



## Transportation Technical Advisory Committee Virtual Meeting Agenda

Wednesday, September 9, 2020 12:00 PM

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Meeting ID: 847 7890 5873

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1. Roll Call of Attendees
2. Approval of the Minutes of July 8, 2020 (Attachment 1)
3. Discussion of FY 2023-2032 Ten Year Plan project submissions. Municipalities are invited to present their candidate projects.
4. Regional on-road carbon monoxide reduction performance target. (Attachment 2) **Action item.**
5. Hudson Logistics Center regional traffic impacts discussion.
6. NRPC, Municipal, NHDOT, NHDES, FHWA updates


**DRAFT MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**July 8th, 2020**

**Members Present:**

Dawn Tuomala, Town of Merrimack Julie Chizmas, City of Nashua Wayne Husband, City of Nashua Daniel Hudson, City of Nashua Pete Kohalmi, City of Nashua Linda Dusenberry, NH DOT	John Savage, City of Nashua – NTS Jeff Gowan, Town of Pelham Tim White, NH DES Lincoln Daley, Town of Milford Leigh Levine, FHWA
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**Others Present**

Jennifer Reczek, NH DOT	Chris Buchanan, Amherst Complete Streets
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**STAFF PRESENT**

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner Mason Twombly, Regional-Environmental Planner	Jay Minkarah, Executive Director Derek Stahl, Transportation Planner
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**CALL TO ORDER AND ROLL CALL**

Lantos called the meeting to order at 12:05 pm and went the roll call of attendees by community/organization. The protocol for participation in the virtual meeting was presented. It was determined that a quorum was present.

**APPROVAL OF THE MINUTES FROM THE JUNE 10<sup>TH</sup>, 2020 MEETING**

Lantos referred to the minutes from June 10<sup>th</sup>, 2020 included in the agenda packet as Attachment 1. Dusenberry wanted to clarify that it is true that you can use TYP funds from a removed project for other projects but that the timing of this would be a concern depending on what stage of the TYP you're at. She stated that these changes would be easier if done before it is transmitted to the GACIT.

***There were no members that were opposed to approving the minutes or wished to abstain. The minutes were approved.***

**NH 101 SAFETY IMPROVEMENT PROJECTS PRESENTATION**

Reczek began her presentation on the NH 101 corridor improvements located in Wilton, Milford, Amherst, and Bedford. The corridor study was originally done in 2002 and two TYP projects have been completed to date from this study. There has been an intersection improvement at NH 101 at Hardy/Jenkins Rd in Bedford as well as safety improvements NH 101 at Elm St in Milford. A 5-step process was completed to identify/prioritize additional locations along the NH 101 corridor. The steps were: (1) Review crash data and perform capacity analysis (2) Identify possible locations and provide recommendation on additional study (3) Evaluate environmental impacts and concerns (4) Review existing ROW and impacts (5) Develop conceptual sketch and cost estimate. Through this process, 18 possible locations were identified which was later reduced to 8. The final 8 locations and recommended prioritization are as follows:

- **Location 7** – Add a passing zone with formalized lanes, keeping the shoulder width, between Perry/Osgood Rd

- **Locations 5/6** – Add through lanes and widen/overlay on NH 101 at Elm St and Phelan Rd
- **Locations 16-18** – Add traffic signals at Joppa Hill Rd as well as a two-way left turn lane between Freedom Way
- **Location 8** – Widen NH 101 westbound off ramp and add additional left turn lane at NH 13
- **Location 13** – Add right turn lane on westbound side of NH 101 at Horace Greeley Rd

Husbands asked if they had looked into the Camp Rd intersection where the dog day care is on 101. Reczek responded that they had looked into it and their analysis showed that adding a turning lane on Camp Rd would be an improvement and that signalization would not be warranted due to low volume on Camp Rd. Chizmas added that Labelle Winery was approved for a substantial expansion on the north side of 101 and asked if that was taken into consideration during this process. Husbands and Chizmas both stated that it is difficult to turn left/right across traffic from each side of the intersection and that many people will take the easier turn with traffic to eventually make a U-Turn further along 101. Reczek stated that this prioritization process has been ongoing for about 2 years and that the Labelle Winery expansion was not included in the study. Husbands added that the volume of traffic is heavy on the side roads and believes it is much more significant than the volume's at Joppa Hill Rd. Minkarah stated that the prioritization of projects makes sense and that it is logical to focus on the high crash rate section along NH 101. Buchannon stated that the limited access portion has highway level speeds without physical separation by direction and because of this there are high speed, head on collisions. Buchannon believes that physical separation by direction would be more directly addressing the safety issue and would strongly recommend considering this in the project. Lantos addressed the budget issues in that there is \$6 million budgeted now and if you add up all the projects it comes out to be more than that. Reczek responded that they would not be able to find additional funding to cover the additional costs but that they would be looking to select projects that are equal to the remaining \$6 million budget. Reczek also addressed Buchannon's recommendation and stated that it is true that a physical median separation by direction was included in the original 2002 corridor study and that the costs were much greater. In addition to the costs being higher, that section of 101 has not seen the growth in volume that was expected from the original 2002 study. Buchannon responded that he doubts the traffic volume warrants a 4 lane highway but that even a 2 lane highway physically divided by direction would focus on the safety issues in the limited access portion without addressing flow issues.

### **TYP PROJECT SELECTION WEIGHTING CRITERIA**

Waitkins began the overview of the project selection weighting criteria that had been created using the results of the survey that was distributed to TTAC members after last meeting. A total of 9 members answered the survey and the results/rankings are as follows:

- 1) Safety – 21%
  - o Criterion: Safety Performance – 10.5% / Safety Measures – 10.5%
- 2) Mobility – 15%
  - o Criterion: Need/Performance – 7.5% / Mobility Intervention – 7.5%
- 3) Network Significance – 15%
  - o Criterion: Traffic Volume – 5% / Facility Importance – 10%
- 4) State of Repair – 15%
  - o Criterion: State of Repair – 10% / Maintenance – 5%
- 5) Natural Hazard Resiliency – 9%
  - o Criterion: Hazard Risk – 4.5% / Hazard Mitigation – 4.5%
- 6) Equity, Environmental Justice, and Accessibility – 9%
  - o Criterion: Equity & Environmental Justice – 4.5% / Accessibility – 4.5%
- 7) Economic Development – 8%
  - o Criterion: Local & Regional – 4% / Freight Movement – 4%
- 8) Support – 8%

Husbands stated that something has to be done in order to make sure that the weight of a certain criteria isn't masking a larger safety issue. Lantos responded that the project ranking gives a guideline for project selection and that the TTAC/MPO has final say in the ranking/selection of projects. Lantos also stated that project submission files should be ready by the end of the week and submissions should be done by the end of the month. Savage recommended that the project scoring should be scored as a ratio eliminating the possibility that a project could receive a lower score because of a certain criteria not being applicable.

#### **NHDOT, NHDES, FHWA UPDATES**

FEET Traffic Volume Update – As of July 5<sup>th</sup>, the traffic volume is down 21.5%.

There were no municipal updates.

DOT – After meeting with NTS and NRPC regarding the grants NTS is up for. One thought was that NTS could combine all 3 projects together to make funding more flexible.

DES – White stated that the time to submit applications for the Clean Diesel Program deadline is June 3<sup>rd</sup>. All of the info is on the website and if needed can contact him for questions.

#### **ADJOURN**

***The meeting adjourned at 1:22pm.***




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## **MEMORANDUM**

**TO:** Transportation Technical Advisory Committee

**FROM:** Gregg Lantos, MPO Coordinator

**SUBJECT:** NRPC Regional On-Road Carbon Monoxide Emissions Reduction Target

**DATE:** August 28, 2020

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This memo addresses the requirement of the MPO to implement by December 31, 2020 a four-year performance target for the total emissions reduction of carbon monoxide (CO), per 23 CRF 450.306(d), 23 CFR 490.105(f) and 23 CFR 490 Subpart H. Along with this action, written provisions for the CO reduction performance measure are being incorporated into the Nashua Urbanized Area Memorandum of Understanding now under development between MPOs, transit agencies, NHDOT, MassDOT and NHDES. Also, the performance measure and target will be phased into the Metropolitan Transportation Plan and Transportation Improvement Program when the documents are updated in February 2021, per 23 CFR 450.340.

NRPC has the option of either establishing its own regional target or alternatively support New Hampshire's four-year CO reduction target of 70.162 kg/day.

Although mandatory, the adoption of a CO reduction target is not likely to have long-term implications. It is anticipated that New Hampshire's CO Limited Maintenance Plan areas, which include the Cities of Nashua and Manchester, will terminate on January 29, 2021. In this case, the On-Road Mobile Emissions Reduction Measure requirements will not longer be applicable for the next performance period (October 1, 2022 through October 1, 2026), assuming no critical changes in standards or designations during this period.

The Performance Period includes October 1, 2017 through September 30, 2021. CMAQ projects within the City of Nashua programmed in the NRPC TIP for this time frame contribute to the CO reduction target. Three following three projects fall into this category:

- Nashua Heritage Rail Trail East (included in TIP 2018-2021)
- Nashua Transit Service expansion to Walmart, Amherst (included in TIP 2018-2021)
- Nashua downtown intersection and circulation improvements (PE programmed in TIP for FY 2021)

Analysis of emissions reductions for CO and ozone precursors (VOC and NOx) were conducted by NRPC at the time of CMAQ project applications. The following table provides the CO reductions (kgs per day) for each project and the sum of project emissions reductions is the proposed four-year CO reduction target to be adopted by the Nashua MPO. The projects are estimated to reduce CO emissions by 64.817 kgs/day.

**NRPC REGIONAL CMAQ CARBON MONOXIDE EMISSIONS REDUCTION TARGET**

<b>City of Nashua Roadways</b>	<b>CO Change (kg/day)</b>
Nashua Rail Trail East	-0.341
NTS Service to Walmart, Amherst	-2.456
Intersection & Circulation Improvements for Canal St/Main St/Lowell St subarea	-62.02
<b>CO Emissions Reduction Target for FY 2018 - 2021 Performance Period</b>	<b>-64.817</b>
<p>Note: CO reduction for NTS service to Walmart calculated as pro-rated share of total CO reduction for 75% portion of route within Nashua</p>	

## NH CMAQ AIR QUALITY ANALYSIS

**Category:** Bicycle & Pedestrian Facilities  
**Description:** Complete the construction of the Heritage Rail East Trail in Nashua, NH, between Main Street and East Hollis St/Denton St  
**Sponsor:** City of Nashua  
**Analysis Year:** 2017  
**Location:** 3/4 mile trail to be constructed in RR Corridor

<b>Automobile Emissions Analysis</b>	
	<b>2017</b>
<b>Walking/cycling trips per day mid-summer</b>	2,515
Trips diverted from auto (40%)	1,006
Average trip length in miles (length of trail segment)	0.75
<b>VMT saved (per weekday)</b>	<b>755</b>
Average speed (MPH)	30
Emission Factors @ 30 mph	
VOC (gm/mile)	0.287
NOx(gm/mile)	0.209
CO(gm/mile)	11.36
<b>Emission Reductions (kgs/day)</b>	<b>2017</b>
VOC	<b>0.217</b>
NOx	<b>0.158</b>
CO	<b>0.341</b>
<b>Notes &amp; Assumptions:</b>	
Use of proposed trail segment projected based on model from NCHRP Report 552 Mode shift projection assumes 40% of trips on trail replace auto trips Assumes that average bicycle trip equals length of proposed trail segment VMT saved = trips replaced per day X average trip length Average auto speed of 30 m.p.h. based upon speed limits Emission factors from years 2017 from Mobile 6.2 (2/23/10) Total emission reductions = emission factors X estimated weekday VMT saved. used on line tool to estimate demand for this trail; <a href="http://www.pedbikeinfo.org/bikecost/step1.cfm">http://www.pedbikeinfo.org/bikecost/step1.cfm</a> used "mid Estimate-total new cyclists" for cell F14 of this template	

**NH CMAQ AIR QUALITY ANALYSIS**

**Category:** New or Expanded Transit Service  
**Description:** Connect Routes 2 & 2A from  
**Location:** Route 101A between and Main Street Nashua from Amherst Walmart to NTS Transit Center

**Emissions from Bus Trips**

		<b>Trip Distance Along 101A</b>			
<b>One-way distance (miles)</b>		Walmart to Westside Plaza	Walmart to Transit Center		
		2.5	7.6		
		<b>Total One-Way Trips</b>			
<b>Day of Week</b>		Walmart to Westside Plaza	Walmart to Transit Center		
Tuesday		38	3		
Friday		38	3		
Saturday		0	16		
Total		76	22		
		<b>Bus Mileage Subtotals</b>		<b>Weekly Bus Mi.</b>	<b>Bus Miles/ Service Day</b>
		Walmart to Westside Plaza	Walmart to Transit Center		
		190	45.6	235.6	78.5
<b>2017 Emission Factors for CNG Bus</b>					
<b>Assumed Average Bus Speed: 14.4 mph (1)</b>					
		g/mile	kg/day		
	NOX	0	0		
	VOC	0.3	0.02355		
	CO	0.22	0.01727		

**Emissions from Cars (SOVs)**

<b>Estimated Annual Ridership</b>	12,000		
<b>Estimated Riders per Day</b>	77		
<b>Assumed average SOV trip distance (miles)</b>	3.64		
<b>Total SOV miles saved per day</b>	280		
<b>Emission factors for SOV (2017)</b>			
<b>Assumed Average SOV Speed: 18.7 mph</b>			
		g/mile	kg/day
	NOX	0.239	0.06692
	VOC	0.334	0.09352
	CO	11.754	3.29112

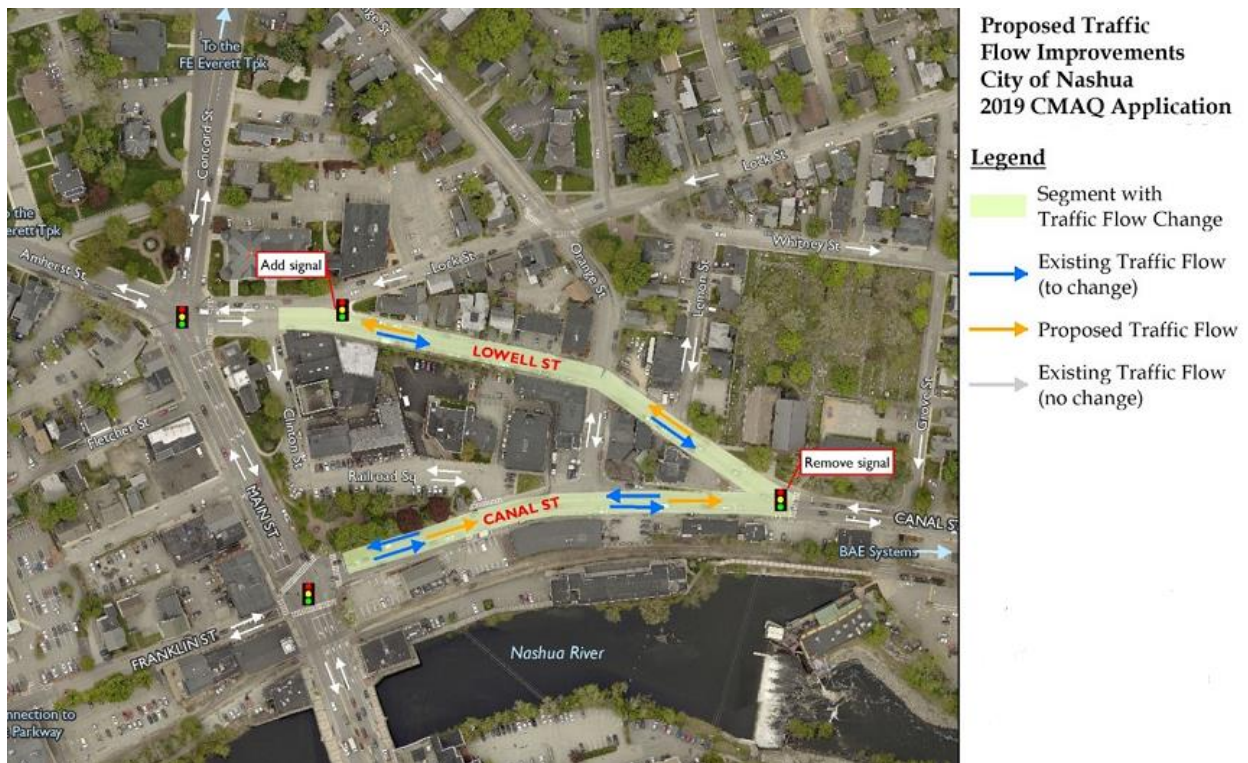
<b>Net Impact of Expanded Bus Service:</b>	<b>kg/day change</b>
NOX	-0.0669
VOC	-0.07
CO	-3.2739



## NASHUA RAILROAD SQUARE CIRCULATION CHANGES AND CAPACITY EXPANSION

The Nashua CMAQ project application would implement modified traffic patterns in the Railroad Square area, bounded by Main Street, Lowell Street and Canal Street. Directional flow on Lowell Street would be reversed from eastbound to westbound, with traffic control implemented at the Lock Street intersection. Although the preliminary plan provides for a traffic signal, current volumes suggest that stop control for Lock Street traffic would suffice. Canal Street would be one-way between Main Street and Lowell Street. The existing signal at Canal/Lowell would be removed as there would no longer be vehicular conflict. There would be capacity increases by providing a double right turn from Amherst Street to Main Street and a double left from Main Street to Canal Street. The removal of the Canal/Lowell Street signal would also increase free flow speeds along these facilities.

### NASHUA CMAQ CIRCULATION PROJECT



The project emissions analysis was conducted through use of the NRPC regional model. A highway assignment run with the project in place indicated the extent of the project impact area. Each link within this area was tagged for data output to spreadsheet for emissions calculations.

Figures are also provided which present weekday volumes under existing conditions and with the CMAQ project implemented. The model also calculated congested period speeds for each scenario.

**NASHUA CMAQ ANALYSIS SUBAREA**



An Excel spreadsheet was developed which imports the following model outputs for each link: length, volume by direction, travel time, speed by direction, vehicle miles of travel and hours by direction. A lookup table was inserted into the spreadsheet which is read and generates emissions for VOC, NOx and CO (carbon monoxide is evaluated for projects within Nashua as it is a maintenance area) for each link by multiplying the factor by the VMT. The spreadsheet is shown for several links to illustrate the process.

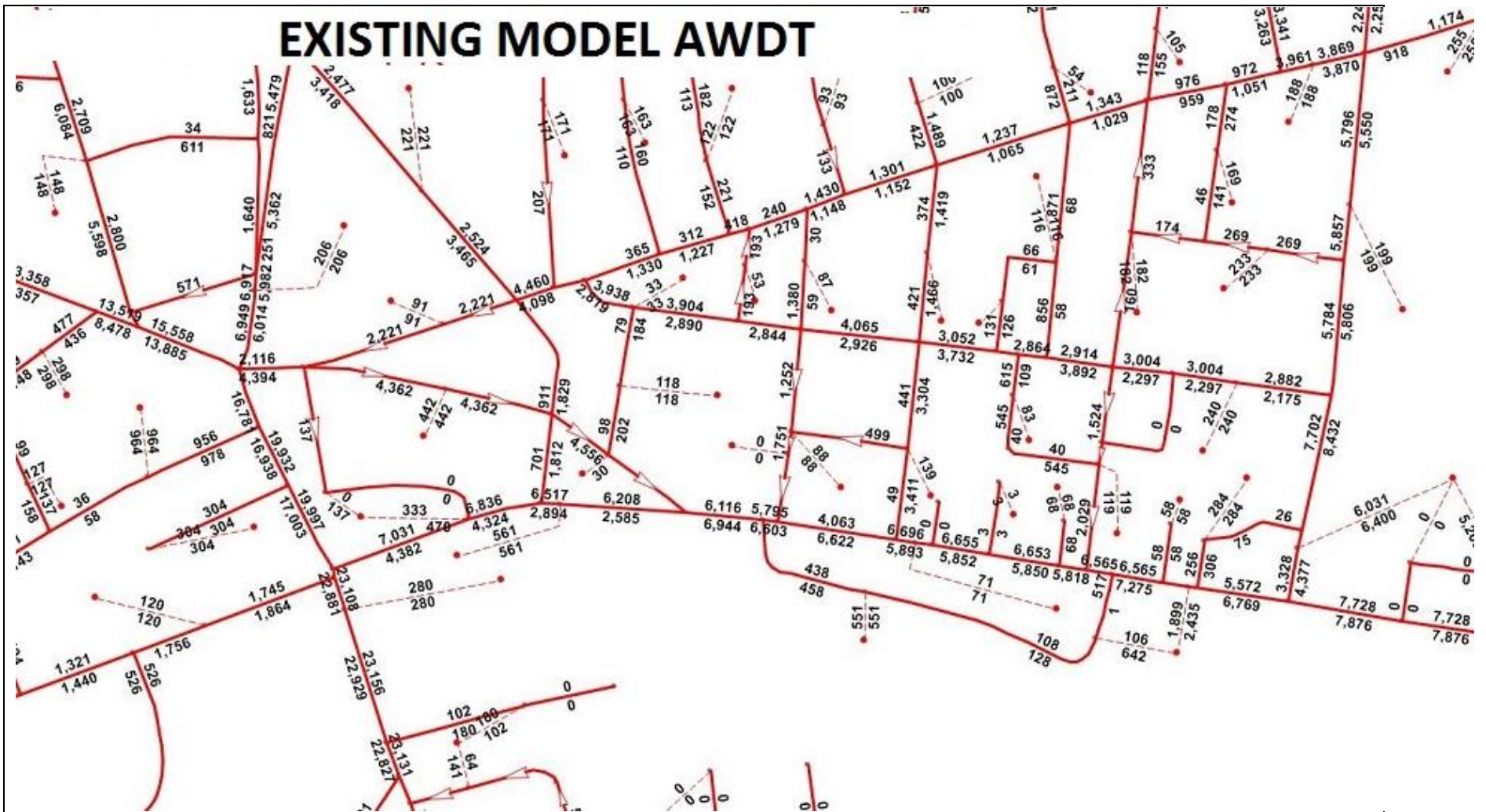
Table 3 presents the emissions summary for the project, which shows significant reductions resulting from increased capacity and higher congested period speeds.

**TABLE 3**

**EMISSIONS SUMMARY: NASHUA CMAQ PROJECT**

<b>Emission (Kgs/Day)</b>	<b>Base Network</b>	<b>w/CMAQ Project</b>	<b>Change</b>	<b>Pct Change</b>
<b>VOC</b>	<b>107.91</b>	<b>105.49</b>	<b>-2.42</b>	<b>-2.2%</b>
<b>NOx</b>	<b>103.92</b>	<b>101.28</b>	<b>-2.64</b>	<b>-2.5%</b>
<b>CO</b>	<b>2,632.91</b>	<b>2,570.89</b>	<b>-62.02</b>	<b>-2.4%</b>
<b>VMT</b>	<b>214,508</b>	<b>213,660</b>	<b>847.62</b>	<b>-0.4%</b>
<b>VHT</b>	<b>15,441.2</b>	<b>15,422.6</b>	<b>-18.63</b>	<b>-0.1%</b>

# EXISTING MODEL AWDT





## EMISSIONS CALCULATION SPREADSHEET FROM MODEL OUTPUTS

TransCAD Model Output is Highlighted										Link Emission Factor from Lookup Table						Calculated Emissions (vol * emission factor)						Lookup Table			
Link ID	Length	AB_Vol	BA_Vol	AB_Time	BA_Time	AB_Spd	BA_Spd	AB_VMT	BA_VMT	VOC Fac	AB VOC Fac	Nox AB Fac	Nox BA Fac	CO AB Fac	CO BA Fac	AB_VOC	BA_VOC	AB_NoX	BA_NOX	AB_CO	BA_CO	Veh Spd	VOC gr/mi	NoX gr/mi	CO gr/mi
154	0.03	384	384	0.1	0.1	20.0	20.0	10.31	10.31	0.413	0.413	0.453	0.453	11.538	11.538	4.26	4.26	4.67	4.67	118.96	118.96	2.5	2.244	0.776	23.49
213	0.05	131		0.1		20.0		6.08		0.413	#N/A	0.453	#N/A	11.538	#N/A	2.51	0.00	2.76	0.00	70.20	0.00	3.0	1.81	0.746	21.24
250	0.06	12483	19722	0.2	0.3	18.6	10.2	734.26	1,160.05	0.423	0.568	0.461	0.565	11.644	13.215	310.59	658.91	338.49	655.43	8549.74	15330.06	4.0	1.267	0.708	18.41
331	0.06		2000		0.3		14.7		126.17	#N/A	0.478	#N/A	0.500	#N/A	12.214	0.00	60.31	0.00	63.08	0.00	1541.01	5.0	0.941	0.686	16.72
457	0.06	7282		0.2		21.9		426.37		0.395	#N/A	0.440	#N/A	11.360	#N/A	168.42	0.00	187.60	0.00	4843.61	0.00	6.0	0.817	0.645	15.55
699	0.15	526	526	0.5	0.5	20.0	20.0	80.44	80.44	0.413	0.413	0.453	0.453	11.538	11.538	33.22	33.22	36.44	36.44	928.14	928.14	7.0	0.728	0.617	14.72
768	0.04		12865		0.1		21.1		565.16	#N/A	0.395	#N/A	0.440	#N/A	11.360	0.00	223.24	0.00	248.67	0.00	6420.23	8.0	0.662	0.595	14.09
867	0.11	3	3	0.2	0.2	30.0	30.0	0.31	0.31	0.348	0.348	0.406	0.406	10.955	10.955	0.11	0.11	0.12	0.12	3.37	3.37	9.0	0.61	0.578	13.6
1071	0.08	3079	5057	0.2	0.2	23.7	20.5	256.71	421.71	0.382	0.403	0.430	0.446	11.216	11.443	98.06	169.95	110.39	188.08	2879.28	4825.67	10.0	0.568	0.565	13.22
1075	0.07	5701	3535	0.3	0.2	15.2	21.2	372.01	230.70	0.463	0.395	0.489	0.440	12.047	11.360	172.24	91.13	181.91	101.51	4481.56	2620.80	11.0	0.54	0.544	12.9
1146	0.05		247		0.5		7.0		13.44	#N/A	0.817	#N/A	0.645	#N/A	15.549	0.00	10.98	0.00	8.67	0.00	208.98	12.0	0.516	0.527	12.63
1151	0.05	925		0.1		30.0		42.66		0.352	#N/A	0.408	#N/A	10.979	#N/A	15.01	0.00	17.40	0.00	468.31	0.00	13.0	0.495	0.512	12.41
1188	0.07	49	62	0.1	0.1	30.0	30.0	3.22	4.05	0.352	0.352	0.408	0.408	10.979	10.979	1.13	1.42	1.31	1.65	35.31	44.44	14.0	0.478	0.5	12.21
1205	0.05		124		0.2		20.0		6.45	#N/A	0.413	#N/A	0.453	#N/A	11.538	0.00	2.66	0.00	2.92	0.00	74.44	15.0	0.463	0.489	12.05
1235	0.07	3872		0.2		19.5		274.48		0.413	#N/A	0.453	#N/A	11.538	#N/A	113.36	0.00	124.34	0.00	3166.91	0.00	16.0	0.448	0.478	11.9
1256	0.12	103	118	0.2	0.2	30.0	30.0	12.01	13.76	0.352	0.352	0.408	0.408	10.979	10.979	4.23	4.85	4.90	5.62	131.84	151.12	17.0	0.435	0.469	11.76
1582	0.03	5621	7371	0.1	0.1	27.1	21.8	185.73	243.54	0.361	0.395	0.414	0.440	11.033	11.360	67.05	96.20	76.89	107.16	2049.14	2766.62	18.0	0.423	0.461	11.64
2360	0.02	18567	9914	0.6	0.1	2.6	7.2	291.13	155.45	2.244	0.728	0.776	0.617	23.494	14.715	653.30	113.17	225.92	95.92	6839.84	2287.52	19.0	0.413	0.453	11.54
2480	0.06		8241		0.2		16.1		511.53	#N/A	0.448	#N/A	0.478	#N/A	11.896	0.00	229.16	0.00	244.51	0.00	6085.10	20.0	0.403	0.446	11.44
2613	0.03	2259	2307	0.1	0.1	23.7	23.7	77.69	79.33	0.382	0.382	0.430	0.430	11.216	11.216	29.68	30.30	33.41	34.11	871.36	889.74	21.0	0.395	0.44	11.36
2892	0.04	16589	21634	0.2	0.1	13.4	18.8	675.25	880.58	0.495	0.423	0.512	0.461	12.407	11.644	334.25	372.48	345.73	405.95	8377.77	10253.43	22.0	0.388	0.435	11.29
2901	0.06	2306	1905	0.1	0.1	24.4	24.6	131.40	108.57	0.376	0.376	0.425	0.425	11.153	11.153	49.40	40.82	55.84	46.14	1465.46	1210.91	23.0	0.382	0.43	11.22

**NH Turnpike System Weekly Traffic  
Year-to-Year Systemwide Comparison**

Week Ending:	Total Autos	Total Trucks	Undefined Transactions	Non-Rev Vehicles	Current Year Traffic	Prior Year Traffic	Prior Year % + -
12-Apr-20	729,470	102,620	103,072	1,604	936,766	2,209,675	-57.6%
19-Apr-20	773,419	103,768	109,599	1,656	988,442	2,296,125	-57.0%
26-Apr-20	841,070	107,959	116,203	1,665	1,066,897	2,212,678	-51.8%
3-May-20	900,793	110,244	126,125	1,600	1,138,762	2,275,245	-49.9%
10-May-20	977,867	116,215	133,619	1,745	1,229,446	2,413,703	-49.1%
17-May-20	1,098,990	121,668	145,767	1,842	1,368,267	2,422,279	-43.5%
24-May-20	1,269,233	125,580	165,622	1,931	1,562,366	2,529,984	-38.2%
31-May-20	1,312,330	114,846	170,902	1,833	1,599,911	2,426,951	-34.1%
7-Jun-20	1,418,698	129,224	181,913	2,309	1,732,144	2,563,583	-32.4%
14-Jun-20	1,496,503	127,649	195,367	2,178	1,821,697	2,590,445	-29.7%
21-Jun-20	1,692,163	132,066	222,223	2,077	2,048,529	2,688,860	-23.8%
5-Jul-20	1,745,417	119,494	230,045	2,211	2,097,167	2,672,709	-21.5%
12-Jul-20	1,768,986	132,349	229,029	2,471	2,132,835	2,768,075	-22.9%
19-Jul-20	1,835,282	133,225	238,039	2,928	2,209,474	2,819,509	-21.6%
26-Jul-20	1,922,440	137,335	248,440	2,851	2,311,066	2,841,474	-18.7%
2-Aug-20	1,933,795	135,540	253,807	2,916	2,326,058	2,854,913	-18.5%
9-Aug-20	1,913,676	133,887	244,376	2,853	2,294,792	2,870,331	-20.1%
16-Aug-20	1,973,291	137,154	250,790	2,799	2,364,034	2,864,493	-17.5%
23-Aug-20	1,980,500	138,360	251,975	3,178	2,374,013	2,848,178	-16.6%
30-Aug-20	1,874,730	137,159	237,605	3,077	2,252,571	2,712,995	-17.0%

## PERMANENT TRAFFIC COUNT STATIONS MONTHLY REPORTS

### F.E.Everett Turnpike at Bedford Toll

	Average Weekday			Saturday			Average Day		
	2019	2020	Change	2019	2020	Change	2019	2020	Change
Jan	48,703	50,759	4.2%	37,884	37,734	-0.4%	45,329	46,165	1.8%
Feb	49,853	50,019	0.3%	42,277	42,098	-0.4%	47,008	46,988	0.0%
Mar	51,219	37,868	-26.1%	41,877	27,605	-34.1%	47,300	34,593	-26.9%
Apr	51,134	23,661	-53.7%	41,552	16,948	-59.2%	47,821	21,410	-55.2%
May	53,981	31,533	-41.6%	46,436	25,392	-45.3%	50,899	28,931	-43.2%
Jun	55,980	39,631	-29.2%	47,049	33,876	-28.0%	52,389	37,836	-27.8%
Jul	56,643	43,826	-22.6%	47,921	39,261	-18.1%	53,851	41,968	-22.1%

### F.E.Everett Turnpike, Exit 5 to 6, Nashua

	Average Weekday			Saturday			Average Day		
	2019	2020	Change	2019	2020	Change	2019	2020	Change
Jan	126,824	130,815	3.1%	104,822	102,742	-2.0%	115,162	118,275	2.7%
Feb	126,299	127,763	1.2%	111,062	110,132	-0.8%	118,623	119,819	1.0%
Mar	132,005	101,215	-23.3%	111,561	79,403	-28.8%	121,898	93,105	-23.6%
Apr	134,608	66,748	-50.4%	113,900	54,201	-52.4%	126,360	61,751	-51.1%
May	140,195	87,390	-37.7%	119,355	75,984	-36.3%	130,908	81,299	-37.9%
Jun	141,441	106,425	-24.8%	117,435	93,662	-20.2%	130,727	101,390	-22.4%
Jul	138,897	112,131	-19.3%	109,532	97,671	-10.8%	128,641	105,639	-17.9%

### U.S. 3 Daniel Webster Highway, North of Hilton Drive, Merrimack

	Average Weekday			Saturday			Average Day		
	2019	2020	Change	2019	2020	Change	2019	2020	Change
Jan	16,273	16,247	-0.2%	13,279	13,227	-0.4%	14,657	15,080	2.9%
Feb	15,972	15,743	-1.4%	13,727	13,468	-1.9%	14,813	14,655	-1.1%
Mar	16,687	13,257	-20.6%	13,978	10,869	-22.2%	15,269	12,203	-20.1%
Apr	17,054	9,882	-42.1%	14,408	8,721	-39.5%	15,936	9,362	-41.3%
May	17,472	12,678	-27.4%	15,048	11,424	-24.1%	16,260	11,942	-26.6%
Jun	17,949	14,398	-19.8%	14,905	12,920	-13.3%	16,500	13,720	-16.8%
Jul	17,104	14,801	-13.5%	13,041	12,831	-1.6%	15,658	13,920	-11.1%