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Foreword

THIS report contains the results of highway traffic studies of the trunk-line, State-aid and town-road systems of New Hampshire conducted during 1926 under a cooperative research agreement between the Bureau of Public Roads, United States Department of Agriculture, and the New Hampshire State Highway Department.

The investigation was undertaken in order to obtain essential facts concerning traffic on New Hampshire highways, and the condition of present highway improvements as a basis for planning the development of the State highway system to serve present and future traffic.

The conclusions are based upon the present density, type, loading and distribution of traffic, traffic units, and traffic classification of State highways, upon present population and population trends, upon predicted future traffic, and upon an economic and physical analysis of other factors influencing the planning of a program of highway improvement.

The first part of the report contains a summary of the principal conclusions, the second the detailed data of the survey upon which the findings of the report are based and the third the proposed plan of State highway improvement.

The researches were conducted under the joint supervision of Thos. H. MacDonald, Chief of the Bureau of Public Roads, and F. E. Everett, New Hampshire State Highway Commissioner. J. Gordon McKay, Chief of the Division of Highway Economics, Bureau of Public Roads, directed the work of the survey and preparation of the report, assisted by O. M. Elvehjem, Highway Economist, E. T. Stein, J. F. Hehir, and L. E. Peabody, Associate Highway Economists, all of the Division of Highway Economics, and C. P. Riford, Construction Engineer, J. W. Childs, Bridge Engineer, J. H. Johnson, Office Engineer and F. A. Gardner, Public Relations Engineer of the New Hampshire State Highway Department.

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APPENDIX I

MOTOR TRUCK TRANSPORTATION OF COMMODITIES

MANUFACTURED products constitute the principal class of commodities hauled by motor trucks on the main trucking routes of the State. Of the loaded trucks recorded, 58.6 per cent were engaged in the transportation of manufactured products and these trucks hauled 52.1 per cent of the total net tonnage transported, with an average length of haul of 35 miles.

A comparison of the several classes of commodities with respect to the number of trucks involved, tonnage of commodities transported and average length of haul is shown in Table 1.

Table 1.—Classes of commodities transported over the principal highways of the State¹

Commodity class	Loaded trucks	Commodity tonnage	Average length of haul
	Per cent	Per cent	Miles
Products of manufactures.....	58.6	52.1	35
Products of forests.....	12.7	15.4	18
Products of agriculture.....	9.3	9.0	38
Products of animals.....	7.6	5.6	34
Products of mines.....	4.6	11.6	10
Miscellaneous.....	7.2	6.3	40
Total.....	100.0	100.0	32

¹ Based upon 3,906 commodity loads.

Products of manufactures, the most important class, includes a great number of different commodities. Among the most important are bread and bakery goods, gasoline, mixed groceries, and used household goods. These four items constituted the cargo on 38 per cent of the trucks hauling products of manufactures.

Products of forests are the second most important class. Twelve and seven-tenths per cent of the loaded trucks observed were engaged in the movement of this class of commodities. Cord and kindling wood, rough lumber, and dressed lumber were the principal commodities in this class and accounted for 94 per cent of the trucks transporting products of forests. The average length of haul for this class of commodities was 18 miles.

Products of agriculture make up 9.0 per cent

of the total tonnage transported by motor trucks, with fresh fruits and vegetables as the principal commodities.

Products of animals were hauled by 7.6 per cent of the loaded trucks. Milk, meat and packing house products were the principal loads recorded in this class, amounting to 51 per cent of the number of trucks observed.

Products of mines, although hauled by only 4.6 per cent of the loaded trucks, constitute 11.6 per cent of the total commodity tonnage. Trucks engaged in this movement are, for the most part, large-capacity trucks hauling heavy loads. They are engaged principally in the movement of gravel, sand and stone to construction jobs, with an average haul of 10 miles. On any particular route the movement varies with fluctuations in the construction industry such as the construction of buildings, roads and bridges. A reduction in the capacity of trucks hauling materials to construction jobs would, except on a small mileage of heavy-traffic routes, largely eliminate the large-capacity and heavy gross loads from the highways.

The miscellaneous class of commodities shown in Table 1 and comprising 7.2 per cent of the loaded trucks consists mainly of general freight

Table 2.—Principal commodities transported by motor truck over New Hampshire highways¹

Commodity	Loaded trucks	Commodity tonnage	Average length of haul
	Per cent	Per cent	Miles
Bread and bakery goods.....	6.6	1.8	26
Gasoline.....	5.9	8.8	16
Mixed groceries.....	5.6	9.3	39
Fresh fruits.....	5.0	6.4	30
Lumber, rough.....	5.0	7.0	18
Furniture (used).....	4.3	3.2	64
Wood, cord, and kindling.....	4.1	4.3	14
Gravel, sand, and stone.....	3.6	9.9	9
General freight.....	3.5	4.7	40
Lumber, finished.....	2.8	3.2	22
Bottles.....	2.8	1.7	10
Fresh vegetables.....	2.2	1.6	27
Miscellaneous.....	48.6	38.2	33
Total.....	100.0	100.0	32

¹ Based upon 3,906 commodity loads.

and laundry. These two items are hauled by 66 per cent of the loaded trucks in this class.

A summary of the principal individual commodities transported by motor truck is shown in Table 2.

Considering the number of loaded trucks and the tonnage of each commodity, groceries, gasoline, gravel, sand and stone, lumber, and fresh fruits are the most important commodities transported on New Hampshire highways.

Wholesale establishments and manufacturing companies are the principal types of origin and retail establishments the principal types of destination of loaded trucks using the rural highways. As shown in Table 3, 55.8 per cent of the loaded trucks originate at manufacturing companies and wholesale and retail establishments while 53.3 per cent are destined to them.

Consumers, including residences, institutions, hotels and restaurants, are the origin of 8.3 per cent of the loads and the destination of 18.3 per cent. Approximately one-half of the loads originating with consumers are loads of used furniture and household goods being moved from one place of residence to another.

Table 3.—Type of origin and destination of loaded trucks¹

Type of origin or destination	Loaded trucks from types of origin	Loaded trucks to types of destination
	<i>Per cent</i>	<i>Per cent</i>
Wholesale establishments.....	20.9	6.5
Manufacturing companies.....	20.8	12.6
Retail establishments.....	14.1	34.2
Consumers.....	8.3	18.3
Original sources of supply.....	7.5	0.1
Farms.....	5.3	5.4
Terminals.....	4.3	2.3
Storage.....	3.8	2.2
Construction and repair jobs.....	1.7	11.0
Miscellaneous.....	12.9	6.5
Total.....	100.0	100.0

¹ Based upon 3,906 loaded trucks.

Original sources of supply, which include mines, quarries, pits and forests, are the origin of 7.5 per cent and the destination of 0.1 per cent of the loaded trucks.

Miscellaneous types account for the origin of 12.9 per cent of the trucks and the destination of 6.5 per cent as shown in Table 3. These include such items as garages, dumps, supply yards and the movement of trucks picking up and delivering freight at a series of two or more types of origin and destination.

APPENDIX II

Motor Vehicle Traffic at New Hampshire Traffic Survey Stations
(Average Daily,¹ 1926, Normal Maximum, 1926, and Average Daily, 1931)

Station ²	Direction ³	Route number ⁴	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles	Station ²	Direction ³	Route number ⁴	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
1....	N	U. S. 1	208	3,792	6,000	10,460	9,370	19....	E	S. A.	15	132	147	240	220
		U. S. 1	182	5,067	5,249	9,180	8,190			20....	N	S. A. 105	10	462	472	830	700
2....	N	Mass. 110	27	788	815	1,420	1,270	21....	E	U. S. 3	9	1,079	1,088	1,940	1,620
		U. S. 1	138	5,356	5,694	10,020	8,990			22....	N	U. S. 3	5	658	693	1,240	1,030
3....	N	U. S. 1	3	51	54	90	80	22....	N	U. S. 3	16	314	330	570	490
		T. R.	3	51	54	90	80			23....	N	U. S. 3	20	752	772	1,360	1,150
4....	N	T. R.	04	2,895	2,939	5,230	4,670	23....	N	U. S. 3	17	522	539	940	800
		T. R.	86	1,194	1,280	2,170	1,910			24....	N	U. S. 3	21	808	829	1,460	1,230
5....	N	J. A.	22	1,807	1,820	3,250	2,860	24....	N	U. S. 3	18	803	821	1,480	1,220
		U. S. 2	26	466	492	840	730			25....	N	U. S. 3	3	11	20	30	20
6....	N	U. S. 2	18	453	471	820	700	25....	N	U. S. 3	36	832	870	1,310	1,000
		U. S. 2	09	1,339	1,438	2,440	2,240			26....	N	U. S. 3	40	831	871	1,300	1,000
7....	N	U. S. 2	101	1,508	1,609	2,740	2,510	26....	N	U. S. 3	37	951	968	1,580	1,350
		U. S. 2	42	614	635	1,120	980			27....	N	U. S. 3	8	45	53
8....	N	U. S. 2	6	70	76	133	110	27....	N	U. S. 3	12	148	153	260	230
		U. S. 2	25	484	509	880	760			28....	N	U. S. 3	45	768	801	1,370	1,190
9....	N	U. S. 2	29	528	537	960	830	28....	N	U. S. 3	35	443	478	810	660
		U. S. 2	317	3,871	4,188	7,050	6,540			29....	N	U. S. 3	34	489	523	890	730
10....	N	U. S. 3	317	3,871	4,188	7,050	6,540	29....	N	T. R.	25	187	210	340	310
		U. S. 3	216	3,177	3,393	5,770	5,300			30....	N	J. A.	113	1,378	1,491	2,310	2,220
11....	N	U. S. 3	216	3,177	3,393	5,770	5,300	30....	N	J. A.	115	1,483	1,598	2,700	2,360
		U. S. 3	310	3,536	3,846	6,450	6,000			31....	N	J. A.	16	307	325	560	490
12....	N	U. S. 3	303	3,484	3,787	6,350	5,910	31....	N	J. A.	18	681	689	1,220	1,030
		T. R.	4	100	108	180	160			32....	N	J. A.	16	900	918
13....	N	U. S. 3	213	3,362	3,575	6,100	5,580	32....	N	U. S. 4	23	551	567	990	790
		U. S. 3	226	3,410	3,642	6,200	5,690			33....	N	U. S. 4	14	201	215	370	340
14....	N	U. S. 3	16	61	77	110	110	33....	N	T. R.	14	201	215	370	340
		U. S. 3	244	4,116	4,360	7,470	6,810			34....	N	U. S. 4	73	1,364	1,459	2,310	2,280
15....	N	U. S. 3	244	4,116	4,360	7,470	6,810	34....	N	U. S. 4	98	1,514	1,609	2,790	2,510
		U. S. 3	218	3,986	4,204	7,220	6,560			35....	N	U. S. 4	14	524	545	930	810
16....	N	U. S. 3	218	3,986	4,204	7,220	6,560	35....	N	U. S. 4	76	870	948	1,590	1,410
		U. S. 3	125	2,346	2,471	4,250	3,860			36....	N	U. S. 4	94	1,260	1,354	2,190	2,110
17....	N	U. S. 3	140	2,339	2,679	4,600	4,180	36....	N	U. S. 4	17	338	355	610	530
		U. S. 3	20	214	224	390	350			37....	N	U. S. 4	33	492	523	850	760
18....	N	T. R.	15	113	180	280	250	37....	N	U. S. 4	35	450	471	790	700
		U. S. 3	136	2,204	2,340	4,000	3,650			38....	N	U. S. 4	109	1,234	1,343	2,250	2,100
19....	N	U. S. 3	143	2,263	2,398	4,090	3,740	38....	N	U. S. 4	24	176	203	350	300
		U. S. 3	109	1,691	1,900	3,430	3,120			39....	N	U. S. 4	4	45	50	70	70
20....	N	U. S. 3	118	1,980	2,098	3,590	3,270	39....	N	U. S. 4	36	582	618	1,060	920
		S. A.	18	128	146	240	230			40....	N	U. S. 4	29	207	236	390	370
21....	N	U. S. 3	84	2,178	2,239	3,630	3,330	40....	N	T. R.	29	207	236	390	370
		U. S. 3	108	2,467	2,575	4,460	4,020			41....	N	U. S. 4	85	1,040	1,040	1,840	1,620
22....	N	U. S. 3	27	714	741	1,190	1,100	41....	N	U. S. 4	56	818	874	1,490	1,360
		U. S. 3	38	962	1,000	1,740	1,560			42....	N	U. S. 4	115	1,610	1,723
23....	N	U. S. 3	39	948	987	1,710	1,540	42....	N	U. S. 4	115	1,454	1,567	2,450	2,450
		S. A.	12	198	210	360	310			43....	N	U. S. 4	4	184	188	330	280
24....	N	U. S. 3	37	1,061	1,133	1,960	1,770	43....	N	U. S. 4	7	540	568	980	850
		U. S. 3	51	1,040	1,100	1,900	1,720			44....	N	T. R.	5	10	10	30	30
25....	N	T. R.	45	45	46	80	70	44....	N	T. R.	5	17	22	30	30
		U. S. 3	22	1,414	1,431	2,350	2,140								
26....	N	U. S. 3	26	1,425	1,451	2,370	2,160	45....	N	T. R.	5	17	22	30	30

¹ The average daily traffic reported is the average for the period July 16 to Oct. 15.

² For location of stations see Figure 8.

³ Direction of route from station.

⁴ All numbered routes are trunk-line highways. The United States routes are designated by the initials U. S., State-aid routes by S. A., and town roads by T. R.

⁵ Less than one vehicle per day.

STATE HIGHWAY SYSTEM OF NEW HAMPSHIRE

Motor Vehicle Traffic at New Hampshire Traffic Survey Stations—Continued

Station¹	Direction²	Route number³	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles	Station⁴	Direction⁵	Route number⁶	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles	
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles			
37	W	9	36	609	645	1,100	960	60	N	11	113	1,256	1,369	2,290	1,900	
38	N	12	66	810	885	1,490	1,880		S	T. R.	26	266	292	499	480	
	E	9 & 12	138	1,374	1,517	2,570	2,370		E	11 & 104	175	1,713	1,808	3,150	2,830	
	W	9	72	574	646	1,050	960		W	104	52	356	378	530		
39	N	10	83	741	829	1,360	1,230	61	N	12	36	762	798	1,380	1,190	
	S	9 & 10	128	1,133	1,261	2,079	1,880		E	T. R.	37	765	803	1,390	1,200	
	W	9	41	422	463	770	630		S	12	2	10	10			
40	S	S. A.	26	350	385	650	570	62	N	12	112	1,306	1,418	2,380	2,110	
	E	T. R.	5	95	100	170	150		S	12	61	925	986	1,680	1,470	
	W	9	40	673	713	1,120	1,060		W	12	58	488	546	890	810	
	S	9	15	316	331	570	490	63	N	12 & 101	122	1,627	1,749	2,960	2,600	
41	N	9 & 32	37	334	371	970	850		S	12	72	1,280	1,332	2,320	2,110	
	W	9 & 32	48	373	421	1,040	920		E	101	36	357	413	680	570	
	S	T. R.	12	54	66	100	100	64	N	T. R.	19	284	303	570	470	
42	E	9 & 103	218	2,208	2,426	4,036	3,796		S	12	52	1,107	1,159	2,000	1,730	
	W	9 & 103	218	2,208	2,426	4,036	3,796		E	12	35	760	795	1,380	1,180	
43	N	10	36	918	954	1,560	1,420	65	N	16	12	1,948	2,070	3,540	3,230	
	S	10	36	918	954	1,560	1,420		S	16 A	20	108	128	200	190	
44	E	10	32	776	828	1,410	1,230		E	16	103	1,837	1,960	3,370	3,060	
45	W	10	78	1,346	1,424	2,446	2,120	66	N	T. R.	16	11	12	20	70	
	S	T. R.	10	1,351	1,426	2,456	2,120		S	16	46	874	920	1,580	1,370	
46	N	10 & 101	18	541	580	980	830	67	N	S. A.	16	48	857	905	1,550	1,350
	S	101	21	594	615	1,070	920		E	16	24	218	242	400	360	
47	N	10	8	127	135	230	190		W	16	15	507	522	1,090	930	
	S	10	36	639	675	1,160	1,010		E	T. R.	2	18	20	30	920	
	W	10	51	758	809	1,380	1,200	68	N	16 & 25	44	736	780	1,160	1,160	
	S	T. R.	10	176	183	230	210		S	16 & 28	39	780	819	1,410	1,220	
48	N	10	45	670	715	1,180	1,050		E	S. A.	36	316	352	580	520	
	S	10	70	1,041	1,111	1,890	1,650	69	N	16 & 28	19	881	900	1,590	1,340	
49	N	10	37	646	683	1,170	1,020		S	16 & 28	13	814	829	1,470	1,230	
	S	T. R.	11	30	41	1,220	1,060		E	T. R.	3	101	104	180	150	
50	N	10	27	623	650	1,130	970	70	N	16	8	870	895	1,570	1,330	
	S	10	21	562	583	1,020	870		E	16	33	934	967	1,690	1,440	
	W	111	10	136	136	190	190	71	N	16	16	305	328	570	500	
51	N	10 & 25	33	834	867	1,510	1,390		S	16	23	617	648	1,120	910	
	S	10	27	564	591	1,020	880	72	N	T. R.	16	42	614	656	1,120	910
52	N	10	25	704	729	1,270	1,090		S	16	49	690	739	1,250	1,030	
	S	S. A.	17	109	126	200	180		E	T. R.	4	103	107	180	150	
	W	10	32	713	745	1,200	1,110	73	N	T. R.	12	97	109	180	150	
53	N	10	44	609	653	1,110	970		S	17	362	379	660	530		
	S	10	64	866	930	1,570	1,380		E	S. A.	20	295	315	540	440	
	W	S. A.	19	320	341	580	510	74	N	26	13	430	443	780	620	
54	N	103	70	458	477	830	710		E	T. R.	11	8	10	10	10	
	S	10 & 18	47	963	1,010	1,740	1,500		W	18	34	644	680	1,170	1,010	
55	N	10 & 18	63	1,291	1,354	2,340	2,020		W	18	32	651	683	1,180	1,020	
	S	11 & 12	137	1,532	1,660	2,790	2,400	75	N	18	20	1,202	1,222	2,100	1,820	
	W	11 & 12	58	804	862	1,460	1,280		S	25	21	495	516	900	720	
56	N	T. R.	116	726	842	1,340	1,210	76	N	25	21	495	516	900	720	
	S	S. A.	19	198	214	360	320		S	25	23	549	572	992	800	
	W	11	76	1,314	1,390	2,380	2,050	77	N	T. R.	11	23	56	100	80	
57	N	11	90	1,129	1,180	2,050	1,770		S	25	102	938	1,036	1,710	1,620	
	S	32 & 103	11	1,217	1,294	2,210	1,930	78	N	25	102	918	1,020	1,680	1,590	
	W	11 & 32	53	667	614	1,120	960		S	25	10	309	310	510	410	
58	N	103 A	15	108	123	200	180		E	25	17	531	548	960	760	
	S	103 A	23	583	619	1,050	910	79	N	25	11	234	245	420	340	
	W	11	39	690	729	1,250	1,000		E	26	66	574	640	1,050	950	
59	N	11 & 28	32	801	833	1,450	1,160		W	26	66	574	640	1,050	950	
	S	28	8	233	238	420	350	80	N	28	142	2,161	2,303	3,920	3,500	
	E	28	28	709	737	1,280	1,030		S	28	141	2,166	2,307	3,930	3,600	

Station ²	Direction ²	Route number ¹	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles	Station ³	Direction ³	Route number	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
80	E	T. R.	5	51	56	90	90	100	W	102	33	281	315	370	470
		T. R.	12	54	66	100	100			101	32	305	320	370	590
81	N	26	71	1,897	1,968	3,436	3,070	101	E	102	28	326	354	490	590
		T. R.	64	60	110	1,934	3,370			103	5	76	81	140	120
82	W	28	72	1,862	3,311	3,700	3,020	102	N	103	61	817	878	1,490	1,310
		T. R.	4	47	31	90	90			103	61	817	878	1,490	1,310
83	S	135	17	1,754	1,880	3,190	2,850	103	N	106	49	467	516	850	720
		S. A.	28	185	202	340	300			106	20	309	320	540	450
84	E	109	28	1,607	1,716	2,920	2,680	104	N	T. R.	33	218	251	400	370
		28	44	525	560	960	840			108	84	1,160	1,244	2,110	1,850
85	W	28	40	517	571	940	830	105	S	108	64	614	678	1,120	1,010
		T. R.	2	28	30	50	40			108	42	455	497	830	740
86	S	28	44	215	259	400	300	106	E	S. A.	23	164	187	300	280
		28	15	306	323	560	480			108	95	1,075	1,170	3,040	2,760
87	W	T. R.	3	68	71	120	110	107	E	108	91	1,528	1,719	2,950	2,680
		28	14	248	262	450	390			T. R.	3	39	42	70	70
88	S	28	16	444	460	800	680	108	W	108	1	33	34	60	50
		T. R.	28	610	638	1,100	950			110	81	348	439	650	600
89	E	S. A.	14	362	376	650	560	109	N	I. A.	65	2,263	2,328	4,080	3,630
		T. R.	20	395	415	720	620			S. A.	67	2,207	2,274	3,980	3,350
90	W	32	20	393	413	710	610	110	S	18	292	310	530	480	
		T. R.	4	283	282	480	390			J. A.	60	1,049	1,109	1,900	1,650
91	S	32	35	476	511	870	710	111	E	T. R.	16	817	845	1,490	1,650
		T. R.	17	247	264	450	390			18 & 28	35	980	1,013	1,770	1,510
92	W	32	24	265	289	480	400	112	N	28	19	387	406	600	600
		32	49	492	441	900	750			S. A.	10	164	174	300	240
93	E	S. A.	29	231	260	420	390	113	S	S. A.	20	151	171	280	240
		T. R.	22	317	339	580	500			T. R.	2	43	45	80	60
94	W	103	28	570	598	1,030	890	114	N	S. A.	20	151	171	280	240
		S. A.	25	273	298	500	440			T. R.	12	91	103	170	140
95	S	32 & 103	50	882	932	1,600	1,390	115	E	T. R.	0	4	40	130	110
		101	54	762	816	1,390	1,220			T. R.	4	70	74	140	100
96	W	T. R.	75	995	1,070	1,810	1,590	116	N	T. R.	6	66	72	120	100
		T. R.	4	53	57	80	10			T. R.	5	44	49	80	70
97	E	T. R.	13	103	116	190	170	117	S	S. A.	30	214	244	390	340
		101	36	640	676	1,160	1,010			S. A.	20	100	120	190	170
98	W	101	46	711	757	1,290	1,130	118	E	S. A.	24	214	238	390	330
		101	91	1,243	1,334	2,260	1,990			T. R.	5	55	60	100	80
99	S	101	75	724	799	1,320	1,190	119	W	S. A.	10	87	100	190	170
		101	16	754	838	1,390	1,250			T. R.	6	75	81	140	110
100	E	T. R.	16	64	89	120	100	120	N	T. R.	1	13	14	20	20
		T. R.	2	19	30	30	30			T. R.	1	18	19	30	30
101	W	S. A.	36	398	432	720	640	121	E	T. R.	5	38	41	70	60
		101	142	1,239	1,381	2,270	2,100			S. A.	3	39	42	70	60
102	S	101	168	1,573	1,741	2,880	2,720	122	W	S. A.	15	114	129	210	180
		T. R.	1	5	5	10	10			S. A.	14	82	96	150	130
103	E	101	55	992	1,047	1,800	1,630	123	S	T. R.	4	50	54	90	80
		101	54	989	1,043	1,790	1,630			S. A.	28	34	30	50	50
104	W	108	47	569	616	1,040	950	124	E	S. A.	4	41	41	80	80
		101 & 108	72	995	1,067	1,810	1,590			S. A.	11	20	31	40	40
105	S	101	51	696	747	1,270	1,110	125	W	S. A.	1	5	6	10	10
		T. R.	1	46	47	80	70			S. A.	15	81	93	150	140
106	E	101	1	7	7	10	10	126	N	S. A.	12	81	90	150	140
		101 A	132	1,450	1,382	2,640	2,470			T. R.	1	4	5	10	10
107	W	101 A	132	1,424	1,356	2,600	2,430	127	S	S. A.	9	379	388	680	580
		S. A.	24	273	297	500	460			T. R.	16	241	250	430	390
108	E	101 C	87	1,101	1,178	2,000	1,840	128	W	T. R.	5	253	258	460	380
		101 C	87	1,369	1,456	2,490	2,270			T. R.	17	334	351	630	510
109	S	T. R.	2	5	7	10	10	129	E	T. R.	20	296	306	530	410
		102	34	284	318	520	470			T. R.	9	172	181	310	250

STATE HIGHWAY SYSTEM OF NEW HAMPSHIRE

Motor Vehicle Traffic at New Hampshire Traffic Survey Stations—Continued

Station ¹	Direction ²	Route number ³	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles	Station ¹	Direction ²	Route number ³	Average daily traffic in 1926			Maximum daily traffic, total vehicles	Average daily traffic in 1931, total vehicles
			Trucks	Passenger cars	Total vehicles						Trucks	Passenger cars	Total vehicles		
122....	N	T. R.	5	49	54	90	80	133....	W	S. A.	50	271	321	800	480
		S. A.	7	78	85	140	120			S. A.	29	346	375	636	590
123....	E	T. R.	2	40	42	70	60	136....	N	S. A.	28	284	312	530	490
		S. A.	2	3	5	10	10			S. A.	3	88	91	160	140
124....	W	T. R.	13	73	75	130	100	137....	E	T. R.	60	348	608	1,000	950
		S. A.	3	63	68	120	90			S. A.	86	690	776	1,270	1,210
125....	S	T. R.	22	131	153	240	230	138....	W	T. R.	57	347	404	640	630
		S. A.	70	961	1,031	1,750	1,540			S. A.	37	293	330	540	490
126....	N	T. R.	97	1,033	1,135	1,890	1,690	139....	S	T. R.	37	263	330	540	490
		S. A.	9	108	117	200	160			S. A.	2	26	28	50	40
127....	E	T. R.	5	39	64	110	90	140....	N	T. R.	32	216	248	400	370
		S. A.	5	115	120	210	170			S. A.	32	216	248	400	370
128....	W	T. R.	6	77	83	140	120	141....	S	T. R.	19	269	288	490	438
		S. A.	1	28	29	50	40			S. A.	12	226	238	410	350
129....	S	T. R.	4	20	24	40	30	142....	E	T. R.	5	49	54	90	80
		S. A.	10	77	87	140	120			S. A.	2	11	13	20	20
130....	N	T. R.	10	428	436	770	610	143....	W	T. R.	21	119	140	220	210
		S. A.	10	428	436	770	610			S. A.	16	132	148	240	210
131....	E	T. R.	10	175	198	320	280	144....	N	T. R.	8	38	46	70	60
		S. A.	66	689	755	1,390	1,170			S. A.	83	377	960	1,600	1,300
132....	W	T. R.	77	780	857	1,420	1,280	145....	S	T. R.	55	735	790	1,340	1,230
		S. A.	37	351	368	610	570			S. A.	72	717	769	1,310	1,230
133....	S	T. R.	36	311	347	570	540	146....	E	T. R.	8	37	45	70	70
		S. A.	1	16	17	30	20			S. A.	12	138	150	250	250
134....	N	T. R.	1	38	39	70	60	147....	W	T. R.	38	290	328	530	510
		S. A.	1	40	41	70	70			S. A.	48	576	621	1,050	970
135....	E	T. R.	5	3	5	10	10	148....	S	T. R.	9	123	131	210	200
		S. A.	13	71	76	130	110			T. R.	9	127	136	230	200
136....	W	T. R.	13	137	150	250	220	149....	E	T. R.	17	148	165	270	250
		S. A.	74	728	802	1,330	1,190			T. R.	17	148	165	270	250
137....	S	T. R.	61	621	682	1,130	1,020	150....	W	T. R.	26	312	338	530	530
		S. A.	15	110	123	200	200			S. A.	26	318	344	580	540
138....	N	T. R.	11	166	177	300	250	151....	E	T. R.	1	10	10	20	20
		S. A.	16	253	269	460	370			S. A.	4	56	60	100	80
139....	S	T. R.	5	98	105	180	160	152....	W	T. R.	1	10	11	20	20
		S. A.	8	183	191	330	270			T. R.	10	130	136	220	116
140....	E	T. R.	5	30	30	60	30	153....	S	T. R.	11	123	134	220	190
		S. A.	50	271	321	500	480			S. A.	11	123	134	220	190

SURVEY OF TRANSPORTATION

APPENDIX III

Foreign Motor Vehicle Traffic at New Hampshire Traffic Survey Stations¹
Average Daily Passenger Cars and Trucks, July 16 to October 15, 1926

Station ²	Passenger cars				Motor trucks			
	Total ³	Average daily New Hampshire traffic	Average daily foreign traffic	Per cent foreign traffic	Total ³	Average daily New Hampshire traffic	Average daily foreign traffic	Per cent foreign traffic
1	5,824	1,532	4,292	73.7	208	162	46	22.1
2	5,506	1,165	4,440	79.2	141	111	30	21.1
3	2,948	1,253	1,995	67.5	101	97	4	4.0
4	484	312	172	35.3	28	27	1	2.6
5	1,730	1,284	446	25.8	121	110	11	8.7
6	541	240	301	55.6	30	24	6	21.6
7	5,871	1,243	2,628	67.9	317	242	75	23.8
8	3,177	1,439	1,738	54.7	216	178	38	17.7
9	3,560	1,876	1,684	47.3	310	258	52	16.6
10	3,470	1,830	1,640	46.5	228	201	27	11.7
11	4,116	1,976	2,140	52.0	244	216	28	11.3
12	5,985	2,304	1,682	42.2	218	210	8	3.8
13	2,539	1,284	1,346	52.8	142	131	11	7.6
14	2,278	1,360	918	40.3	147	140	7	4.5
15	2,900	1,134	866	43.3	122	117	5	4.0
16	2,578	1,596	1,082	40.4	110	108	2	1.7
17	1,054	499	555	52.7	44	43	1	2.8
18	1,088	512	576	52.9	52	49	3	5.2
19	1,486	453	1,031	68.7	37	30	7	18.9
20	1,114	243	869	78.0	12	12	0	2.0
21	794	250	544	68.5	26	25	1	3.0
22	810	310	500	61.7	21	19	2	10.1
23	838	446	392	46.6	40	37	3	6.6
24	898	377	521	57.9	60	58	2	3.4
25	450	275	285	50.9	46	41	5	11.3
26	1,384	865	739	46.6	43	41	2	4.6
27	1,065	581	485	45.5	21	18	3	12.8
28	1,530	925	625	40.3	92	71	21	22.4
29	1,377	782	545	41.1	96	82	14	14.6
30	338	217	121	35.7	17	16	1	3.0
31	734	311	423	57.6	39	35	4	9.7
32	1,153	705	447	38.8	106	103	3	2.4
33	1,238	973	265	21.4	110	103	7	6.3
34	598	405	193	32.2	48	46	2	4.8
35	991	715	275	27.7	84	82	2	2.4
36	1,624	767	857	52.8	102	86	16	14.5
37	586	244	342	58.4	34	22	12	36.1
38	1,486	815	571	41.2	138	126	12	8.7
39	1,148	673	475	41.4	128	113	15	11.2
40	722	518	204	28.2	43	43	0	0.2
41	580	401	179	30.9	48	47	1	1.6
42	2,208	1,250	1,058	29.8	218	211	7	3.4
43	918	233	683	74.4	36	14	22	62.0
44	776	304	472	60.8	52	38	14	27.5
45	1,862	785	576	42.3	80	69	11	13.3
46	531	253	278	52.3	24	18	6	24.5
47	762	382	380	49.9	52	48	4	8.6
48	1,941	458	383	56.0	45	42	3	8.9
49	573	291	382	66.7	29	25	4	13.8
50	655	213	443	67.6	29	25	4	15.5
51	900	436	444	49.3	38	35	3	7.9
52	763	348	415	54.4	37	35	2	6.7
53	898	477	421	46.0	64	60	4	5.5
54	1,356	488	868	64.0	60	60	0	5.8
55	1,531	517	333	21.3	155	147	8	5.9
56	1,319	860	459	34.8	78	71	7	8.9
57	1,374	891	773	49.1	92	86	6	5.6
58	690	240	450	65.2	40	37	3	7.1
59	879	544	326	37.5	34	33	1	2.9
60	1,785	1,229	557	31.2	183	174	9	5.0
61	1,568	705	361	23.2	117	117	0	36.1
62	1,360	918	442	32.5	115	112	3	1.2
63	1,432	493	1,139	69.8	125	101	24	19.0
64	1,076	533	523	48.6	53	40	13	23.7
65	1,861	967	993	50.7	123	112	11	8.7
66	974	392	582	59.8	59	52	7	12.4
67	613	189	426	69.2	16	14	2	12.1
68	858	289	627	68.5	20	17	3	11.9
69	898	212	686	76.4	18	16	2	11.1
70	1,676	580	1,096	65.4	45	45	0	4.7
71	752	214	315	41.9	24	22	2	7.8
72	752	358	194	25.8	24	21	3	4.9
73	544	282	262	48.2	23	23	0	7.2
74	653	497	166	25.4	34	30	4	10.7
75	1,201	218	984	81.9	20	19	1	5.6
76	564	283	281	49.8	28	27	1	3.0
77	940	440	491	52.2	101	98	3	2.5
78	632	324	308	48.6	19	19	0	2.6

¹ Foreign traffic includes traffic of all motor vehicles not registered in New Hampshire.

² For location of stations see Figure 6.

³ Total represents average daily passenger cars and average daily motor trucks passing station on all routes.

Foreign Motor Vehicle Traffic at New Hampshire Traffic Survey Stations—Continued

Station	Passenger cars				Motor trucks			
	Total	Average Daily New Traffic	Average Daily Traffic	Percent foreign traffic	Total	Average Hourly Domestic Traffic	Average foreign traffic	Percent foreign traffic
79	574	334	240	41.8	66	62	4	5.4
80	2,215	448	1,768	79.8	150	90	60	20.0
81	1,773	856	917	51.7	130	114	16	11.2
82	535	425	110	20.0	42	41	1	3.5
83	215	150	65	30.2	16	16	0	0.0
84	715	428	287	40.1	20	29	9	31.1
85	306	306	300	100.0	30	30	0	0.0
87	87	86	81	93.1	3	3	0	0.0
88	206	182	148	72.5	12	12	0	0.0
89	404	322	172	54.6	31	31	0	0.0
90	884	545	330	38.4	50	40	10	20.6
91	405	322	172	42.3	31	32	0	0.0
92	725	405	320	46.3	50	46	4	8.4
93	1,243	675	548	45.7	91	82	9	9.9
94	771	540	242	31.4	61	51	10	16.4
95	1,130	547	397	40.0	64	42	22	34.3
97	1,992	1,130	593	59.6	135	117	18	13.3
98	1,372	994	478	34.9	94	86	8	8.2
100	1,286	217	109	24.0	34	32	2	5.8
101	492	217	109	44.0	41	38	3	7.3
102	379	258	150	44.0	34	32	2	5.8
103	1,092	448	300	66.0	51	51	0	0.0
104	1,100	280	300	27.3	64	54	10	15.6
105	1,688	1,232	444	73.0	95	91	4	9.5
106	1,077	333	2,045	30.9	81	81	0	0.0
107	348	333	461	106.6	33	33	0	0.0
108	1,688	1,007	756	45.0	60	55	5	8.2
109	1,097	341	461	42.1	33	32	1	3.0
110	700	150	150	21.4	20	20	0	0.0
111	1,135	134	118	10.4	18	18	0	0.0
112	204	16	248	12.2	18	18	0	0.0
113	135	16	18	11.8	10	10	0	0.0
114	204	16	248	12.2	4	4	0	0.0
115	54	16	46	29.6	4	4	0	0.0
116	123	77	46	38.2	16	14	2	12.9
117	112	113	46	32.2	4	4	0	0.0
118	112	113	46	32.2	14	14	0	0.0
119	43	44	19	44.0	14	14	0	0.0
120	395	208	188	47.5	19	19	0	0.0
121	220	150	119	54.1	14	14	0	0.0
122	781	350	443	56.1	7	7	0	0.0
123	73	50	23	31.4	2	2	0	0.0
124	1,005	728	728	72.5	172	172	0	0.0
125	128	317	6	2.4	1	1	0	0.0
126	30	24	6	20.0	10	10	0	0.0
127	84	43	39	46.0	1	1	0	0.0
128	84	43	39	46.0	10	10	0	0.0
129	339	279	90	26.5	37	37	0	0.0
130	339	279	90	26.5	78	78	0	0.0
131	468	408	172	36.7	15	15	0	0.0
132	748	648	172	23.1	7	7	0	0.0
133	110	110	19	17.3	15	14	1	4.2
134	339	216	145	42.8	20	20	0	0.0
135	339	216	145	42.8	20	20	0	0.0
136	339	216	145	42.8	20	20	0	0.0
137	702	430	302	43.0	102	75	27	23.5
138	702	430	302	43.0	102	75	27	23.5
139	216	65	151	70.1	32	18	14	45.1
140	718	254	24	3.4	19	19	0	0.0
141	134	114	20	14.6	16	16	0	0.0
142	134	114	20	14.6	16	16	0	0.0
143	598	458	421	70.4	103	103	0	0.0
144	598	458	421	70.4	103	103	0	0.0
145	598	458	421	70.4	103	103	0	0.0
146	320	267	267	83.4	22	22	0	0.0
147	320	267	267	83.4	22	22	0	0.0
148	128	94	34	26.4	13	13	0	0.0

APPENDIX IV

Motor Truck Traffic at New Hampshire Traffic Survey Stations

(Average Daily Traffic, July 16 to October 15, 1926 and Distribution of Loaded Trucks by Capacity Classes)

Station ¹	Direction ²	Route number ³	Average daily motor trucks					Station ¹	Direction ²	Route number ³	Average daily motor trucks										
			Total	Empty	Loaded trucks						Total	Empty	Loaded trucks								
					Total	1/4-1 1/4 tons capacity	2-2 1/4 tons capacity						3-4 tons capacity	5-7 1/2 tons capacity	Total	1/4-1 1/4 tons capacity	2-2 1/4 tons capacity	3-4 tons capacity	5-7 1/2 tons capacity		
1	N	U.S. 1	208	84	124	77	31	10	6	5	19	E	S. A.	15	8	7	4	7	1		
	S	U.S. 1	182	72	110	68	28	9	1	1	20	N	U.S. 3	10	9	4	4	3	1		
	N	Mass. 110	27	12	15	9	4	1	1			N	U.S. 3	9	8	4	4	1			
2	N	U.S. 1	138	60	69	35	22	3	5	6	21	E	U.S. 3	5	5	2	2	2			
	S	U.S. 1	69	33	69	35	22	6	6	6		N	U.S. 3	16	10	7	7	2			
	E	T. R.	3	1	2	2						N	U.S. 3	20	11	0	8	8			
	W	T. R.	3	2	1	1						N	U.S. 3	17	11	6	5	7	1		
3	N	1-A	94	48	46	34	8	3	1		22	N	U.S. 3	21	12	9	9	1			
	E	T. R.	86	44	44	34	6	3				N	U.S. 3	32	10	6	8	8			
	W	T. R.	22	12	10	8	2					N	U.S. 3	18	10	1	1	2			
4	N	T. R.	11	6	3	3	3				23	N	U.S. 3	3	3	1	1				
	E	U.S. 2	26	11	15	14	1					N	U.S. 3	38	21	17	15	2			
	W	U.S. 2	18	7	11	10	3					N	U.S. 3	40	22	18	16				
5	N	U.S. 2	99	42	57	37	5				24	N	T. R.	2	2						
	E	U.S. 2	101	58	43	39	4					N	U.S. 3	57	26	31	28	3			
	W	U.S. 2	42	25	17	16	1					N	S. A.	8	5	5	7				
6	N	U.S. 2	6	4	2	2						N	U.S. 3	12	5	7	7				
	E	U.S. 2	25	11	14	13	1				25	N	U.S. 3	43	21	22	10	3			
	W	U.S. 2	29	14	15	14	1					N	U.S. 3	35	18	17	15				
7	N	U.S. 3	317	121	196	98	65	17	15		26	N	U.S. 3	34	17	17	15				
	E	U.S. 3	317	121	196	98	65	17	15			N	T. R.	23	12	11	9				
	W	T. R.	4								26	N	3-A	113	66	47	43	1			
8	N	U.S. 3	216	81	135	63	39	23	10		27	N	3-A	115	68	47	41	2			
	E	U.S. 3	310	111	199	123	55	13	8			N	4-B	18	12	6	4	1			
	W	U.S. 3	303	107	196	120	55	13	8			N	3-A	8	8	2	2	1			
9	N	U.S. 3	303	107	196	120	55	13	8		27	N	3-A	15	10	4	4	1			
	E	U.S. 3	303	107	196	120	55	13	8			N	3-A	16	9	7	5	1			
	W	U.S. 3	4	4	3	3						N	3-A	16	9	7	5	1			
10	N	U.S. 3	213	92	121	88	24	2	2		28	N	T. R.	14	8	6	4	4			
	E	U.S. 3	226	97	129	94	25	8	2			N	U.S. 4	75	39	36	27	2			
	W	U.S. 3	16	7	9	7						N	U.S. 4	95	50	45	33	12			
11	N	101-B	10	116	128	83	26	15	4		29	N	U.S. 4	10	9	12	2	2			
	E	U.S. 3	244	98	120	93	20	6	1			N	U.S. 4	78	35	43	38	1			
	W	U.S. 3	218	98	120	93	20	6	1			N	U.S. 4	94	40	54	46	1			
12	N	U.S. 3	125	59	66	47	12	7	1		30	N	U.S. 4	17	10	7	6	1			
	E	U.S. 3	140	66	74	53	2					N	U.S. 4	16	9	9	9				
	W	S. A.	20	11	9	7					31	N	U.S. 4	11	6	10	10	1			
13	N	T. R.	15	10	5	5						N	U.S. 4	35	12	21	21	2			
	E	U.S. 3	136	69	67	48	12	6	1		32	N	U.S. 4	29	14	16	14				
	W	U.S. 3	143	71	72	53	12	6	1			N	U.S. 4	105	53	51	42	6			
14	N	U.S. 3	109	47	62	50	9	3			33	N	U.S. 4	106	51	25	26	4			
	E	U.S. 3	118	51	67	55	9	3				N	U.S. 4	99	59	40	19	1			
	W	S. A.	18	9	9	9						N	U.S. 4	109	51	28	31	7			
15	N	U.S. 3	84	40	44	34	9	1			34	N	U.S. 4	24	14	10	14	1			
	E	U.S. 3	108	52	56	44	11	1				N	U.S. 4	35	17	18	19	2			
	W	U.S. 3	22	12	10	10	2					N	U.S. 4	36	17	16	16	1			
16	N	U.S. 3	38	18	22	17	4	1			35	N	T. R.	29	15	14	13	1			
	E	U.S. 3	39	6	16	16	3	1	1			N	U.S. 4	83	40	45	40	3			
	W	U.S. 3	18	6	6	6	4	1				N	U.S. 4	56	27	29	29	1			
17	N	U.S. 3	52	22	30	25	4	1			36	N	U.S. 4	115	49	66	40	15			
	E	U.S. 3	51	22	29	24	4	1				N	U.S. 4	113	48	65	39	10			
	W	T. R.	22	1	1	1						N	S. A.	9	2	2	2	1			
18	N	U.S. 3	22	10	12	9	2	1			37	N	T. R.	28	11	17	15	2			
	E	U.S. 3	13	13	10	10	2	1				N		*							

¹ For location of stations see Figure 8.

² All numbered routes are trunk-line highways.

³ Less than one truck per day.

⁴ Direction of route from station.

The United States routes are designated by the initials U. S., State-aid routes by S. A., and town roads by T. R.

STATE HIGHWAY SYSTEM OF NEW HAMPSHIRE

Motor Truck Traffic at New Hampshire Traffic Survey Stations—Continued

Station ¹	Direction ²	Route number ³	Average daily motor trucks					Station ¹	Direction ²	Route number ³	Average daily motor trucks								
			Total	Empty	Loaded trucks						Total	Empty	Loaded trucks						
					Total	1½-1¾ tons capacity	2-2½ tons capacity						3-4 tons capacity	5-7½ tons capacity	Total	1½-1¾ tons capacity	2-2½ tons capacity	3-4 tons capacity	5-7½ tons capacity
37	E	T. R.	5	2	3	3				59	N	11 & 28	32	14	18	15	2	1	
	W		36	14	22	20	2				N	28	8	13	5	2	1		
	N		12	26	40	29	10	2			N	11	28	12	16	31	1		
38	E	9 & 12	138	59	79	59	18	2		60	E	11	113	63	50	16	2	1	
	W		72	33	39	31	8				N	T. R.	26	17	9	8	1		
	N		9	10	18	14	4	10			E	11 & 104	175	99	76	52	17	7	
39	E	9 & 10	178	53	75	43	21	11			N	104	32	31	21	16	4		
	W		41	21	20	16	4			61	E	12	36	15	21	11	8	2	
	N	S. A.	26	2	17	13	3	1			N	12	37	15	22	11	9	2	
40	E	T. R.	5	3	3	3					E	T. R.	2	1	1	1			
	W		40	15	19	10	4	2		62	E	12	112	57	46	8	1		
	N		15	3	10	8	1	1			N	12	61	31	20	23	6	1	
41	E	D & 32	15	5	13	24	20	3			W	T. R.	58	31	27	24	2		
	W		37	18	58	30	26	3		63	E	12 & 101	122	40	82	23	6		
	N	P & 32	48	18	30	26	3	1			N	12	72	21	51	32	5	1	
42	E-W	T. R.	12	5	7	7					E	101	35	21	35	22	8		
	N-S	9 & 103	218	97	121	92	16	10		64	E	T. R.	19	10	9	8	1		
43	E-W	10	32	13	23	16	3	2			N	12	52	22	30	25	4		
44	E-W	10	52	18	34	25	6	2	1		W	12	35	14	21	18	5		
45	E	10	78	33	45	35	8	2		65	E	16	122	46	76	59	12	3	1
	W		10	31	44	33	8	2	1		N	16-A	20	9	11	3			
	N	T. R.	7	4	3	3					E	16	103	37	66	51	11	4	
46	E	10 & 101	18	7	11	6	4	1			W	T. R.	1	1					
	W		21	8	13	9	4	1		66	E	16	46	16	30	28			
	N		10	36	22	15	6	3	1		N	16	48	17	31	29	2		
47	E	10	51	24	27	24	7	1			W	S. A.	24	10	14	13	1		
	W		17	9	8	8	1			67	E	16	15	10	7	2			
48	N-S	T. R.	70	35	35	24	10	1			N	16	16	5	5				
49	E	10	37	24	13	11	2	2			W	T. R.	2	1	1	1			
	W		45	27	18	15	3			68	E	16 & 25	44	25	10	15	3	1	
	N	T. R.	11	7	4	4					N	16 & 28	39	17	22	18	4		
50	E	10	27	13	14	12	0	2			E	16 & 28	36	20	16	12	2		
	W		10	21	11	4	1	1		69	E	16 & 28	19	11	8	8	2		
	N	111	10	5	5	4					W	16 & 28	15	9	6	5	1		
51	E	10 & 25	33	13	18	15	2	1			N	T. R.	3	2	3	1			
	W		27	12	15	13	6	1		70	E	16	25	12	13	1			
	N		25	10	7	7					W	10	38	17	18	5			
52	E	10	25	12	13	12	6	1			N	18	33	16	17	15	2		
	W	S. A.	10	15	17	12	2	8		71	E	16	16	7	7	6			
	N		44	28	16	15	2	1			W	16	23	16	7	6			
53	E	10	64	28	27	11	1	1			N	T. R.	1	1	1				
	W	S. A.	10	11	21	11				72	E	16	42	17	25	22	3		
	N	103	19	10	9	8					W	16	49	20	22	4			
54	E	10 & 18	47	27	20	17	2	1			N	T. R.	4	2	2	2			
	W	10 & 12	63	34	29	26	2	1		73	E	T. R.	17	5	6	6	1		
	N	11 & 12	137	62	92	87	3	2			W	16	17	8	8	7			
	W	11 & 12	58	19	39	33	4	2			N	S. A.	20	11	9	7	7		
56	E	T. R.	116	73	43	42	1				W	26	13	7	5	5			
	W	S. A.	11	6	13	13	1			74	E	T. R.	2	2	2	1			
	N		76	31	37	37	5				W	34	21	13	9	4			
	W		60	26	34	26	8				N	18	32	20	12	9			
57	E	11	53	26	30	27	39	1			E	18	20	11	10	8			
	W	32 & 103	53	23	36	24	6			75	E	25	21	13	10	9			
	N	11 & 32	33	16	37	28	9			76	W	11	23	13	6	1			
	W	103-A	15	8	17	8	2				N	25	5	5	4				
58	E	11	25	8	13	13	1			77	E	25	11	2	1				
	W		39	13	26	23	3				N	25	96	46	52	47			

Station	Direction	Route number	Average daily motor trucks					Station	Direction	Route number	Average daily motor trucks								
			Total	Empty	Loaded trucks						Total	Empty	Loaded trucks						
					Total	1/2-1 1/4 tons capacity	2-2 1/4 tons capacity						3-4 tons capacity	5-7 1/2 tons capacity	Total	1/2-1 1/4 tons capacity	2-2 1/4 tons capacity	3-4 tons capacity	5-7 1/2 tons capacity
77	E	25	102	48	54	49	4	1	98	S	T. R.	*							
78	E	25	10	6	4	3	1			R	101-A	132	64	68	55	10	3		
	S	25	17	11	9	5	1			W	101-A	132	64	68	55	10	3		
	E	107	11	9	37	35	2			W	101-C	74	11	13	10	1		1	
79	E	74	66	29	37	35	2			W	101-C	77	46	51	28	1	2	3	
80	N	28	142	65	77	77	14	8	2	W	101-C	87	50	37	32	1			
	E	28	141	5	2	2				R	T. R.	2	2	2	2				
	W	28	12	10	2	2				W	102	19	15	13	1	1			
81	E	71	71	26	45	22	11	10	2	W	102	33	19	13	1	3			
	W	28	4	1	1	1				W	109	16	16	13	2	2			
	S	28	72	39	43	22	11	8	2	W	109	28	14	14	12	2			
82	N	4	4	2	2	2				W	102	5	5	3	1	0			
	W	28	135	55	80	36	18	5	1	N	103	61	40	22	27	16	6		
	S	28	17	8	9	9				S	106	20	10	10	8	8			
	E	109	44	24	44	43	16	5	1	N	T. R.	33	15	18	10	2			
83	E	28	41	24	17	14	5			S	108	84	40	44	44	8	3	1	
	W	28	40	24	16	13	9			N	108	64	37	27	21	4	2	2	
	S	2	1	1	1	1				W	108	42	23	14	9	1	8		
84	N	28	44	19	25	22	3			N	108	95	51	44	30	8	3	1	
85	N	28	15	7	8	2				W	108	91	49	42	28	1			
	W	28	16	9	9	9				E	T. R.	1	1	1	1				
86	E	28	28	12	16	13	1	1		W	110	81	40	32	18	11	3		
	W	28	14	5	9	8	1			W	1-A	65	37	28	19	7	2		
	S	28	20	9	11	9	1	1		W	1-A	67	36	31	23	6	2		
87	N	32	20	9	11	9	1	1		N	S. A.	18	10	8	7	1			
	W	32	20	9	11	9	1	1		W	3-A	60	26	34	28	5	1		
88	E	19	19	10	17	2	1			N	18 & 28	18	9	9	14	3			
	W	32	35	19	17	2	1			W	18 & 28	33	16	17	14	5	2		
	S	32	17	10	10	5	1			W	T. R.	10	10	11	6	5	1		
89	N	32	24	10	10	5	1			N	A. A.	11	1	1	1				
	W	32	40	26	21	4	1			W	A. A.	11	1	1	1				
	S	32	29	14	15	2	1			N	T. R.	2	2	1	1				
90	E	103	22	9	13	11	2			W	S. R.	12	9	9	4	2			
	W	50	10	10	15	2	2			W	T. R.	9	4	4	4	4			
91	E	101	25	12	19	9	3	3		N	T. R.	7	5	5	2				
	W	101	19	9	39	3	3	3		W	S. A.	30	20	12	12	3	2		
	S	75	29	22	46	36	6	4		N	T. R.	5	5	3	2				
92	E	13	4	1	1	1				W	S. A.	9	9	9	9	9	9		
	W	101	15	8	18	3	2	1		W	S. A.	24	15	15	10	4	1		
	S	101	36	18	18	15	2	1		W	T. R.	3	3	3	2	2	2		
93	E	101	46	22	24	19	4	1		W	S. A.	10	6	6	6	6	6		
	W	101	91	45	46	32	4	4		W	T. R.	6	6	4	4	1			
94	E	101	75	37	38	28	9	4		W	T. R.	1	1	1	1	1	1		
	W	101	84	40	44	30	6	5		W	T. R.	1	1	1	1	1	1		
	S	101	16	7	1	1				W	S. A.	3	3	3	3	3	3		
95	E	101	1	1	1	1				W	T. R.	1	1	1	1	1	1		
	W	101	19	17	16	17	4	3		W	S. A.	13	14	14	14	14	14		
	S	101	142	64	78	58	17	4		W	S. A.	6	6	6	6	6	6		
	E	101	77	47	77	70	17	4		W	S. A.	1	1	1	1	1	1		
96	E	101	168	1	27	23	3	3		W	S. A.	27	27	27	27	27	27		
	W	101	55	28	27	23	3	3		W	S. A.	6	6	6	6	6	6		
	S	101	54	27	21	23	3	3		W	S. A.	1	1	1	1	1	1		
97	E	101	47	26	36	25	5	4		W	S. A.	1	1	1	1	1	1		
	W	101	72	36	36	25	5	4		W	S. A.	1	1	1	1	1	1		
	S	101	51	24	27	18	1	2		W	S. A.	1	1	1	1	1	1		
98	E	T. R.	1	1	1	1				W	S. A.	1	1	1	1	1	1		

STATE HIGHWAY SYSTEM OF NEW HAMPSHIRE

Motor Truck Traffic at New Hampshire Traffic Survey Stations—Continued

Station ¹	Direction ²	Route number ³	Average daily motor trucks					Station ¹	Direction ²	Route number ³	Average daily motor trucks						
			Total	Empty	Loaded trucks						Total	Empty	Loaded trucks				
					Total	1/2-1 1/4 tons capacity	2-2 1/2 tons capacity						3-4 tons capacity	5-7 1/2 tons capacity	Total	1/2-1 1/4 tons capacity	2-2 1/2 tons capacity
37	E	T. R.	3	2	22	3		59	N	11 & 28	32	14	18	15	2	1	
	W		36	14	20	20	2		S		28	8	12	5	5		
38	N	9 & 12	13	26	40	29	10	1		E	11	28	16	13	2	1	
	E		138	59	79	59	18	2		S	113	63	50	31	16	2	1
	W		72	33	39	31	8			T. R.	26	17	9	8	1		
39	N	9 & 10	19	88	34	54	27	17		E	11 & 104	175	99	76	52	17	7
	S		128	33	75	43	21	10		W	104	52	31	21	16	4	
	E		41	21	20	16	4			N	12	36	15	21	11	8	2
40	N	S. A.	26	9	17	13	3	1		S	12	37	15	22	11	9	
	E		8	2	3	3				T. R.	2	1	1	1			
	W		40	15	25	19	4	2		E	112	57	35	23	6	1	
	S		9	5	10	8	1	1		N	12	31	30	23	6	1	
41	N	9 & 32	13	24	20	3	3	1		S	12	61	31	27	2	2	
	E		46	18	30	26	3	1		T. R.	58	31	20	24	6	1	
	W		7	3	7	7				N	12 & 101	122	40	82	23	6	
42	E-W	9 & 103	218	97	121	92	19	10		S	12	72	21	51	32	13	1
43	N		36	13	36	16	3	2		E	101	56	21	35	22	8	
44	E-W		10	52	18	34	23	6	1	N	T. R.	19	10	9	8	1	
45	N		10	78	33	43	33	8		S	12	52	22	30	25	4	
	W		10	73	31	44	33	8	1	E	16	122	46	76	59	12	5
	S		7	4	3	3				W	16-A	20	9	11	8	3	
46	N		18	7	11	6	4	1		S	16	103	37	66	51	11	4
	W		10	8	13	9	1			E	T. R.	1	1				
	S		101 & 101	21	3	3	4			W	16	16	30	28	2		
47	N		10	36	14	22	13	6	1	S	16	46	16	31	29	2	
	E		10	51	24	27	24	3		N	16	48	17	29	2		
	W		17	9	8	7				S. A.	24	10	14	13	1	1	
48	N		10	70	35	35	24	10	1	E	16	15	10	7	2	1	
49	S		10	39	24	13	2	2		W	16	16	2	1			
	E		10	43	18	13	3			T. R.	2	1	1	1			
	W		11	7	4	4				N	16 & 25	44	19	15	3	1	
50	N		27	13	14	12	2	2		S	16 & 28	39	17	22	18	4	
	E		10	10	9	2	2	2		E	16	20	16	12	4	4	
	W		111	10	5	1	1	1		S. A.	36	11	8	8	2	2	
51	N	10 & 25	33	15	18	15	2	1		E	16 & 28	19	9	6	5	1	
	E		27	12	12	13	6	1		W	16 & 28	3	2	1			
	W		28	17	7	13	2			T. R.	3	1	1	1			
52	N		10	25	12	12	6	1		E	16	25	12	13	1		
	E		25	12	13	12	7	1		W	16	38	17	21	18	3	
	W		17	17	10	7	2	2		N	18	33	16	17	15	2	
53	N	S. A.	32	15	12	3	3			S	16	23	10	23	1	1	
	E		10	44	28	16	15	2	1	W	16	10	7	6	6	1	
	W		64	35	29	27	1	1		N	T. R.	1	1	1	1		
	S		21	10	11	11	1	1		S	16	42	17	25	27	3	
54	N	103	19	10	9	8				E	16	20	25	25	4	4	
	E		47	27	20	17	2	1		W	16	4	2	2	2		
	W		63	34	29	26	2	2		N	T. R.	5	5	6	6	1	
55	N	10 & 12	137	75	62	47	4	2		S	17	17	8	9	7	2	
	E		58	19	39	33	4	2		W	20	11	7	7	7	2	
	W		116	73	43	42	1	1		S. A.	26	13	7	5	5	5	
56	N		13	6	13	12	1			E	2	2	2	2	1	1	
	E		76	31	37	8				W	21	34	13	13	9	4	
	W		60	26	34	26	8	8		N	18	32	20	12	9	3	
57	N	32 & 103	53	23	30	39	6	1		E	18	20	11	8	8	1	
	E		53	16	37	28	6	9		W	21	21	11	10	10	2	
	W		13	8	9	8				S	25	23	13	10	9	1	
58	N	103-A	13	8	17	8				E	11	5	6	1	1		
	E		8	17	13	13	2			W	T. R.	2	2	1	1		
	W		39	13	26	23	3			S	23	98	46	32	47	4	1

Station	Direction	Route number	Average daily motor trucks						Station	Direction	Route number	Average daily motor trucks							
			Total	Empty	Loaded trucks							Total	Empty	Loaded trucks					
					Total	1/4-1 1/4 tons capacity	2-2 1/4 tons capacity	3-4 tons capacity						5-7 1/4 tons capacity	Total	1/4-1 1/4 tons capacity	2-2 1/4 tons capacity	3-4 tons capacity	5-7 1/4 tons capacity
77	E	25	102	48	54	49	4	1	98	S	T. R.	#							
78	E	25	10	6	4	3	1			S	101-A	132	64	68	55	10	3		
79	E	107	17	11	6	2	1			E	101-A	132	64	68	55	10	3		
80	E	28	142	65	37	35	14	8	2	W	101-C	77	46	31	28	1	2		
81	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
82	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
83	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
84	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
85	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
86	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
87	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
88	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
89	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
90	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
91	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
92	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
93	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
94	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
95	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
96	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
97	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		
98	E	28	141	64	77	53	14	8	2	W	101-C	87	50	37	32	1	3		

STATE HIGHWAY SYSTEM OF NEW HAMPSHIRE

Motor Truck Traffic at New Hampshire Traffic Survey Stations—Continued

Station	Direction	Route number*	Average daily motor trucks					Station	Direction	Route number*	Average daily motor trucks						
			Total	Empty	Loaded trucks						Total	Empty	Loaded trucks				
					Total	½-1½ tons capacity	2-2½ tons capacity						3-4 tons capacity	5-7½ tons capacity	Total	½-1½ tons capacity	2-2½ tons capacity
120.	N	S.A.	9	4	5	4	1	134.	R	T.R.	5	2	3	2	1		
	S	R.R.	7	4	3	3			S	A.	8	4	4	4			
	W	T.T.	5	3	2	2			W	R.	3	1	4	3			
121.	N	T.R.	17	7	10	9	1	135.	E	S.A.	21	16	29	17	3		
	S	R.R.	20	10	10	9	1	136.	N	S.S.	29	13	9	12	3		
	W	T.T.	9	4	5	5			S	A.	16	16	12	8			
122.	N	T.R.	5	3	2	2			S	R.	28	3	3		1		
	S	R.R.	7	3	4	3	1	137.	E	T.S.	3	1	2	2			
	W	T.T.	2		2	2			S	A.	60	38	22	17	2		
123.	N	T.R.	3	1	1	1			S	R.	86	48	28	2	4		
	S	R.R.	3	1	2	2			W	S.S.	37	33	17	4	2		
	W	T.T.	22	7	15	13	2	138.	N	T.R.	37	20	17	13	1		
124.	N	T.R.	70	27	43	39	4		S	A.	19	10	2	2			
	S	R.R.	97	36	61	55	6	139.	N	T.R.	2	2	2	1			
	W	T.T.	9	4	5	4	1	140.	N	S.A.	16	13	6	5			
125.	N	T.R.	3	3	2	2			S	R.	12	8	4	4			
	S	R.R.	3	3	2	2			W	S.A.	5	3	1	1			
	W	T.T.	6	2	4	4			N	T.R.	21	12	9	6	3		
126.	N	T.R.	1		1	1			S	A.	16	7	9	8	1		
	S	R.R.	1		1	1			W	S.S.	8	3	5	5			
	W	T.T.	4	2	2	1			N	T.R.	8	4	1	1			
127.	N	T.R.	10	2	2	1	1	143.	N	S.A.	45	38	32	4	2		
	S	R.R.	13	4	9	3	3		W	S.S.	132	61	71	52	2		
	W	T.T.	10	7	3	3			N	T.R.	55	20	35	22	1		
128.	N	T.R.	6	3	3	3			W	S.A.	72	33	37	29	1		
129.	S	R.R.	6	3	3	3			E	T.R.	8	5	3	3			
	W	T.T.	66	35	31	26	5	144.	N	S.S.	12	7	5	4			
	S	R.R.	77	42	35	30	5		S	A.	19	19	13	1			
130.	N	T.R.	37	20	17	7	2	145.	N	T.R.	45	22	23	18	4		
	S	R.R.	36	20	16	8	6		W	S.S.	9	3	3	3			
	W	T.T.	1	1	1	1			S	R.	17	10	4	7			
131.	N	T.R.	1		1	1			W	T.R.	17	9	8	8			
	S	R.R.	1		1	1			N	S.A.	26	9	17	13			
	W	T.T.	5	2	3	3	1	146.	N	T.R.	26	10	16	11	4		
132.	N	T.R.	13	7	6	6	1		S	R.	10	6	4	1			
	S	R.R.	74	29	45	39	5		W	S.A.	26	10	16	11	4		
	W	T.T.	61	24	37	31	3	147.	N	T.R.	4	2	2	2			
133.	N	T.R.	15	5	3	7	2		S	R.	1	1	1	1			
134.	N	S.A.	10	6	10	7	1		W	T.R.	10	4	6	6			
	S	R.R.	16	6	10	7	1		E	T.R.	11	3	8	8			

APPENDIX V

CHECKED
A.O.C.

Average Gross Weight of Loaded Motor Trucks by Capacity Classes at New Hampshire Traffic Survey Weight Stations

Station ¹	Direction	Route number ²	1½-1¾ ton trucks		2-2¼ ton trucks		3-4 ton trucks		5-7¼ ton trucks	
			Number of loaded trucks weighed ³	Average gross weight ⁴	Number of loaded trucks weighed ³	Average gross weight ⁴	Number of loaded trucks weighed ³	Average gross weight ⁴	Number of loaded trucks weighed ³	Average gross weight ⁴
				Pounds		Pounds		Pounds		Pounds
1	N	U. S. 1	145	5,040	82	13,870	8	16,580	6	19,230
		U. S. 1	136	5,110	79	13,980	8	16,580	6	19,230
7	N	Mass. 110	181	5,240	3	11,030	16	16,180	20	20,180
		U. S. 3	181	5,430	143	13,840	16	16,180	20	20,180
9	N	T. R.	268	5,110	130	13,680	19	15,400	18	18,390
		U. S. 3	265	5,110	129	13,670	10	15,400	18	18,390
10	W	T. R.	115	6,460	1	14,600	7	19,600	1	21,800
		U. S. 3	118	5,170	36	13,120	7	19,090	1	21,800
12	N	101 B	4	5,200 ⁵	2	15,900	12	16,260	1	10,300
		U. S. 3	106	5,180	45	12,120	4	15,950		
15	S	U. S. 3	111	4,740	19	12,350	4	15,950		
		U. S. 3	116	4,720	20	12,340	4	15,950		
18	N	S. A.	13	5,910	1	17,800	1	12,800		
		U. S. 3	47	5,030	10	11,900	2	12,800		
29	S	T. R.	46	5,050	10	11,960	2	12,800		
		U. S. 4	16	5,140	3	13,320	2	20,500		
31	E	U. S. 4	81	4,870	7	12,560	1	15,500	1	19,900
		U. S. 4	91	5,050	12	13,710	3	19,130	1	19,900
35	E	U. S. 4	44	4,160	2	9,600	1	16,100		
		T. R.	15	4,490	2	9,800	1	16,100		
36	W	U. S. 4	35	3,970	3	9,970	1	14,700		
		U. S. 4	62	4,300	5	10,480	1	14,700		
42	S	U. S. 4	69	4,710	36	12,470	19	19,150	3	18,270
		U. S. 4	64	4,810	33	12,500	19	19,150	3	18,270
45	E-W	S. A.	3	4,370	1	18,500				
		9 E 103	193	4,920	47	15,650	21	17,950	1	22,900
46	W	U. S. 4	10	5,090	8	9,620	1	14,500	1	16,500
		T. R.	15	4,860	8	9,380	1	14,500	1	16,500
62	N	10 & 101	7	4,090	2	11,350				
		101	81	4,480	18	10,430	3	16,530		
64	W	12	4,180	16	10,950	3	16,530			
		T. R.	37	4,730	4	9,680				
65	N	12	78	7,500	3	11,230				
		T. R.	55	4,470	8	11,440				
66	E	12	47	3,950	5	11,560				
		16 A	108	5,090	30	13,490	6	19,350	4	21,220
68	N	16	9	4,750	5	13,740	3	19,230		
		T. R.	99	5,130	23	13,840	3	19,470		
77	S	16	59	5,340	2	9,450				
		16	53	4,980	1	13,000				
82	N	S. A.	26	5,420	3	10,300				
		16 & 25	21	4,120	3	8,100	2	15,000		
92	E	16 & 28	31	4,530	4	9,980	2	15,000		
		T. R.	10	4,590	1	15,600				
97	N	32	106	3,700	11	14,320	3	13,300	1	20,100
		25	107	4,550	11	14,320	3	13,300	1	20,100
98	E	28	107	4,440	33	11,320	8	15,380	1	28,100
		S. A.	17	3,790	35	11,320	8	15,380	1	28,100
99	N	28	92	4,520	35	11,320	8	15,380	1	28,100
		T. R.	2	3,000						
95	W	101	7	4,360	4	17,100				
		T. R.	27	5,190	5	12,800	2	14,200		
97	E	101	32	5,140	2	14,710	2	14,200		
		S. A.	18	3,500	9	12,000				
99	N	101	1	4,290	1	7,900				
		101	140	5,370	41	11,990	10	14,940	1	9,300
99	E	101	157	5,260	40	11,890	10	14,940	1	9,300
		108	76	4,070	9	11,410	4	19,050		
98	N	101 & 108	49	3,960	14	14,250	15	19,820		
		T. R.	35	3,710	7	13,570	13	19,500		
143	E	T. R.	61	4,620						
		101 A	57	5,650	12	13,160	7	18,800	2	22,350
143	W	101 A	110	4,740	18	13,120	7	18,800	2	22,350
		S. A.	70	4,150	5	11,640	3	17,730	2	24,600
143	E	S. A.	117	4,300	25	10,060	3	17,730	2	18,950
		S. A.	47	4,540	20	9,740	1	13,300		

¹ For location of stations see Figure 8.
² Direction of route from station.
³ All numbered routes are trunk-line highways. The United States routes are shown by the initials U. S., State-aid routes by S. A., and town roads by T. R.
⁴ Total number of loaded trucks on each route during three 10-hour observations.

CHECKED
8013-04

SURVEY OF TRANSPORTATION

APPENDIX VI

Traffic Classification of the New Hampshire Trunk-line Highway System

Highway section	Highway number	Miles	Average daily traffic 1926 ¹			Average daily traffic 1931 ²			Average daily traffic 1936 ³	
			Total motor vehicles	Total motor trucks	Total trucks of 3 to 7½-ton capacity ⁴	Total motor vehicles	Total motor trucks	Total trucks of 3 to 7½-ton capacity	Total motor vehicles	Total motor trucks
Portsmouth to Massachusetts line	U. S. 1 (F)	14.7	5,800	162	26	9,100	250	43	12,700	360
Nashua to Massachusetts line	U. S. 3 (F)	3.5	4,188	317	48	6,500	500	76	9,100	700
Manchester to Concord	U. S. 3 (F)	16.2	3,906	228	22	6,100	360	33	8,600	500
Nashua to Manchester	U. S. 3 (F)	16.4	3,333	246	33	5,500	380	48	7,700	540
Concord to Franklin	U.S. 3-4 (F)	14.0	2,784	142	9	4,300	220	13	6,100	310
Franklin to Laconia	U.S. 3-11 (F)	10.4	2,188	118	8	3,400	180	13	4,800	260
Dover to Rochester	16 (F)	9.8	2,021	113	11	3,200	180	17	4,400	250
Manchester to Massachusetts line	28 (F)	23.1	1,951	108	12	3,000	170	18	4,300	240
Laconia to Meredith	U. S. 3-11 (F)	9.8	1,932	73	.....	3,000	110	.....	4,200	160
Hampton to Portsmouth	4 A-101 C	16.1	1,925	22	.....	3,000	48	10	4,200	60
Durham to Dover	4 A-104 (F)	3.9	1,747	93	9	2,700	150	14	3,800	100
Manchester to Manchester east city line	101 (F)	2.5	1,741	168	6	2,700	260	9	3,800	370
Hopkinton to Concord	9-103 (F)	6.6	1,697	152	14	2,600	240	22	3,700	350
Portsmouth to Dover	U. S. 4 (F)	9.3	1,665	114	19	2,600	180	31	3,500	160
Nashua to Milford	101 A (F)	9.5	1,567	132	8	2,400	210	13	3,400	290
Bristol to East Lebanon	3 A (F)	9.0	1,491	113	.....	2,200	170	.....	3,000	230
Lebanon to West Lebanon	U.S. 4-10 (F)	2.6	1,459	75	.....	2,000	120	.....	3,200	160
Berlin to Gorham	16 (F)	5.9	1,457	90	.....	2,300	160	.....	3,200	220
Winchester to Keene	10	12.7	1,425	76	.....	2,100	110	.....	2,800	150
Keene to Swanzey north line	12 (F)	1.1	1,418	112	.....	2,100	170	.....	2,800	220
Glen to jct. with town road north of Conway	16-18 (F)	8.4	1,385	38	.....	2,100	60	.....	2,800	80
Franklin to Bristol	3 A (F)	12.0	1,370	91	.....	2,000	140	.....	2,700	180
Lebanon to jct. E. of Lebanon	U.S. 4-10 (F)	1.0	1,354	94	.....	2,100	150	.....	3,000	210
Milford to Wilton Center	101 (F)	5.0	1,334	91	9	2,000	140	13	2,700	180
Plymouth to Profile House	U. S. 3 (F)	32.1	1,331	19	.....	2,000	30	.....	2,700	40
Franklin to Franklin town line	U.S. 4-11 (F)	2.6	1,264	106	.....	2,000	160	.....	2,800	230
E. Kingston to Massachusetts line	108 (F)	9.0	1,244	84	5	1,900	120	7	2,500	170
Exeter to Hampton	101 C	5.8	1,219	78	6	1,900	120	.....	2,700	170
Saugus Harbor to Vermont line	11, 13-32 (F)	17.3	1,216	59	.....	1,800	90	.....	2,400	120
Exeter to Manchester east city line	101 (F)	27.1	1,213	98	.....	1,900	150	.....	2,700	220
Franklin town line to Potter Place	U.S. 4-11 (F)	9.3	1,135	89	.....	1,700	130	.....	2,300	180
Hanover to West Lebanon	10 (F)	4.2	1,111	70	.....	1,700	100	.....	2,200	140
Concord to jct. with 28 and U. S. 4	U. S. 4-9 (F)	9.9	1,097	72	6	1,700	110	10	2,400	160
Keene to jct. with S. A. Chesham	101 (F)	7.3	1,070	75	7	1,600	110	9	2,100	150
Littleton to Twin Mountain	10-18 (F)	12.8	1,069	50	.....	1,600	70	.....	2,100	100
Exeter to Stratham	101-108 (F)	3.2	1,057	72	12	1,600	110	17	2,100	140
Glen to Twin Mountain	28	29.9	1,046	20	.....	1,600	40	.....	2,100	60
Meredith to Plymouth	U.S. 3-25 (F)	16.9	1,043	43	.....	1,600	70	.....	2,300	90
Dover to point 6 mi. W.	U. S. 4-9 (F)	6.0	1,040	83	.....	1,600	130	.....	2,300	180
Center Harbor to Meredith	25 (F)	4.7	1,030	99	.....	1,600	100	.....	2,300	220
Canaan to jct. E. of Lebanon	U. S. 4 (F)	12.0	948	78	.....	1,400	120	.....	1,900	160
Keene to jct. of 101 and 12 west	12 (F)	18.2	948	67	.....	1,500	100	.....	2,100	150
Clement to jct. with 101	11-12	19.0	948	64	.....	1,400	100	.....	1,900	130
Lisbon to jct. S. A. east	10	1.3	930	64	.....	1,400	100	.....	1,900	130
Plymouth to West Plymouth	3 A-25 (F)	3.0	918	18	.....	1,400	30	.....	1,800	40
Rochester to Sauberville	16 (F)	18.5	910	47	.....	1,400	70	.....	1,800	90
Jct. 16 Conway to jct. with T. R.	28 (F)	2.6	900	19	.....	1,300	30	.....	1,800	40
Glen to Jackson	16 (F)	2.7	895	25	.....	1,300	40	.....	1,800	50
Massachusetts line to Swanzey N. town line	12 (F)	17.6	879	61	.....	1,300	90	.....	1,800	90
Hopkinton to Lower Village	103 (F)	9.0	878	61	.....	1,300	90	.....	1,800	120
Winchester to Massachusetts line	10	10.8	869	47	5	1,300	70	10	1,700	90
Woodville to jct. with 23 S. Haverhill	10-25 (F)	7.8	867	35	.....	1,300	80	.....	1,700	70
Whitefield to Lancaster to Groveton	U. S. 3 (F)	17.1	834	40	.....	1,200	40	.....	1,700	60
Gilsum N. town line to jct. with 9 N. Keene	10-101	11.6	829	88	19	1,200	130	30	1,700	170
Peterboro to S. A. Chesham	101 (F)	11.7	818	54	.....	1,200	80	.....	1,600	110
Newport to jct. with T. R. to Northville	10	1.6	800	51	.....	1,200	80	.....	1,600	100
Manchester to Milford	101	13.6	799	75	6	1,200	110	10	1,600	150
Maine line to jct. 18 and T. R.	18-28	4.6	799	28	.....	1,200	40	.....	1,600	60

¹ The United States routes are shown by the initials U. S., (F) indicates Federal-aid system.

² Average daily motor vehicle traffic for the period July 16 to October 15 of each year.

³ Total daily motor trucks of 3 to 7½ ton capacity not shown where less than 5 per day.

⁴ Classification based on following class limits except as indicated in footnote 5.

Classification	Average daily motor vehicles		
	1926	1931	1936
A—Major 1	over 1,500	over 1,500	over 1,500
B—Major 2	500-1,500	over 1,500	over 1,500
C—Major 3	500-1,500	500-1,500	over 1,500
D—Medium 1	500-1,500	500-1,500	500-1,500
E—Medium 2	less than 500	500-1,500	500-1,500
F—Minor 1	less than 500	less than 500	500-1,500
G—Minor 2	less than 500	less than 500	less than 500

⁵ Classification of these sections on which traffic as shown is lower than or in excess of classification limits is based upon consideration of traffic, total motor truck traffic, number of large-capacity trucks, connections with other routes, and abnormality of 1926 traffic due to construct delays, or condition of highway.

⁶ Estimated traffic.

⁷ Federal-aid route from junction of 12 and 101 to Vermont line at Bellows Falls.