**Derry-Londonderry 13065 (Exit 4A)**

**Average Annual Daily Traffic (AADT) & Average Daily Load (ADL) Summary**

| | | | Alt. A | Exit 4A Build Alt. A | | Mean |
|---|---|---|---|---|---|---|
| | | Number | 2040 | 2020 | 2040 | Year |
| | Roadway Segment | of Lanes | AAWDT | AADT | AADT | ADL |
| 1 | Exit 4A northbound off ramp | 1 | 8732 | 7,000 | 8,500 | 385 |
| 2 | Exit 4A northbound on ramp | 1 | 15240 | 12,000 | 14,500 | 655 |
| 3 | Exit 4A southbound off ramp | 1 | 18996 | 14,500 | 18,000 | 800 |
| 4 | Exit 4A southbound on ramp | 1 | 10752 | 8,500 | 10,000 | 455 |
| 5 | Connector Rd between Exit 4A and N High St | 4 | 53720 | 41,000 | 50,000 | 705 |
| 6 | Connector Rd/Folsom Rd between N High St & NH 28 | 4 | 38892 | 30,000 | 36,500 | 515 |
| 7 | Tsienneto Rd between NH 28 and NH 28 Bypass (Main St) | 2 | 22910 | 17,500 | 21,500 | 435 |
| 8 | Tsienneto Rd between NH 28 Bypass and NH 102 | 2 | 10304 | 8,000 | 10,000 | 205 |
| 9 | NH 102 near Tsienneto Rd | 2 | 10728 | 8,500 | 10,000 | 210 |

Notes:

*AAWDT from 13065 Traffic and Transportation Technical Report Table 7*

*AAWDT to AADT Conversion Factor based on NH 28 Continuous Site = 0.93*

*2040 AADT to 2020 AADT reverse growth factor (1 percent annually)= 0.82*

*ADL estimates based on NHDOT Statewide Classification Data*

*The ADLs (Average Daily Loads) are calculated based on the AADT (Average Annual Daily Traffic) estimates for the mean year (2020 opening – 2040 future year) and vehicular classification data. The 2040 AADTs were estimated by applying a conversion factor (average weekday to average daily) of 0.93 to the 2040 AAWDT (Average Annual Weekday Daily Traffic) from Table 7 of the Traffic and Transportation Technical Report. The 2020 AADTs were estimated by applying a reverse growth rate of 1 percent annually to the 2040 AADTs. A review of local vehicular classification data collected for this project revealed that local roadways area carries between 4 and 8 percent truck traffic. To provide a conservative ADL estimate, the NHDOT Statewide average (2016-2018) for similar type facilities (Minor Arterial Urban 04) was used, which falls in line with the high end of local classification data (of 8 percent trucks).*