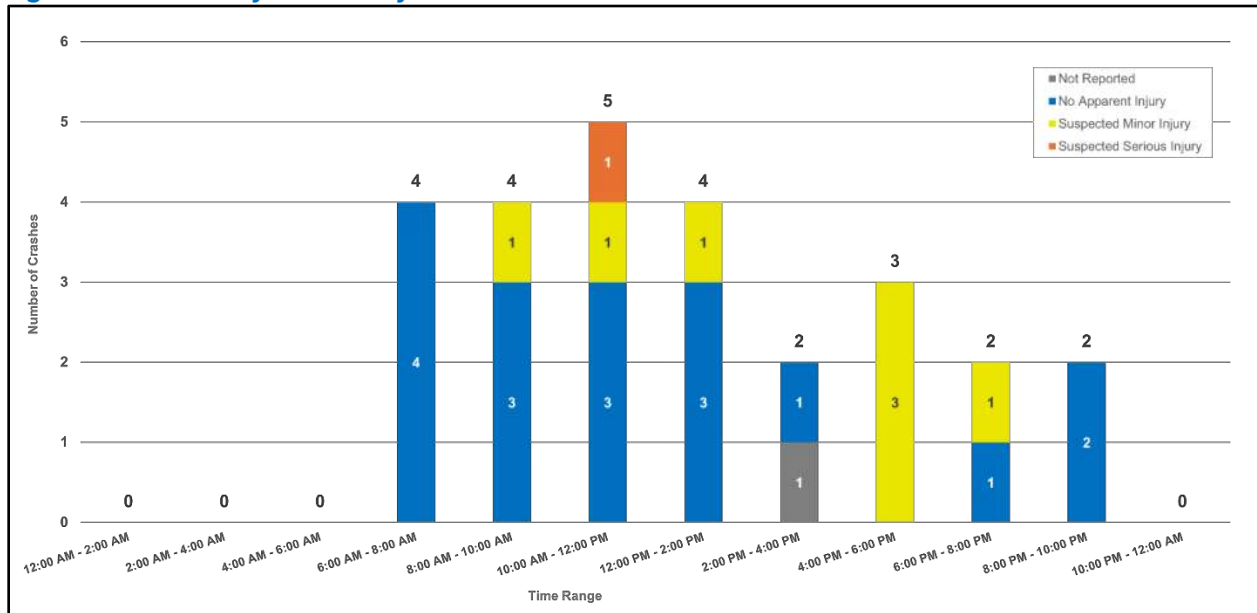
Figure 13 - Crashes by Day of Week



ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

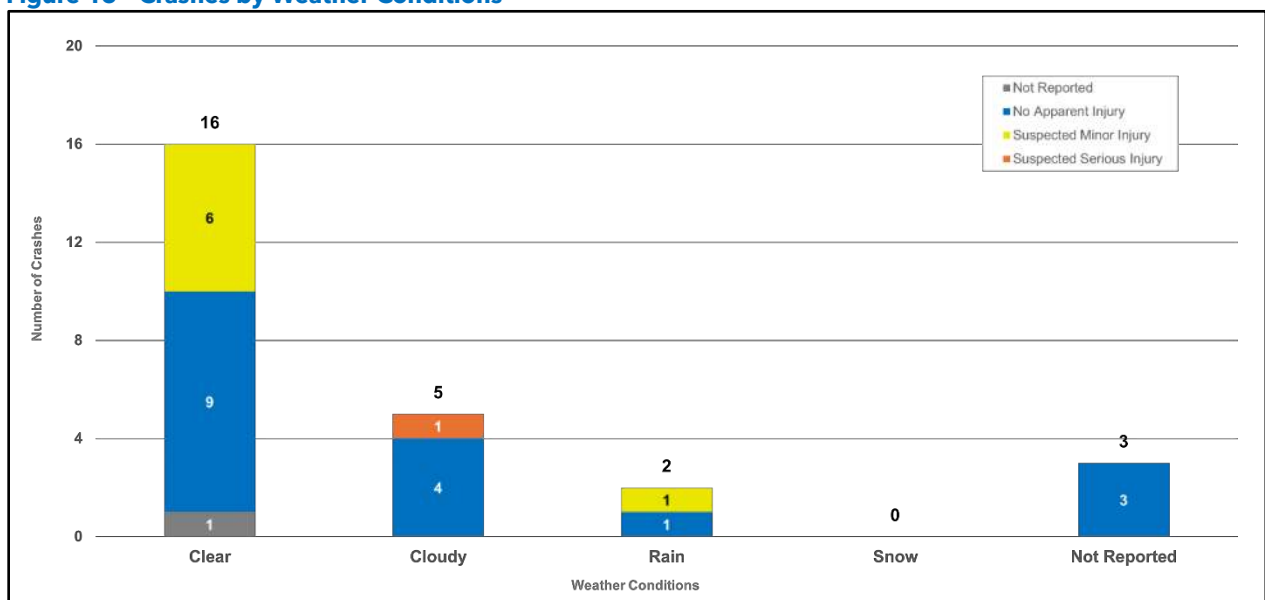
Comparing the frequency of crashes at the intersection within two-hour intervals throughout the day (**Figure 14**) indicates that most crashes occur between 6:00 am and 2:00 pm (17 of 26 total crashes, or 65%). The highest crash frequency within any two-hour interval occurred between 10:00 am and 12:00 pm, with five crashes, including one serious injury crash.

Figure 14 - Crashes by Time of Day



Comparing the frequency of crashes at the intersection by environmental factors - weather conditions, road surface, and lighting (**Figures 15-17**) did not indicate any unexpected or noteworthy trends; adverse conditions do not appear to exacerbate the otherwise known safety deficiencies at the intersection.

Figure 15 - Crashes by Weather Conditions



ROAD SAFETY AUDIT SUNAPEE, NH
 INTERSECTION OF NH 11 WITH SPRINGFIELD ROAD & COOPER STREET

Figure 16 - Crashes by Road Surface Conditions

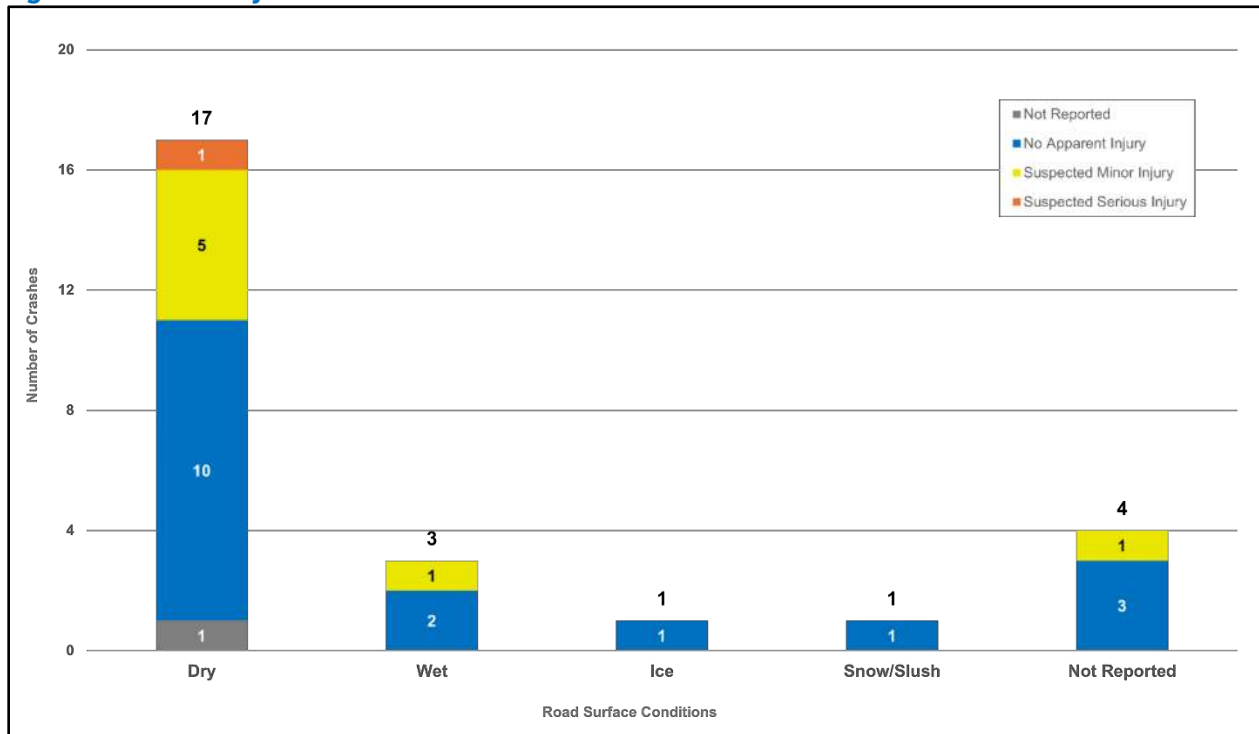
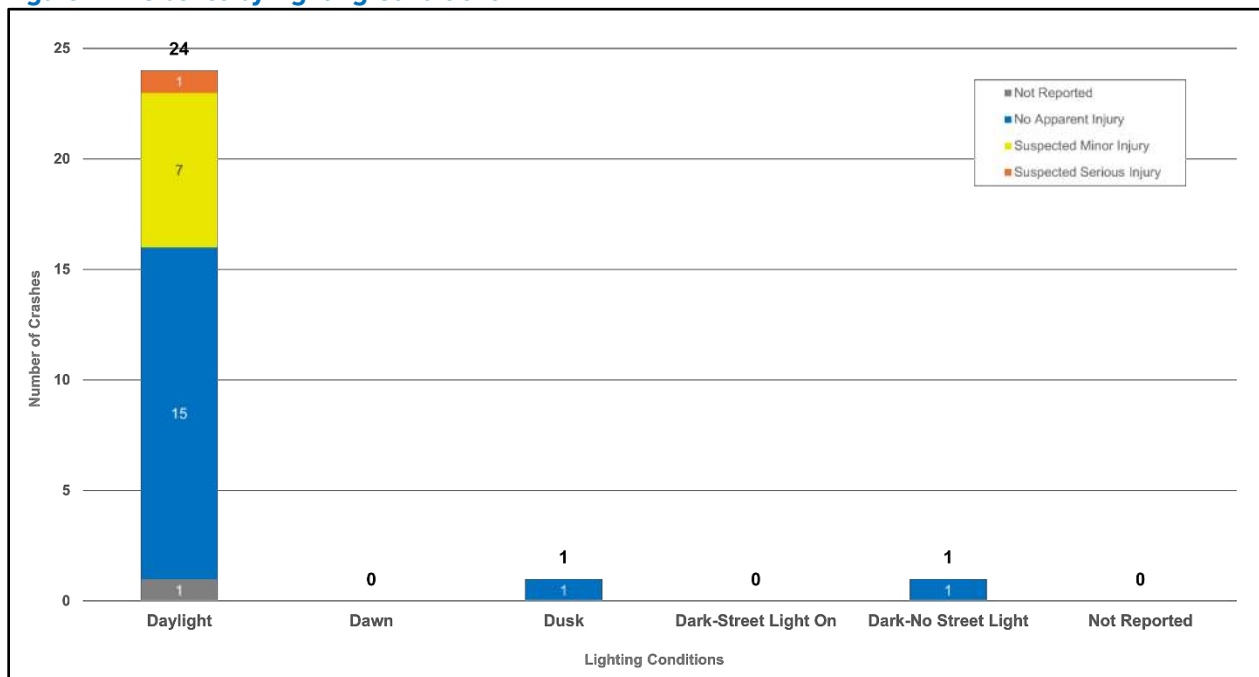


Figure 17 - Crashes by Lighting Conditions



3. ASSESSMENT FINDINGS

3.1 BENEFICIAL EXISTING INTERSECTION FEATURES

During the October 29th meeting and site visit, the audit team noted several existing intersection features that are beneficial to the safety of road users:

3.1.1 Cooper Street One-Way Restriction

The steep uphill on Cooper Street to reach the intersection, along with frequent vehicle traffic hauling boat trailers, exacerbated safety concerns at the intersection. The Town of Sunapee recently (May 2025) designated Cooper Street as one-way southbound to improve intersection safety and reduce congestion. The improvement has been well received by the community.

3.1.2 Right-Of-Way

With State-owned land at the northeast corner of the intersection, some vacant right-of-way is available for intersection improvements.

3.1.3 Right-Turning Heavy Vehicles on Springfield Road

Audit members observed that most large trucks approaching the intersection on Springfield Road turn right onto NH 11. A review of turning movement count data shows that 7.2% of right-turn vehicles are trucks, compared with 1.5% of left-turn vehicles. This results in 63 heavy vehicles turning right and four turning left during the 12-hour data collection period. The low number of left-turning trucks at this intersection was noted as a positive attribute, as heavy vehicles turning left are generally more dangerous than passenger vehicles because they accelerate more slowly, take longer to clear the intersection, require larger gaps in mainline traffic, and may have limited visibility.

3.1.4 Pavement Condition and Available Space

The pavement is generally in good condition, and the wide shoulders on NH 11 accommodate most turning maneuvers.

3.1.5 Signage and Lighting

While some participants noted potential sign clutter in the area, there is ample signage to convey roadway conditions to drivers. The signage was also highly visible and reflective. There is also overhead lighting at the intersection.

3.1.6 Positive Driver Behavior

Audit members stated that drivers waiting to turn onto NH 11 from Springfield Road are usually patient as they wait for a gap in traffic on NH 11.

3.1.7 Intersection Angle

Springfield Road intersects NH 11 at a 90-degree angle and thus provides optimal sightlines (when no other temporary obstructions are present).

3.2 IDENTIFIED SAFETY ISSUES & CONCERNS

During the October 29th site visit, the audit team observed the intersection and identified safety concerns, focusing on issues related to geometry, operations, road users, and environment. The audit team identified several issues that may be contributing to crashes occurring at the intersection. These issues are categorized below.

3.2.1 Excessive speeds along NH 11

Excessive speeds along NH 11 were evident in the collected speed data and corroborated by the audit team's site visit observations. In the immediate vicinity of the intersection, the most likely contributing factors appeared to be the long descent of Muzzey Hill along NH 11 leading into the intersection from the west (Figure 14). Audit participants also stated that the speed limit along NH 11 outside the immediate vicinity of the intersection is 50 mph, and it abruptly changes to 35 mph without any roadway features that would promote slower speeds.

Figure 14 - NH 11 looking west



3.2.2 Horizontal and vertical curvature on Springfield Road and NH 11

Because both Springfield Road and NH 11 approach the intersection on horizontal curves, drivers have reduced sight distance to approaching traffic and turning vehicles. The curvature also makes it harder for drivers on Springfield Road to accurately judge the speed and position of approaching vehicles, increasing the likelihood of accepting unsafe gaps (Figure 15).

Figure 15 - NH 11 looking east



Additionally, the crown of NH 11 and the position of Cooper Street lower than the intersection create a condition where vehicles traveling on Springfield Road do not see Cooper Street across NH 11.

3.2.3 Signage Context

The flashing overhead beacon is not centered within the intersection, and its offset to the left of the Springfield Road southbound approach reduces its visibility. There is a "Stop Ahead" (W3-1) sign located on Springfield Road approximately 475' north of NH 11, approximately twice as distant from the intersection as recommended by the Manual on Uniform Traffic Control Devices (MUTCD) [Table 2C-4](#). Other than the "Stop Ahead" (W3-1) sign, there are no other indications that a driver is approaching an intersection. Due to the curvature on Springfield Road, the intersection is not visible from the position of the stop ahead sign. There is also no visual cue, such as a guide sign or junction sign, indicating that drivers are approaching NH 11. The only guide sign present is positioned at the intersection; the MUTCD recommends a guide sign be located 100' to 200' upstream of the intersection. Audit members also noted that the guide sign at the intersection blocks visibility of the stop sign. Additionally, at the intersection and immediately adjacent to it, audit members noticed sign clutter.

3.2.4 Geometry Concerns

At the site visit, audit members observed a large tractor-trailer attempting a right turn from Springfield Road onto NH 11 westbound. Because the truck was positioned to the right of the southbound approach (against the guardrail), the driver needed to swing wide and encroach into the eastbound lane of NH 11 to complete the turn. Passenger vehicles and trucks turning left from NH 11 eastbound onto Springfield Road often encroached on the southbound Springfield Road approach. Audit members also reported that, due to the wide shoulders along NH 11, eastbound through traffic uses the shoulder to bypass stopped left-turning vehicles.

3.2.5 Pavement and Pavement Markings

Audit members noted that the pavement is in overall good condition, except for a depressed curb and a sunken catch basin in the northeast quadrant of the intersection. The stop bar at the Springfield Road approach is missing.

3.2.6 Lack of multimodal accommodations

During the audit, a cyclist traveling westbound on NH 11 turned right onto Springfield Road and immediately left onto Main Street. Audit members noted that the cyclist was cautious at the intersection, but that no infrastructure was provided for cyclists or pedestrians.

Two crosswalks are provided on NH 11 within the vicinity of the study intersection, one approximately 385' west of Springfield Road and another 500' east of the intersection. The crosswalk east of the intersection is incorrectly signed with a fluorescent yellow-green (and outdated) school crossing assembly, intended for school zones. The crosswalk located west of the intersection is not signed, and the pavement markings are faded.

3.2.7 Access Management

The vacant land owned by the State at the northeast corner of the intersection is a popular location for boaters to park their vehicles and boat trailers after using the nearby boat launch. Also, there is often a line of cars parked along the northeast shoulder in front of the Irving gas station while they wait for a pump to become available. Both conditions can hinder visibility for drivers exiting Springfield Road.

Additionally, an audit member noted that the 1282 NH 11 property at the southeast corner of the intersection may be redeveloped in the future, which could increase traffic in the area.

3.2.8 Lighting

During the audit, a team member noted that despite the presence of a luminaire at the intersection, the lighting appears to be unsatisfactory.

3.3 POTENTIAL SAFETY MITIGATION MEASURES

During the RSA meeting, the audit team suggested potential mitigation measures to address some of the safety issues highlighted. Some of the short-term measures can be implemented at any time by the Town of Sunapee, while intermediate-term improvements may require additional planning, design, funding, and/or community engagement. The safety measures described below and displayed in **Appendix E** are generally independent treatments that could be implemented singly or in combination. The descriptions of the safety measures include identification of the agency(ies) who would be responsible for implementation.

3.3.1 Short-Term Safety Measures

The following are potential short-term safety improvements to address safety issues.

- Clear tree limbs in the northwest corner of the intersection to improve sight lines for drivers at the Springfield Road southbound approach looking right and to avoid obscuring the stop sign. Clear tree limbs along the east side of Springfield Road to improve the sightlines for drivers as they approach NH 11. Clear tree limbs along the south side of NH 11 along the property west of Evelyn J's Fish Market. (NHDOT)
- Replace the existing STOP sign (R1-1) on Springfield Road with an LED-enhanced STOP sign. (Town with NHDOT concurrence)
- Relocate the STOP sign (R1-1) up to 50 feet north of NH 11 to optimize its visibility to southbound drivers. (NHDOT)
- Relocate the guide sign located at the northwest corner of the intersection. (NHDOT)
- Relocate the "Stop Ahead" sign (W3-1) on Springfield Road to 250' north of NH 11. (NHDOT)
- Restripe the stop bar at the Springfield Road southbound approach. (NHDOT)
- Reposition the luminaire and/or install new lightbulbs in the existing streetlight in the northwest corner of the intersection. (NHDOT / Eversource)
- Add reflective delineator posts along the northeast corner of the intersection for conspicuity and to restrict parking in the vacant space. (NHDOT)
- Relocate the two existing speed feedback signs on NH 11 closer to the Springfield Road intersection¹ (Town with NHDOT concurrence):
 - At the westbound approach, from approximately 0.4 miles (near John Avery Lane) to approximately 250' east of the intersection.
 - At the eastbound approach, from approximately 600' to approximately 500' west of the intersection (near Holmes Lane)
- Add supplemental street name plaques (W16-8P) to the existing intersection warning signs (W2-1) at the NH 11 westbound and eastbound approaches. (NHDOT)

¹ Per [MUTCD Section 2C.13](#), speed feedback signs (W13-20aP) are required to be accompanied by a 35 mph speed limit sign plaque (R2-1). MUTCD does not provide strict guidance on the recommended placement of speed feedback signs. The proposed locations are intended to be reasonably close to the Springfield Road intersection and to avoid conflicting with other existing signs.

3.3.2 Intermediate-Term Safety Measures

The following are potential safety improvements that could be implemented in the intermediate term to address safety issues. See Concept 2 in **Appendix E** for details.

- Install a curbed median separating inbound and outbound traffic on Springfield Road. (NHDOT)
- Construct a curbed channelizing island on the southeast corner of the intersection to limit Cooper Street access to right turns only. (Town)
- Install a No Left Turn sign (R3-2) to prohibit westbound left turn movements from NH 11 onto Cooper Street. (Town)
- Install RRFBs with Pedestrian Crossing (W11-2) signs at the existing crosswalks on NH 11. (Town with NHDOT concurrence)
- Reconstruct the damaged/depressed curbs in the northeast corner of the intersection. (NHDOT)
- Reconstruct the catch basin on the northeast corner of the intersection. (NHDOT)

3.3.4 Additional Safety Mitigation Measures Considered

Additional mitigation measures were discussed as part of the RSA process but were not reflected in the preceding proposed safety improvements for various reasons explained further below.

3.3.4.1 Reduce the Posted Speed Limit

One potential measure to address high travel speeds along NH 11 would be to consider reducing the existing posted speed limit of 35 mph. However, this is not considered to be a practicable solution. First, traffic research has shown that changing a posted speed limit, without accompanying physical modifications to the character of the road and/or sustained enforcement, is ineffectual for reducing speeds. Second, NHDOT’s speed limit setting policies are governed by State law. Statutory speed limits are defined for various road contexts in [RSA Section 265.60](#) as shown in **Table 4** below.

Table 4 - Statutory Speed Limits in New Hampshire

POSTED SPEED LIMIT	AFFILIATION*
30 MPH	Business or urban residence district
35 MPH	Rural residence district
45 MPH	Unimproved rural highways (enacted 2025)
55 MPH	All other locations, except for special circumstances (e.g., 65 mph and 70 mph zones on Interstate highways)

* Refer to [RSA 259](#) for definitions

Alterations to these statutory speed limits are governed by [RSA 265:62](#), which states that changes must be justified on the basis of an engineering or traffic study. A principal consideration of the engineering study is to set the posted speed limit within 5 mph of the measured 85th percentile free-flow speed. Speed limits set lower than this target range would be considered unreasonable by drivers and disregarded by many. The measured 85th percentile speed within the study area is 43 mph.

3.3.4.2 Install a Traffic Signal

Implementing signal-controlled operations at the intersection would help to mitigate the existing safety issues to varying extents, but it is not warranted given the low minor street traffic volumes and the lack of operational/capacity deficiencies.

The primary benefits of signalized traffic operations would be to “protect” southbound left-turning traffic from Springfield Road onto NH 11 by overcoming sightline limitations and to slow NH 11 traffic from both approaches as it travels through the curve. However, stopping traffic on NH 11 also introduces the risk of rear-end crashes and would not address poor lane discipline through the curve.

A signal warrant evaluation of the study intersection using 2025 weekday traffic volumes based on the 11th edition of the [MUTCD Chapter 4C \(Appendix D\)](#) indicated that neither Warrants 1, 2, nor 3 were satisfied. The right-turn volumes on Springfield Road were reduced in the signal warrant analysis to reflect the fact that these movements are largely accommodated through gap acceptance and do not experience excessive delay. This adjustment ensures that the warrant evaluation reflects the operational demand of movements that would benefit most from signal control.

3.3.4.3 Construct a Modern Roundabout

Reconfiguring the existing stop-controlled intersection into a modern roundabout would comprehensively address the existing safety issues, but it is not feasible given the right-of-way (ROW) limitations, the proximity of access points to abutting properties, and the high construction cost.

In the context of the study intersection configuration and crash history, the primary benefits offered by a roundabout are similar to those of traffic signal control – sightline limitations and high-severity conflicts would be eliminated, and speeds along NH 11 would be lowered. However, the same operational/capacity deficiencies cited in the preceding section also apply (i.e., traffic operations at the existing stop-controlled intersection are already generally favorable).

3.3.4.4 Implement All-Way Stop Control (AWSC)

The feasibility of replacing the existing two-way stop control (TWSC) to all-way stop control (AWSC) was evaluated in accordance with the [MUTCD Section 2B.12](#). Based on *Warrant A: Crash History*, there are five or more reported crashes in a 12-month period that could be susceptible to correction by the installation of AWSC. However, due to the modest traffic volumes and good traffic operations, the location does not meet *Warrant D: 8-Hour Volume*. Although the MUTCD allows for the conversion to AWSC to be justified solely by engineering judgment (often when standard safety countermeasures are not available), the safety issues identified in this RSA can be addressed by other means.

3.3.4.5 Relocate Overhead Flashing Beacons

Due to the location of the existing strain poles and the orientation of the beacon support cable, it does not appear to be feasible to center the flashing beacons on both NH 11 and Springfield Road. The beacon assembly must be kept slightly off-center of the Springfield Road alignment to be positioned in the center of NH 11.

3.3.4.6 Implement Access Management

The RSA team discussed modifying the Irving station driveways to better define the access points and, if feasible, limit the site to a single driveway farther from the intersection, to reduce vehicle conflicts near the intersection. A review of the site determined that the existing driveway should be retained. Due to the need to accommodate fuel deliveries on the very compact site, reducing the existing access does not appear feasible.

3.3.4.7 Introduce Speed Management Measures

Speed management (also known as traffic calming) measures are described as physical modifications to a road intended to slow travel speeds by introducing horizontal or vertical deflections in the travel path or by changing the perceived context of the road. Traditional vertical deflection measures (speed bumps, speed humps, raised crosswalks) are more suitable to low-speed contexts and were considered to be impracticable given NH 11's designation as a minor arterial. Likewise, common horizontal deflection treatments such as median islands, curb extensions, or chicanes, while often applied in urban/residential contexts, would also not be appropriate in the study area due to the road's uncurbed roadsides, modest width, and frequent driveways. One treatment that could be considered would be the installation of decorative gateway signs (e.g., "Welcome to Georges Mills" or similar) at the extremities of the village area. The signs would be intended to designate the change in context along NH 11 as drivers enter the commercial and residential zone near the intersection. Signs could be placed eastbound near Jobs Creek Road and westbound near Otter Hill Road but would require NHDOT review and approval.

3.3.4.8 Formalize Bicycle and Pedestrian Facilities

The RSA team discussed reallocating the NH 11 pavement width to provide dedicated pedestrian or bicycle facilities at and around the intersection and connecting to Main Street. After review, this was deemed not to be feasible due to the need to preserve the existing shoulders to accommodate intersection turns and also in consideration of the very limited extent of the envisioned improvements.

4. CONCLUSIONS

Improving safety at an intersection or roadway segment is not easy or straightforward. The causes of crashes are often complex and involve multiple factors. Solutions to address those crashes can likewise be complex. Efforts to reduce the number and severity of crashes can be successful with the commitment of stakeholders who wish to improve safety. Road Safety Audits include the input of those stakeholders, and this report can be used as a guide to help in their decision-making process for selecting, prioritizing, and implementing safety improvements.

During the RSA for the intersection of NH 11 at Springfield Road / Cooper Street, the audit team identified seven primary areas of concern:

- Excessive speeds along NH 11
- Horizontal and Vertical Curvature on Springfield Road and NH 11
- Signage Context
- Geometry Concerns
- Pavement and Pavement Markings
- Lack of Multimodal Accommodations
- Access Management

Potential mitigation measures for these safety issues are discussed in the report and categorized as short- or intermediate-improvements. The implementation of any of the improvement measures described above would be the responsibility of the Town of Sunapee and/or NHDOT, as denoted with each listed safety measure. The short-term measures are low-cost and could be implemented immediately, while the intermediate measures require further planning and engineering design. Conceptual drawings for these measures are included in **Appendix E**.

4.1 BENEFIT-COST ANALYSES

Benefit-cost (B/C) analyses are intended to compare the Present Value of Safety Benefits (the reduction in societal costs resulting from a reduction in crashes over a 20-year service life) to the Present Value of Project Costs (Engineering, Right-of-Way Acquisition, Construction, etc.). To be eligible for Highway Safety Improvement Program (HSIP) funding, the proposed improvements must be consistent with New Hampshire’s Strategic Highway Safety Plan (SHSP) and produce a B/C ratio of at least 1.0. To account for inflation and other project cost increases during the project development process, a B/C ratio of 2.0 or greater is often preferred. B/C analyses for the aforementioned potential improvements are summarized in **Table 4** and provided in detail in **Appendix F**.

Table 4 - Summary of Benefit-Cost Analyses

CONCEPTS		PRESENT VALUE OF BENEFITS	TOTAL COST	NET BENEFIT	BENEFIT/COST RATIO (BCR)
1	NEAR-TERM SAFETY MEASURES	\$ 2,992,805	\$ 47,877	\$ 2,944,928	62.5
2	INTERMEDIATE-TERM SAFETY MEASURES	\$ 1,897,050	\$ 130,877	\$ 1,766,173	14.5

4.2 PROJECT FUNDING SOURCES

In addition to the HSIP, another potential source of funding is through the Statewide Transportation Improvement Program (STIP). Eligible STIP projects include general improvement projects as well as safety-specific improvement projects. A third source of potential funding is the Governors’ Highway Safety Association (GHSA) Section 402 State and Community Highway Safety Grant program. The Section 402 program provides grants to states and communities to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes by enhancing speed enforcement to reduce speeds and reducing crashes from unsafe driving behavior. Finally, the Safe Streets and Roads For All (SS4A) grant program provides funding to support infrastructural, behavioral, and operational projects and strategies to prevent death and serious injury on roads and streets.

APPENDICES

APPENDIX A: TRAFFIC VOLUME DATA

APPENDIX B: TRAFFIC SPEED DATA

APPENDIX C: CRASH DATA

APPENDIX D: TRAFFIC WARRANTS

APPENDIX E: CONCEPT DRAWINGS

APPENDIX F: BENEFIT-COST ANALYSES

APPENDIX G: RSA PRESENTATION

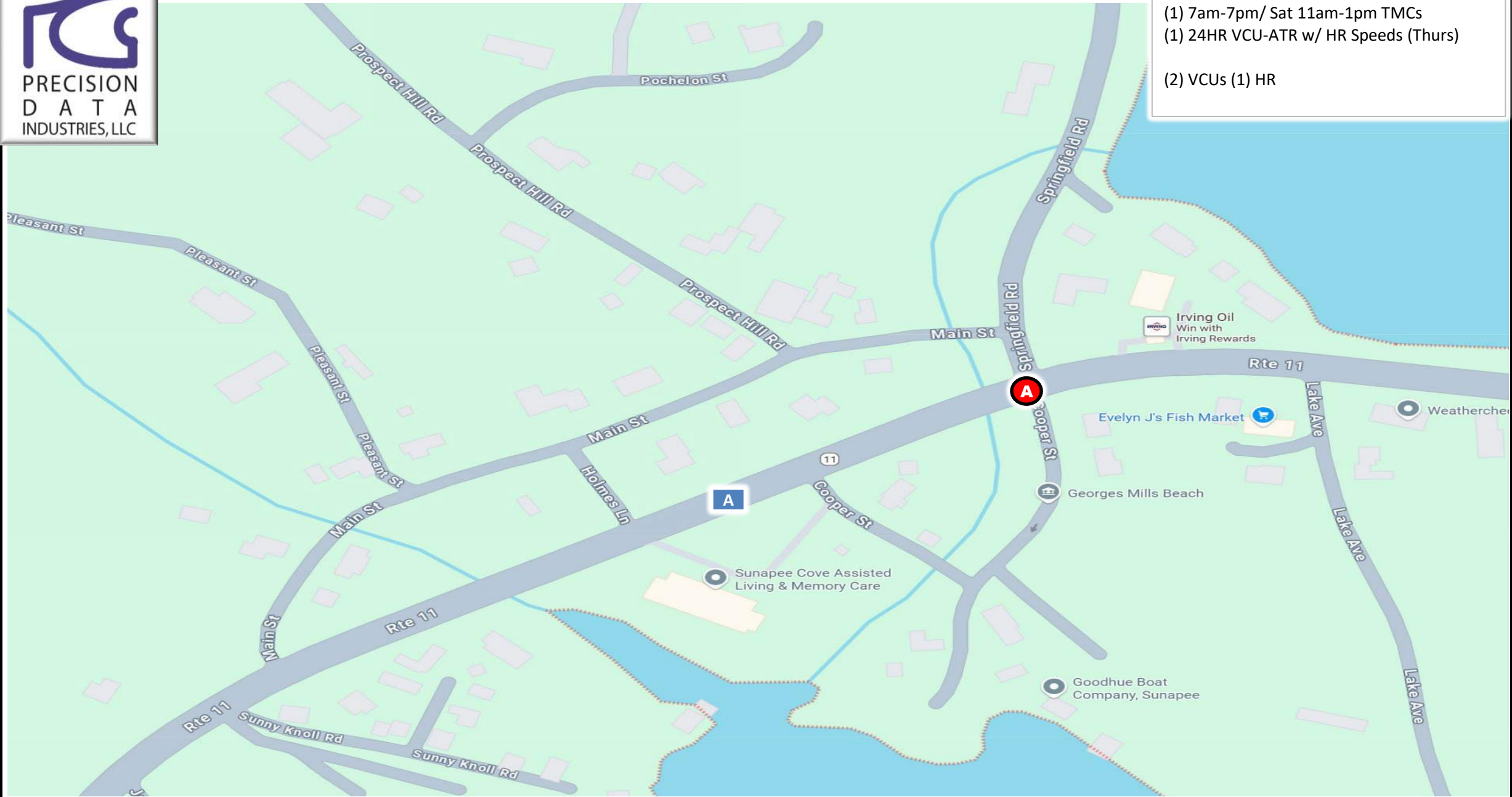
APPENDIX A: TRAFFIC VOLUME DATA



Location Map: 250737 Sunapee, NH

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

- (1) 7am-7pm/ Sat 11am-1pm TMCs
- (1) 24HR VCU-ATR w/ HR Speeds (Thurs)
- (2) VCUs (1) HR



Client: GPI	Engineer: M. Dugas	Site Code: NEX-2200461.06	Date: Thurs 9/25 and Sat 9/27/2025	PDI Job # 250737	City, State: Sunapee, NH
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Route 11
 between Holmes Lane & Cooper St (west)
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200462.06



PDI File # 250737 ATR A

Count Date: Thursday, September 25, 2025
 Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	4	0	0	4	12:00 PM	65	6	0	71
12:15 AM	2	0	1	3	12:15 PM	72	5	2	79
12:30 AM	0	0	0	0	12:30 PM	65	4	1	70
12:45 AM	1	0	0	1	12:45 PM	72	2	4	78
1:00 AM	0	0	0	0	1:00 PM	65	4	1	70
1:15 AM	1	0	0	1	1:15 PM	73	3	0	76
1:30 AM	6	0	1	7	1:30 PM	64	3	1	68
1:45 AM	2	0	0	2	1:45 PM	63	1	2	66
2:00 AM	4	0	1	5	2:00 PM	67	3	1	71
2:15 AM	1	0	0	1	2:15 PM	67	1	2	70
2:30 AM	1	0	0	1	2:30 PM	78	5	2	85
2:45 AM	3	0	0	3	2:45 PM	67	6	1	74
3:00 AM	0	0	0	0	3:00 PM	90	5	2	97
3:15 AM	3	0	1	4	3:15 PM	73	3	2	78
3:30 AM	1	0	0	1	3:30 PM	81	6	1	88
3:45 AM	2	0	1	3	3:45 PM	48	1	1	50
4:00 AM	5	0	0	5	4:00 PM	74	0	0	74
4:15 AM	8	0	0	8	4:15 PM	73	2	1	76
4:30 AM	17	0	1	18	4:30 PM	77	0	2	79
4:45 AM	12	0	2	14	4:45 PM	83	1	0	84
5:00 AM	9	0	1	10	5:00 PM	67	1	2	70
5:15 AM	31	0	1	32	5:15 PM	76	1	0	77
5:30 AM	39	0	1	40	5:30 PM	56	0	1	57
5:45 AM	28	0	0	28	5:45 PM	37	0	0	37
6:00 AM	43	0	2	45	6:00 PM	34	1	1	36
6:15 AM	49	1	1	51	6:15 PM	39	2	1	42
6:30 AM	56	0	2	58	6:30 PM	34	1	0	35
6:45 AM	83	0	2	85	6:45 PM	17	0	2	19
7:00 AM	85	2	0	87	7:00 PM	22	0	1	23
7:15 AM	101	2	3	106	7:15 PM	24	1	1	26
7:30 AM	109	3	0	112	7:30 PM	17	0	0	17
7:45 AM	132	6	0	138	7:45 PM	22	0	1	23
8:00 AM	97	2	3	102	8:00 PM	24	1	0	25
8:15 AM	86	2	0	88	8:15 PM	14	0	0	14
8:30 AM	80	2	0	82	8:30 PM	9	0	0	9
8:45 AM	59	6	0	65	8:45 PM	27	0	0	27
9:00 AM	63	4	2	69	9:00 PM	8	0	0	8
9:15 AM	62	4	0	66	9:15 PM	8	0	1	9
9:30 AM	57	4	2	63	9:30 PM	5	0	0	5
9:45 AM	64	3	2	69	9:45 PM	14	0	0	14
10:00 AM	65	12	2	79	10:00 PM	4	0	0	4
10:15 AM	51	3	1	55	10:15 PM	6	0	0	6
10:30 AM	77	6	3	86	10:30 PM	4	0	0	4
10:45 AM	64	2	0	66	10:45 PM	2	0	0	2
11:00 AM	53	8	3	64	11:00 PM	3	0	0	3
11:15 AM	66	5	1	72	11:15 PM	3	0	0	3
11:30 AM	71	3	5	79	11:30 PM	4	0	0	4
11:45 AM	69	4	4	77	11:45 PM	0	0	0	0

AM Total	1922	84	49	2055	PM Total	1997	69	37	2103
Percentage	93.53%	4.09%	2.38%		Percentage	94.96%	3.28%	1.76%	
AM Peak Volume	7:15 AM 439	9:45 AM 24	11:00 AM 13	7:15 AM 458	PM Peak Volume	2:45 PM 311	2:45 PM 20	12:15 PM 8	2:45 PM 337
					Day Total	3919	153	86	4158
					Percentage	94.25%	3.68%	2.07%	

Route 11
 between Holmes Lane & Cooper St (west)
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200462.06



PDI File # 250737 ATR A

Count Date: Thursday, September 25, 2025
 Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	4	0	0	4	12:00 PM	62	8	0	70
12:15 AM	1	0	0	1	12:15 PM	68	3	1	72
12:30 AM	3	0	0	3	12:30 PM	73	2	0	75
12:45 AM	0	0	0	0	12:45 PM	63	4	3	70
1:00 AM	1	0	0	1	1:00 PM	67	4	4	75
1:15 AM	3	0	0	3	1:15 PM	77	5	2	84
1:30 AM	2	0	0	2	1:30 PM	67	7	2	76
1:45 AM	3	0	0	3	1:45 PM	68	2	3	73
2:00 AM	0	0	1	1	2:00 PM	82	3	0	85
2:15 AM	2	0	1	3	2:15 PM	67	6	1	74
2:30 AM	1	0	0	1	2:30 PM	89	1	2	92
2:45 AM	3	0	0	3	2:45 PM	75	4	1	80
3:00 AM	0	0	0	0	3:00 PM	86	3	3	92
3:15 AM	1	0	0	1	3:15 PM	89	3	2	94
3:30 AM	4	0	0	4	3:30 PM	104	3	0	107
3:45 AM	0	0	0	0	3:45 PM	88	1	1	90
4:00 AM	7	1	1	9	4:00 PM	111	2	1	114
4:15 AM	5	0	1	6	4:15 PM	96	0	1	97
4:30 AM	10	1	0	11	4:30 PM	107	1	0	108
4:45 AM	5	0	0	5	4:45 PM	96	0	0	96
5:00 AM	9	0	1	10	5:00 PM	98	0	0	98
5:15 AM	7	0	4	11	5:15 PM	90	0	0	90
5:30 AM	10	0	2	12	5:30 PM	76	1	0	77
5:45 AM	16	2	1	19	5:45 PM	80	0	2	82
6:00 AM	10	0	1	11	6:00 PM	59	0	0	59
6:15 AM	19	1	0	20	6:15 PM	56	0	1	57
6:30 AM	33	3	0	36	6:30 PM	59	0	0	59
6:45 AM	42	2	3	47	6:45 PM	22	1	0	23
7:00 AM	41	0	4	45	7:00 PM	43	0	0	43
7:15 AM	52	2	2	56	7:15 PM	29	0	0	29
7:30 AM	70	3	1	74	7:30 PM	35	1	0	36
7:45 AM	81	2	0	83	7:45 PM	29	0	2	31
8:00 AM	40	4	0	44	8:00 PM	36	0	1	37
8:15 AM	54	3	0	57	8:15 PM	34	0	0	34
8:30 AM	60	4	1	65	8:30 PM	25	0	0	25
8:45 AM	75	2	3	80	8:45 PM	28	0	0	28
9:00 AM	38	5	2	45	9:00 PM	22	0	0	22
9:15 AM	49	3	1	53	9:15 PM	14	0	0	14
9:30 AM	53	5	2	60	9:30 PM	12	0	0	12
9:45 AM	51	6	1	58	9:45 PM	14	0	0	14
10:00 AM	55	3	0	58	10:00 PM	18	0	1	19
10:15 AM	49	9	2	60	10:15 PM	7	0	0	7
10:30 AM	43	6	4	53	10:30 PM	9	0	0	9
10:45 AM	61	5	6	72	10:45 PM	3	0	0	3
11:00 AM	55	3	1	59	11:00 PM	10	0	0	10
11:15 AM	64	3	1	68	11:15 PM	3	0	0	3
11:30 AM	59	5	3	67	11:30 PM	3	0	0	3
11:45 AM	73	7	0	80	11:45 PM	5	0	0	5

AM Total 1324 90 50 1464
 Percentage 90.44% 6.15% 3.42%
 AM Peak 11:00 AM 9:45 AM 10:15 AM 11:00 AM
 Volume 251 24 13 274

PM Total 2554 65 34 2653
 Percentage 96.27% 2.45% 1.28%
 PM Peak 4:00 PM 12:45 PM 12:45 PM 4:00 PM
 Volume 410 20 11 415

Day Total 3878 155 84 4117
 Percentage 94.19% 3.76% 2.04%

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	8	0	4	0	12	5	37	0	0	42	0	0	0	0	0	0	53	34	0	87	141
7:15 AM	10	0	5	0	15	6	45	0	0	51	0	0	0	0	0	0	74	32	0	106	172
7:30 AM	19	0	3	0	22	5	57	0	0	62	0	0	0	0	0	0	81	33	0	114	198
7:45 AM	20	0	4	0	24	9	62	0	0	71	0	0	0	0	0	0	95	42	0	137	232
Total	57	0	16	0	73	25	201	0	0	226	0	0	0	0	0	0	303	141	0	444	743
8:00 AM	17	0	3	0	20	7	28	0	0	35	0	0	0	0	0	0	68	31	0	99	154
8:15 AM	18	0	2	0	20	5	40	0	0	45	0	0	0	0	0	0	72	17	0	89	154
8:30 AM	15	0	2	0	17	10	49	0	0	59	0	0	0	0	0	0	59	24	0	83	159
8:45 AM	22	0	7	0	29	6	60	0	0	66	0	0	0	0	0	2	47	17	0	66	161
Total	72	0	14	0	86	28	177	0	0	205	0	0	0	0	0	2	246	89	0	337	628
9:00 AM	7	0	4	0	11	7	41	2	0	50	0	0	0	0	0	1	55	11	0	67	128
9:15 AM	6	0	6	0	12	6	47	0	0	53	0	0	0	0	0	0	57	10	0	67	132
9:30 AM	14	0	9	0	23	5	46	0	0	51	0	0	0	0	0	0	46	17	0	63	137
9:45 AM	13	0	6	0	19	6	49	0	0	55	0	0	0	0	0	0	51	17	0	68	142
Total	40	0	25	0	65	24	183	2	0	209	0	0	0	0	0	1	209	55	0	265	539
10:00 AM	12	0	3	0	15	3	46	0	0	49	0	0	0	0	0	0	62	18	0	80	144
10:15 AM	12	0	1	0	13	8	49	0	0	57	0	0	0	0	0	0	41	13	0	54	124
10:30 AM	15	0	5	0	20	4	36	0	0	40	0	0	0	0	0	0	64	22	0	86	146
10:45 AM	20	0	5	0	25	5	53	0	0	58	0	0	0	0	0	0	53	14	0	67	150
Total	59	0	14	0	73	20	184	0	0	204	0	0	0	0	0	0	220	67	0	287	564
11:00 AM	8	0	9	0	17	5	50	0	0	55	0	0	0	0	0	0	51	11	0	62	134
11:15 AM	16	0	11	0	27	10	54	1	0	65	3	0	0	0	3	0	68	11	0	79	174
11:30 AM	19	0	4	0	23	8	47	0	0	55	0	0	0	0	0	0	59	22	0	81	159
11:45 AM	26	0	9	0	35	5	55	0	0	60	0	0	0	0	0	0	69	9	0	78	173
Total	69	0	33	0	102	28	206	1	0	235	3	0	0	0	3	0	247	53	0	300	640
12:00 PM	13	0	5	0	18	6	56	0	0	62	0	0	0	0	0	0	52	19	0	71	151
12:15 PM	15	0	6	0	21	6	58	0	0	64	0	0	0	0	0	1	62	16	0	79	164
12:30 PM	13	1	8	0	22	4	62	1	0	67	0	0	0	0	0	0	55	16	0	71	160
12:45 PM	14	0	4	0	18	9	59	0	0	68	0	0	0	0	0	0	64	15	0	79	165
Total	55	1	23	0	79	25	235	1	0	261	0	0	0	0	0	1	233	66	0	300	640
1:00 PM	19	0	5	0	24	12	57	0	0	69	0	0	0	0	0	0	60	11	0	71	164
1:15 PM	16	0	6	0	22	8	67	1	0	76	0	0	0	0	0	0	58	19	0	77	175
1:30 PM	8	0	6	0	14	7	66	1	0	74	0	0	0	0	0	0	54	15	0	69	157
1:45 PM	20	0	7	0	27	6	55	0	0	61	0	0	0	0	0	0	60	8	0	68	156
Total	63	0	24	0	87	33	245	2	0	280	0	0	0	0	0	0	232	53	0	285	652
2:00 PM	16	0	8	0	24	3	72	0	0	75	0	0	0	0	0	0	54	17	0	71	170
2:15 PM	14	0	4	0	18	6	58	1	0	65	0	0	0	0	0	0	42	26	0	68	151
2:30 PM	21	0	5	0	26	4	72	0	0	76	0	0	0	0	0	0	64	22	0	86	188
2:45 PM	18	0	10	0	28	2	64	0	0	66	0	0	0	0	0	0	59	16	0	75	169
Total	69	0	27	0	96	15	266	1	0	282	0	0	0	0	0	0	219	81	0	300	678
3:00 PM	18	0	4	0	22	9	70	0	0	79	0	0	0	0	0	0	74	26	0	100	201
3:15 PM	21	0	5	0	26	9	76	0	0	85	0	0	0	0	0	0	64	14	0	78	189
3:30 PM	34	0	6	0	40	3	73	0	0	76	0	0	0	0	0	0	67	20	0	87	203
3:45 PM	24	0	8	0	32	6	64	0	0	70	0	0	0	0	0	0	41	13	0	54	156
Total	97	0	23	0	120	27	283	0	0	310	0	0	0	0	0	0	246	73	0	319	749
4:00 PM	35	0	2	0	37	2	80	0	0	82	0	0	0	0	0	0	54	20	0	74	193
4:15 PM	30	0	5	0	35	7	65	0	0	72	0	0	0	0	0	0	60	16	0	76	183
4:30 PM	31	0	4	0	35	1	77	1	0	79	0	0	0	0	0	0	58	21	0	79	193
4:45 PM	30	0	10	0	40	4	63	0	0	67	0	0	0	0	0	0	67	18	0	85	192
Total	126	0	21	0	147	14	285	1	0	300	0	0	0	0	0	0	239	75	0	314	761
5:00 PM	27	0	8	0	35	5	72	0	0	77	0	0	0	0	0	0	57	12	0	69	181
5:15 PM	21	0	10	0	31	5	66	0	0	71	0	0	0	0	0	0	55	20	0	75	177
5:30 PM	31	0	9	0	40	5	50	0	0	55	0	0	0	0	0	0	47	11	0	58	153
5:45 PM	34	0	8	0	42	2	46	0	0	48	0	0	0	0	0	0	28	8	0	36	126
Total	113	0	35	0	148	17	234	0	0	251	0	0	0	0	0	0	187	51	0	238	637
6:00 PM	19	0	4	0	23	2	39	0	0	41	0	0	0	0	0	0	28	8	0	36	100
6:15 PM	13	0	0	0	13	0	43	0	0	43	0	0	0	0	0	0	38	6	0	44	100

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	16	0	2	0	18	9	45	0	0	54	0	0	0	0	0	0	25	10	0	35	107
6:45 PM	8	0	2	0	10	1	13	0	0	14	0	0	0	0	0	0	15	4	0	19	43
Total	56	0	8	0	64	12	140	0	0	152	0	0	0	0	0	0	106	28	0	134	350
Grand Total	876	1	263	0	1140	268	2639	8	0	2915	3	0	0	0	3	4	2687	832	0	3523	7581
Approach %	76.8	0.1	23.1	0.0		9.2	90.5	0.3	0.0		100.0	0.0	0.0	0.0		0.1	76.3	23.6	0.0		
Total %	11.6	0.0	3.5	0.0	15.0	3.5	34.8	0.1	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.1	35.4	11.0	0.0	46.5	
Exiting Leg Total	1100					2953					13					3515					7581
Cars	813	1	259	0	1073	254	2484	6	0	2744	1	0	0	0	1	4	2545	766	0	3315	7133
% Cars	92.8	100.0	98.5	0.0	94.1	94.8	94.1	75.0	0.0	94.1	33.3	0.0	0.0	0.0	33.3	100.0	94.7	92.1	0.0	94.1	94.1
Exiting Leg Total	1020					2805					11					3297					7133
Heavy Vehicles	63	0	4	0	67	14	155	2	0	171	2	0	0	0	2	0	142	66	0	208	448
% Heavy Vehicles	7.2	0.0	1.5	0.0	5.9	5.2	5.9	25.0	0.0	5.9	66.7	0.0	0.0	0.0	66.7	0.0	5.3	7.9	0.0	5.9	5.9
Exiting Leg Total	80					148					2					218					448

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	10	0	5	0	15	6	45	0	0	51	0	0	0	0	0	0	74	32	0	106	172
7:30 AM	19	0	3	0	22	5	57	0	0	62	0	0	0	0	0	0	81	33	0	114	198
7:45 AM	20	0	4	0	24	9	62	0	0	71	0	0	0	0	0	0	95	42	0	137	232
8:00 AM	17	0	3	0	20	7	28	0	0	35	0	0	0	0	0	0	68	31	0	99	154
Total Volume	66	0	15	0	81	27	192	0	0	219	0	0	0	0	0	0	318	138	0	456	756
% Approach Total	81.5	0.0	18.5	0.0		12.3	87.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	69.7	30.3	0.0		
PHF	0.825	0.000	0.750	0.000	0.844	0.750	0.774	0.000	0.000	0.771	0.000	0.000	0.000	0.000	0.000	0.000	0.837	0.821	0.000	0.832	0.815
Cars	61	0	15	0	76	26	179	0	0	205	0	0	0	0	0	0	304	134	0	438	719
Cars %	92.4	0.0	100.0	0.0	93.8	96.3	93.2	0.0	0.0	93.6	0.0	0.0	0.0	0.0	0.0	0.0	95.6	97.1	0.0	96.1	95.1
Heavy Vehicles	5	0	0	0	5	1	13	0	0	14	0	0	0	0	0	0	14	4	0	18	37
Heavy Vehicles %	7.6	0.0	0.0	0.0	6.2	3.7	6.8	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	4.4	2.9	0.0	3.9	4.9
Cars Enter Leg	61	0	15	0	76	26	179	0	0	205	0	0	0	0	0	0	304	134	0	438	719
Heavy Enter Leg	5	0	0	0	5	1	13	0	0	14	0	0	0	0	0	0	14	4	0	18	37
Total Entering Leg	66	0	15	0	81	27	192	0	0	219	0	0	0	0	0	0	318	138	0	456	756
Cars Exiting Leg	160					319					0					240					719
Heavy Exiting Leg	5					14					0					18					37
Total Exiting Leg	165					333					0					258					756

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:45 PM	20	0	7	0	27	6	55	0	0	61	0	0	0	0	0	0	60	8	0	68	156
2:00 PM	16	0	8	0	24	3	72	0	0	75	0	0	0	0	0	0	54	17	0	71	170
2:15 PM	14	0	4	0	18	6	58	1	0	65	0	0	0	0	0	0	42	26	0	68	151
2:30 PM	21	0	5	0	26	4	72	0	0	76	0	0	0	0	0	0	64	22	0	86	188
Total Volume	71	0	24	0	95	19	257	1	0	277	0	0	0	0	0	0	220	73	0	293	665
% Approach Total	74.7	0.0	25.3	0.0		6.9	92.8	0.4	0.0		0.0	0.0	0.0	0.0		0.0	75.1	24.9	0.0		
PHF	0.845	0.000	0.750	0.000	0.880	0.792	0.892	0.250	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.000	0.859	0.702	0.000	0.852	0.884
Cars	66	0	24	0	90	19	242	1	0	262	0	0	0	0	0	0	211	66	0	277	629
Cars %	93.0	0.0	100.0	0.0	94.7	100.0	94.2	100.0	0.0	94.6	0.0	0.0	0.0	0.0	0.0	0.0	95.9	90.4	0.0	94.5	94.6
Heavy Vehicles	5	0	0	0	5	0	15	0	0	15	0	0	0	0	0	0	9	7	0	16	36
Heavy Vehicles %	7.0	0.0	0.0	0.0	5.3	0.0	5.8	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.1	9.6	0.0	5.5	5.4
Cars Enter Leg	66	0	24	0	90	19	242	1	0	262	0	0	0	0	0	0	211	66	0	277	629
Heavy Enter Leg	5	0	0	0	5	0	15	0	0	15	0	0	0	0	0	0	9	7	0	16	36
Total Entering Leg	71	0	24	0	95	19	257	1	0	277	0	0	0	0	0	0	220	73	0	293	665
Cars Exiting Leg	85					235					1					308					629
Heavy Exiting Leg	7					9					0					20					36
Total Exiting Leg	92					244					1					328					665

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:45 PM	Springfield Road					Route 11					Cooper Street (East)					Route 11						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
2:45 PM	18	0	10	0	28	2	64	0	0	66	0	0	0	0	0	0	59	16	0	75	169	
3:00 PM	18	0	4	0	22	9	70	0	0	79	0	0	0	0	0	0	74	26	0	100	201	
3:15 PM	21	0	5	0	26	9	76	0	0	85	0	0	0	0	0	0	64	14	0	78	189	
3:30 PM	34	0	6	0	40	3	73	0	0	76	0	0	0	0	0	0	67	20	0	87	203	
Total Volume	91	0	25	0	116	23	283	0	0	306	0	0	0	0	0	0	264	76	0	340	762	
% Approach Total	78.4	0.0	21.6	0.0		7.5	92.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	77.6	22.4	0.0			
PHF	0.669	0.000	0.625	0.000	0.725	0.639	0.931	0.000	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.000	0.892	0.731	0.000	0.850	0.938	
Cars	84	0	25	0	109	21	270	0	0	291	0	0	0	0	0	0	250	66	0	316	716	
Cars %	92.3	0.0	100.0	0.0	94.0	91.3	95.4	0.0	0.0	95.1	0.0	0.0	0.0	0.0	0.0	0.0	94.7	86.8	0.0	92.9	94.0	
Heavy Vehicles	7	0	0	0	7	2	13	0	0	15	0	0	0	0	0	0	14	10	0	24	46	
Heavy Vehicles %	7.7	0.0	0.0	0.0	6.0	8.7	4.6	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	5.3	13.2	0.0	7.1	6.0	
Cars Enter Leg	84	0	25	0	109	21	270	0	0	291	0	0	0	0	0	0	250	66	0	316	716	
Heavy Enter Leg	7	0	0	0	7	2	13	0	0	15	0	0	0	0	0	0	14	10	0	24	46	
Total Entering Leg	91	0	25	0	116	23	283	0	0	306	0	0	0	0	0	0	264	76	0	340	762	
Cars Exiting Leg						87					275					0					354	716
Heavy Exiting Leg						12					14					0					20	46
Total Exiting Leg						99					289					0					374	762

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Cars

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	6	0	4	0	10	5	35	0	0	40	0	0	0	0	0	0	52	33	0	85	135
7:15 AM	9	0	5	0	14	6	42	0	0	48	0	0	0	0	0	0	69	32	0	101	163
7:30 AM	19	0	3	0	22	5	53	0	0	58	0	0	0	0	0	0	79	31	0	110	190
7:45 AM	18	0	4	0	22	8	59	0	0	67	0	0	0	0	0	0	92	42	0	134	223
Total	52	0	16	0	68	24	189	0	0	213	0	0	0	0	0	0	292	138	0	430	711
8:00 AM	15	0	3	0	18	7	25	0	0	32	0	0	0	0	0	0	64	29	0	93	143
8:15 AM	16	0	2	0	18	5	38	0	0	43	0	0	0	0	0	0	70	16	0	86	147
8:30 AM	14	0	1	0	15	10	46	0	0	56	0	0	0	0	0	0	56	24	0	80	151
8:45 AM	21	0	7	0	28	6	55	0	0	61	0	0	0	0	0	2	44	16	0	62	151
Total	66	0	13	0	79	28	164	0	0	192	0	0	0	0	0	2	234	85	0	321	592
9:00 AM	6	0	4	0	10	7	35	0	0	42	0	0	0	0	0	1	51	9	0	61	113
9:15 AM	5	0	6	0	11	6	44	0	0	50	0	0	0	0	0	0	56	9	0	65	126
9:30 AM	13	0	9	0	22	5	41	0	0	46	0	0	0	0	0	0	44	13	0	57	125
9:45 AM	12	0	6	0	18	6	42	0	0	48	0	0	0	0	0	0	47	16	0	63	129
Total	36	0	25	0	61	24	162	0	0	186	0	0	0	0	0	1	198	47	0	246	493
10:00 AM	11	0	3	0	14	1	44	0	0	45	0	0	0	0	0	0	53	13	0	66	125
10:15 AM	9	0	1	0	10	7	42	0	0	49	0	0	0	0	0	0	40	10	0	50	109
10:30 AM	11	0	5	0	16	4	27	0	0	31	0	0	0	0	0	0	57	19	0	76	123
10:45 AM	15	0	5	0	20	3	47	0	0	50	0	0	0	0	0	0	52	13	0	65	135
Total	46	0	14	0	60	15	160	0	0	175	0	0	0	0	0	0	202	55	0	257	492
11:00 AM	6	0	9	0	15	4	45	0	0	49	0	0	0	0	0	0	46	7	0	53	117
11:15 AM	15	0	11	0	26	9	52	1	0	62	1	0	0	0	1	0	63	9	0	72	161
11:30 AM	16	0	4	0	20	8	44	0	0	52	0	0	0	0	0	0	53	20	0	73	145
11:45 AM	24	0	8	0	32	5	51	0	0	56	0	0	0	0	0	0	62	9	0	71	159
Total	61	0	32	0	93	26	192	1	0	219	1	0	0	0	1	0	224	45	0	269	582
12:00 PM	11	0	5	0	16	6	50	0	0	56	0	0	0	0	0	0	48	17	0	65	137
12:15 PM	14	0	6	0	20	6	54	0	0	60	0	0	0	0	0	1	56	15	0	72	152
12:30 PM	12	1	7	0	20	4	61	1	0	66	0	0	0	0	0	0	52	14	0	66	152
12:45 PM	11	0	4	0	15	8	56	0	0	64	0	0	0	0	0	0	57	14	0	71	150
Total	48	1	22	0	71	24	221	1	0	246	0	0	0	0	0	1	213	60	0	274	591
1:00 PM	17	0	5	0	22	12	51	0	0	63	0	0	0	0	0	0	57	9	0	66	151
1:15 PM	14	0	6	0	20	6	62	1	0	69	0	0	0	0	0	0	55	19	0	74	163
1:30 PM	7	0	6	0	13	7	58	1	0	66	0	0	0	0	0	0	51	13	0	64	143
1:45 PM	19	0	7	0	26	6	51	0	0	57	0	0	0	0	0	0	57	8	0	65	148
Total	57	0	24	0	81	31	222	2	0	255	0	0	0	0	0	0	220	49	0	269	605
2:00 PM	15	0	8	0	23	3	71	0	0	74	0	0	0	0	0	0	52	15	0	67	164
2:15 PM	12	0	4	0	16	6	51	1	0	58	0	0	0	0	0	0	40	25	0	65	139
2:30 PM	20	0	5	0	25	4	69	0	0	73	0	0	0	0	0	0	62	18	0	80	178
2:45 PM	15	0	10	0	25	2	60	0	0	62	0	0	0	0	0	0	57	11	0	68	155
Total	62	0	27	0	89	15	251	1	0	267	0	0	0	0	0	0	211	69	0	280	636
3:00 PM	17	0	4	0	21	8	66	0	0	74	0	0	0	0	0	0	70	23	0	93	188
3:15 PM	20	0	5	0	25	9	72	0	0	81	0	0	0	0	0	0	61	12	0	73	179
3:30 PM	32	0	6	0	38	2	72	0	0	74	0	0	0	0	0	0	62	20	0	82	194
3:45 PM	23	0	8	0	31	6	62	0	0	68	0	0	0	0	0	0	40	12	0	52	151
Total	92	0	23	0	115	25	272	0	0	297	0	0	0	0	0	0	233	67	0	300	712
4:00 PM	34	0	2	0	36	2	78	0	0	80	0	0	0	0	0	0	54	20	0	74	190
4:15 PM	29	0	4	0	33	6	65	0	0	71	0	0	0	0	0	0	57	16	0	73	177
4:30 PM	31	0	4	0	35	1	76	1	0	78	0	0	0	0	0	0	57	21	0	78	191
4:45 PM	30	0	10	0	40	4	63	0	0	67	0	0	0	0	0	0	67	17	0	84	191
Total	124	0	20	0	144	13	282	1	0	296	0	0	0	0	0	0	235	74	0	309	749
5:00 PM	27	0	8	0	35	5	72	0	0	77	0	0	0	0	0	0	56	11	0	67	179
5:15 PM	21	0	10	0	31	5	66	0	0	71	0	0	0	0	0	0	53	20	0	73	175
5:30 PM	31	0	9	0	40	5	49	0	0	54	0	0	0	0	0	0	46	11	0	57	151
5:45 PM	34	0	8	0	42	2	44	0	0	46	0	0	0	0	0	0	28	8	0	36	124
Total	113	0	35	0	148	17	231	0	0	248	0	0	0	0	0	0	183	50	0	233	629
6:00 PM	19	0	4	0	23	2	39	0	0	41	0	0	0	0	0	0	26	8	0	34	98
6:15 PM	13	0	0	0	13	0	42	0	0	42	0	0	0	0	0	0	36	6	0	42	97

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Cars

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	16	0	2	0	18	9	45	0	0	54	0	0	0	0	0	0	25	9	0	34	106
6:45 PM	8	0	2	0	10	1	12	0	0	13	0	0	0	0	0	0	13	4	0	17	40
Total	56	0	8	0	64	12	138	0	0	150	0	0	0	0	0	0	100	27	0	127	341
Grand Total	813	1	259	0	1073	254	2484	6	0	2744	1	0	0	0	1	4	2545	766	0	3315	7133
Approach %	75.8	0.1	24.1	0.0		9.3	90.5	0.2	0.0		100.0	0.0	0.0	0.0		0.1	76.8	23.1	0.0		
Total %	11.4	0.0	3.6	0.0	15.0	3.6	34.8	0.1	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.1	35.7	10.7	0.0	46.5	
Exiting Leg Total	1020					2805					11					3297					7133

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	9	0	5	0	14	6	42	0	0	48	0	0	0	0	0	0	69	32	0	101	163
7:30 AM	19	0	3	0	22	5	53	0	0	58	0	0	0	0	0	0	79	31	0	110	190
7:45 AM	18	0	4	0	22	8	59	0	0	67	0	0	0	0	0	0	92	42	0	134	223
8:00 AM	15	0	3	0	18	7	25	0	0	32	0	0	0	0	0	0	64	29	0	93	143
Total Volume	61	0	15	0	76	26	179	0	0	205	0	0	0	0	0	0	304	134	0	438	719
% Approach Total	80.3	0.0	19.7	0.0		12.7	87.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	69.4	30.6	0.0		
PHF	0.803	0.000	0.750	0.000	0.864	0.813	0.758	0.000	0.000	0.765	0.000	0.000	0.000	0.000	0.000	0.000	0.826	0.798	0.000	0.817	0.806
Entering Leg	61	0	15	0	76	26	179	0	0	205	0	0	0	0	0	0	304	134	0	438	719
Exiting Leg	160					319					0					240					719
Total	236					524					0					678					1438

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:45 PM	19	0	7	0	26	6	51	0	0	57	0	0	0	0	0	0	57	8	0	65	148
2:00 PM	15	0	8	0	23	3	71	0	0	74	0	0	0	0	0	0	52	15	0	67	164
2:15 PM	12	0	4	0	16	6	51	1	0	58	0	0	0	0	0	0	40	25	0	65	139
2:30 PM	20	0	5	0	25	4	69	0	0	73	0	0	0	0	0	0	62	18	0	80	178
Total Volume	66	0	24	0	90	19	242	1	0	262	0	0	0	0	0	0	211	66	0	277	629
% Approach Total	73.3	0.0	26.7	0.0		7.3	92.4	0.4	0.0		0.0	0.0	0.0	0.0		0.0	76.2	23.8	0.0		
PHF	0.825	0.000	0.750	0.000	0.865	0.792	0.852	0.250	0.000	0.885	0.000	0.000	0.000	0.000	0.000	0.000	0.851	0.660	0.000	0.866	0.883
Entering Leg	66	0	24	0	90	19	242	1	0	262	0	0	0	0	0	0	211	66	0	277	629
Exiting Leg	85					235					1					308					629
Total	175					497					1					585					1258

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	34	0	2	0	36	2	78	0	0	80	0	0	0	0	0	0	54	20	0	74	190
4:15 PM	29	0	4	0	33	6	65	0	0	71	0	0	0	0	0	0	57	16	0	73	177
4:30 PM	31	0	4	0	35	1	76	1	0	78	0	0	0	0	0	0	57	21	0	78	191
4:45 PM	30	0	10	0	40	4	63	0	0	67	0	0	0	0	0	0	67	17	0	84	191
Total Volume	124	0	20	0	144	13	282	1	0	296	0	0	0	0	0	0	235	74	0	309	749
% Approach Total	86.1	0.0	13.9	0.0		4.4	95.3	0.3	0.0		0.0	0.0	0.0	0.0		0.0	76.1	23.9	0.0		
PHF	0.912	0.000	0.500	0.000	0.900	0.542	0.904	0.250	0.000	0.925	0.000	0.000	0.000	0.000	0.000	0.000	0.877	0.881	0.000	0.920	0.980
Entering Leg	124	0	20	0	144	13	282	1	0	296	0	0	0	0	0	0	235	74	0	309	749
Exiting Leg	87					255					1					406					749
Total	231					551					1					715					1498

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	6
7:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	8
7:45 AM	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	9
Total	5	0	0	0	5	1	12	0	0	13	0	0	0	0	0	0	11	3	0	14	32
8:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	11
8:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	7
8:30 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	8
8:45 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	10
Total	6	0	1	0	7	0	13	0	0	13	0	0	0	0	0	0	12	4	0	16	36
9:00 AM	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	0	4	2	0	6	15
9:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	6
9:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	4	0	6	12
9:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	4	1	0	5	13
Total	4	0	0	0	4	0	21	2	0	23	0	0	0	0	0	0	11	8	0	19	46
10:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	9	5	0	14	19
10:15 AM	3	0	0	0	3	1	7	0	0	8	0	0	0	0	0	0	1	3	0	4	15
10:30 AM	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	0	7	3	0	10	23
10:45 AM	5	0	0	0	5	2	6	0	0	8	0	0	0	0	0	0	1	1	0	2	15
Total	13	0	0	0	13	5	24	0	0	29	0	0	0	0	0	0	18	12	0	30	72
11:00 AM	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	0	5	4	0	9	17
11:15 AM	1	0	0	0	1	1	2	0	0	3	2	0	0	0	2	0	5	2	0	7	13
11:30 AM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	6	2	0	8	14
11:45 AM	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	14
Total	8	0	1	0	9	2	14	0	0	16	2	0	0	0	2	0	23	8	0	31	58
12:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	2	0	6	14
12:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	12
12:30 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	8
12:45 PM	3	0	0	0	3	1	3	0	0	4	0	0	0	0	0	0	7	1	0	8	15
Total	7	0	1	0	8	1	14	0	0	15	0	0	0	0	0	0	20	6	0	26	49
1:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	3	2	0	5	13
1:15 PM	2	0	0	0	2	2	5	0	0	7	0	0	0	0	0	0	3	0	0	3	12
1:30 PM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	3	2	0	5	14
1:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
Total	6	0	0	0	6	2	23	0	0	25	0	0	0	0	0	0	12	4	0	16	47
2:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	6
2:15 PM	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	12
2:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	10
2:45 PM	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	2	5	0	7	14
Total	7	0	0	0	7	0	15	0	0	15	0	0	0	0	0	0	8	12	0	20	42
3:00 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	4	3	0	7	13
3:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	2	0	5	10
3:30 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	9
3:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5
Total	5	0	0	0	5	2	11	0	0	13	0	0	0	0	0	0	13	6	0	19	37
4:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	6
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	1	0	3	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	9
Grand Total	63	0	4	0	67	14	155	2	0	171	2	0	0	0	2	0	142	66	0	208	448
Approach %	94.0	0.0	6.0	0.0		8.2	90.6	1.2	0.0		100.0	0.0	0.0	0.0		0.0	68.3	31.7	0.0		
Total %	14.1	0.0	0.9	0.0	15.0	3.1	34.6	0.4	0.0	38.2	0.4	0.0	0.0	0.0	0.4	0.0	31.7	14.7	0.0	46.4	
Exiting Leg Total	80					148					2					218					448
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.5	0.0	1.9	1.3
Exiting Leg Total	3					1					0					2					6
Single-Unit Trucks	46	0	3	0	49	13	102	0	0	115	0	0	0	0	0	0	85	47	0	132	296
% Single-Unit	73.0	0.0	75.0	0.0	73.1	92.9	65.8	0.0	0.0	67.3	0.0	0.0	0.0	0.0	0.0	0.0	59.9	71.2	0.0	63.5	66.1
Exiting Leg Total	60					88					0					148					296
Articulated Trucks	17	0	1	0	18	1	51	2	0	54	2	0	0	0	2	0	56	16	0	72	146
% Articulated	27.0	0.0	25.0	0.0	26.9	7.1	32.9	100.0	0.0	31.6	100.0	0.0	0.0	0.0	100.0	0.0	39.4	24.2	0.0	34.6	32.6
Exiting Leg Total	17					59					2					68					146

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
9:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	4	1	0	5	13
10:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	9	5	0	14	19
10:15 AM	3	0	0	0	3	1	7	0	0	8	0	0	0	0	0	0	1	3	0	4	15
10:30 AM	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	0	7	3	0	10	23
Total Volume	9	0	0	0	9	3	25	0	0	28	0	0	0	0	0	0	21	12	0	33	70
% Approach Total	100.0	0.0	0.0	0.0		10.7	89.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	63.6	36.4	0.0		
PHF	0.563	0.000	0.000	0.000	0.563	0.375	0.694	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.600	0.000	0.589	0.761
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	7	0	0	0	7	3	16	0	0	19	0	0	0	0	0	0	12	11	0	23	49
Single-Unit %	77.8	0.0	0.0	0.0	77.8	100.0	64.0	0.0	0.0	67.9	0.0	0.0	0.0	0.0	0.0	0.0	57.1	91.7	0.0	69.7	70.0
Articulated Trucks	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	21
Articulated %	22.2	0.0	0.0	0.0	22.2	0.0	36.0	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	42.9	8.3	0.0	30.3	30.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	7	0	0	0	7	3	16	0	0	19	0	0	0	0	0	0	12	11	0	23	49
Articulated Trucks	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	21
Total Entering Leg	9	0	0	0	9	3	25	0	0	28	0	0	0	0	0	0	21	12	0	33	70
Buses	0					0					0					0					0
Single-Unit Trucks	14					12					0					23					49
Articulated Trucks	1					9					0					11					21
Total Exiting Leg	15					21					0					34					70

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	9	5	0	14	19
10:15 AM	3	0	0	0	3	1	7	0	0	8	0	0	0	0	0	0	1	3	0	4	15
10:30 AM	4	0	0	0	4	0	9	0	0	9	0	0	0	0	0	0	7	3	0	10	23
10:45 AM	5	0	0	0	5	2	6	0	0	8	0	0	0	0	0	0	1	1	0	2	15
Total Volume	13	0	0	0	13	5	24	0	0	29	0	0	0	0	0	0	18	12	0	30	72
% Approach Total	100.0	0.0	0.0	0.0		17.2	82.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.0	40.0	0.0		
PHF	0.650	0.000	0.000	0.000	0.650	0.625	0.667	0.000	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.600	0.000	0.536	0.783
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	9	0	0	0	9	5	14	0	0	19	0	0	0	0	0	0	11	11	0	22	50
Single-Unit %	69.2	0.0	0.0	0.0	69.2	100.0	58.3	0.0	0.0	65.5	0.0	0.0	0.0	0.0	0.0	0.0	61.1	91.7	0.0	73.3	69.4

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Articulated Trucks	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	7	1	0	8	22
Articulated %	30.8	0.0	0.0	0.0	30.8	0.0	41.7	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	38.9	8.3	0.0	26.7	30.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	9	0	0	0	9	5	14	0	0	19	0	0	0	0	0	0	11	11	0	22	50
Articulated Trucks	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	7	1	0	8	22
Total Entering Leg	13	0	0	0	13	5	24	0	0	29	0	0	0	0	0	0	18	12	0	30	72
Buses					0					0					0					0	0
Single-Unit Trucks					16					11					0					23	50
Articulated Trucks					1					7					0					14	22
Total Exiting Leg					17					18					0					37	72

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:15 PM	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	12
2:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	10
2:45 PM	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	2	5	0	7	14
3:00 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	4	3	0	7	13
Total Volume	7	0	0	0	7	1	18	0	0	19	0	0	0	0	0	0	10	13	0	23	49
% Approach Total	100.0	0.0	0.0	0.0	0.0	5.3	94.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	56.5	0.0	0.0	0.875
PHF	0.583	0.000	0.000	0.000	0.583	0.250	0.643	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.650	0.000	0.821	0.875
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	4.3	2.0
Single-Unit Trucks	5	0	0	0	5	1	12	0	0	13	0	0	0	0	0	0	6	8	0	14	32
Single-Unit %	71.4	0.0	0.0	0.0	71.4	100.0	66.7	0.0	0.0	68.4	0.0	0.0	0.0	0.0	0.0	0.0	60.0	61.5	0.0	60.9	65.3
Articulated Trucks	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	16
Articulated %	28.6	0.0	0.0	0.0	28.6	0.0	33.3	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	40.0	30.8	0.0	34.8	32.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	5	0	0	0	5	1	12	0	0	13	0	0	0	0	0	0	6	8	0	14	32
Articulated Trucks	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	16
Total Entering Leg	7	0	0	0	7	1	18	0	0	19	0	0	0	0	0	0	10	13	0	23	49
Buses					1					0					0					0	1
Single-Unit Trucks					9					6					0					17	32
Articulated Trucks					4					4					0					8	16
Total Exiting Leg					14					10					0					25	49

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Buses

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Buses

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	50.0	0.0	66.7	
Exiting Leg Total	3					1					0					2					6

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Exiting Leg	1					0					0					1					2
Total	1					1					0					2					4

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Exiting Leg	1					0					0					1					2
Total	1					1					0					2					4

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Single-Unit Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	0	4
7:45 AM	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	3	0	0	0	3
Total	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	0	7	2	0	0	9
8:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	2	1	0	0	3
8:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	2	1	0	0	3
8:30 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	0	4
Total	4	0	1	0	5	0	11	0	0	11	0	0	0	0	0	0	9	3	0	0	12
9:00 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3
9:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	0	2
9:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	0	3
9:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	0	3
Total	4	0	0	0	4	0	14	0	0	14	0	0	0	0	0	0	8	3	0	0	11
10:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	6	5	0	0	11
10:15 AM	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	1	2	0	0	3
10:30 AM	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	0	3	3	0	0	6
10:45 AM	3	0	0	0	3	2	2	0	0	4	0	0	0	0	0	0	1	1	0	0	2
Total	9	0	0	0	9	5	14	0	0	19	0	0	0	0	0	0	11	11	0	0	22
11:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	2	0	0	5
11:15 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	4	1	0	0	5
11:30 AM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	2	1	0	0	3
11:45 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3
Total	7	0	1	0	8	1	8	0	0	9	0	0	0	0	0	0	12	4	0	0	16
12:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	2	0	0	6
12:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	1	0	0	5
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	3
12:45 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	3	1	0	0	4
Total	6	0	0	0	6	1	12	0	0	13	0	0	0	0	0	0	12	6	0	0	18
1:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	1	0	0	4
1:15 PM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	3	0	0	0	3
1:30 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	2	2	0	0	4
1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Total	3	0	0	0	3	2	15	0	0	17	0	0	0	0	0	0	9	3	0	0	12
2:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	3
2:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	0	4
2:45 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	2	4	0	0	6
Total	6	0	0	0	6	0	10	0	0	10	0	0	0	0	0	0	5	9	0	0	14
3:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	1	0	0	3
3:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	2	0	0	3
3:30 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	4	0	0	0	4
3:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total	4	0	0	0	4	2	7	0	0	9	0	0	0	0	0	0	8	3	0	0	11
4:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	1	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Single-Unit Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
Grand Total	46	0	3	0	49	13	102	0	0	115	0	0	0	0	0	0	85	47	0	132	296
Approach %	93.9	0.0	6.1	0.0		11.3	88.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	64.4	35.6	0.0		
Total %	15.5	0.0	1.0	0.0	16.6	4.4	34.5	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	28.7	15.9	0.0	44.6	
Exiting Leg Total	60					88					0					148					296

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
9:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	8
9:45 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	6	5	0	11	16
10:00 AM	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	10
10:15 AM	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	15
Total Volume	7	0	0	0	7	3	16	0	0	19	0	0	0	0	0	0	12	11	0	23	49
% Approach Total	100.0	0.0	0.0	0.0		15.8	84.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	52.2	47.8	0.0		
PHF	0.583	0.000	0.000	0.000	0.583	0.375	0.667	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.550	0.000	0.523	0.766
Entering Leg	7	0	0	0	7	3	16	0	0	19	0	0	0	0	0	0	12	11	0	23	49
Exiting Leg	14					12					0					23					49
Total	21					31					0					46					98

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	6	5	0	11	16
10:15 AM	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	10
10:30 AM	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	15
10:45 AM	3	0	0	0	3	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	9
Total Volume	9	0	0	0	9	5	14	0	0	19	0	0	0	0	0	0	11	11	0	22	50
% Approach Total	100.0	0.0	0.0	0.0		26.3	73.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.625	0.583	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.458	0.550	0.000	0.500	0.781
Entering Leg	9	0	0	0	9	5	14	0	0	19	0	0	0	0	0	0	11	11	0	22	50
Exiting Leg	16					11					0					23					50
Total	25					30					0					45					100

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:15 PM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	8
2:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	6
2:45 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	11
3:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	7
Total Volume	5	0	0	0	5	1	12	0	0	13	0	0	0	0	0	0	6	8	0	14	32
% Approach Total	100.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		
PHF	0.625	0.000	0.000	0.000	0.625	0.250	0.600	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.583	0.727
Entering Leg	5	0	0	0	5	1	12	0	0	13	0	0	0	0	0	0	6	8	0	14	32
Exiting Leg	9					6					0					17					32
Total	14					19					0					31					64

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Articulated Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
7:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	8
9:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	2	0	3	7
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
9:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	3	4	0	7	16
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
10:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
10:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
10:45 AM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	7	1	0	8	22
11:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	2	0	4	8
11:15 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	1	0	2	5
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	6
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
Total	1	0	0	0	1	1	6	0	0	7	2	0	0	0	2	0	11	4	0	15	25
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
12:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
Total	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	12
1:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
1:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
1:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Total	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	0	3	1	0	4	15
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	4
2:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	3	3	0	6	12
3:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	2	0	7	11
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Articulated Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Grand Total	17	0	1	0	18	1	51	2	0	54	2	0	0	0	2	0	56	16	0	72	146
Approach %	94.4	0.0	5.6	0.0		1.9	94.4	3.7	0.0		100.0	0.0	0.0	0.0		0.0	77.8	22.2	0.0		
Total %	11.6	0.0	0.7	0.0	12.3	0.7	34.9	1.4	0.0	37.0	1.4	0.0	0.0	0.0	1.4	0.0	38.4	11.0	0.0	49.3	
Exiting Leg Total	17					59					2					68					146

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
9:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
10:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
10:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
Total Volume	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	21
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.0	10.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.250	0.000	0.625	0.656
Entering Leg	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	21
Exiting Leg	1					9					0					11					21
Total	3					18					0					21					42

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5
10:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
10:45 AM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	2	0	4	8
Total Volume	4	0	0	0	4	1	13	0	0	14	0	0	0	0	0	0	6	3	0	9	27
% Approach Total	100.0	0.0	0.0	0.0		7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.813	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.563	0.844
Entering Leg	4	0	0	0	4	1	13	0	0	14	0	0	0	0	0	0	6	3	0	9	27
Exiting Leg	4					6					0					17					27
Total	8					20					0					26					54

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	4
2:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
3:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
Total Volume	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	16
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.667	0.800
Entering Leg	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	4	4	0	8	16
Exiting Leg	4					6					0					8					16
Total	6					10					0					16					32

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

PDI File #: 250737 A
 Location: N: Springfield Road S: Cooper Street (East)
 Location: E: Route 11 W: Route 11
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200461.06
 Count Date: Thursday, September 25, 2025
 Start Time: 7:00 AM
 End Time: 7:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0								0								0								1	1							

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0								0								0								0	0							
Total	0								0								0								0	0							

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Exiting Leg	0								0								0								1	1							
Total	0								1								0								1	2							

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Exiting Leg	0								0								0								1	1							
Total	0								1								0								1	2							

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Thursday, September 25, 2025**
 Start Time: **7:00 AM**
 End Time: **7:00 PM**
 Class:



Pedestrians

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

PDI File #: 250737 A
 Location: N: Springfield Road S: Cooper Street (East)
 Location: E: Route 11 W: Route 11
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200461.06
 Count Date: Thursday, September 25, 2025
 Start Time: 7:00 AM
 End Time: 7:00 PM
 Class:



Pedestrians

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	0	100		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0			
Total %	0	0	0	0	0	100		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0			
Exiting Leg Total								1								0								0	1								

AM Peak Hour Analysis from 07:00 AM to 10:00 AM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg								0								0								0	0								
Total								0								0								0	0								

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg								1								0								0	1								
Total								2								0								0	2								

PM Peak Hour Analysis from 2:00 PM to 07:00 PM begins at:

	Springfield Road								Route 11								Cooper Street (East)								Route 11								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg								1								0								0	1								
Total								2								0								0	2								

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	21	0	2	0	23	6	47	0	0	53	0	0	0	0	0	0	78	18	0	96	172
11:15 AM	14	0	3	0	17	9	53	0	0	62	0	0	0	0	0	0	63	13	0	76	155
11:30 AM	9	0	6	0	15	6	56	0	0	62	0	0	0	0	0	0	85	24	0	109	186
11:45 AM	20	1	5	1	27	11	70	1	0	82	0	0	0	0	0	0	73	19	0	92	201
Total	64	1	16	1	82	32	226	1	0	259	0	0	0	0	0	0	299	74	0	373	714
12:00 PM	29	0	3	0	32	6	79	2	0	87	0	0	0	0	0	0	61	22	0	83	202
12:15 PM	10	0	9	0	19	4	61	0	0	65	0	0	0	0	0	1	69	28	0	98	182
12:30 PM	13	0	7	0	20	10	55	0	0	65	0	0	0	0	0	0	54	18	0	72	157
12:45 PM	27	0	4	0	31	9	62	0	0	71	0	0	0	0	0	0	64	13	0	77	179
Total	79	0	23	0	102	29	257	2	0	288	0	0	0	0	0	1	248	81	0	330	720
Grand Total	143	1	39	1	184	61	483	3	0	547	0	0	0	0	0	1	547	155	0	703	1434
Approach %	77.7	0.5	21.2	0.5		11.2	88.3	0.5	0.0		0.0	0.0	0.0	0.0		0.1	77.8	22.0	0.0		
Total %	10.0	0.1	2.7	0.1	12.8	4.3	33.7	0.2	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.1	38.1	10.8	0.0	49.0	
Exiting Leg Total	217					586					5					626					1434
Cars	139	1	38	1	179	59	478	3	0	540	0	0	0	0	0	1	539	152	0	692	1411
% Cars	97.2	100.0	97.4	100.0	97.3	96.7	99.0	100.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	100.0	98.5	98.1	0.0	98.4	98.4
Exiting Leg Total	212					577					5					617					1411
Heavy Vehicles	4	0	1	0	5	2	5	0	0	7	0	0	0	0	0	0	8	3	0	11	23
% Heavy Vehicles	2.8	0.0	2.6	0.0	2.7	3.3	1.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.9	0.0	1.6	1.6
Exiting Leg Total	5					9					0					9					23

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	9	0	6	0	15	6	56	0	0	62	0	0	0	0	0	0	85	24	0	109	186
11:45 AM	20	1	5	1	27	11	70	1	0	82	0	0	0	0	0	0	73	19	0	92	201
12:00 PM	29	0	3	0	32	6	79	2	0	87	0	0	0	0	0	0	61	22	0	83	202
12:15 PM	10	0	9	0	19	4	61	0	0	65	0	0	0	0	0	1	69	28	0	98	182
Total Volume	68	1	23	1	93	27	266	3	0	296	0	0	0	0	0	1	288	93	0	382	771
% Approach Total	73.1	1.1	24.7	1.1		9.1	89.9	1.0	0.0		0.0	0.0	0.0	0.0		0.3	75.4	24.3	0.0		
PHF	0.586	0.250	0.639	0.250	0.727	0.614	0.842	0.375	0.000	0.851	0.000	0.000	0.000	0.000	0.000	0.250	0.847	0.830	0.000	0.876	0.954
Cars	67	1	23	1	92	26	263	3	0	292	0	0	0	0	0	1	285	91	0	377	761
Cars %	98.5	100.0	100.0	100.0	98.9	96.3	98.9	100.0	0.0	98.6	0.0	0.0	0.0	0.0	0.0	100.0	99.0	97.8	0.0	98.7	98.7
Heavy Vehicles	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	3	2	0	5	10
Heavy Vehicles %	1.5	0.0	0.0	0.0	1.1	3.7	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.2	0.0	1.3	1.3
Cars Enter Leg	67	1	23	1	92	26	263	3	0	292	0	0	0	0	0	1	285	91	0	377	761
Heavy Enter Leg	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	3	2	0	5	10
Total Entering Leg	68	1	23	1	93	27	266	3	0	296	0	0	0	0	0	1	288	93	0	382	771
Cars Exiting Leg	118					308					5					330					761
Heavy Exiting Leg	3					3					0					4					10
Total Exiting Leg	121					311					5					334					771

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Cars

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	20	0	2	0	22	5	47	0	0	52	0	0	0	0	0	0	77	18	0	95	169
11:15 AM	14	0	3	0	17	9	52	0	0	61	0	0	0	0	0	0	61	12	0	73	151
11:30 AM	9	0	6	0	15	6	56	0	0	62	0	0	0	0	0	0	85	23	0	108	185
11:45 AM	19	1	5	1	26	11	69	1	0	81	0	0	0	0	0	0	73	18	0	91	198
Total	62	1	16	1	80	31	224	1	0	256	0	0	0	0	0	0	296	71	0	367	703
12:00 PM	29	0	3	0	32	6	77	2	0	85	0	0	0	0	0	0	60	22	0	82	199
12:15 PM	10	0	9	0	19	3	61	0	0	64	0	0	0	0	0	1	67	28	0	96	179
12:30 PM	12	0	7	0	19	10	55	0	0	65	0	0	0	0	0	0	52	18	0	70	154
12:45 PM	26	0	3	0	29	9	61	0	0	70	0	0	0	0	0	0	64	13	0	77	176
Total	77	0	22	0	99	28	254	2	0	284	0	0	0	0	0	1	243	81	0	325	708
Grand Total	139	1	38	1	179	59	478	3	0	540	0	0	0	0	0	1	539	152	0	692	1411
Approach %	77.7	0.6	21.2	0.6		10.9	88.5	0.6	0.0		0.0	0.0	0.0	0.0		0.1	77.9	22.0	0.0		
Total %	9.9	0.1	2.7	0.1	12.7	4.2	33.9	0.2	0.0	38.3	0.0	0.0	0.0	0.0	0.0	0.1	38.2	10.8	0.0	49.0	
Exiting Leg Total	212					577					5					617					1411

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:30 AM	9	0	6	0	15	6	56	0	0	62	0	0	0	0	0	0	85	23	0	108	185
11:45 AM	19	1	5	1	26	11	69	1	0	81	0	0	0	0	0	0	73	18	0	91	198
12:00 PM	29	0	3	0	32	6	77	2	0	85	0	0	0	0	0	0	60	22	0	82	199
12:15 PM	10	0	9	0	19	3	61	0	0	64	0	0	0	0	0	1	67	28	0	96	179
Total Volume	67	1	23	1	92	26	263	3	0	292	0	0	0	0	0	1	285	91	0	377	761
% Approach Total	72.8	1.1	25.0	1.1		8.9	90.1	1.0	0.0		0.0	0.0	0.0	0.0		0.3	75.6	24.1	0.0		
PHF	0.578	0.250	0.639	0.250	0.719	0.591	0.854	0.375	0.000	0.859	0.000	0.000	0.000	0.000	0.000	0.250	0.838	0.813	0.000	0.873	0.956
Entering Leg	67	1	23	1	92	26	263	3	0	292	0	0	0	0	0	1	285	91	0	377	761
Exiting Leg	118					308					5					330					761
Total	210					600					5					707					1522

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	11
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
12:45 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	1	0	3	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	12
Grand Total	4	0	1	0	5	2	5	0	0	7	0	0	0	0	0	0	8	3	0	11	23
Approach %	80.0	0.0	20.0	0.0		28.6	71.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	72.7	27.3	0.0		
Total %	17.4	0.0	4.3	0.0	21.7	8.7	21.7	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	34.8	13.0	0.0	47.8	
Exiting Leg Total	5					9					0					9					23
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	9.1	4.3
Exiting Leg Total	1					0					0					0					1
Single-Unit Trucks	4	0	1	0	5	2	2	0	0	4	0	0	0	0	0	0	4	2	0	6	15
% Single-Unit	100.0	0.0	100.0	0.0	100.0	100.0	40.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	50.0	66.7	0.0	54.5	65.2
Exiting Leg Total	4					5					0					6					15
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	36.4	30.4
Exiting Leg Total	0					4					0					3					7

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Volume	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	12
% Approach Total	100.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.750	1.000
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	16.7	8.3
Single-Unit Trucks	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	7
Single-Unit %	100.0	0.0	0.0	0.0	100.0	100.0	66.7	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	33.3	58.3
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	50.0	33.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	7
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Entering Leg	2	0	0	0	2	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	12
Buses	1					0					0					0					1
Single-Unit Trucks	1					2					0					4					7
Articulated Trucks	0					3					0					1					4
Total Exiting Leg	2					5					0					5					12

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Buses

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0
Exiting Leg Total	1					0					0					0					1	

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Exiting Leg	1					0					0					0					1	
Total	1					0					0					0					2	

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Single-Unit Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4	8
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	7
Grand Total	4	0	1	0	5	2	2	0	0	4	0	0	0	0	0	0	4	2	0	6	15
Approach %	80.0	0.0	20.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	26.7	0.0	6.7	0.0	33.3	13.3	13.3	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	26.7	13.3	0.0	40.0	
Exiting Leg Total	4					5					0					6					15

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4	8
% Approach Total	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.500	0.667
Entering Leg	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4	8
Exiting Leg	3					2					0					3					8
Total	5					4					0					7					16

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Articulated Trucks

	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total	0					4					0					3					7

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

12:00 PM	Springfield Road					Route 11					Cooper Street (East)					Route 11					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.625
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Exiting Leg	0					3					0					2					5
Total	0					5					0					5					10

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							1							1

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250			
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	0							0							0							1							1
Total	0							1							0							1							2

PDI File #: **250737 A**
 Location: **N: Springfield Road S: Cooper Street (East)**
 Location: **E: Route 11 W: Route 11**
 City, State: **Sunapee, NH**
 Client: **GPI/M. Dugas**
 Site Code: **NEX-2200461.06**
 Count Date: **Saturday, September 27, 2025**
 Start Time: **11:00 AM**
 End Time: **1:00 PM**
 Class:



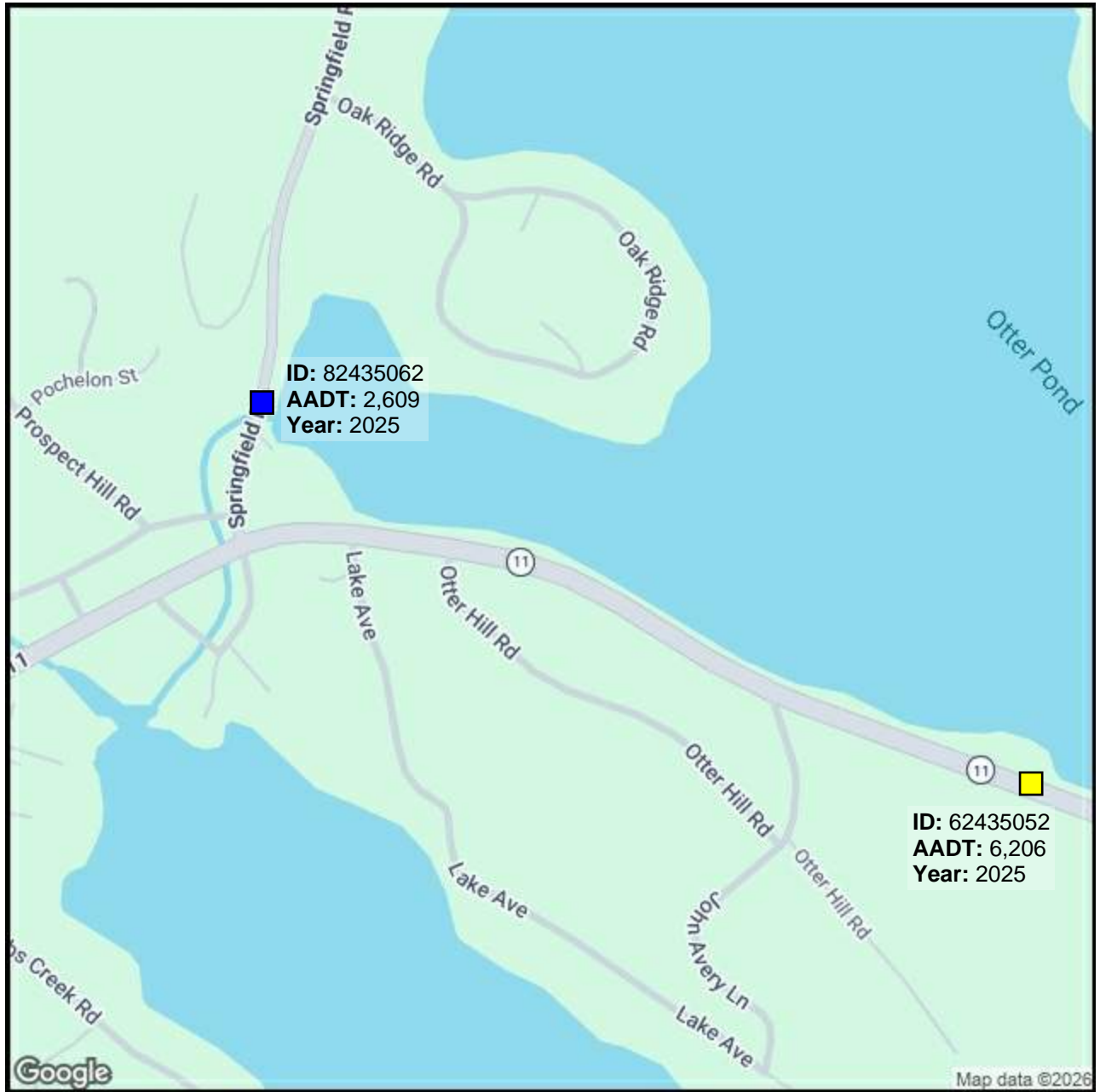
Pedestrians

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3		
Approach %	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	100		0	0	0	0	0	0				
Total %	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0			
Exiting Leg Total	2							0							1							0							3

Peak Hour Analysis from 11:00 AM to 01:00 PM begins at:

	Springfield Road							Route 11							Cooper Street (East)							Route 11							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3		
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375			
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3			
Exiting Leg	2							0							1							0							3
Total	4							0							2							0							6

NHDOT Traffic Bureau Traffic Data Management System (TDMS)
 Average Annual Daily Traffic (AADT) Data



TCDS Locations

- WM
- Short Count Class
- Short Count Volume
- Perm Class
- Perm Volume



2/6/2026

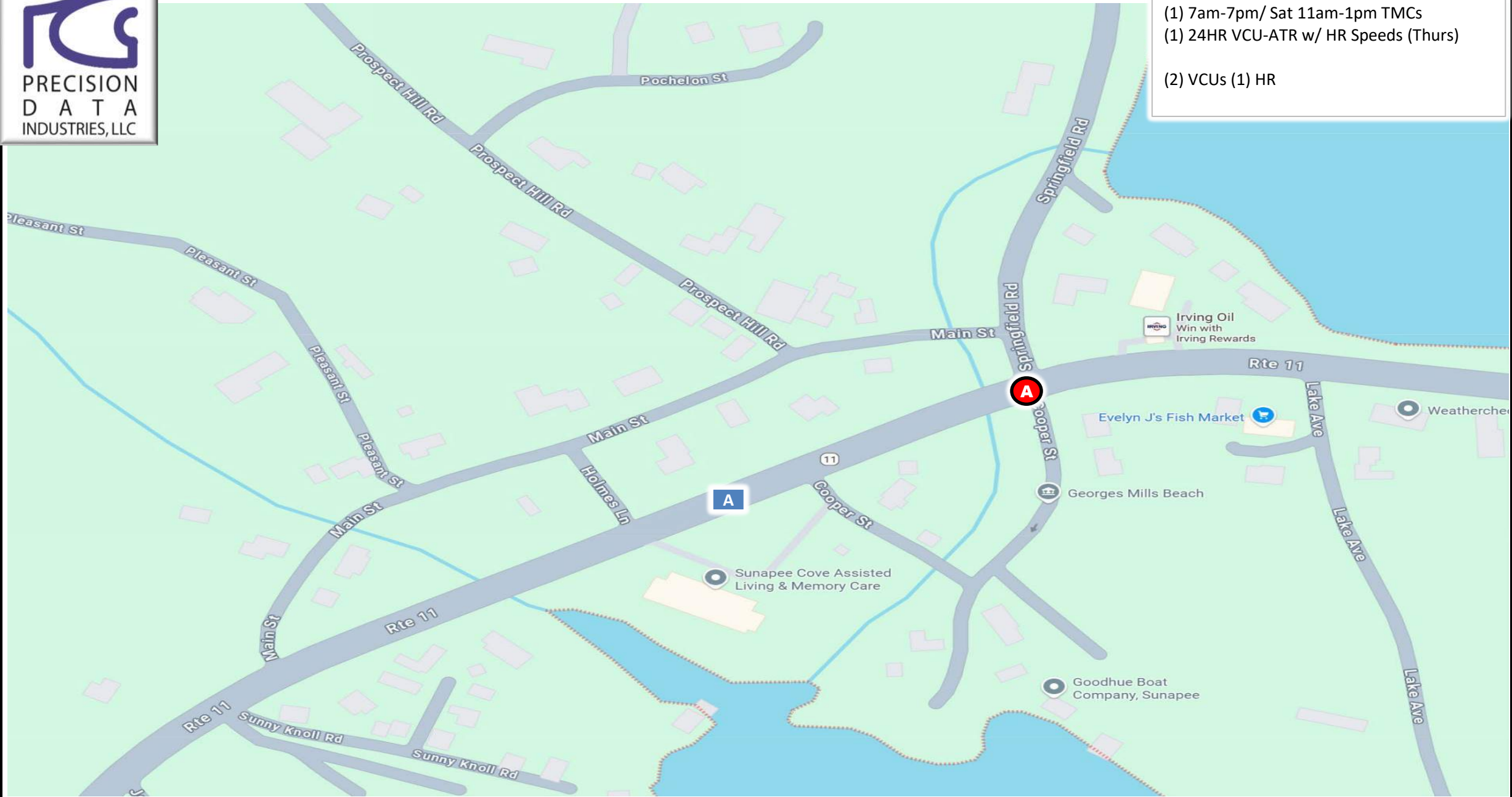
APPENDIX B: TRAFFIC SPEED DATA



Location Map: 250737 Sunapee, NH

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

- (1) 7am-7pm/ Sat 11am-1pm TMCs
- (1) 24HR VCU-ATR w/ HR Speeds (Thurs)
- (2) VCUs (1) HR



Client: GPI	Engineer: M. Dugas	Site Code: NEX-2200461.06	Date: Thurs 9/25 and Sat 9/27/2025	PDI Job # 250737	City, State: Sunapee, NH
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Route 11
 between Holmes Lane & Cooper Street (west)
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200461.06



PDI File #: 250737 ATR A (Speed)

Count Date
 Thursday, September 25, 2025

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	4	4	1	0	0	0	0	0	0	9	38.8	35.6
1:00 AM	0	1	0	0	2	3	1	3	0	0	0	0	0	10	45.7	37.5
2:00 AM	0	0	1	0	4	2	0	2	0	0	0	0	0	9	44.8	35.3
3:00 AM	0	1	0	0	2	1	3	0	1	0	0	0	0	8	44.0	37.8
4:00 AM	0	2	0	1	5	14	13	4	1	0	0	0	0	40	44.0	38.0
5:00 AM	0	2	5	1	23	44	23	8	2	0	0	0	0	108	43.0	37.0
6:00 AM	0	1	12	15	52	101	34	5	4	0	0	0	0	224	40.0	35.4
7:00 AM	1	8	24	18	101	186	74	9	1	0	0	0	0	422	40.0	35.3
8:00 AM	3	4	14	28	102	122	38	7	0	0	0	0	0	318	39.0	34.1
9:00 AM	0	5	10	13	69	101	44	11	0	0	0	0	0	253	40.0	35.3
10:00 AM	2	3	8	9	72	114	56	11	1	0	0	0	0	276	41.0	36.0
11:00 AM	1	3	15	7	75	114	54	9	1	0	0	0	0	279	41.0	35.7
12:00 PM	2	5	7	13	63	133	60	12	0	0	0	0	0	295	41.0	36.0
1:00 PM	1	4	7	9	45	141	58	8	0	1	0	0	0	274	41.0	36.3
2:00 PM	1	3	10	24	67	102	58	11	1	0	0	0	0	277	41.0	35.5
3:00 PM	0	1	11	21	83	119	45	7	0	0	0	0	0	287	40.0	35.1
4:00 PM	0	4	13	14	48	122	60	23	2	0	0	0	0	286	42.3	36.6
5:00 PM	0	3	8	11	45	97	45	7	0	0	0	0	0	216	41.0	36.0
6:00 PM	0	0	5	3	39	49	15	7	1	0	0	0	0	119	41.0	35.9
7:00 PM	0	0	3	3	28	40	5	2	0	0	0	0	0	81	38.0	34.8
8:00 PM	0	1	2	5	27	24	10	0	0	0	0	0	0	69	39.0	33.9
9:00 PM	0	0	1	2	13	10	3	1	0	0	0	0	0	30	38.7	34.5
10:00 PM	0	1	0	0	7	7	2	0	0	0	0	0	0	17	36.6	33.9
11:00 PM	1	0	0	1	4	2	1	0	0	0	0	0	0	9	38.2	31.8
Total	12	52	156	198	980	1652	703	147	15	1	0	0	0	3916	41.0	35.6
Percent	0.31%	1.33%	3.98%	5.06%	25.03%	42.19%	17.95%	3.75%	0.38%	0.03%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	6:00 AM						7:00 AM
Volume	3	8	24	28	102	186	74	11	4	0	0	0	0	422	
PM Peak	12:00 PM	12:00 PM	4:00 PM	2:00 PM	3:00 PM	1:00 PM	12:00 PM	4:00 PM	4:00 PM	1:00 PM					12:00 PM
Volume	2	5	13	24	83	141	60	23	2	1	0	0	0	295	

15th Percentile:	31.0 MPH	Average Speed:	35.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	36.0 MPH	10 MPH Pace:	32 to 41 MPH	Number of Vehicles > 35 MPH:	2158
85th Percentile:	41.0 MPH	Number in Pace:	2810	Percent of Vehicles > 35 MPH:	55.1%
95th Percentile:	44.0 MPH	Percent in Pace:	71.8%		

Route 11
 between Holmes Lane & Cooper Street (west)
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200461.06



PDI File #: 250737 ATR A (Speed)

Count Date
 Thursday, September 25, 2025

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	1	4	1	1	1	0	0	0	0	8	44.8	39.0
1:00 AM	1	0	0	0	2	2	4	1	0	0	0	0	0	10	43.0	36.7
2:00 AM	0	0	0	0	0	3	2	2	1	0	0	0	0	8	48.9	43.0
3:00 AM	0	0	0	0	0	1	2	3	0	1	0	0	0	7	49.0	45.6
4:00 AM	0	1	0	0	1	10	11	8	3	0	1	0	0	35	48.9	42.6
5:00 AM	0	0	1	0	6	13	22	13	2	0	0	0	0	57	47.0	40.9
6:00 AM	4	1	0	0	2	32	44	29	3	2	1	1	0	119	47.0	41.0
7:00 AM	1	7	3	0	15	63	124	32	8	0	0	0	0	253	45.0	40.1
8:00 AM	7	2	2	5	18	78	98	30	1	0	0	0	0	241	44.0	38.6
9:00 AM	1	4	4	1	9	78	95	19	1	0	0	0	0	212	43.0	39.0
10:00 AM	2	5	3	2	14	98	90	32	0	0	0	0	0	246	44.0	38.9
11:00 AM	5	2	4	4	35	85	102	31	3	0	0	0	0	271	44.0	38.5
12:00 PM	4	7	1	2	19	90	103	39	7	0	0	0	0	272	45.0	39.2
1:00 PM	5	5	6	7	28	109	124	31	1	1	0	0	0	317	44.0	38.3
2:00 PM	7	5	1	7	26	107	129	32	4	1	0	0	0	319	44.0	38.6
3:00 PM	8	1	6	6	15	107	161	45	1	1	0	0	0	351	44.0	39.1
4:00 PM	8	6	4	6	33	133	162	56	4	2	0	0	0	414	44.1	39.0
5:00 PM	4	0	8	2	21	121	149	27	4	0	0	0	0	336	43.0	39.0
6:00 PM	3	4	2	8	23	62	79	13	0	0	0	0	0	194	43.0	37.8
7:00 PM	0	3	0	1	18	69	38	7	1	0	0	0	0	137	42.0	37.9
8:00 PM	0	6	0	3	20	47	37	7	0	0	0	0	0	120	42.0	37.1
9:00 PM	0	3	3	1	2	22	24	4	1	0	0	0	0	60	42.2	37.7
10:00 PM	0	1	1	0	8	14	10	4	0	0	0	0	0	38	43.5	37.4
11:00 PM	0	1	0	2	7	6	5	0	0	0	0	0	0	21	42.0	35.5
Total	60	64	49	57	323	1354	1616	466	46	8	2	1	0	4046	44.0	38.9
Percent	1.48%	1.58%	1.21%	1.41%	7.98%	33.47%	39.94%	11.52%	1.14%	0.20%	0.05%	0.02%	0.00%			

AM Peak	8:00 AM	7:00 AM	9:00 AM	8:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	4:00 AM	6:00 AM		11:00 AM
Volume	7	7	4	5	35	98	124	32	8	2	1	1	0	271
PM Peak	3:00 PM	12:00 PM	5:00 PM	6:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	12:00 PM	4:00 PM				4:00 PM
Volume	8	7	8	8	33	133	162	56	7	2	0	0	0	414

15th Percentile:	35.0 MPH	Average Speed:	38.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	40.0 MPH	10 MPH Pace:	36 to 45 MPH	Number of Vehicles > 35 MPH:	3365
85th Percentile:	44.0 MPH	Number in Pace:	3022	Percent of Vehicles > 35 MPH:	83.2%
95th Percentile:	47.0 MPH	Percent in Pace:	74.7%		

Route 11
 between Holmes Lane & Cooper Street (west)
 City, State: Sunapee, NH
 Client: GPI/M. Dugas
 Site Code: NEX-2200461.06



PDI File #: 250737 ATR A (Speed)

Count Date
 Thursday, September 25, 2025

Speed (60-minute)

Combined WB and EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	5	8	2	1	1	0	0	0	0	17	40.6	37.2
1:00 AM	1	1	0	0	4	5	5	4	0	0	0	0	0	20	45.2	37.1
2:00 AM	0	0	1	0	4	5	2	4	1	0	0	0	0	17	47.0	38.9
3:00 AM	0	1	0	0	2	2	5	3	1	1	0	0	0	15	48.0	41.4
4:00 AM	0	3	0	1	6	24	24	12	4	0	1	0	0	75	47.0	40.1
5:00 AM	0	2	6	1	29	57	45	21	4	0	0	0	0	165	44.4	38.3
6:00 AM	4	2	12	15	54	133	78	34	7	2	1	1	0	343	44.0	37.4
7:00 AM	2	15	27	18	116	249	198	41	9	0	0	0	0	675	43.0	37.1
8:00 AM	10	6	16	33	120	200	136	37	1	0	0	0	0	559	42.0	36.1
9:00 AM	1	9	14	14	78	179	139	30	1	0	0	0	0	465	42.0	37.0
10:00 AM	4	8	11	11	86	212	146	43	1	0	0	0	0	522	43.0	37.4
11:00 AM	6	5	19	11	110	199	156	40	4	0	0	0	0	550	43.0	37.1
12:00 PM	6	12	8	15	82	223	163	51	7	0	0	0	0	567	43.0	37.5
1:00 PM	6	9	13	16	73	250	182	39	1	2	0	0	0	591	43.0	37.4
2:00 PM	8	8	11	31	93	209	187	43	5	1	0	0	0	596	43.0	37.2
3:00 PM	8	2	17	27	98	226	206	52	1	1	0	0	0	638	43.0	37.3
4:00 PM	8	10	17	20	81	255	222	79	6	2	0	0	0	700	44.0	38.0
5:00 PM	4	3	16	13	66	218	194	34	4	0	0	0	0	552	42.0	37.8
6:00 PM	3	4	7	11	62	111	94	20	1	0	0	0	0	313	43.0	37.0
7:00 PM	0	3	3	4	46	109	43	9	1	0	0	0	0	218	41.5	36.8
8:00 PM	0	7	2	8	47	71	47	7	0	0	0	0	0	189	41.8	35.9
9:00 PM	0	3	4	3	15	32	27	5	1	0	0	0	0	90	42.0	36.7
10:00 PM	0	2	1	0	15	21	12	4	0	0	0	0	0	55	42.0	36.3
11:00 PM	1	1	0	3	11	8	6	0	0	0	0	0	0	30	41.7	34.4
Total	72	116	205	255	1303	3006	2319	613	61	9	2	1	0	7962	43.0	37.3
Percent	0.90%	1.46%	2.57%	3.20%	16.37%	37.75%	29.13%	7.70%	0.77%	0.11%	0.03%	0.01%	0.00%			

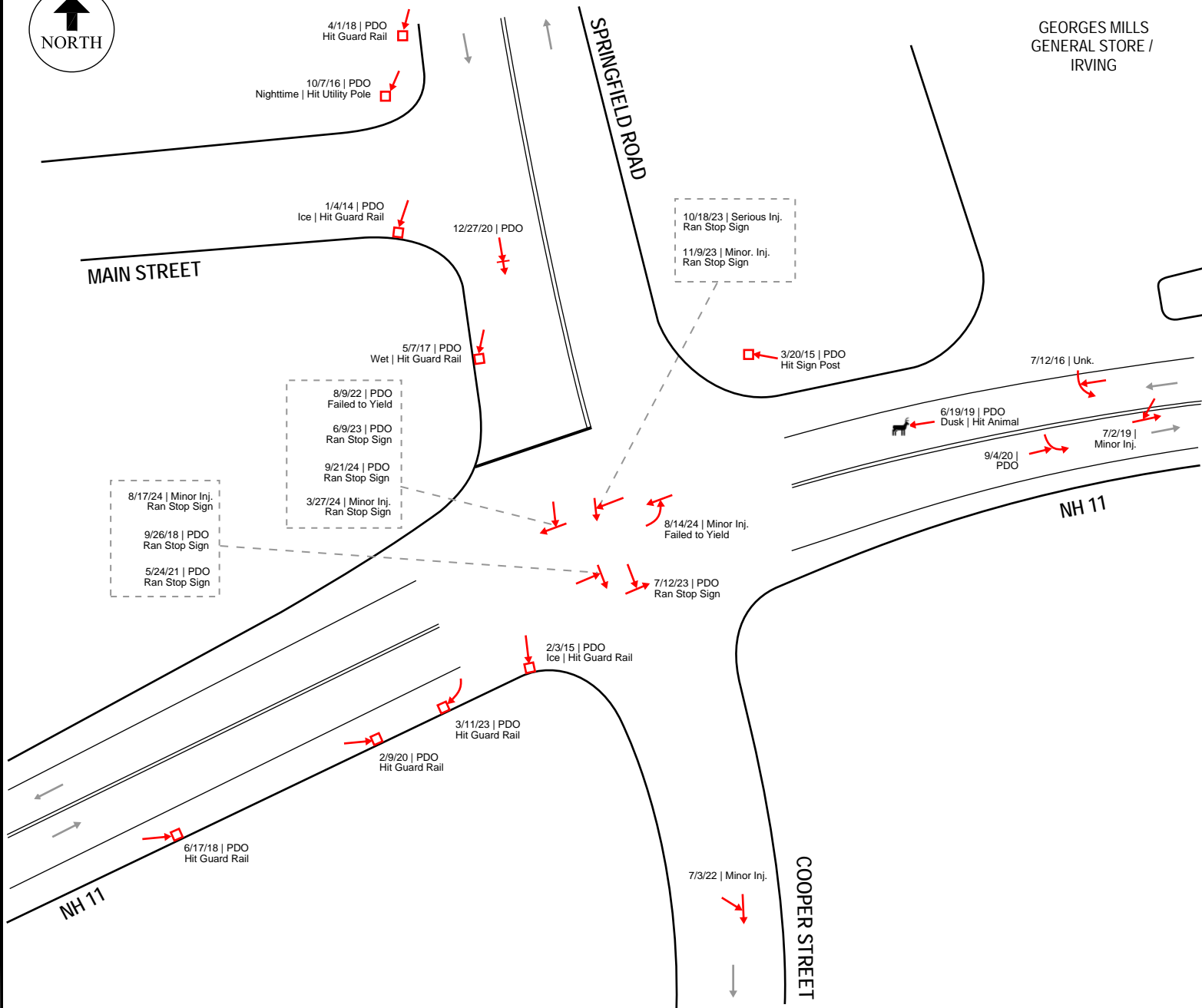
AM Peak	8:00 AM	7:00 AM	7:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	10:00 AM	7:00 AM	6:00 AM	4:00 AM	6:00 AM		7:00 AM
Volume	10	15	27	33	120	249	198	43	9	2	1	1	0	675
PM Peak	2:00 PM	12:00 PM	3:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	12:00 PM	1:00 PM				4:00 PM
Volume	8	12	17	31	98	255	222	79	7	2	0	0	0	700

15th Percentile: 32.0 MPH Average Speed: 37.3 MPH Posted Speed Limit: 35 MPH
 50th Percentile: 38.0 MPH 10 MPH Pace: 34 to 43 MPH Number of Vehicles > 35 MPH: 5523
 85th Percentile: 43.0 MPH Number in Pace: 5456 Percent of Vehicles > 35 MPH: 69.4%
 95th Percentile: 46.0 MPH Percent in Pace: 68.5%

APPENDIX C: CRASH DATA



GEORGES MILLS
GENERAL STORE /
IRVING



COLLISION DIAGRAM

INTERSECTION: **NH 11 AT SPRINGFIELD RD/COOPER ST**
PERIOD: **2014-2024**

DATE: **OCT 2025**
PREPARED BY: **GPI**

SYMBOLS

- MOVING VEHICLE
- BACKING VEHICLE
- PEDESTRIAN
- BICYCLE
- ANIMAL
- PARKED VEHICLE
- FIXED OBJECT

TYPES OF COLLISIONS

- REAR END
- HEAD ON
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDENT

1. APPROXIMATE LOCATION
2. TYPE OF COLLISION
3. DATE
4. OTHER PERTINENT FACTORS SUCH AS SEVERITY, PAVEMENT CONDITION, AND WEATHER CONDITION, ETC.

#	CRASH ID	DATE	DAY	TIME	TYPE1	TYPE2	FACTOR	SEVERITY	WEATHER	ROAD SURFACE	LIGHTING
1	14000726	1/4/2014	Saturday	8:30 AM	Fixed Object	Guard Rail	Skidding	No Apparent Injury	Clear	Ice	Daylight
2	15003165	3/20/2015	Friday	10:15 AM	Fixed Object	Sign Post	Driver Inattention/Distracted	No Apparent Injury	Cloudy	Dry	Daylight
3	15003331	2/3/2015	Tuesday	12:41 PM	Fixed Object	Guard Rail	No Improper Driving	No Apparent Injury	Clear	Snow/Slush	Daylight
4	16013778	7/12/2016	Tuesday	2:43 PM	Other Motor Vehicle - In Transport	Rear-End	Improper Backing	Not Reported	Clear	Dry	Daylight
5	16504080	10/7/2016	Friday	8:00 PM	Fixed Object	Telephone/Electric Pole	Unknown	No Apparent Injury	Clear	Dry	Dark-No Street Light
6	17501955	5/7/2017	Sunday	6:50 AM	Fixed Object	Barrier/Fence	Unknown	No Apparent Injury	Cloudy	Wet	Daylight
7	PDAR174416	4/1/2018	Sunday	8:20 AM	Fixed Object	Guard Rail	Unknown	No Apparent Injury	Not Reported	Not Reported	Daylight
8	PDAR182339	6/17/2018	Sunday	6:40 AM	Fixed Object	Guard Rail	No Improper Driving	No Apparent Injury	Not Reported	Not Reported	Daylight
9	PDAR192249	9/26/2018	Wednesday	7:10 AM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	No Apparent Injury	Not Reported	Not Reported	Daylight
10	PDAR224117	6/19/2019	Wednesday	8:51 PM	Animal	Live	Unknown	No Apparent Injury	Clear	Dry	Dusk
11	PDAR227075	7/2/2019	Tuesday	9:53 AM	Other Motor Vehicle - In Transport	Rear-End	Improper Backing	Suspected Minor Injury	Clear	Not Reported	Daylight
12	PDAR250387	2/9/2020	Sunday	9:49 AM	Fixed Object	Guard Rail	Disregard for Traffic Control Device	No Apparent Injury	Clear	Dry	Daylight
13	PDAR264577	9/4/2020	Friday	1:23 PM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	No Apparent Injury	Clear	Dry	Daylight
14	PDAR273790	12/27/2020	Sunday	1:38 PM	Other Motor Vehicle - In Transport	Rear-End	Improper Backing	No Apparent Injury	Clear	Dry	Daylight
15	PDAR284295	5/24/2021	Monday	6:00 PM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	No Apparent Injury	Clear	Dry	Daylight
16	PDAR323692	7/3/2022	Sunday	5:06 PM	Other Motor Vehicle - In Transport	Unknown	Unknown	Suspected Minor Injury	Clear	Dry	Daylight
17	22-000034	8/9/2022	Tuesday	10:55 AM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	No Apparent Injury	Cloudy	Dry	Daylight
18	23-000018	3/11/2023	Saturday	7:20 AM	Fixed Object	Guard Rail	Weather Conditions	No Apparent Injury	Rain	Wet	Daylight
19	23-000029	6/9/2023	Friday	11:35 AM	Other Motor Vehicle - In Transport	Angle	Driver Inattention/Distracted	No Apparent Injury	Cloudy	Dry	Daylight
20	23-000034	7/12/2023	Wednesday	5:51 PM	Other Motor Vehicle - In Transport	Angle	Disregard for Traffic Control Device	Suspected Minor Injury	Clear	Dry	Daylight
21	23-000054	10/18/2023	Wednesday	10:06 AM	Other Motor Vehicle - In Transport	Angle	Disregard for Traffic Control Device	Suspected Serious Injury	Cloudy	Dry	Daylight
22	23-000057	11/9/2023	Thursday	11:06 AM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	Suspected Minor Injury	Rain	Wet	Daylight
23	2024-100979	3/27/2024	Wednesday	12:17 PM	Other Motor Vehicle - In Transport	Angle	Disregard for Traffic Control Device	Suspected Minor Injury	Clear	Dry	Daylight
24	2024-104790	8/14/2024	Wednesday	4:40 PM	Other Motor Vehicle - In Transport	Angle	Failure to Yield ROW	Suspected Minor Injury	Clear	Dry	Daylight
25	2024-104873	8/17/2024	Saturday	6:07 PM	Other Motor Vehicle - In Transport	Angle	Disregard for Traffic Control Device	Suspected Minor Injury	Clear	Dry	Daylight
26	2024-105830	9/21/2024	Saturday	2:54 PM	Other Motor Vehicle - In Transport	Angle	Disregard for Traffic Control Device	No Apparent Injury	Clear	Dry	Daylight

APPENDIX D:
TRAFFIC WARRANTS

HCS Warrants Report

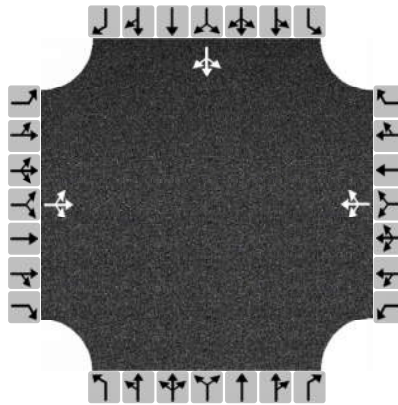
Project Information

Analyst	Greenman-Pedersen, Inc. (GPI)	Date	9/25/2025
Agency	NHDOT	Analysis Year	2025
Jurisdiction	NHDOT	Time Period Analyzed	Weekday (7:00am-7:00pm)
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description	Sunapee 45234		

General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	7:00	Coordinated Signal System	No
Major Street Speed (mi/h)	43	Nearest Signal (ft)	0
Adequate Trials of Crash Exp. Alt.	No		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Number of Lanes, N	0	1	0	0	1	0	0	0	0	0	1	0
Lane Usage		LTR			LTR						LTR	
Vehicle Volumes Averages (veh/h)	69	223	0	0	219	22	0	0	0	21	0	64
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A ** (70%)	4B ** (70%)
7:00 - 8:00	670	73	743	0	0	No	No	Yes	Yes	No	No	No	No	No
8:00 - 9:00	542	86	628	0	0	No	Yes	Yes	Yes	No	No	No	No	No
9:00 - 10:00	474	65	539	0	0	No	No	No	Yes	No	No	No	No	No
10:00 - 11:00	491	73	564	0	0	No	No	No	Yes	No	No	No	No	No
11:00 - 12:00	535	102	637	0	0	No	Yes	Yes	Yes	No	No	No	No	No
12:00 - 13:00	561	79	640	0	0	No	No	Yes	Yes	No	No	No	No	No
13:00 - 14:00	565	87	652	0	0	No	Yes	Yes	Yes	No	No	No	No	No
14:00 - 15:00	582	96	678	0	0	No	Yes	Yes	Yes	No	No	No	No	No
15:00 - 16:00	629	120	749	0	0	Yes	Yes	Yes	Yes	Yes	No	No	No	No
16:00 - 17:00	614	42	656	0	0	No	No	No	Yes	No	No	No	No	No
17:00 - 18:00	489	148	637	0	0	Yes	Yes	No	Yes	Yes	No	No	No	No
18:00 - 19:00	286	64	350	0	0	No	No	No	No	No	No	No	No	No
Total	6438	1035	7473	0	0	2	6	7	11	2	0	0	0	0

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Pedestrian Volume									
15th % pedestrian speed < 3.5 ft/s				Pedestrian refuge present?			EB	WB	
Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A ** (70%)	4B ** (70%)	
	EB	WB	Total	EB	WB	Total			
7:00 - 8:00	444	226	670	0	0	0	No	No	
8:00 - 9:00	337	205	542	0	0	0	No	No	
9:00 - 10:00	265	209	474	0	0	0	No	No	
10:00 - 11:00	287	204	491	0	0	0	No	No	
11:00 - 12:00	300	235	535	0	0	0	No	No	
12:00 - 13:00	300	261	561	0	0	0	No	No	
13:00 - 14:00	285	280	565	0	0	0	No	No	
14:00 - 15:00	300	282	582	0	0	0	No	No	
15:00 - 16:00	319	310	629	0	0	0	No	No	
16:00 - 17:00	314	300	614	0	0	0	No	No	
17:00 - 18:00	238	251	489	0	0	0	No	No	
18:00 - 19:00	134	152	286	0	0	0	No	No	
Totals	3523	2915	6438	0	0	0	0	0	

** Warrant 4 should not be applied where the nearest traffic signal or stop-sign control is < 300 ft, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Warrants	
Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 2: Four-Hour Vehicular Volume	

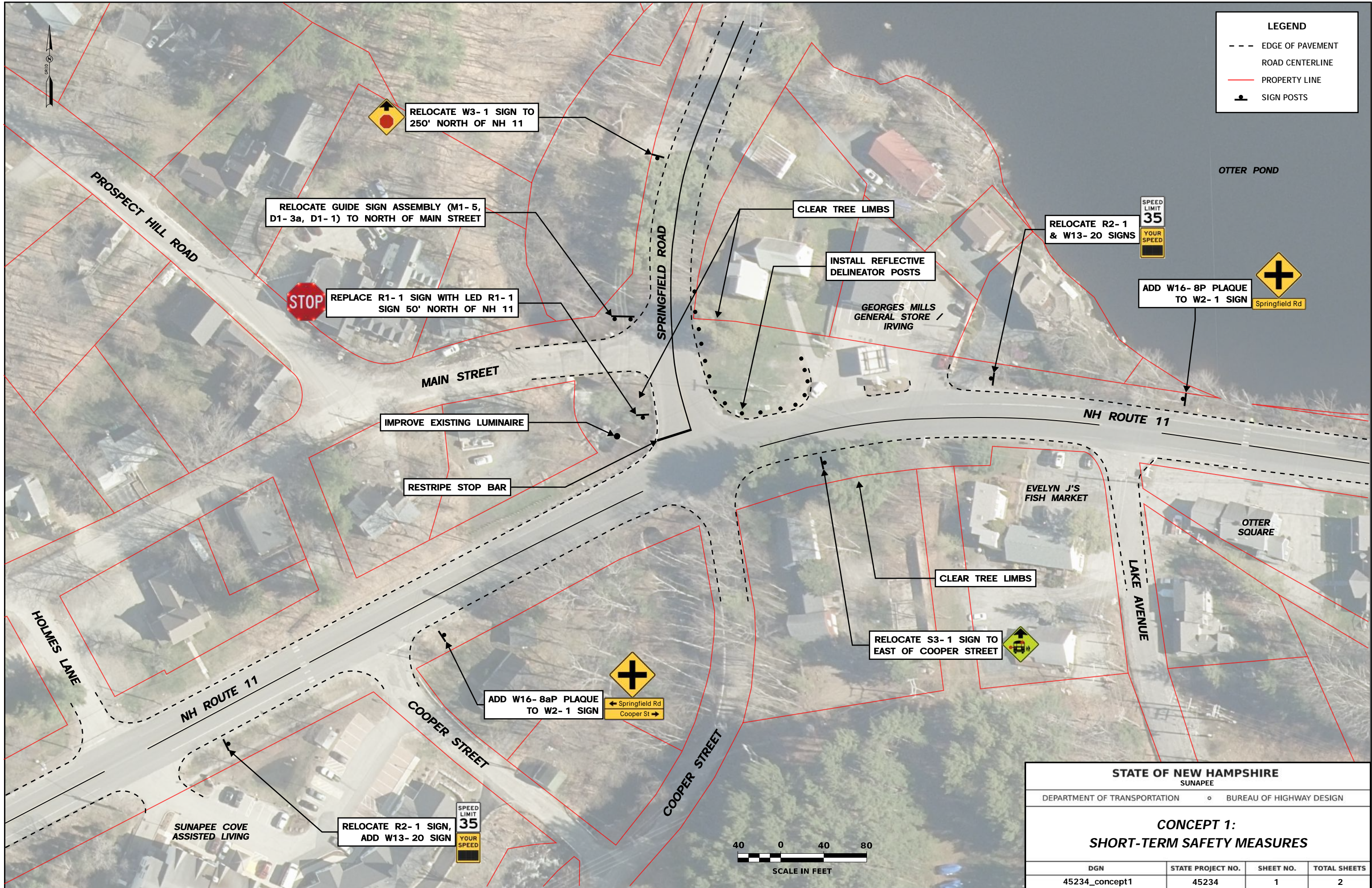
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported Crash History --and--	
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	

YEAR	1-YEAR	3-YEAR	1-YEAR ≥5 CRASHES	3-YEAR ≥6 CRASHES
2014	0	--	no	--
2015	1	--	no	--
2016	1	2	no	no
2017	0	2	no	no
2018	1	2	no	no
2019	1	2	no	no
2020	1	3	no	no
2021	1	3	no	no
2022	1	3	no	no
2023	4	6	no	yes
2024	4	9	no	yes
EXCEEDED THRESHOLD?			no	yes
WARRANT A MET?			yes	

TIME	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	ALL	MAJOR STREETS	MINOR STREETS	MAJOR >300	MINOR >200	MAJOR >210	MINOR >140	
7:00 AM	141	303	0	0	201	25	0	0	0	16	0	57	743	670	73	yes	no	yes	no	
8:00 AM	89	246	2	0	177	28	0	0	0	14	0	72	628	542	86	yes	no	yes	no	
9:00 AM	55	209	1	2	183	24	0	0	0	25	0	40	539	474	65	yes	no	yes	no	
10:00 AM	67	220	0	0	184	20	0	0	0	14	0	59	564	491	73	yes	no	yes	no	
11:00 AM	53	247	0	1	206	28	0	0	3	33	0	69	640	535	105	yes	no	yes	no	
12:00 PM	66	233	1	1	235	25	0	0	0	23	1	55	640	561	79	yes	no	yes	no	
1:00 PM	53	232	0	2	245	33	0	0	0	24	0	63	652	565	87	yes	no	yes	no	
2:00 PM	81	219	0	1	266	15	0	0	0	27	0	69	678	582	96	yes	no	yes	no	
3:00 PM	73	246	0	0	283	27	0	0	0	23	0	97	749	629	120	yes	no	yes	no	
4:00 PM	75	239	0	1	285	14	0	0	0	21	0	126	761	614	147	yes	no	yes	no	
5:00 PM	51	187	0	0	234	17	0	0	0	35	0	113	637	489	148	yes	no	yes	yes	
6:00 PM	28	106	0	0	140	12	0	0	0	8	0	56	350	286	64	no	no	yes	no	
														6,438	1,143	11	0	12	1	# HOURS EXCEEDED THRESHOLD
														85%	15%	yes	no	yes	no	# HOURS >8?
																no		no		WARRANT D MET?

APPENDIX E:
CONCEPT DRAWINGS

LEGEND	
- - -	EDGE OF PAVEMENT
—	ROAD CENTERLINE
—	PROPERTY LINE
●	SIGN POSTS



RELOCATE W3-1 SIGN TO 250' NORTH OF NH 11

RELOCATE GUIDE SIGN ASSEMBLY (M1-5, D1-3a, D1-1) TO NORTH OF MAIN STREET

REPLACE R1-1 SIGN WITH LED R1-1 SIGN 50' NORTH OF NH 11

IMPROVE EXISTING LUMINAIRE

RESTRIPE STOP BAR

ADD W16-8aP PLAQUE TO W2-1 SIGN

RELOCATE R2-1 SIGN, ADD W13-20 SIGN

CLEAR TREE LIMBS

INSTALL REFLECTIVE DELINEATOR POSTS

RELOCATE R2-1 & W13-20 SIGNS

ADD W16-8P PLAQUE TO W2-1 SIGN

CLEAR TREE LIMBS

RELOCATE S3-1 SIGN TO EAST OF COOPER STREET

EVELYN J'S FISH MARKET

OTTER SQUARE

LAKE AVENUE

COOPER STREET

COOPER STREET

NH ROUTE 11

NH ROUTE 11

PROSPECT HILL ROAD

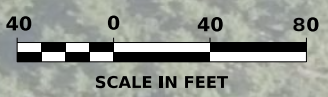
HOLMES LANE

SUNAPEE COVE ASSISTED LIVING

GEORGES MILLS GENERAL STORE / IRVING

OTTER POND

STATE OF NEW HAMPSHIRE			
SUNAPEE			
DEPARTMENT OF TRANSPORTATION		BUREAU OF HIGHWAY DESIGN	
CONCEPT 1: SHORT-TERM SAFETY MEASURES			
DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
45234_concept1	45234	1	2



GPI

Greenman-Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers & Inspectors

CONCEPT 1 ESTIMATE - SHORT-TERM SAFETY MEASURES

Intersection of NH 11 with Springfield Road / Cooper Street Sunapee, New Hampshire

Project Name: Sunapee 45234 Road Safety Audit (RSA)

Location: Intersection of NH 11 with Springfield Road / Cooper Street

Based On: GPI Conceptual Design Documents

Prices From: NHDOT Weighted Average Unit Prices for Projects Between 1/1/2025 and 1/1/2026

Date: 2/6/2026

Computed By: MDA

Job No: NEX-2200461.06

Checked By: MJD

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>COST</u>	<u>QUANTITY</u>	<u>COST</u>
201.7	SELECTIVE CLEARING AND THINNING (F)	A	\$80,000	0.10	\$8,000
615.0201	TRAFFIC SIGN TYPE B	SF	\$100	5	\$500
615.0301	TRAFFIC SIGN TYPE C	SF	\$80	3	\$240
615.023	REMOVING TRAFFIC SIGN TYPE B	U	\$180	1	\$180
615.024	RELOCATING TRAFFIC SIGN TYPE B	U	\$1,800	1	\$1,800
615.034	RELOCATING TRAFFIC SIGN, TYPE C	U	\$250	5	\$1,250
621.71	FLEXIBLE DELINEATORS, SOIL MOUNT	EA	\$150	16	\$2,400
632.0118	RETROREFLECTIVE PAINT PAVE. MARKING, 18" LINE	LF	\$3	34	\$102
	LED-ENHANCED STOP SIGN (R1-1)	U	\$1,200	1	\$1,200
	STREETLIGHT LED LUMENAIRE	EA	\$700	1	\$700

Subtotal= \$16,372

Construction Engineering (8%)= \$2,000

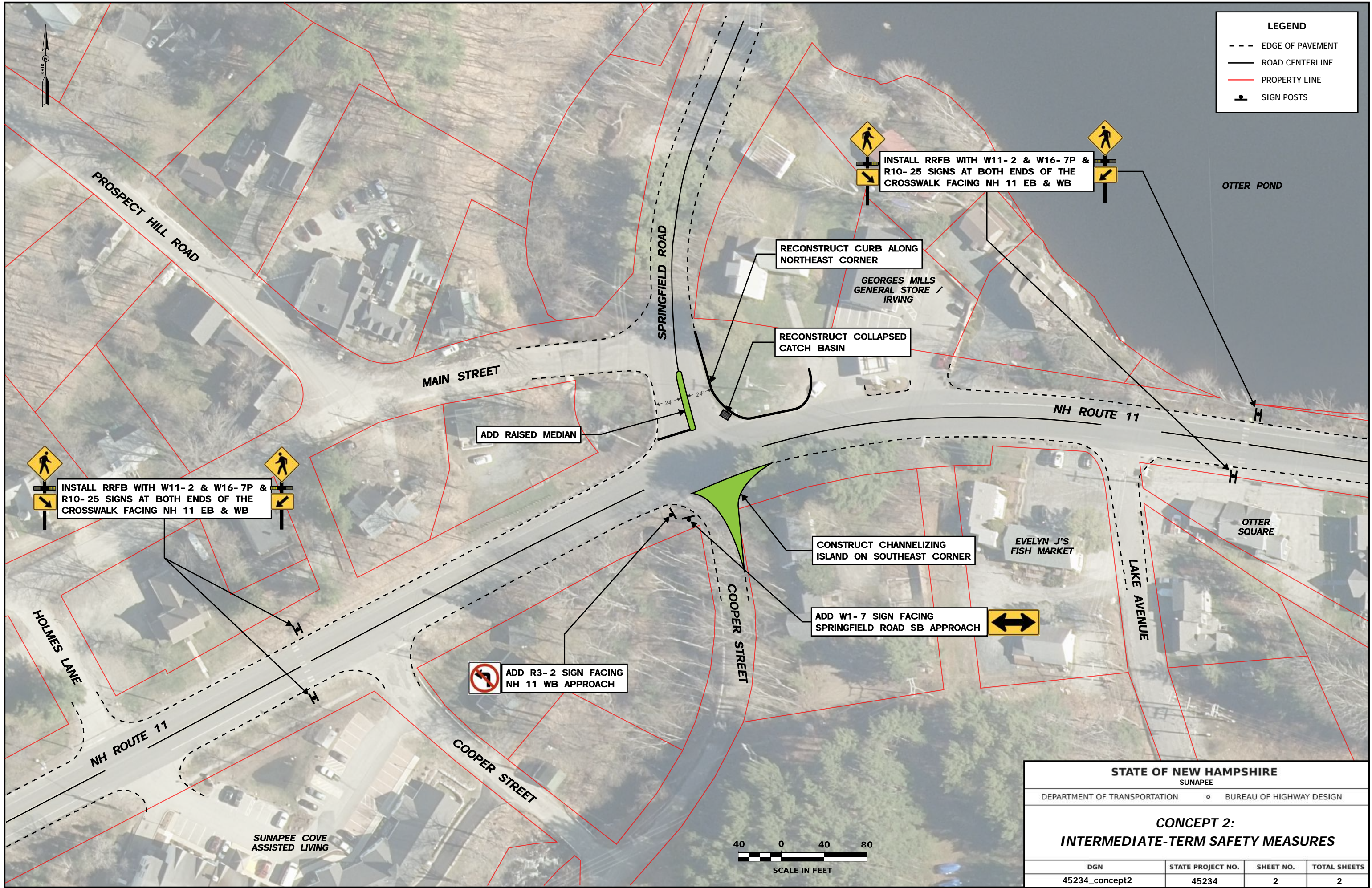
Miscellaneous Items(20%)= \$4,000

Mobilization= \$5,000

Total = \$27,372

Say \$28,000

LEGEND	
- - -	EDGE OF PAVEMENT
—	ROAD CENTERLINE
—	PROPERTY LINE
	SIGN POSTS



INSTALL RRFB WITH W11-2 & W16-7P & R10-25 SIGNS AT BOTH ENDS OF THE CROSSWALK FACING NH 11 EB & WB

INSTALL RRFB WITH W11-2 & W16-7P & R10-25 SIGNS AT BOTH ENDS OF THE CROSSWALK FACING NH 11 EB & WB

RECONSTRUCT CURB ALONG NORTHEAST CORNER

RECONSTRUCT COLLAPSED CATCH BASIN

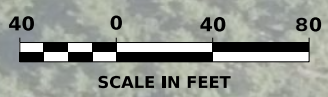
ADD RAISED MEDIAN

CONSTRUCT CHANNELIZING ISLAND ON SOUTHEAST CORNER

ADD W1-7 SIGN FACING SPRINGFIELD ROAD SB APPROACH

ADD R3-2 SIGN FACING NH 11 WB APPROACH

STATE OF NEW HAMPSHIRE			
SUNAPEE			
DEPARTMENT OF TRANSPORTATION		BUREAU OF HIGHWAY DESIGN	
CONCEPT 2:			
INTERMEDIATE-TERM SAFETY MEASURES			
DGN	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
45234_concept2	45234	2	2



GPI

Greenman-Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers & Inspectors

CONCEPT 2 ESTIMATE - INTERMEDIATE-TERM SAFETY MEASURES

Intersection of NH 11 with Springfield Road / Cooper Street Sunapee, New Hampshire

Project Name: Sunapee 45234 Road Safety Audit (RSA)

Location: Intersection of NH 11 with Springfield Road / Cooper Street

Based On: GPI Conceptual Design Documents

Prices From: NHDOT Weighted Average Unit Prices for Projects Between 1/1/2025 and 1/1/2026

Date: 2/6/2026

Computed By: MDA

Job No: NEX-2200461.06

Checked By: MJD

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>COST</u>	<u>QUANTITY</u>	<u>COST</u>
615.0201	TRAFFIC SIGN TYPE B	SF	\$100	4	\$400
615.0301	TRAFFIC SIGN TYPE C	SF	\$80	2	\$160
615.033	REMOVING TRAFFIC SIGN, TYPE C	U	\$80	2	\$160
609.01	STRAIGHT GRANITE CURB	LF	\$40	625	\$25,000
604.4	RECONSTRUCTING/ADJUSTING CATCH BASIN & DROP INLET	LF	\$850	0.5	\$425
608.2401	4" CONCRETE SIDEWALK	SY	\$200	200	\$40,000
616.261	RECTANGULAR RAPID FLASHING BEACON	U	\$7,500	2	\$15,000

Subtotal= \$81,145

Construction Engineering (8%)= \$7,000

Miscellaneous Items(20%)= \$17,000

Mobilization= \$5,000

Total= \$110,145

Say \$111,000

APPENDIX F:
BENEFIT-COST ANALYSIS

Concept 1: Near-Term Safety Measures

HSIP-Application (Rev 8/26/2018) New Hampshire Department of Transportation Highway Safety Improvement Program		Project Towns: Sunapee	Project #: 45234
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Highway Safety Improvement Program - Benefit / Cost Analysis	Date Rec'd (for office use only)
---	----------------------------------

Site Type	NHDOT District	County	Major Road/Minor Road	Main-tenance	Traffic Control	MP Start/Major Rd SRI	MP End/Minor Rd SRI	Study Period Begins	Study Period Ends
INTERSECTION	D2	Sullivan	NH 11 at Springfield Road & Cooper Street	Local	Minor Rd Stop	S0000011	N4350044 / L4350092	01/01/14	12/31/24

Major Rd Funct Class	6-Rural Minor Arterial	Minor Rd Funct Class	8-Rural Minor Collector / 9-Rural Local	Area Type	1-Rural	Federal System	1-NHS
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Briefly Describe Problem and Proposed Work Awkward intersection configuration with poor sight distance from stop-controlled approach. Heavy traffic in summer season with multiple crashes and more unreported fender-benders. Irving gas station & general store on NH 11 to the east has wide driveways, the NH 11 approaches have grades and curves, and the proximity to the boat launch on Cooper Street results in frequent trailer parking activity along Cooper Street and in the intersection's northeast corner.

Crash Data 2014-2024	Crash Type		Rear End	Sideswipe Same Direction	Left Turn	Right angle	Run off Road	Head On/ Sideswipe - Opposite	Pedestrian	Bicycle	Other	Total Related Crashes	Crash Severity Distribution
	Severity	K = 1	0	0	0	0	0	0	0	0	0		
	Fatal	A = 2	0	0	0	1	0	0	0	0	0	1	3.8%
	Injury	B = 3	1	1	2	3	0	0	0	0	1	8	30.8%
		C = 4	0	0	0	0	0	0	0	0	0		
	PDO	U+N = 5+6	2	0	3	3	8	0	0	0	1	17	65.4%
		Total	3	1	5	7	8				2	26	100.0%


NOTE: For traffic data , please fill corresponding section for intersection and segment projects. Do not fill both traffic data sections. Discount Rate (min rate of return) 3.0%

Traffic Data (Inter.)	Year	Enter. AADT	NB AADT	SB AADT	EB AADT	WB AADT	Other leg AADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Intersection Node	Traffic Annual Growth Rate
	2024	7,600	0	1,320	3,130	3,150	0	3	0.85		0222	0.0045

Improvement Action	Method for combining multiple CMFs			Assume Independence			Project Cost Information					
	Number	Improvement Description	Service Life	CMF Fatal	CMF Injury	CMF PDO	PE cost plus \$5000 (2)	R/W Utility	Construction	Improvement Initial Cost	Annual Maintenance	
	1	Replace standard stop sign with flashing LED stop sign (CMF 6602)	20	0.59	0.59	0.59	\$ 5,000	\$ -	\$ 28,000	\$ 33,000	\$ 1,000	
	2									\$ -		
	3									\$ -		
	4									\$ -		
	Total			20	0.59	0.59	0.59	Total Initial Cost	\$ 33,000	\$ 33,000	\$ 1,000	

Economic Evaluation	Benefit	Traffic Growth Factor (TGF)	Present Value of Safety Benefits	Cost	Present Value of Project Costs	Project Benefit Information					
		1.05	\$ 2,992,805		\$ 47,877	Crash Severity	Societal Crash Cost	Related Crashes	Annual Crash Reduction	Estimated Annual Benefit	
		Benefit Cost Ratio				62.51	K	\$ 15,988,000	0	-	\$ -
		Net Benefit				\$ 2,944,928	A	\$ 1,705,100	1	0.04	\$ 64,329
		Annual KA Crash Reduction				0.04	B	\$ 384,000	8	0.30	\$ 115,898
							C	\$ 204,600	0	-	\$ -
						PDO	\$ 18,100	17	0.64	\$ 11,609	
						Total		26	0.98	\$ 191,836	

Concept 2: Intermediate-Term Safety Measures

HSIP-Application (Rev 8/26/2018) New Hampshire Department of Transportation Highway Safety Improvement Program					Project Towns: Sunapee		Project #: 45234						
Highway Safety Improvement Program - Benefit / Cost Analysis							Date Rec'd (for office use only)						
Site Type	NHDOT District	County	Major Road/Minor Road	Maintenance	Traffic Control	MP Start/Major Rd SRI	MP End/Minor Rd SRI	Study Period Begins	Study Period Ends				
INTERSECTION	D5	Sullivan	NH 11 at Springfield Road & Cooper Street	Local	Minor Rd Stop	S0000011	N4350044 / L4350092	01/01/14	12/31/24				
Major Rd Funct Class	6-Rural Minor Arterial		Minor Rd Funct Class	8-Rural Minor Collector / 9-Rural Local		Area Type	1-Rural	Federal System	1-NHS				
Briefly Describe Problem and Proposed Work	Awkward intersection configuration with poor sight distance from stop-controlled approach. Heavy traffic in summer season with multiple crashes and more unreported fender-benders. Irving gas station & general store on NH 11 to the east has wide driveways, the NH 11 approaches have grades and curves, and the proximity to the boat launch on Cooper Street results in frequent trailer parking activity along Cooper Street and in the intersection's northeast corner.												
Crash Data 2014-2024	Crash Type		Rear End	Sideswipe Same Direction	Left Turn	Right angle	Run off Road	Head On/ Sideswipe - Opposite	Pedestrian	Bicycle	Other	Total Related Crashes	Crash Severity Distribution
	Severity												
	Fatal	K = 1	0	0	0	0	0	0	0	0	0		
	Injury	A = 2	0	0	0	1	0	0	0	0	0	1	3.8%
		B = 3	1	1	2	3	0	0	0	0	1	8	30.8%
	PDO	C = 4	0	0	0	0	0	0	0	0	0		
U+N = 5+6		2	0	3	3	8	0	0	0	1	17	65.4%	
	Total	3	1	5	7	8				2	26	100.0%	
NOTE: For traffic data , please fill corresponding section for intersection and segment projects. Do not fill both traffic data sections.							Discount Rate (min rate of return)		3.0%				
Traffic Data (Inter.)	Year	Enter. AADT	NB AADT	SB AADT	EB AADT	WB AADT	Other leg AADT	# of Approaches	Crash Rate (Intersection)	Critical Rate (Intersection)	Intersection Node	Traffic Annual Growth Rate	
	2024	7,600	0	1,320	3,130	3,150	0	3	0.85		0222	0.0045	
Improvement Action	Method for combining multiple CMFs			Assume Independence			Project Cost Information						
	Number	Improvement Description		Service Life	CMF Fatal	CMF Injury	CMF PDO	PE cost plus \$5000 (2)	R/W Utility	Construction	Improvement Initial Cost	Annual Maintenance	
	1	Install raised median on minor road approach (CMF 10984)		20	0.72	0.72	1.00	\$ 5,000	\$ -	\$ 111,000	\$ 116,000	\$ 1,000	
	2										\$ -		
	3										\$ -		
	4										\$ -		
	Total			20	0.72	0.72	1.00	Total Initial Cost	\$ 116,000		\$ 116,000	\$ 1,000	
Economic Evaluation	Benefit	Traffic Growth Factor (TGF)	Present Value of Safety Benefits		Cost	Present Value of Project Costs		Project Benefit Information					
		1.05	\$ 1,897,050			\$ 130,877	Crash Severity	Societal Crash Cost	Related Crashes	Annual Crash Reduction	Estimated Annual Benefit		
	Benefit Cost Ratio		14.49					K	\$ 15,988,000	0	-	\$ -	
	Net Benefit		\$ 1,766,173					A	\$ 1,705,100	1	0.03	\$ 43,403	
	Annual KA Crash Reduction		0.03					B	\$ 384,000	8	0.20	\$ 78,196	
								C	\$ 204,600	0	-	\$ -	
							PDO	\$ 18,100	17	-	\$ -		
							Total		26	0.23	\$ 121,599		

Updated Crash Costs for Highway Safety Analysis

The *Crash Costs for Highway Safety Analysis*¹ was published in 2018, releasing national comprehensive crash costs for each KABCO² crash-unit severity level in 2016 dollars. The comprehensive crash costs are a combination of economic costs (e.g., vehicle damage, lost wages) and quality-adjusted life years (QALY) costs. The crash costs have been updated to incorporate changes in safety performance and economics. The crash costs in 2024 dollars (rounded to the nearest hundred dollars) are summarized in Table 1.

Table 1. New KABCO Crash Costs, 2024 Dollars. [Source: FHWA]

KABCO Severity Category	Economic Crash Unit Costs, 2024 Dollars	QALY Crash Unit Costs, 2024 Dollars	Comprehensive Unit Costs, 2024 Dollars
K	\$2,238,500	\$13,749,500	\$15,988,000
A	\$272,700	\$1,432,400	\$1,705,100
B	\$80,800	\$303,200	\$384,000
C	\$53,000	\$151,600	\$204,600
O	\$18,100	\$0	\$18,100

Applications of Crash Costs

Crash costs are integral to several aspects of highway safety analysis. First, they are used to quantify the economic and societal impact of crashes which have already occurred, both for summarizing safety performance at a site and for communicating with stakeholders about safety challenges. Second, they are used to monetize the benefits of potential crash reductions for a proposed alternative and subsequently applied for benefit-cost analysis. Third, they are used to evaluate the safety performance of a completed project, performing benefit-cost analysis by comparing the cost of crashes prevented to the cost of the project.

Update Process

Comprehensive KABCO-level crash costs are derived using injury costs from the Maximum Abbreviated Injury Scale (MAIS), crash-level injury data, and person-level injury data. *Crash Costs for Highway Safety Analysis* describes a five-step process for determining these costs. The following sections describe the methodology used to generate the new crash costs.

¹ Harmon, T., Bahar, G., & Gross, F. (2018, January). Crash costs for highway safety analysis. Federal Highway Administration, FHWA-SA-17-071. Washington, D.C. <https://highways.dot.gov/safety/data-analysis-tools/rsdp/rsdp-tools/crash-costs-highway-safety-analysis-0>.

² K = Fatal Injury; A = Suspected Serious Injury; B = Suspected Minor Injury; C = Possible Injury; O = Property Damage Only



Step 1 – Translate Person-Injury Unit Costs from MAIS to KABCO

The first step calls for translating MAIS person-injury unit costs to KABCO person-injury unit costs using the most recent [MAIS person-injury unit costs](#) and [MAIS-to-KABCO translation values](#).

MAIS Category	Economic Costs	QALY Costs	Comprehensive Cost
MAIS0	\$4,789	\$-	\$4,789
MAIS1	\$23,974	\$41,112	\$65,086
MAIS2	\$75,961	\$402,341	\$478,302
MAIS3	\$288,385	\$1,763,881	\$2,052,266
MAIS4	\$675,727	2,938,008	\$3,613,735
MAIS5	\$979,328	\$5,068,923	\$6,048,251
Fatal	\$1,606,644	\$9,651,851	\$11,258,495
Vehicle	\$7,913	\$-	\$7,913

KABCO Person Injury	Economic Costs	QALY Costs	Comprehensive Cost
K	\$1,606,644	\$9,651,851	\$11,258,495
A	\$172,179	\$917,345	\$1,089,524
B	\$44,490	\$180,107	\$224,597
C	\$25,933	\$85,348	\$111,281
O	\$6,269	\$3,927	\$10,196

Step 2 – Calculate Injury-to-Crash and Vehicle-to-Crash Ratios

To convert the person-injury unit costs to crash-unit costs, crash-level, vehicle-level, and person-level data from the National Highway Traffic Safety Administration’s (NHTSA) Crash Report Sampling System (CRSS) for the years 2019 through 2023 were used to calculate the number of KABCO person-injuries per crash by maximum injury severity category. For instance, for the 5,934 fatal crashes in the dataset, there were 6,493 fatal (K) injuries, 1,593 suspected serious (A) injuries, 1,506 suspected minor (B) injuries, 1,111 possible (C) injuries, and 3,838 uninjured persons (O). Thus, the average fatal crash includes 1.09 fatalities, 0.27 A injuries, 0.25 B injuries, 0.19 C injuries, and 0.65 non-injured persons. Additionally, these calculations found that the average property damage only (PDO) crash included 1.86 vehicles per crash.

Step 3 – Convert Person-Injury Unit and Vehicle Unit Costs to KABCO Crash Unit Costs

With the person-injury unit costs and the average injuries and vehicles per crash, the next step is to calculate the average cost of each crash by severity. Since the MAIS costs were in 2019 dollars, these KABCO crash unit costs also reflect 2019 dollars.

Step 4 – Update KABCO Crash Unit Costs to 2024

The KABCO crash unit costs were then converted to 2024 dollars. This requires growing the economic costs using Consumer Price Index (CPI) and growing the QALY costs using Median Usual Weekly Earnings (MUWE). Per the Bureau of Labor Statistics (BLS), the average non-seasonally adjusted monthly CPI was \$256 in 2019 and \$314 in 2024, resulting in a growth ratio of 1.227 for economic costs. Additionally, BLS reported the average quarterly MUWE was \$917 in 2019 and \$1160 in 2024, resulting in a growth ratio of 1.265 for QALY costs. Using these growth ratios, the 2024 crash costs are summarized in Table 1.

Step 5 – Adjust National Costs to State Costs

States can use Per Capita Income (PCI) to convert the national costs to State-specific crash costs. The Bureau of Economic Analysis (BEA) data was used to derive national and State-level PCI for 2024; comparing the State PCI to national PCI gives the ratio needed to convert the crash costs.

Relevant Resources

For more information about the development and application of crash costs, see FHWA’s [Crash Costs for Highway Safety Analysis](#). FHWA’s [Highway Safety Benefit-Cost Analysis Guide](#) and [Tool](#) have additional information about the application of crash cost in benefit-cost analysis. If you are interested in following a similar process for your agency, you can use the updated [Crash Costs for Highway Safety Analysis Companion Spreadsheet Tool](#).

CMF / CRF Details

CMF ID: 6602

CMF Name: Replace standard stop sign with flashing LED stop sign

Description: Replace standard stop sign with flashing LED stop sign. A flashing

Prior Condition: Intersection with standard stop signs

Category: Intersection traffic control

Study ID: [Estimating the Crash Reduction and Vehicle Dynamics Effects of Flashing LED Stop Signs, Davis et al. 2014](#)

Star Quality Rating

Star Quality Rating:	4 Stars
----------------------	---------

Crash Modification Factor (CMF)

Value:	0.585
Adjusted Standard Error:	
Unadjusted Standard Error:	0.185

Crash Reduction Factor

Value:	41.5
Adjusted Standard Error:	
Unadjusted Standard Error:	18.5

Applicability	
Crash Type:	Angle
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2002 to 2012
Municipality:	
State:	MN
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	15 sites before, 15 sites after

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jun 22, 2015
Comments:	The authors used a hierarchical Bayes before-after method. The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 10984

CMF Name: Install raised median

Description:

Prior Condition: No median island

Category: Access management

Study ID: [Development of Crash Modification Factors for Intersections in Toowoomba city, Al-Marafi et al. 2020](#)

Star Quality Rating	
Star Quality Rating:	3 Stars

Crash Modification Factor (CMF)	
Value:	0.72
Adjusted Standard Error:	
Unadjusted Standard Error:	0.099

Crash Reduction Factor	
Value:	28
Adjusted Standard Error:	
Unadjusted Standard Error:	9.9

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	All
Minimum Number of Lanes:	2
Maximum Number of Lanes:	5
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	All
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Other
Major Road Traffic Volume:	Minimum of 4500 to Maximum of 21784 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1600 to Maximum of 14837 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	12546 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	5769 Annual Average Daily Traffic (AADT)

Development Details	
Date Range of Data Used:	2008 to 2015
Municipality:	Toowoomba City
State:	notusa
Country:	Australia
Type of Methodology Used:	

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Aug 11, 2021
Comments:	This CMF is for installing a raised median island on minor road approaches. Intersections are a combination of signalized and un-signalized.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

APPENDIX G:
RSA PRESENTATION

Sunapee 45234

NH 11 at Springfield
Road & Cooper Street

Road Safety Audit
(RSA) Meeting

October 29, 2025

9:00 AM



Today's Schedule

- **9:00 AM** – Pre-Meeting
 - Welcome & Introductions
 - Discuss existing safety issues & crash data trends
- **10:00 AM** – Site Visit
- **11:00 AM** – Post-Meeting
 - Discuss site visit observations & improvements to address safety issues



Pre-Site Visit Meeting

- What is a Road Safety Audit (RSA)?
- Overview of study area
- Discussion of crash trends
- Potential safety issues
- Site visit logistics

Introductions

- Name
- Affiliation
- Familiarity with location?



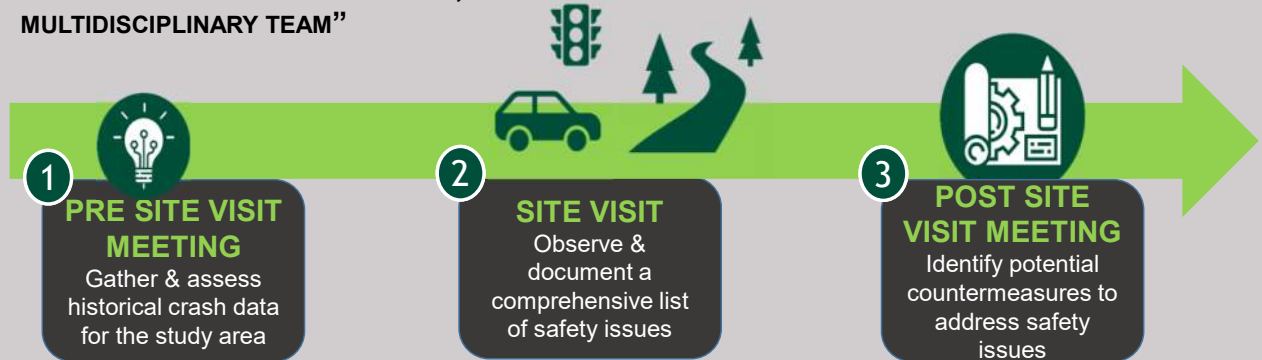
Definition and Process

DEFINITION:

“A FORMAL SAFETY PERFORMANCE EXAMINATION OF AN EXISTING ROAD OR INTERSECTION BY AN INDEPENDENT, MULTIDISCIPLINARY TEAM”

GOAL:

TO DECREASE THE NUMBER AND SEVERITY OF CRASHES FOR ALL USERS.



Study Area



Study Area



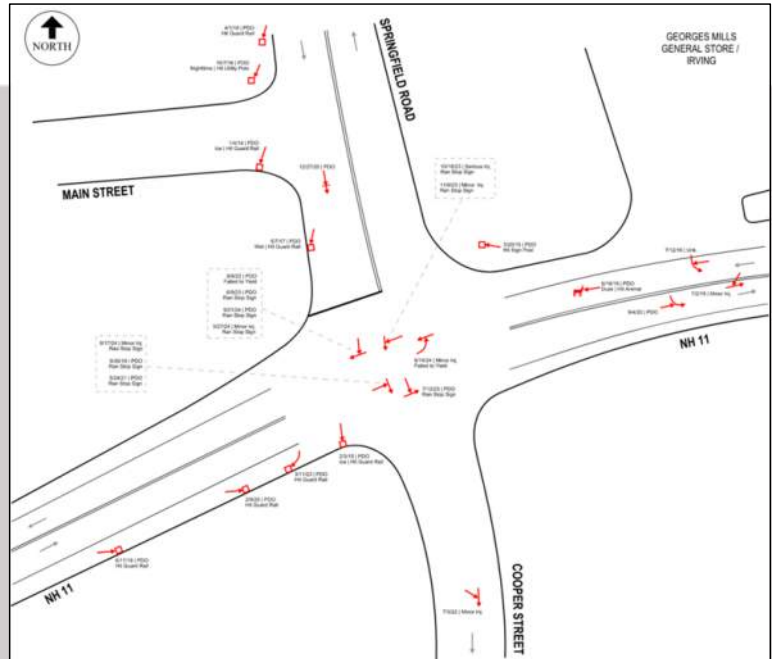
Study Area



Crash Data Trends

Study Period Reported Crashes
 11 years 26 total
 2014-2024 2.4/year

TYPES OF COLLISIONS	SYMBOLS
REAR END	MOVING VEHICLE
HEAD ON	BACKING VEHICLE
SIDE SWIPE	PEDESTRIAN
OUT OF CONTROL	BICYCLE
LEFT TURN	ANIMAL
RIGHT ANGLE	PARKED VEHICLE
	FIXED OBJECT



10/29/2025

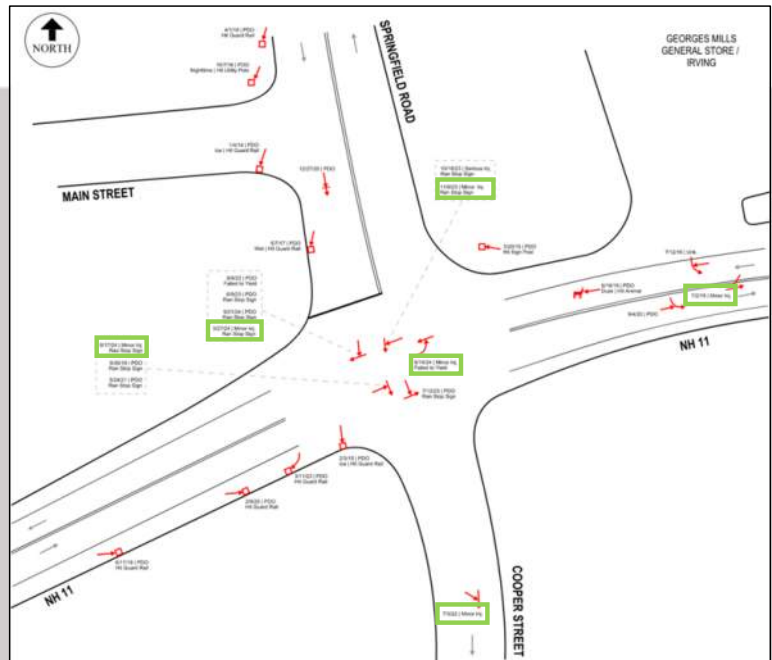
Sunapee 45234

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Crash Data Trends

Study Period Reported Crashes
 11 years 26 total
 2014-2024 2.4/year

TYPES OF COLLISIONS	SYMBOLS
REAR END	MOVING VEHICLE
HEAD ON	BACKING VEHICLE
SIDE SWIPE	PEDESTRIAN
OUT OF CONTROL	BICYCLE
LEFT TURN	ANIMAL
RIGHT ANGLE	PARKED VEHICLE
	FIXED OBJECT



10/29/2025

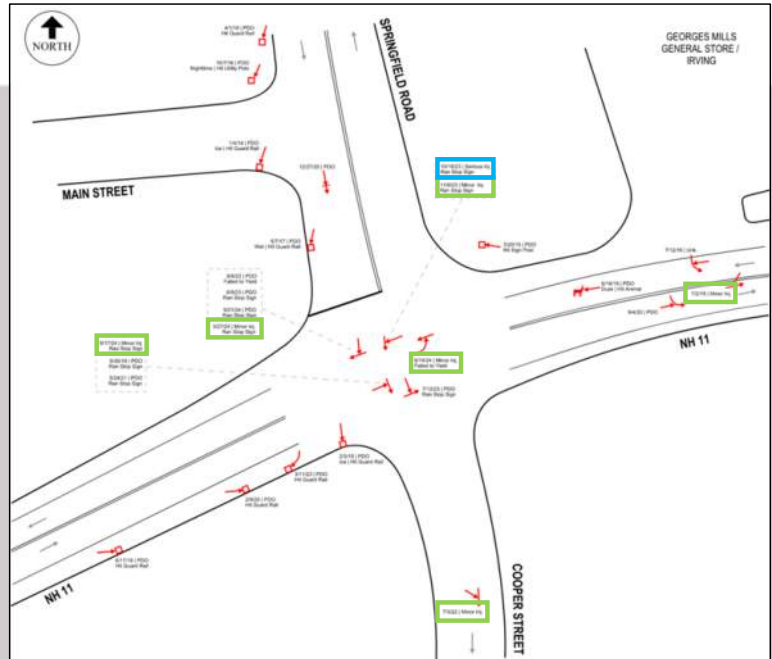
Sunapee 45234

10

Crash Data Trends

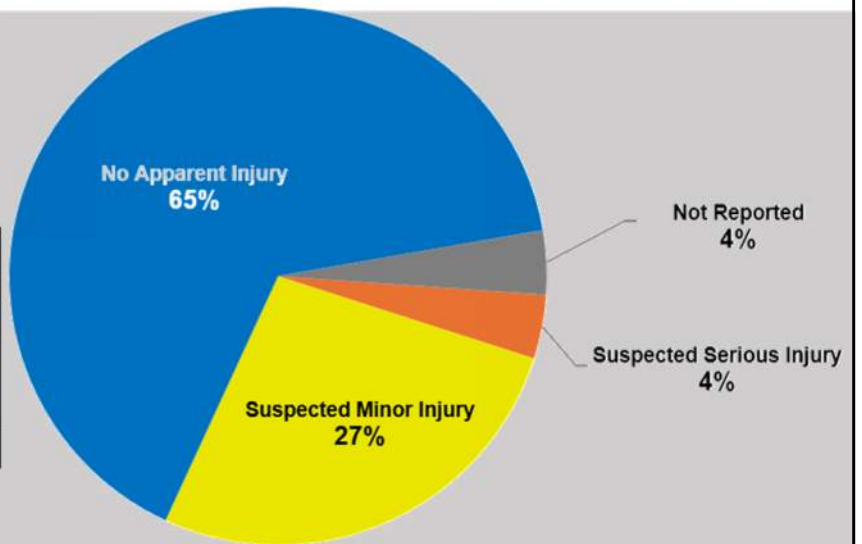
Study Period: 11 years (2014-2024)
 Reported Crashes: 26 total (2.4/year)

TYPES OF COLLISIONS	SYMBOLS
REAR END	MOVING VEHICLE
HEAD ON	BACKING VEHICLE
SIDE SWIPE	PEDESTRIAN
OUT OF CONTROL	BICYCLE
LEFT TURN	ANIMAL
RIGHT ANGLE	PARKED VEHICLE
	FIXED OBJECT



Crash Data Trends

SEVERITY	CRASHES	%CRASHES
Suspected Serious Injury	1	4%
Suspected Minor Injury	7	27%
No Apparent Injury	17	65%
Not Reported	1	4%
TOTAL	26	

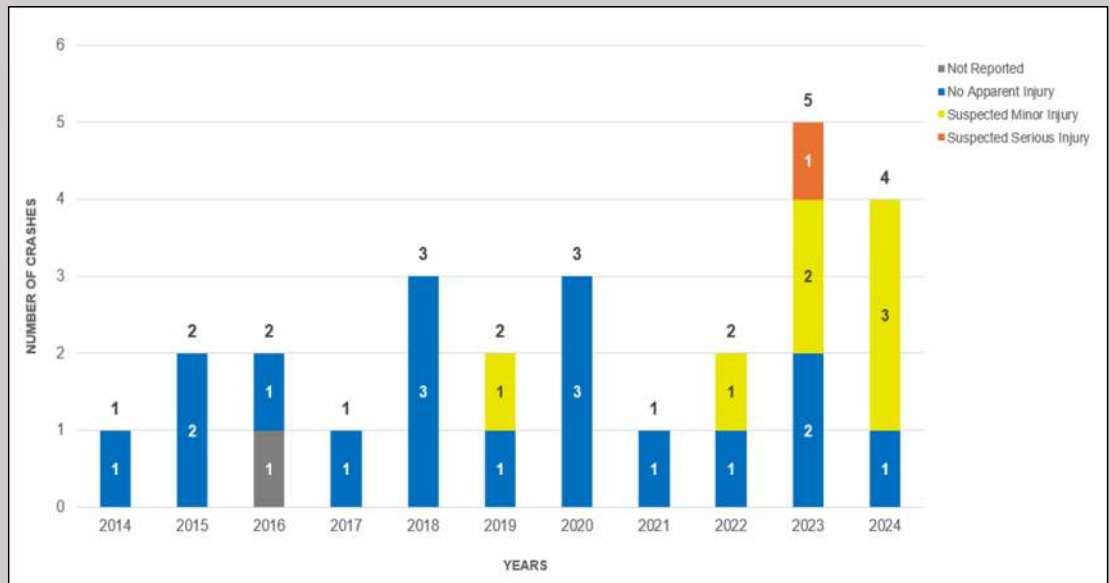


Crash Data Trends

Study Period
11 years
2014-2024

Total
26 crashes

Frequency
2.4 crashes/year

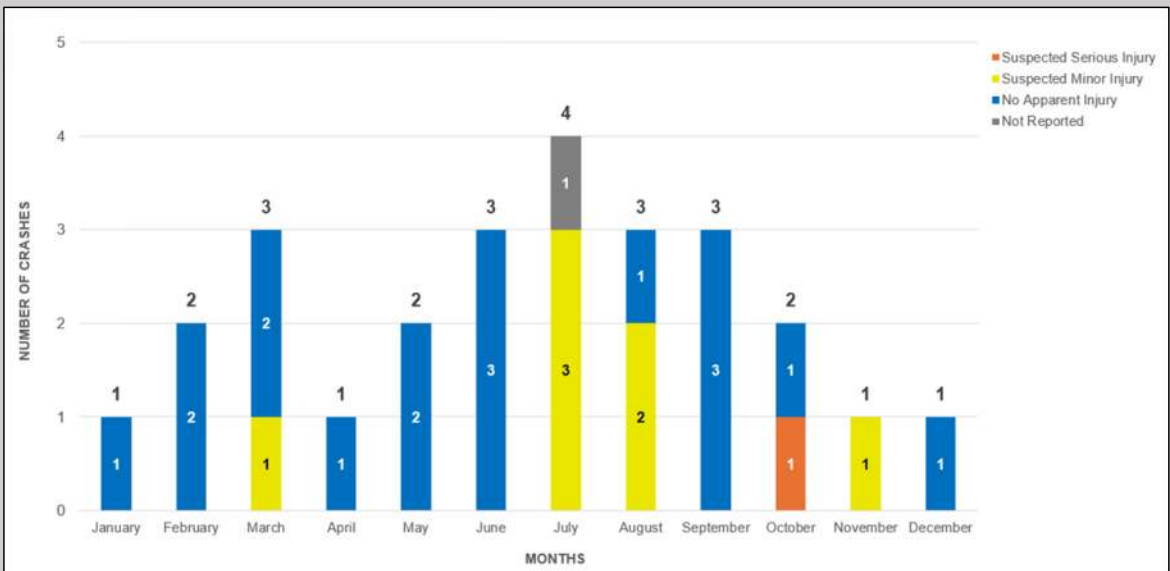


10/29/2025

Sunapee 45234

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Crash Data Trends

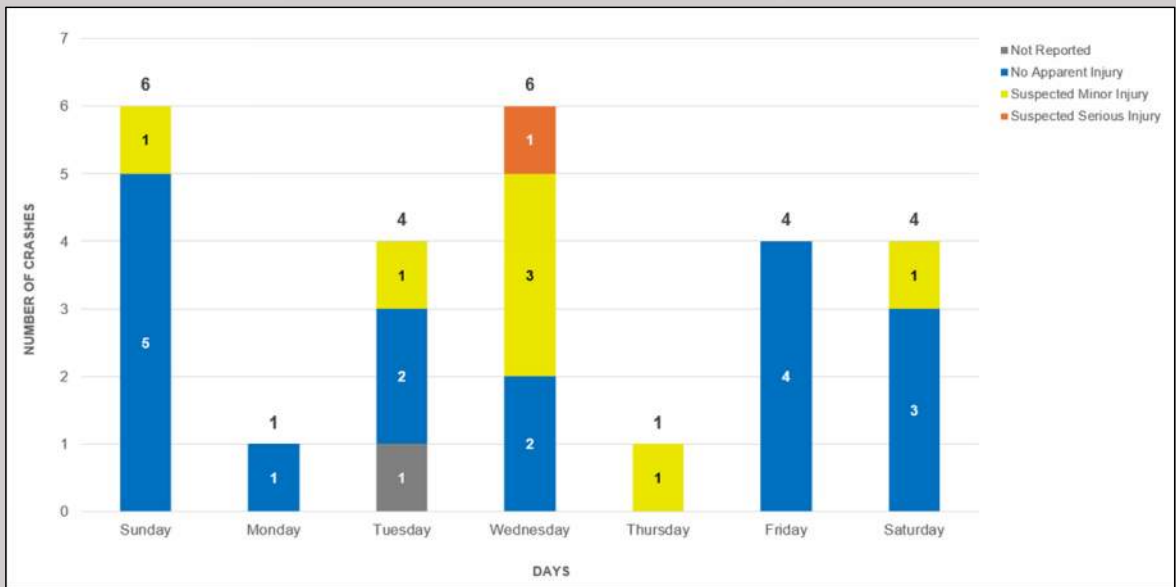


10/29/2025

Sunapee 45234

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Crash Data Trends

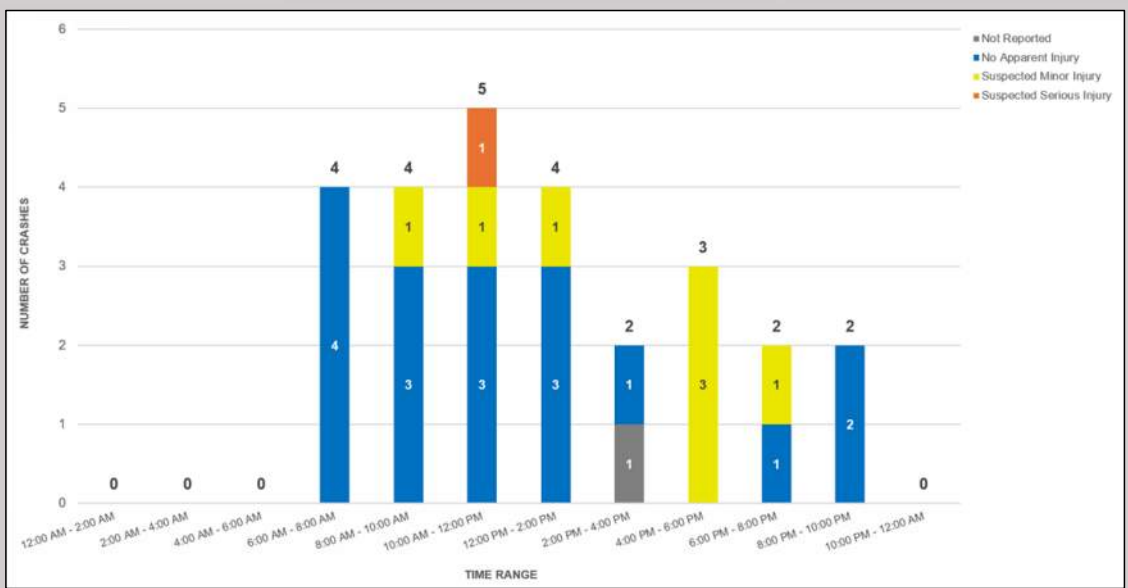


10/29/2025

Sunapee 45234

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Crash Data Trends

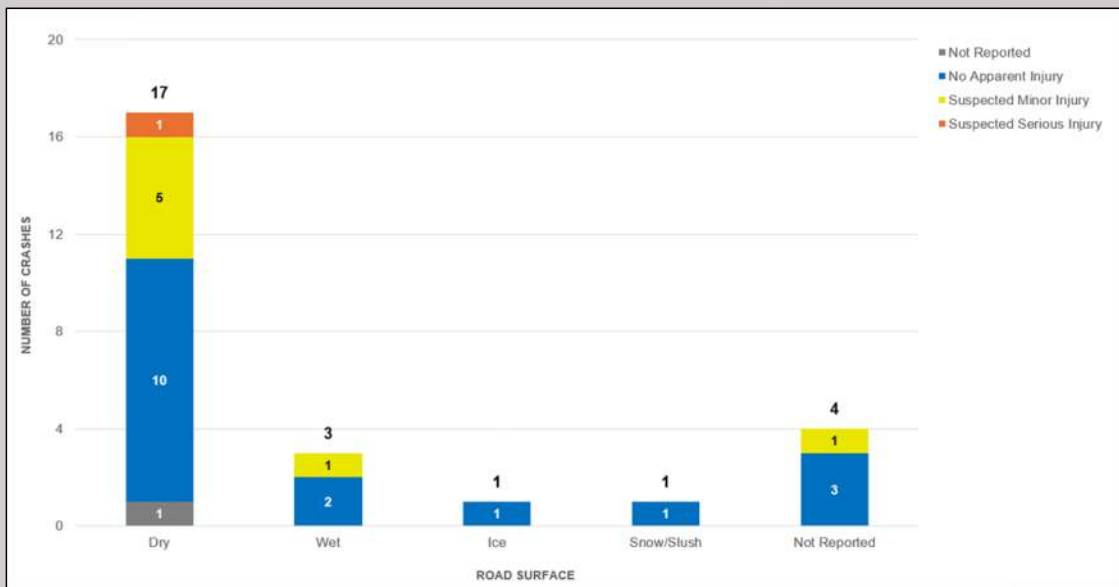


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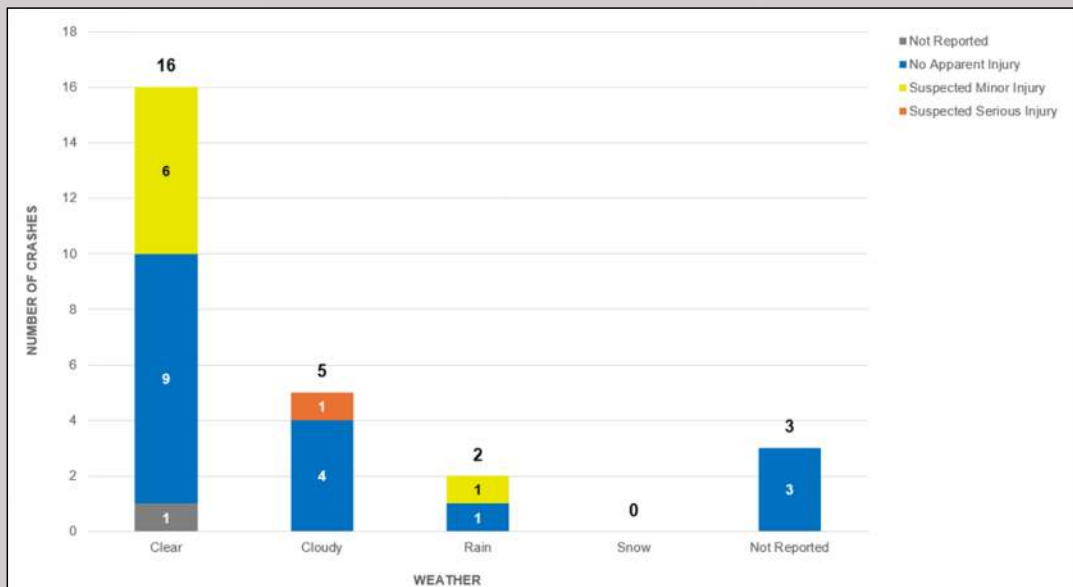
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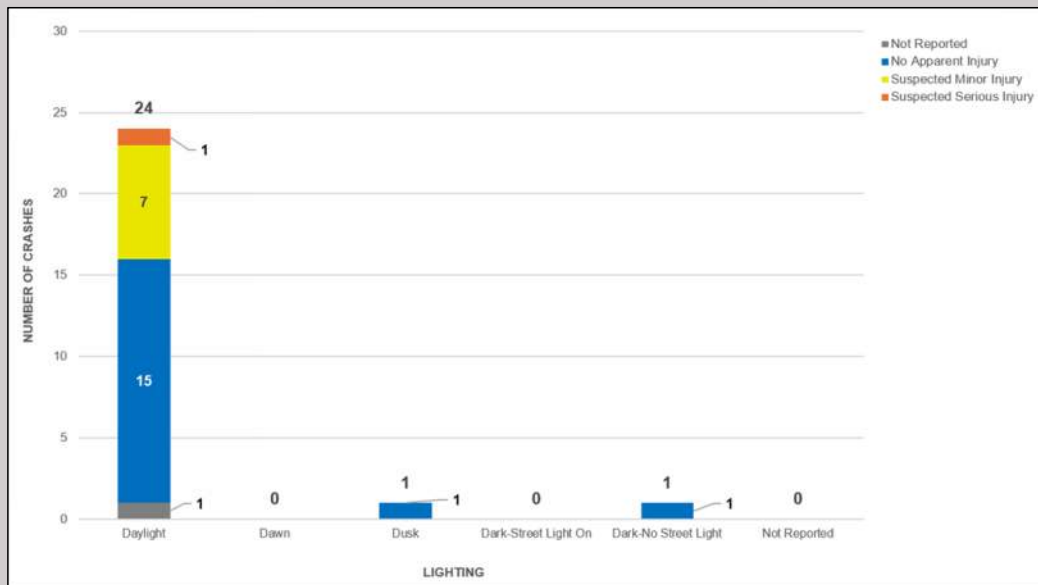
Crash Data Trends



Crash Data Trends



Crash Data Trends



Traffic Data Trends

Weekday AM Peak Volumes
7:15 AM - 8:15 AM



Traffic Data Trends

Weekday PM Peak Volumes
2:45 PM - 3:45 PM



Traffic Data Trends

Weekend Midday Peak Volumes
11:30 AM - 12:30 PM



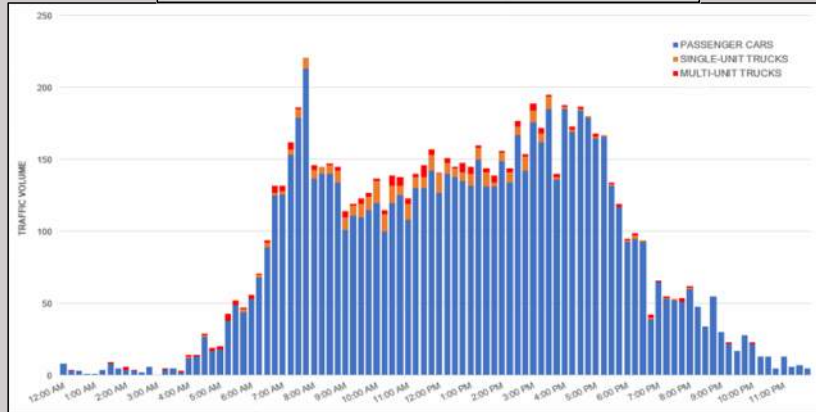
Traffic Data Trends

Daily (Weekday)
Traffic Volumes & Classifications

Measured along NH 11
just west of Cooper St



CLASSIFICATION	EASTBOUND	WESTBOUND	BOTH DIRECTIONS	
Passenger Cars	3,919	3,878	7,797	94.2%
Single-Unit Trucks	153	155	308	3.7%
Multi-Unit Trucks	86	84	170	2.1%
Total	4,158	4,117	8,275	

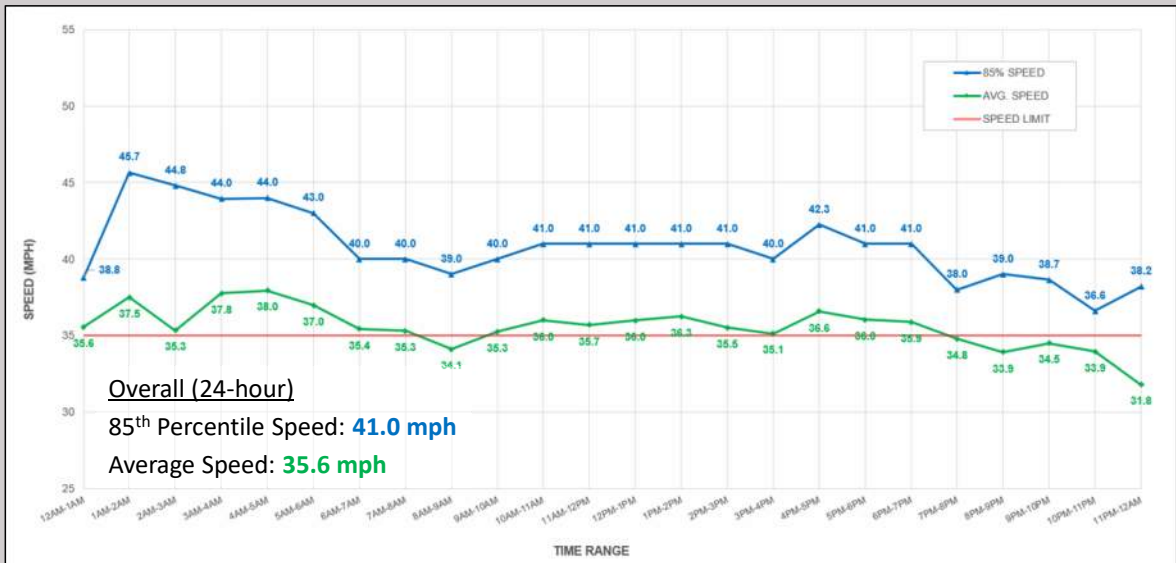


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Traffic Data Trends

Speeds along NH 11, west of Springfield Rd
Westbound, departing intersection



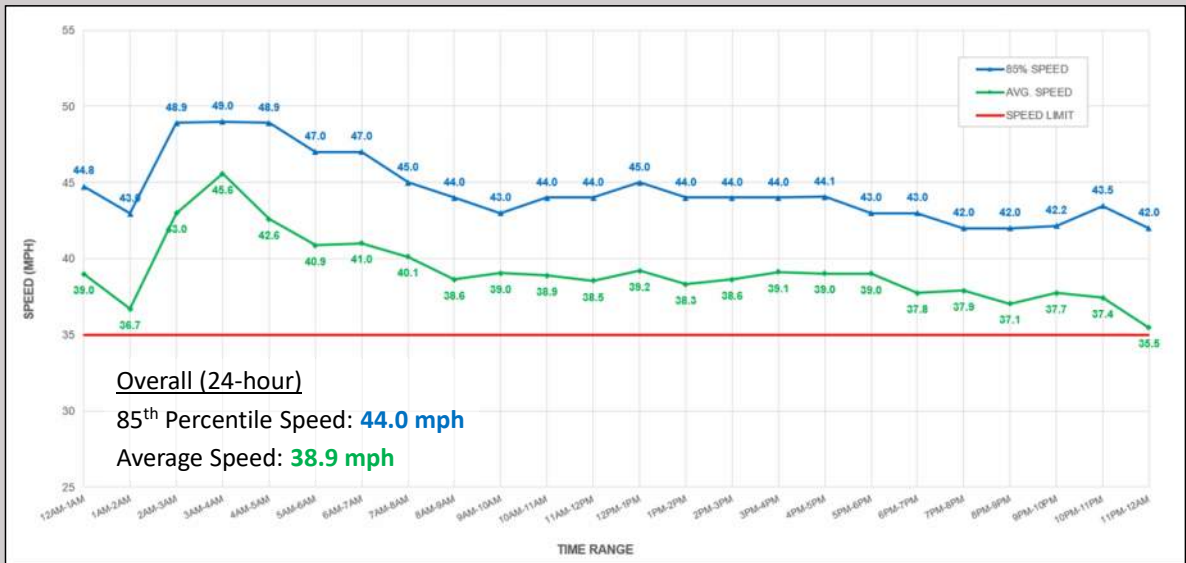
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Traffic Data Trends

Speeds along NH 11, west of Springfield Rd
Eastbound, towards intersection



Overall (24-hour)
85th Percentile Speed: **44.0 mph**
Average Speed: **38.9 mph**



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Site Visit

Safety is Priority

- Be aware of your surroundings
- Avoid hindering driver sightlines
- Stay together
- Wear a safety vest



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