

## Traffic Impact Study

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**FROM:** John Q. Adams, P.E., PTOE  
Senior Transportation Engineer  
Milone & MacBroom, Inc.

**DATE:** June 30, 2015

**RE:** **Traffic Impact Study**  
Proposed Connected Credit Union  
Civic Center Drive, Augusta, Maine

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### Introduction

Milone and MacBroom, Inc. (MMI) has completed a traffic impact study for the proposed 2,898 sf credit union with two drive-through lanes to be located on the east side of Civic Center Drive opposite University Drive in Augusta. The site is located approximately 325 ft. south of the intersection of Gaywalk Street. A reduced site plan with location map is shown at the end of this report in the Appendix.

Access to the site will be provided via two entrances; the primary entrance will be via Civic Center Drive opposite University Drive, with a second site access provided via Gaywalk Street. The first intersection is a three-way “Tee” type with Gaywalk Street intersecting Civic Center Drive from the east. This intersections is provided with a 125 ft. left-turn lane on the southbound Civic Center Drive approach; a 75 ft. right-turn lane on the northbound approach; and a 75 ft. right-turn lane on the Gaywalk Street approach.

The existing intersection of Civic Center Drive and University Drive is a three-way intersection with University Drive approaching from the east to form a “Tee” type intersection. There are no formal turn lanes provide at this intersection. However, the University Drive approach is wide enough (20 – 22 ft.) that it functions as having separate left and right-turn lanes. In addition, Civic Center Drive in the vicinity of the project is provided with widened shoulders (approximately 10-12 ft.) which can serve to accommodate vehicles making right-turns and left-turn lanes from Civic Center Drive. This is provided as vehicles slowing to turn right into University Drive can use the shoulder area to decelerate and turn; and as through vehicles can bypass vehicles stopped to turn left into University Drive.

Regionally the site is served directly by Civic Center Drive and Interstate 95. Civic Center Drive is a State Route (Routes 8/11/27) which serves as primarily a commuter route into and out of the Augusta area. In the vicinity of the proposed project Civic Center Drive is a two-lane bi-directional bituminous roadway with a posted speed of 45 mph and a 2011 average daily traffic of 13,900 vehicles, traversing from north to south through a primarily commercial, business and college campus area of Augusta. It generally has 12 ft. travel lanes with wide shoulders generally 10-12 ft.

In preparing this traffic impact study we have reviewed the following:

1. Expected new trip generation for the Credit Union.
2. Accident data for intersections in the vicinity of the site on Civic Center Drive.
3. Sight distance for the proposed site entrance on Civic Center Drive.
4. Traffic volumes on Civic Center Drive in the vicinity of the project.
5. Traffic operations analysis for the proposed site entrances on Civic Center Drive and the intersection of Gaywalk Street and Civic Center Drive.
6. Left-turn lane analysis at the site entrance on Civic Center Drive.

**Site Trip Generation**

We have calculated expected new site trip generation utilizing the 8<sup>th</sup> Edition of the Institute of Transportation Engineer’s Trip Generation Manual, specifically Land Use Codes; 912, for Credit Union (Bank) with Drive-Through. The Manual also has published information for the entering and exiting site generated trip-ends based on the peak hour time period, which we have included. Table 1, below, summarizes these calculations.

**Table 1**  
**Trip Generation Calculations**  
**Proposed 2,898 sf Credit Union with 2 Drive-Through Lanes**

<b>DRIVE-IN BANK LAND USE 912</b>			
<b>BY 1000 SF</b>	<b>SF</b>	<b>RATE (Trips/1000SF)</b>	<b>TOTAL</b>
WEEKDAY AM PEAK HOUR	2,898	17.31	50.2
WEEKDAY PM PEAK HOUR	2,898	26.69	77.3
SATURDAY PEAK HOUR	2,898	26.53	76.9
<b>BY # DRIVE THRU LANES</b>	<b>LANES</b>	<b>RATE (Trips/Lane)</b>	<b>TOTAL</b>
WEEKDAY AM PEAK HOUR	2	21.64	43.3
WEEKDAY PM PEAK HOUR	2	29.05	58.1
SATURDAY PEAK HOUR	2	29.88	59.8
<b>AVERAGE TRIP GEN</b>			
<b>WEEKDAY AM PEAK HOUR</b>			<b>47</b>
<b>WEEKDAY PM PEAK HOUR</b>			<b>68</b>
<b>SATURDAY PEAK HOUR</b>			<b>68</b>

*Reference: ITE Trip Generation Manual, 8th Edition*

Our review of expected trip generation indicates that this development will produce 47 weekday AM peak hour trip-ends, 68 weekday PM peak hour trips-ends and 68 Saturday peak hour trip-ends. Based on these calculations, the development will not require a Maine DOT Traffic Movement Permit (TMP). The weekday PM peak hour and Saturday peak hour were the highest generator of trip-ends. The weekday PM peak hour was chosen for the analysis time period because the background traffic volumes typically on Civic Center Drive are higher due to the commuter traffic than the Saturday background traffic volumes, and therefore will be utilized to analyze the traffic operations at the site entrances. The weekday PM peak hour site generated trip-ends are shown in Figure 4 at the end of this report.

The ITE Manual has published information for the entering and exiting site generated trip-ends based on the weekday PM peak hour time period. These are shown below:

**ITE Land Use Code**

912 Bank w/ Drive-Through

**Time Period**

Weekday PM

**%Entering Trips / %Exiting Trips**

Approx. 50%/50%

**Accident Data**

We have reviewed accident data for the latest available three-year period (2012-2014) from Maine DOT. We have reviewed data for the intersections of Gaywalk Street and Civic Center Drive and the intersection of the proposed site drive and University Drive at Civic Center Drive. A review of accident data for these intersections revealed that there was only one accident at each of the intersections. Table 2, below, summarizes the accident data.

<b><u>Node</u></b>	<b><u>Intersection</u></b>	<b><u># of Accidents</u></b>	<b><u>Accident Type</u></b>
26397	Civic Center Dr at Gaywalk St	1	Intersection Movement
26400	Civic Center Dr at University Dr	1	Intersection Movement

Both accidents were property damage only. The review of available accident data from Maine DOT indicates that there are no safety issues at the study intersections at this time. Additional Maine DOT accident data information is enclosed in the Appendix.

**Sight Distance**

Sight distance measurements were taken from the proposed site entrance location on Civic Center Drive in accordance with City of Augusta regulations. The site distances were measured and found to be in excess of 700 ft. looking left (south) and over 900 ft. looking right (north) from the proposed entrance location. For a posted speed of 45 mph the City of Augusta recommends an intersection sight distance of 450 ft. and requires a minimum sight distance of 400 ft. Based on our measurements and field observations the site entrance provides satisfactory sight distance. We have included photos below looking both right (north) and left (south) from the proposed site entrance location.

**Site Entrance – Looking to the right (North)**



### **Site Entrance – Looking to the left (South)**



### **Traffic Counts and Distribution**

Traffic counts were performed on Civic Center Drive in May of 2015. On May 20, 2015 weekday PM peak hour turning movement traffic counts were collected at the intersection of Civic Center Drive at University Drive. On May 21, 2015 weekday PM peak hour turning movement traffic counts were collected at the intersection of Civic Center Drive at Gaywalk Street. The counts were taken for the weekday afternoon peak hours. These counts are shown in Figure 1 enclosed at the end of this report. The PM peak hour was identified as approximately 4:00 to 5:00 PM. In accordance with typical Maine DOT procedures, we then seasonally adjusted the traffic counts to the sixth highest week (increased by 2.3%) based on Civic Center Drive being classified as a Group/Type 1 roadway and balanced the traffic counts. The seasonally adjusted and balanced traffic volumes are shown in Figure 2. The seasonally adjusted traffic counts were then annually adjusted by 1% to account for the 2016 build year, and these 2016 background traffic volumes are shown in Figure 4.

The weekday PM peak hour time period was selected as the analysis time period and the corresponding site generated trip-ends are shown in Figure 3. The assignment of site generated PM peak hour trip-ends was based on the pattern of the traffic counts taken on Civic Center Drive in May of 2015. It has been determined that 68 trip-ends would be generated by the proposed credit union development. We have referenced the Institute of Transportation Engineers Trip Generation Handbook (2001 edition) and noted for this type of development approximately 47% of the site generated trips would be “Pass-by” type trips, and 53% would be primary type. Pass-by trips are already on the roadway system but decide to go to the credit union as they pass by. Primary trips are generated by customers who specifically plan a trip to the land use (credit union). A detailed breakdown of the assignment of weekday PM peak hour site trip-ends is shown in Figure 3 at the end of this report.

The weekday PM peak hour site generated trip-ends shown in Figure 3 were then added to the 2016 Background weekday PM peak hour traffic volumes shown in Figure 4 to compile the 2016 PM Post Development Peak Hour Traffic Volumes (Figure 5) which were used for traffic operations analysis. Additional back-up traffic count information is enclosed in the Appendix.

### Traffic Operations Analysis

We have performed traffic operations analysis for the intersections of Civic Center Drive at Gaywalk Street, and Civic Center Drive at the site entrance (opposite University Drive) for the weekday PM peak hour. The analysis is based on the 2016 Weekday PM Peak Hour Design Traffic Volumes shown in Figure 5. For comparison we have also performed analysis for the 2016 Background PM peak hour condition. The traffic analysis was performed utilizing the Synchro traffic modeling software for inputting traffic data with reports and analysis generated utilizing the Simtraffic portion of the traffic modeling software. In performing the analysis we determined the anticipated level-of-service (LOS), average delay by movement and also the 95<sup>th</sup> percentile queues.

Level-Of-Service (LOS) for traffic operations is defined using a grading system, similar to an academic system, with the best being LOS “A” and the worst LOS “F”. Table 2, below, defines the criteria for LOS; A, B, C, D, E and F for unsignalized conditions. Tables 3 and 4 summarize the results of our traffic operations analysis at the study intersections. Additional Synchro/Simtraffic report information is enclosed in the Appendix.

**Table 2**  
**LOS Criteria – Unsignalized Intersections**

LOS	Average Delay Per Vehicle (sec)
A	0 – 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

**Table 3**  
**Civic Center Drive at Gaywalk Street (Synchro Node 5)**  
**Traffic Operations & Queuing**

	Overall	Civic Center Dr NB	Civic Center Dr SB	Gaywalk St WB
	LOS/Delay	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay/95 <sup>th</sup> Q	LOS/Delay 95 <sup>th</sup> Q
<b>2016 PM Pre Development</b>	A/0.8s	A/0.5s/ Q Thru 0ft	A/0.5s/ Q Left 38ft	A/9.2s/ Q Left 34ft Q Right 45ft
<b>2016 PM Post Development</b>	A/1.0s	A/0.5s/ Q Thru 3ft	A/0.6s/ Q Left 41ft	A/8.7s/ Q Left 36ft Q Right 43ft

**Table 4**  
**Civic Center Drive at Site Access & University Drive (Node 7)**  
**Traffic Operations & Queuing**

	<b>Overall</b>	<b>Civic Center Dr NB</b>	<b>Civic Center Dr SB</b>	<b>University Dr EB</b>	<b>Site Entrance WB</b>
	<b>LOS/Delay</b>	<b>LOS/Delay/95<sup>th</sup> Q</b>	<b>LOS/Delay/95<sup>th</sup> Q</b>	<b>LOS/Delay/95<sup>th</sup> Q</b>	<b>LOS/Delay/95<sup>th</sup> Q</b>
<b>2016 PM Pre Development</b>	C/1.1s	A/1.0s/59ft	A/0.5s/0ft	A/9.4s/ Q Left 41ft Q Thru&RT 53ft	-
<b>2016 PM Post Development</b>	C/1.6s	A/1.0s/51ft	A/0.9s/54ft	B/10.4s/ Q Left 43ft Q Thru&RT 51ft	B/12.3s/ Q Left 37ft Q Thru&RT 29ft

The results of the analysis indicate that the site entrances on Civic Center Drive and the intersection of Gaywalk Street at Civic Center Drive will function satisfactorily under the 2016 weekday PM peak hour post development condition. All of the approaches will function at LOS C or better and each of the intersections will function at an overall LOS of “A” or better.

The Post Development analysis indicates that there will be some minor queuing on the Civic Center Drive approaches (51 ft. northbound and 54 ft. southbound). It should be noted however, that the traffic models do not reflect the 10 to 12 ft. shoulders that exist on Civic Center Drive. In reality the queues experienced on Civic Center Drive should be less as vehicles can use the wide shoulders to slow and make right-turns into the side-streets and also to be able to bypass around vehicles stopped to make left-turns into the side-streets. Additionally, with two site entrances vehicles turning into the site via right-turns or left-turns can also utilize the intersection of Gaywalk Street and Civic Center Drive which provides dedicated right-turn and left-turn lanes on Civic Center Drive. Overall, the analysis indicates that the addition of the new trips from the credit union development will not have a significant impact to traffic operations and queuing. Both of the intersections have excess capacity to handle additional traffic volumes in the future.

**Left-turn Lane at Civic Center Drive Site Entrance**

We have also reviewed the Maine DOT Left-turn lane design guide charts. This chart is a guidance document which utilizes the traffic volumes in both directions on the “main street” (Civic Center Drive) and then takes into the account the percentage of left-turns from Civic Center Drive into the site entrance. We have plotted the traffic volumes on Civic Center Drive (opposing and advancing volumes). This chart is enclosed in the back of the Appendix. When the Civic Center Drive traffic volumes are plotted the resulting point is in an area of the chart that indicates that some form of left-turn treatment should be considered. There are different forms of left-turn treatment to consider, these range from; a widened shoulder to allow vehicles to bypass left-turning vehicles, a formal bypass lane, and a formal left-turn lane. Based on a review of the traffic operations, traffic volumes, posted speeds, accident data and roadway geometry and alignment left-turn treatment may not be warranted.

For the case of the site entrance on Civic Center Drive we have determined at this time that the existing roadway geometry and alignment should be more than adequate to safely and efficiently handle the left-turning vehicles into the site entrance. This determination is based on:

- The number of left-turning vehicles is relatively low with 13 predicted for the weekday PM peak hour and the Civic Center southbound approach experiences only minor delay during the weekday PM peak hour (0.9 secs, LOS A).
- Under 2016 PM Background conditions there are 16 vehicles turning left into University Drive and these operate safely with only minor delay experienced in the PM peak hour on the Civic Center northbound approach (1.0 secs, LOS A).
- The alignment along this section of Civic Center Drive is relatively straight (tangent) and provides very desirable stopping sight distances which will allow vehicles to safely determine the need for and execute a bypass maneuver around a potential vehicle stopped and waiting to turn left.
- The existing roadway geometry provides widened shoulders (10 to 12 ft.), which is a form of left-turn treatment that will allow vehicles to safely bypass around left-turning vehicles.

In addition, Customers traveling to the credit union will have the option of using the intersection of Gaywalk Street and Civic Center Drive to access the other site entrance on Gaywalk Street. The intersections of Gaywalk Street and Civic Center Drive provide formal left-turn and right-turn lanes on Civic Center Drive. Based on our traffic operations analysis both of these movement have excess capacity to handle additional trips should more customers to the credit union choose to use this intersection instead of the site entrance on Civic Center Drive.

**Summary & Conclusions**

Based on the above traffic impact study, we offer the following conclusions:

- Our review of expected trip generation indicates that this development will produce 47 weekday AM peak hour trip-ends, 68 weekday PM peak hour trips-ends and 68 Saturday peak hour trip-ends. Based on these calculations, the development will not require a Maine DOT Traffic Movement Permit (TMP). The weekday PM peak hour and Saturday peak hour were the highest generator of trip-ends. The weekday PM peak hour was chosen for the analysis time period because the background traffic volumes typically on Civic Center Drive are higher due to the commuter traffic than the Saturday background traffic volumes, and therefore will be utilized to analyze the traffic operations at the site entrances.
- A review of Maine DOT accident data (2012-2014) for these intersections revealed that there were only one accident at each of the intersections. Table 2 below summarizes the accident data.

<u>Node</u>	<u>Intersection</u>	<u># of Accidents</u>	<u>Accident Type</u>
26397	Civic Center Dr at Gaywalk St	1	Intersection Movement
26400	Civic Center Dr at University Dr	1	Intersection Movement

Both accidents were property damage only. The review of available accident data from Maine DOT indicates that there are no safety issues at the study intersections at this time. Additional Maine DOT accident data information is enclosed in the Appendix.

- The site distances at the site entrance on Civic Center Drive were measured and found to in excess of 700 ft. looking left (south) and over 900 ft. looking right (north) from the proposed entrance location. For a posted speed of 45 mph the City of Augusta recommends an intersection sight distance of 450 ft. and

requires a minimum sight distance of 400 ft. Based on our measurements and field observations the site entrance provides satisfactory sight distance.

- The results of the analysis indicate that the site entrances on Civic Center Drive and there intersection of Gaywalk Street at Civic Center Drive will function satisfactorily under the 2016 weekday PM peak hour post development condition. All of the approaches will function at LOS C or better and each of the intersections will function at an overall LOS of “A” or better.
- For the case of the site entrance on Civic Center Drive we have determined at this time that the existing roadway geometry and alignment should be more than adequate to safely and efficiently handle the left-turning vehicles into the site entrance. This determination is based on:
  - The number of left-turning vehicles is relatively low with 13 predicted for the weekday PM peak hour and the Civic Center southbound approach experiences only minor delay during the weekday PM peak hour (0.9 secs, LOS A).
  - Under 2016 PM Background conditions there are 16 vehicles turning left into University Drive and these operate safely with only minor delay experienced in the PM peak hour on the Civic Center northbound approach (1.0 secs, LOS A).
  - The alignment along this section of Civic Center Drive is relatively straight (tangent) and provides very desirable stopping sight distances which will allow vehicles to safely determine the need for and execute a bypass maneuver around a potential vehicle stopped and waiting to turn left.
  - The existing roadway geometry provides widened shoulders (10 to 12 ft.), which is a form of left-turn treatment that will allow vehicles to safely bypass around left-turning vehicles.

In addition, Customers traveling to the credit union will have the option of using the intersection of Gaywalk Street and Civic Center Drive to access the other site entrance on Gaywalk Street. The intersections of Gaywalk Street and Civic Center Drive provides formal left-turn and right-turn lanes on Civic Center Drive. Based on our traffic operations analysis both of these movement have excess capacity to handle additional trips should more customers to the credit union choose to use this intersection instead of the site entrance on Civic Center Drive.

- Overall it is our professional opinion that the proposed 2,898 sf credit union development with two drive-through lanes will not have significant impact to traffic operations and safety along this section of Civic Center Drive at this time.

NORTH



Gaywalk Street

34  
13

13  
501

529  
16

Civic Center Drive

26  
605

573  
9

Civic Center Drive

University Drive

17  
42

**Legend**

XX: PM Peak Hour Traffic Volume (400 - 500 PM)

~ Traffic counts collected on Civic Center Dr; May 20, 2015 at University Dr; & May 21, 2015 at Gaywalk Street

**2015 Weekday PM Peak Hour Traffic Counts**

CONNECTED CREDIT UNION

CIVIC CENTER DRIVE  
AUGUSTA, MAINE



100 Commercial St, Suite 417, Portland, ME 04101  
Ph: 207-541-9544, Fx: 207-541-9548

Figure 1

By : SMW Check: JQA

NORTH



Gaywalk Street

35  
13

14  
544

541  
16

Civic Center Drive

27  
619

622  
10

Civic Center Drive

17  
43

University Drive

**Legend**

XX: PM Peak Hour Traffic Volume (400 - 500 PM)

~ Traffic counts have been seasonally adjusted and balanced.  
Seasonal Adjustment based on Type/Group 1 Roady, May 20th = 0.90/0.88; Adjustment = 1.023

**2015 Adjusted Weekday PM Peak Hour Traffic Counts**

**CONNECTED CREDIT UNION**

CIVIC CENTER DRIVE

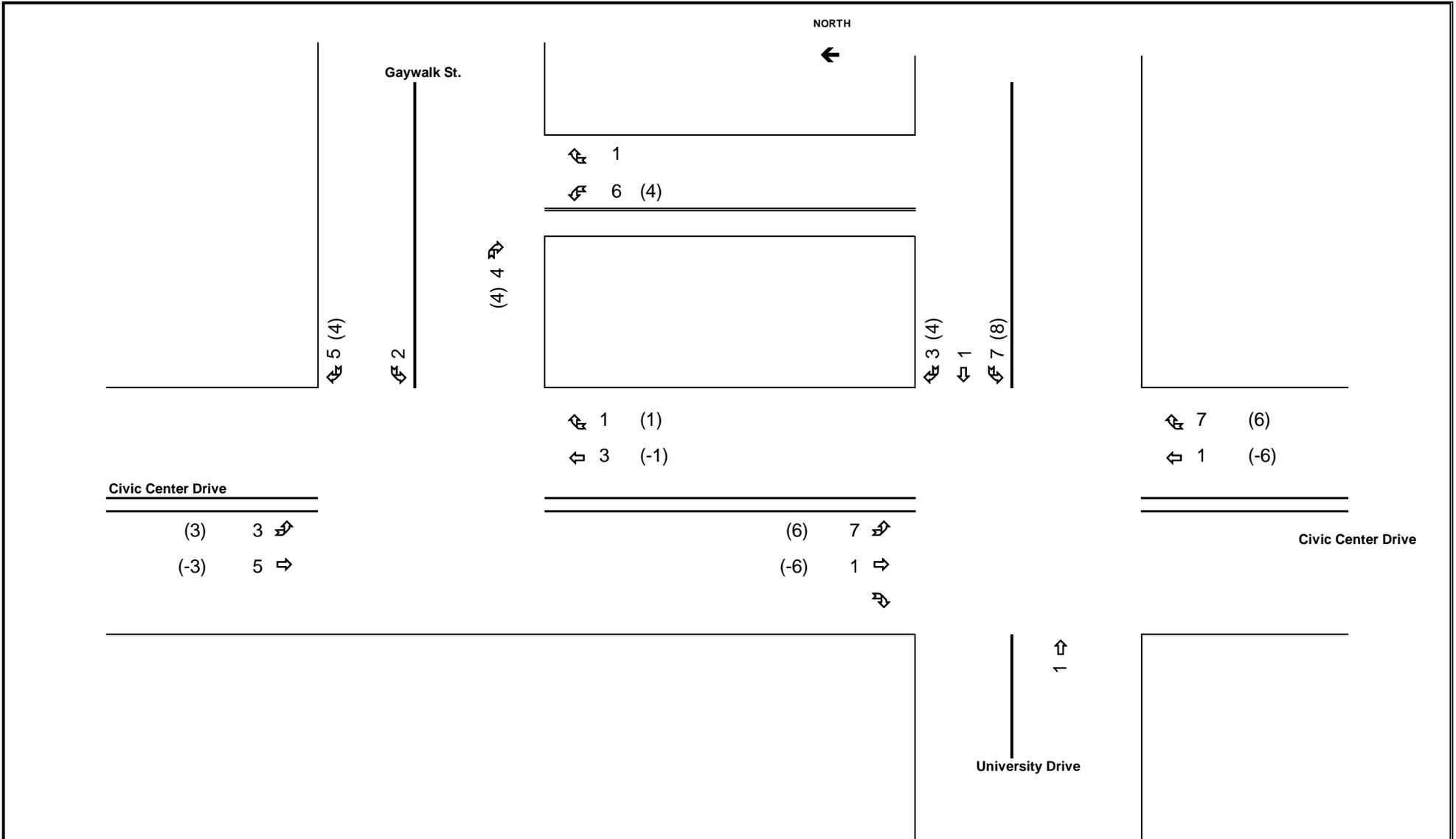
AUGUSTA, MAINE



100 Commercial St, Suite 417, Portland, ME 04101  
Ph: 207-541-9544, Fx: 207-541-9548

**Figure 2**

By: SMW Check: JQA



**Legend**

Credit Union (Bank) Land Use Code 912

XX: Primary Trips

(XX): Pass-By Trips

~ Pass-By Trip Percentages (47%) Referenced From ITE Trip Generation Handbook (2001)

**Weekday PM Peak Hour Site Generated Trips**

**CONNECTED CREDIT UNION**  
 CIVIC CENTER DRIVE  
 AUGUSTA, MAINE

 **MILONE & MACBROOM®**  
 100 Commercial St, Suite 417, Portland, ME 04101  
 Ph: 207-541-9544, Fx: 207-541-9548

**Figure 3**  
 By: SMW Check: JQA

NORTH



Gaywalk Street

35  
13

14  
549

546  
16

Civic Center Drive

27  
625

628  
10

Civic Center Drive

17  
43

University Drive

**Legend**

XX: PM Peak Hour Traffic Volume

~ Traffic counts have been annually adjusted (increased) by 1% to account for 2016 build year

**2016 Background Weekday PM Peak Hour Volumes**

**CONNECTED CREDIT UNION**

CIVIC CENTER DRIVE

AUGUSTA, MAINE



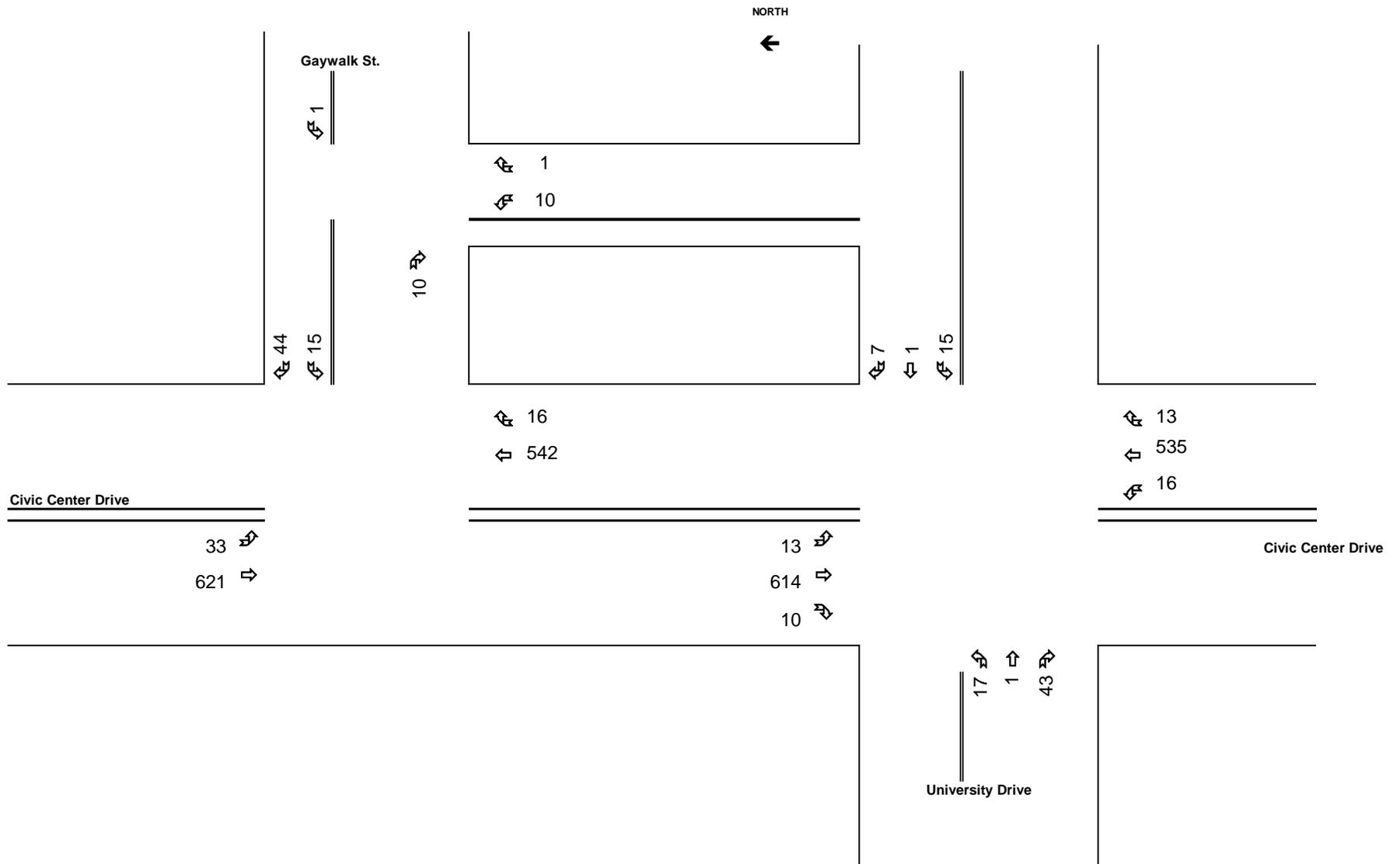
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**Figure 4**

By: SMW Check: JQA



**Legend**

XX: 2016 Post Development PM Peak Hour Traffic Volumes

<b>2016 PM Post Development Traffic Volumes</b>	
CONNECTED CREDIT UNION	
CIVIC CENTER DRIVE	
AUGUSTA, MAINE	
 <b>MILONE &amp; MACBROOM®</b> 100 Commercial St, Suite 417, Portland, ME 04101 Ph: 207-541-9544, Fx: 207-541-9548	<b>Figure 5</b> By: SMW Check: JQA

## **APPENDIX**

### **1. Overall Site Plan**

### **2. Maine DOT Accident Data**

- **Civic Center Dr at Gaywalk St**
- **Civic Center Dr at University Dr**

### **3. Traffic Count Data**

- **Civic Center Dr - Maine DOT ADT Count Data**
- **Civic Center Dr - Turning Movement Counts**

### **4. Simtraffic/Synchro Traffic Operations Analysis**

- **2016 PM Pre-Development & Post-Development**

### **5. Maine DOT Left-turn Lane Chart**



## Crash Summary Report

### Report Selections and Input Parameters

REPORT SELECTIONS

**Crash Summary I - Single Node**
     
  Section Detail
     
  Crash Summary II
     
  1320 Public
     
  1320 Private
     
  1320 Summary

REPORT DESCRIPTION

Gaywalk St. and Route 27

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: **0008X**      Start Node: **26397**      Start Offset: **0**       Exclude First Node  
 End Node: **26397**      End Offset: **0**       Exclude Last Node

## Crash Summary I

Node	Route - MP	Node Description	Nodes							Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF		
			U/R	Total Crashes	Injury Crashes	K	A	B	C					PD	
26397	0008X - 2.22	Int of CIVIC CENTER DR, GAYWALK ST	2	1	0	0	0	0	1	0.0	4.695	0.07	0.36	0.00	
<i>Statewide Crash Rate: 0.14</i>															
<b>Study Years: 3.00</b>			<b>NODE TOTALS:</b>			1	0	0	0	1	0.0	4.695	0.07	0.36	0.20

### Crash Summary II - Characteristics

Crashes by Day and Hour																										
Day Of Week	AM											PM											Un	Tot		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>																						

Vehicle Counts by Type			
Unit Type	Total	Unit Type	Total
1-Passenger Car	2	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>2</b>
5-Pickup	0		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

### Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash								Crashes by Apparent Physical Condition And Driver							
Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total	Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	1	0	0	0	0	1	Apparently Normal	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0	Physically Impaired or Handicapped	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1	Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0	Ill (Sick)	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0	Asleep or Fatigued	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0	Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0	Other	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0	<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Drove Too Fast For Conditions	0	0	0	0	0	0	0								
Improper Turn	0	0	0	0	0	0	0								
Improper Backing	0	0	0	0	0	0	0								
Improper Passing	0	0	0	0	0	0	0								
Wrong Way	0	0	0	0	0	0	0								
Followed Too Closely	0	0	0	0	0	0	0								
Failed to Keep in Proper Lane	0	0	0	0	0	0	0								
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0								
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0								
Over-Correcting/Over-Steering	0	0	0	0	0	0	0								
Other Contributing Action	0	0	0	0	0	0	0								
Unknown	0	0	0	0	0	0	0								
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>								

Driver Age by Unit Type						
Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	1	0	0	0	0	1
50-59	0	0	0	0	0	0
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

### Crash Summary II - Characteristics

Most Harmful Event		Total
1-Overturn / Rollover	0	0
2-Fire / Explosion	0	0
3-Immersion	0	0
4-Jackknife	0	0
5-Cargo / Equipment Loss Or Shift	0	0
6-Fell / Jumped from Motor Vehicle	0	0
7-Thrown or Falling Object	0	0
8-Other Non-Collision	0	0
9-Pedestrian	0	0
10-Pedalcycle	0	0
11-Railway Vehicle - Train, Engine	0	0
12-Animal	0	0
13-Motor Vehicle in Transport	2	2
14-Parked Motor Vehicle	0	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0	0
16-Work Zone / Maintenance Equipment	0	0
17-Other Non-Fixed Object	0	0
18-Impact Attenuator / Crash Cushion	0	0
19-Bridge Overhead Structure	0	0
20-Bridge Pier or Support	0	0
21-Bridge Rail	0	0
22-Cable Barrier	0	0
23-Culvert	0	0
24-Curb	0	0
25-Ditch	0	0
26-Embankment	0	0
27-Guardrail Face	0	0
28-Guardrail End	0	0
29-Concrete Traffic Barrier	0	0
30-Other Traffic Barrier	0	0
31-Tree (Standing)	0	0
32-Utility Pole / Light Support	0	0
33-Traffic Sign Support	0	0
34-Traffic Signal Support	0	0
35-Fence	0	0
36-Mailbox	0	0
37-Other Post Pole or Support	0	0

Most Harmful Event		Total
38-Other Fixed Object (wall, building, tunnel, etc.)	0	0
39-Unknown	0	0
40-Gate or Cable	0	0
41-Pressure Ridge	0	0
<b>Total</b>		<b>2</b>

Traffic Control Devices		Total
1-Traffic Signals (Stop & Go)	0	0
2-Traffic Signals (Flashing)	0	0
3-Advisory/Warning Sign	0	0
4-Stop Signs - All Approaches	0	0
5-Stop Signs - Other	1	1
6-Yield Sign	0	0
7-Curve Warning Sign	0	0
8-Officer, Flagman, School Patrol	0	0
9-School Bus Stop Arm	0	0
10-School Zone Sign	0	0
11-R.R. Crossing Device	0	0
12-No Passing Zone	0	0
13-None	0	0
14-Other	0	0
<b>Total</b>		<b>1</b>

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
<b>Total</b>	<b>1</b>	<b>0</b>

Road Character		Total
1-Level	0	1
2-On Grade	0	0
3-Top of Hill	0	0
4-Bottom of Hill	0	0
5-Other	0	0
<b>Total</b>		<b>1</b>

Light		Total
1-Daylight	1	1
2-Dawn	0	0
3-Dusk	0	0
4-Dark - Lighted	0	0
5-Dark - Not Lighted	0	0
6-Dark - Unknown Lighting	0	0
7-Unknown	0	0
<b>Total</b>		<b>1</b>

### Crash Summary II - Characteristics

Crashes by Year and Month				
Month	2012	2013	2014	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	1	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

Report is limited to the last 10 years of data.

### Crash Summary II - Characteristics

#### Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Blowing Sand, Soil, Dirt</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Blowing Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Clear</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cloudy</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Fog, Smog, Smoke</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Other</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rain</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Severe Crosswinds</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

## Crash Summary Report

### Report Selections and Input Parameters

REPORT SELECTIONS

**Crash Summary I - Single Node**
     
  **Section Detail**
     
  **Crash Summary II**
     
  **1320 Public**
     
  **1320 Private**
     
  **1320 Summary**

REPORT DESCRIPTION

Route 27 and University Drive

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: **0008X**      Start Node: **26400**      Start Offset: **0**       **Exclude First Node**  
 End Node: **26400**      End Offset: **0**       **Exclude Last Node**

## Crash Summary I

Node	Route - MP	Node Description	Nodes							Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF			
			U/R	Total Crashes	K	A	B	C	PD							
26400	0008X - 2.16	Int of CIVIC CENTER DR UNIVERSITY DR	2	1	0	0	0	0	1	0.0	4.742	0.07	0.36	0.00		
<i>Statewide Crash Rate: 0.14</i>																
<b>Study Years: 3.00</b>			<b>NODE TOTALS:</b>			1	0	0	0	0	1	0.0	4.742	0.07	0.36	0.20

### Crash Summary II - Characteristics

Crashes by Day and Hour																										
Day Of Week	AM											PM											Un	Tot		
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>																						

Vehicle Counts by Type			
Unit Type	Total	Unit Type	Total
1-Passenger Car	2	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>2</b>
5-Pickup	0		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

### Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash								Crashes by Apparent Physical Condition And Driver							
Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total	Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	0	0	0	0	0	0	Apparently Normal	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0	Physically Impaired or Handicapped	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	1	0	0	0	0	1	Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0	Ill (Sick)	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0	Asleep or Fatigued	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0	Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0	Other	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0	<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Drove Too Fast For Conditions	0	0	0	0	0	0	0								
Improper Turn	0	0	0	0	0	0	0								
Improper Backing	0	0	0	0	0	0	0								
Improper Passing	0	0	0	0	0	0	0								
Wrong Way	0	0	0	0	0	0	0								
Followed Too Closely	0	0	0	0	0	0	0								
Failed to Keep in Proper Lane	0	0	0	0	0	0	0								
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0								
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1								
Over-Correcting/Over-Steering	0	0	0	0	0	0	0								
Other Contributing Action	0	0	0	0	0	0	0								
Unknown	0	0	0	0	0	0	0								
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

Driver Age by Unit Type						
Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	1	0	0	0	0	1
50-59	1	0	0	0	0	1
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

### Crash Summary II - Characteristics

Most Harmful Event		Total
1-Overturn / Rollover	0	0
2-Fire / Explosion	0	0
3-Immersion	0	0
4-Jackknife	0	0
5-Cargo / Equipment Loss Or Shift	0	0
6-Fell / Jumped from Motor Vehicle	0	0
7-Thrown or Falling Object	0	0
8-Other Non-Collision	0	0
9-Pedestrian	0	0
10-Pedalcycle	0	0
11-Railway Vehicle - Train, Engine	0	0
12-Animal	0	0
13-Motor Vehicle in Transport	2	2
14-Parked Motor Vehicle	0	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0	0
16-Work Zone / Maintenance Equipment	0	0
17-Other Non-Fixed Object	0	0
18-Impact Attenuator / Crash Cushion	0	0
19-Bridge Overhead Structure	0	0
20-Bridge Pier or Support	0	0
21-Bridge Rail	0	0
22-Cable Barrier	0	0
23-Culvert	0	0
24-Curb	0	0
25-Ditch	0	0
26-Embankment	0	0
27-Guardrail Face	0	0
28-Guardrail End	0	0
29-Concrete Traffic Barrier	0	0
30-Other Traffic Barrier	0	0
31-Tree (Standing)	0	0
32-Utility Pole / Light Support	0	0
33-Traffic Sign Support	0	0
34-Traffic Signal Support	0	0
35-Fence	0	0
36-Mailbox	0	0
37-Other Post Pole or Support	0	0

Most Harmful Event		Total
38-Other Fixed Object (wall, building, tunnel, etc.)	0	0
39-Unknown	0	0
40-Gate or Cable	0	0
41-Pressure Ridge	0	0
<b>Total</b>		<b>2</b>

Traffic Control Devices		Total
1-Traffic Signals (Stop & Go)	0	0
2-Traffic Signals (Flashing)	0	0
3-Advisory/Warning Sign	0	0
4-Stop Signs - All Approaches	0	0
5-Stop Signs - Other	0	0
6-Yield Sign	0	0
7-Curve Warning Sign	0	0
8-Officer, Flagman, School Patrol	0	0
9-School Bus Stop Arm	0	0
10-School Zone Sign	0	0
11-R.R. Crossing Device	0	0
12-No Passing Zone	0	0
13-None	1	1
14-Other	0	0
<b>Total</b>		<b>1</b>

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	1	0
<b>Total</b>	<b>1</b>	<b>0</b>

Road Character		Total
Road Grade		Total
1-Level		1
2-On Grade		0
3-Top of Hill		0
4-Bottom of Hill		0
5-Other		0
<b>Total</b>		<b>1</b>

Light		Total
Light Condition		Total
1-Daylight		0
2-Dawn		0
3-Dusk		1
4-Dark - Lighted		0
5-Dark - Not Lighted		0
6-Dark - Unknown Lighting		0
7-Unknown		0
<b>Total</b>		<b>1</b>

### Crash Summary II - Characteristics

#### Crashes by Year and Month

Month	2012	2013	2014	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	1	1
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Report is limited to the last 10 years of data.

### Crash Summary II - Characteristics

#### Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Blowing Sand, Soil, Dirt</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Blowing Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Clear</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cloudy</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Fog, Smog, Smoke</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Other</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rain</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Severe Crosswinds</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

### Crash Summary II - Characteristics

#### Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Snow</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

## 2013 Maine Transportation Count Book

## Kennebec

TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT09	AADT10	AADT11	AADT12	AADT13
11 ALBION	35505	0009X	SR 9/137/US 202 S/O IR 1442(SCHOOL ST)	C	II	.	.	2150	.	.
11 ALBION	96102	0009X	SR 9/137/US 202 NE/O IR 539 (ABBOTT RD)	C	II	.	.	2340	.	.
11 ALBION	35501	00448	IR 448 (BENTON RD) N/O SR 9/137/US 202	C	I	.	.	1620	.	.
11 ALBION	35601	00553	IR 553 (E BENTON RD) N/O IR 448 (BENTON)	C	I	.	.	490	.	.
11 ALBION	35703	0137X	SR 137 (BELFAST) E/O SR 9/US 202 (UNITY)	C	I	.	.	1330	.	.
11 AUGUSTA	11604	0003X	SR 3 SE/O SR 100/US 201 (RIVERSIDE DR)	S	I	.	.	8120	7890	.
11 AUGUSTA	11608	0003X	SR 3 NW/O SR 100/US 201 (RIVERSIDE DR)	C	I	.	.	15790	.	.
11 AUGUSTA	11808	0003X	SR 3 NW/O SR 104 (W RIVER RD)	C	I	14820	.	.	.	.
11 AUGUSTA	13403	0003X	SR 3/9/202 E/O CHURCH HILL RD @BR#2528	S	I	.	.	10350	9650	.
11 AUGUSTA	13407	0003X	SR 3/9/US 202 W/O CHURCH HILL RD	C	I	.	.	12110	.	.
11 AUGUSTA	13503	0003X	SR 3/9/US 202 E/O CROSS HILL RD	C	I	.	.	9530	.	.
11 AUGUSTA	13507	0003X	SR 3/9/US 202 W/O CROSS HILL RD	C	I	.	.	9630	.	.
11 AUGUSTA	02401	0008X	SR 8/11/27 (CVC CTR DR) N/O TOWNSEND RD	C	I	.	.	12930	.	.
11 AUGUSTA	02405	0008X	SR 8/11/27 (CVC CTR DR) S/O TOWNSEND RD	C	I	.	.	14010	.	.
11 AUGUSTA	02601	0008X	SR 8/11/27 (STATE ST) N/O CHANDLER ST	C	I	.	.	8040	.	.
11 AUGUSTA	02605	0008X	SR 8/11/27 (SB) (STATE ST) S/O CHANDLER	C	I	.	.	7250	.	.
11 AUGUSTA	04901	0008X	SR 8/11/27 (CVC CTR DR) N/O I-95 NB RMPS	C	I	.	.	18410	.	.
11 AUGUSTA	05401	0008X	SR 8/11/27 (MT VERNON) N/O BOND ST	C	I	.	.	13600	.	.
11 AUGUSTA	05405	0008X	SR 8/11/27 (STATE ST) S/O BOOTHBY ST	C	I	.	.	8720	.	.
11 AUGUSTA	05601	0008X	SR 8/11/27 (BELGRADE RD) N/O LEIGHTON RD	S	I	.	.	14390	14690	.
11 AUGUSTA	07605	0008X	SR 8/11/27 (STATE ST) S/O CHURCH ST	C	I	.	.	8750	.	.
11 AUGUSTA	12808	0008X	SR 8/11/27(CVC CTR) NW/O OLD BELGRADE RD	S	I	.	10680	.	.	.
11 AUGUSTA	13005	0008X	SR 8/11/27 (CIVIC CTR DR) S/O BOG RD	C	I	.	.	11180	.	.
<b>11 AUGUSTA</b>	<b>16005</b>	<b>0008X</b>	<b>SR 8/11/27 (CIVIC CTR) S/O UNIVERSITY DR</b>	<b>S</b>	<b>I</b>	<b>.</b>	<b>.</b>	<b>13930</b>	<b>.</b>	<b>.</b>
11 AUGUSTA	00901	0009X	SR 9/US 201/202 (BANGOR) N/O NOYES ST PL	S	I	.	.	19440	.	18800
11 AUGUSTA	01704	0009X	SR 9/17 (STONE ST) SE/O E TRAFFIC CIRCLE	S	I	.	.	.	.	24880
11 AUGUSTA	04303	0009X	SR 9/US 202(N BELFAST) E/O PURINGTON AVE	C	I	.	.	6520	.	.
11 AUGUSTA	04305	0009X	SR 9/US 201/202 (BANGOR) S/O SR 9/US 202	C	I	.	.	17320	.	.
11 AUGUSTA	04501	0009X	SR 9/100/201/202 (BANGOR) N/O MURRAY ST	C	I	.	.	19000	.	.
11 AUGUSTA	06702	0009X	SR 9/US 201/202 (BANGOR) NE/O LINDEN ST	C	I	.	.	18480	.	.
11 AUGUSTA	07107	0009X	SR 9/US 202 (N BELFAST) W/O SPAULDING ST	S	I	.	.	6150	5580	.
11 AUGUSTA	08004	0009X	SR 9/17 (STONE ST) SE/O MIDDLE ST	S	I	.	.	.	.	22290
11 AUGUSTA	00413	0011W	SR 11/17/202 (WESTERN)(WB) E/O ARMORY ST	C	I	.	.	10830	.	.
11 AUGUSTA	00417	0011W	SR 11/17/202 (WESTERN)(WB) W/O ARMORY ST	C	I	16070	.	13960	.	.

# Dawn-Marie Fahey

P.O. Box 1203  
Westbrook, Maine 04098

Augusta:Civic Center Drive & Gaywalk Rd  
Cloudy with spots of sun  
Thursday May 21, 2015

File Name : Augusta Civic & Gaywalk 052115  
Site Code : 00000002  
Start Date : 5/21/2015  
Page No : 1

Start Time	New Belgrade Road From North						Gaywalk Road From East						Groups Printed- Passenger Vehicles - Trucks - Semis - Bus Civic Center Drive From South						No Road From West										
	Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total						
03:00 PM	0	129	9		138		8	0	5		13		5	90	0		95		0	0	0		0		0	0	0		0
03:15 PM	0	135	10		145		7	0	3		10		3	111	0		114		0	0	0		0		0	0	0		0
03:30 PM	0	124	12		136		15	0	4		19		1	120	0		121		0	0	0		0		0	0	0		0
03:45 PM	0	138	9		147		3	0	3		6		3	125	0		128		0	0	0		0		0	0	0		0
Total	0	526	40		566		33	0	15		48		12	446	0		458		0	0	0		0		0	0	0		0
04:00 PM	0	145	14		159		11	0	5		16		4	101	0		105		0	0	0		0		0	0	0		0
04:15 PM	0	143	5		148		11	0	6		17		5	125	0		130		0	0	0		0		0	0	0		0
04:30 PM	0	152	5		157		8	0	1		9		3	118	0		121		0	0	0		0		0	0	0		0
04:45 PM	0	145	6		151		6	0	2		8		1	122	0		123		0	0	0		0		0	0	0		0
Total	0	585	30		615		36	0	14		50		13	466	0		479		0	0	0		0		0	0	0		0
05:00 PM	0	165	10		175		9	0	4		13		4	136	0		140		0	0	0		0		0	0	0		0
05:15 PM	0	140	3		143		7	0	1		8		2	92	0		94		0	0	0		0		0	0	0		0
05:30 PM	0	115	1		116		4	0	1		5		2	100	0		102		0	0	0		0		0	0	0		0
05:45 PM	0	125	6		131		5	0	1		6		3	102	0		105		0	0	0		0		0	0	0		0
Total	0	545	20		565		25	0	7		32		11	430	0		441		0	0	0		0		0	0	0		0

Augusta:Civic Center Drive & Gaywalk Rd  
Cloudy with spots of sun  
Thursday May 21, 2015

File Name : Augusta Civic & Gaywalk 052115  
Site Code : 00000002  
Start Date : 5/21/2015  
Page No : 2

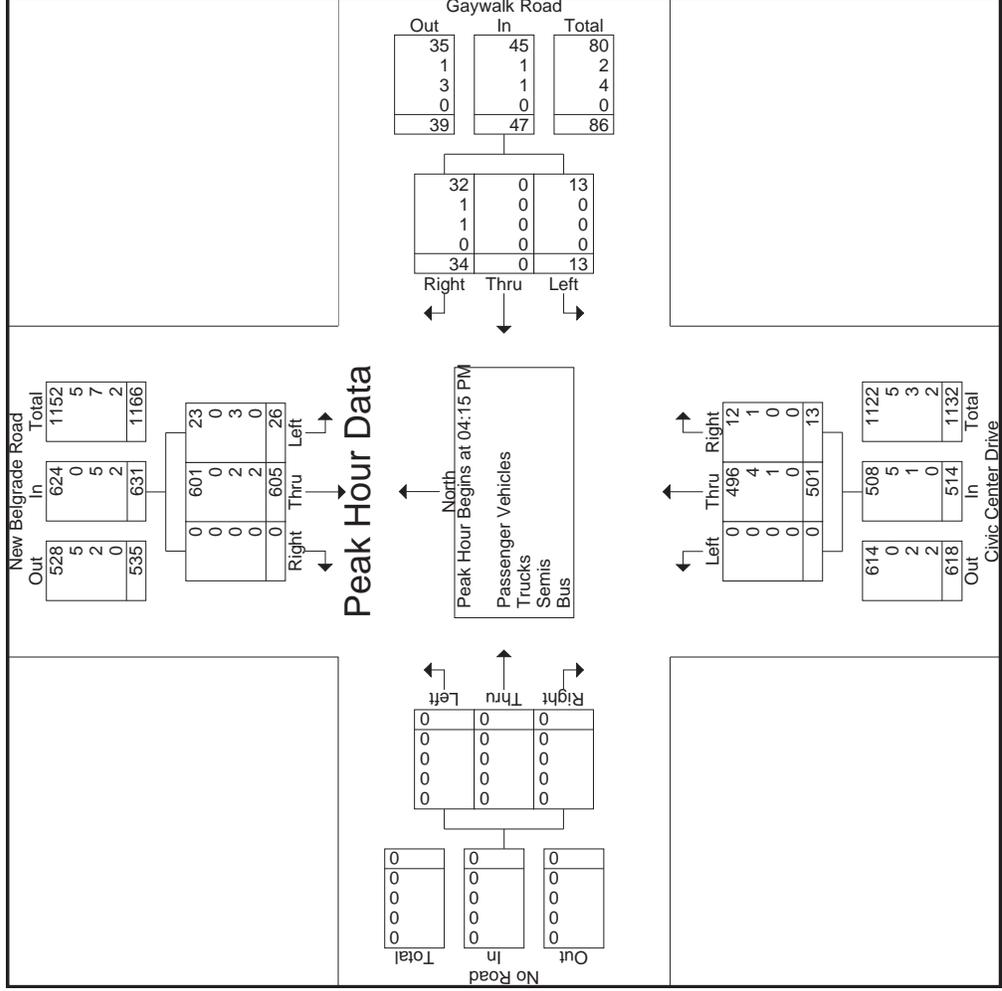
	New Belgrade Road From North						Gaywalk Road From East						Groups Printed- Passenger Vehicles - Trucks - Semis - Bus Civic Center Drive From South						No Road From West										
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Grand Total	0	1656	90	1746	94	0	36	130	36	1342	0	1378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3254
Approch %	0	94.8	5.2		72.3	0	27.7		2.6	97.4	0		0	0	0		0	0	0		0	0	0		0	0	0		
Total %	0	50.9	2.8	53.7	2.9	0	1.1	4	1.1	41.2	0	42.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger Vehicles	0	1637	85	1722	91	0	36	127	35	1328	0	1363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3212
% Passenger Vehicles	0	98.9	94.4	98.6	96.8	0	100	97.7	97.2	99	0	98.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98.7
Trucks	0	8	0	8	2	0	0	2	1	12	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
% Trucks	0	0.5	0	0.5	2.1	0	0	1.5	2.8	0.9	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7
Semis	0	5	5	10	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
% Semis	0	0.3	5.6	0.6	1.1	0	0	0.8	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Bus	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Bus	0	0.4	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2



Augusta:Civic Center Drive & Gaywalk Rd  
Cloudy with spots of sun  
Thursday May 21, 2015

File Name : Augusta Civic & Gaywalk 052115  
Site Code : 00000002  
Start Date : 5/21/2015  
Page No : 5

Start Time	New Belgrade Road From North			Gaywalk Road From East			Civic Center Drive From South			No Road From West							
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	143	5	148	0	0	6	17	5	125	0	130	0	0	0	0	0
04:30 PM	0	152	5	157	0	0	1	9	3	118	0	121	0	0	0	0	0
04:45 PM	0	145	6	151	0	0	2	8	1	122	0	123	0	0	0	0	0
05:00 PM	0	165	10	175	0	0	4	13	4	136	0	140	0	0	0	0	0
Total Volume	0	605	26	631	0	0	13	47	13	501	0	514	0	0	0	0	0
% App. Total	0	95.9	4.1		0	0	27.7		2.5	97.5	0		0	0	0	0	0
PHF	.000	.917	.650	.901	.000	.000	.542	.691	.650	.921	.000	.918	.000	.000	.000	.000	.909
Passenger Vehicles	0	601	23	624	0	0	13	45	12	496	0	508	0	0	0	0	1177
% Passenger Vehicles	0	99.3	88.5	98.9	0	0	100	95.7	92.3	99.0	0	98.8	0	0	0	0	98.7
Trucks	0	0	0	0	0	0	0	1	1	4	0	5	0	0	0	0	6
% Trucks	0	0	0	0	0	0	0	2.1	7.7	0.8	0	1.0	0	0	0	0	0.5
Semis	0	2	3	5	0	0	0	1	0	1	0	1	0	0	0	0	7
% Semis	0	0.3	11.5	0.8	0	0	0	2.1	0	0.2	0	0.2	0	0	0	0	0.6
Bus	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bus	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.2





# Dawn-Marie Fahey

P.O. Box 1203  
Westbrook, Maine 04098

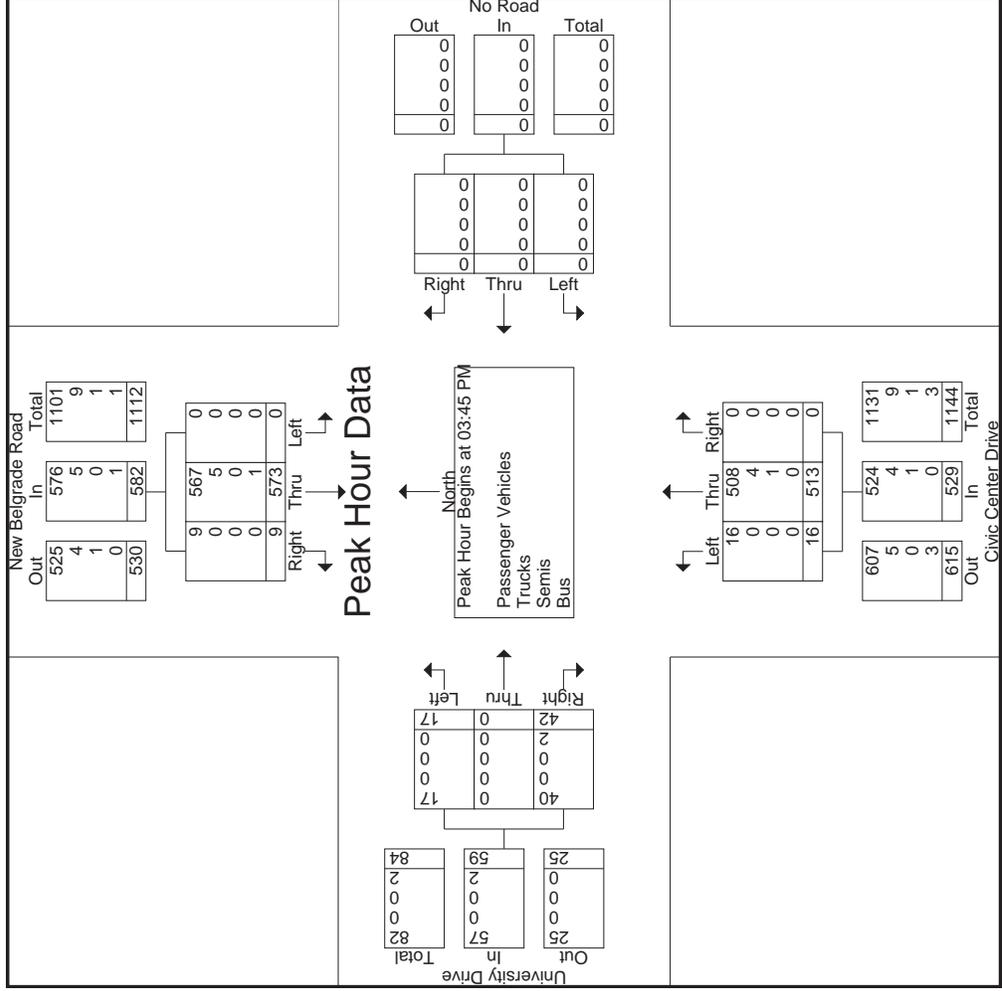
Sunny with clouds  
Wednesday May 20, 2015

File Name : Augusta, Civic & University Dr 052015  
Site Code : 00000001  
Start Date : 5/20/2015  
Page No : 2

	New Belgrade Road From North						No Road From East						Civic Center Drive From South						University Drive From West						
	Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		
Grand Total	19	1649	0		1668		0	0	0	0	0		0	1356	35		1391		81	0	0	0	115		3174
Approch %	1.1	98.9	0				0	0	0	0		0	97.5	2.5				70.4	0	0	0	29.6			
Total %	0.6	52	0		52.6		0	0	0	0		0	42.7	1.1		43.8		2.6	0	0	0	1.1		3.6	
Passenger Vehicles	19	1625	0		1644		0	0	0	0		0	1343	35		1378		78	0	0	0	112		3134	
% Passenger Vehicles	100	98.5	0		98.6		0	0	0	0		0	99	100		99.1		96.3	0	0	0	97.4		98.7	
Trucks	0	14	0		14		0	0	0	0		0	9	0		9		0	0	0	0	0		23	
% Trucks	0	0.8	0		0.8		0	0	0	0		0	0.7	0		0.6		0	0	0	0	0		0.7	
Semis	0	2	0		2		0	0	0	0		0	2	0		2		0	0	0	0	0		4	
% Semis	0	0.1	0		0.1		0	0	0	0		0	0.1	0		0.1		0	0	0	0	0		0.1	
Bus	0	8	0		8		0	0	0	0		0	2	0		2		3	0	0	0	3		13	
% Bus	0	0.5	0		0.5		0	0	0	0		0	0.1	0		0.1		3.7	0	0	0	2.6		0.4	







Summary of All Intervals

Run Number	2	4	5	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1366	1321	1257	1307	1283	1306
Vehs Exited	1362	1321	1259	1309	1279	1305
Starting Vehs	6	16	15	11	8	9
Ending Vehs	10	16	13	9	12	11
Travel Distance (mi)	345	332	319	329	322	329
Travel Time (hr)	13.1	12.6	12.1	12.5	12.3	12.5
Total Delay (hr)	1.2	1.2	1.1	1.1	1.2	1.2
Total Stops	136	136	125	144	138	135
Fuel Used (gal)	10.9	10.6	10.0	10.3	10.2	10.4

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	4	5	6	7	Avg
Vehs Entered	1366	1321	1257	1307	1283	1306
Vehs Exited	1362	1321	1259	1309	1279	1305
Starting Vehs	6	16	15	11	8	9
Ending Vehs	10	16	13	9	12	11
Travel Distance (mi)	345	332	319	329	322	329
Travel Time (hr)	13.1	12.6	12.1	12.5	12.3	12.5
Total Delay (hr)	1.2	1.2	1.1	1.1	1.2	1.2
Total Stops	136	136	125	144	138	135
Fuel Used (gal)	10.9	10.6	10.0	10.3	10.2	10.4

5: Civic Center Dr/Civic Center Drive & Gaywalk St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.1	0.0	0.7	0.5
Total Del/Veh (s)	9.2	0.5	0.5	0.8

7: Civic Center Dr & University Dr Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	1.3	0.4	0.0	0.2
Total Del/Veh (s)	9.4	1.0	0.5	1.1

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	2.5

Queuing and Blocking Report  
2016 PM Pre Development

2016 Weekday PM Peak Hour PRE Development  
6/29/2015

Intersection: 5: Civic Center Dr/Civic Center Drive & Gaywalk St

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	52	70	36
Average Queue (ft)	10	18	12
95th Queue (ft)	34	45	38
Link Distance (ft)	188		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	125
Storage Blk Time (%)	1	1	
Queuing Penalty (veh)	0	0	

Intersection: 7: Civic Center Dr & University Dr

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	39	67	106
Average Queue (ft)	15	25	14
95th Queue (ft)	41	53	59
Link Distance (ft)		247	598
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
2016 PM Pre Development

2016 Weekday PM Peak Hour PRE Development  
6/29/2015

Summary of All Intervals

Run Number	2	4	5	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1366	1321	1257	1307	1283	1306
Vehs Exited	1362	1321	1259	1309	1279	1305
Starting Vehs	6	16	15	11	8	9
Ending Vehs	10	16	13	9	12	11
Travel Distance (mi)	345	332	319	329	322	329
Travel Time (hr)	13.1	12.6	12.1	12.5	12.3	12.5
Total Delay (hr)	1.2	1.2	1.1	1.1	1.2	1.2
Total Stops	136	136	125	144	138	135
Fuel Used (gal)	10.9	10.6	10.0	10.3	10.2	10.4

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00					
End Time	5:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	2	4	5	6	7	Avg
Vehs Entered	1366	1321	1257	1307	1283	1306
Vehs Exited	1362	1321	1259	1309	1279	1305
Starting Vehs	6	16	15	11	8	9
Ending Vehs	10	16	13	9	12	11
Travel Distance (mi)	345	332	319	329	322	329
Travel Time (hr)	13.1	12.6	12.1	12.5	12.3	12.5
Total Delay (hr)	1.2	1.2	1.1	1.1	1.2	1.2
Total Stops	136	136	125	144	138	135
Fuel Used (gal)	10.9	10.6	10.0	10.3	10.2	10.4

5: Civic Center Dr/Civic Center Drive & Gaywalk St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	2.9	0.6	0.5
Total Del/Veh (s)	22.8	5.1	0.5	0.3	4.4	0.4	0.8

7: Civic Center Dr & University Dr Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	4.1	0.2	0.5	0.4	0.0	0.0	0.2
Total Del/Veh (s)	16.5	6.5	5.3	0.8	0.5	0.2	1.1

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	2.5

Intersection: 5: Civic Center Dr/Civic Center Drive & Gaywalk St

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	52	70	36
Average Queue (ft)	10	18	12
95th Queue (ft)	34	45	38
Link Distance (ft)	188		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	125	
Storage Blk Time (%)	1	1	
Queuing Penalty (veh)	0	0	

Intersection: 7: Civic Center Dr & University Dr

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	39	67	106
Average Queue (ft)	15	25	14
95th Queue (ft)	41	53	59
Link Distance (ft)	247 598		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 0
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Lanes, Volumes, Timings  
5: Civic Center Dr/Civic Center Drive & Gaywalk St 2016 Weekday PM PRE Development 6/29/2015

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↔	↔	↕
Volume (vph)	13	35	549	14	27	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50		50	125	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	1863	1583	1770	1863
Link Speed (mph)	30		30		30	
Link Distance (ft)	234		357		422	
Travel Time (s)	5.3		8.1		9.6	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	19	50	597	15	30	694
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	50	597	15	30	694
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.9% ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings  
7: Civic Center Dr & University Dr 2016 Weekday PM PRE Development 6/29/2015

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Volume (vph)	17	43	16	546	628	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.998	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1752	1568	0	1861	1859	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1752	1568	0	1861	1859	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	276			626	357	
Travel Time (s)	6.3			14.2	8.1	
Peak Hour Factor	0.71	0.71	0.91	0.91	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	24	61	18	600	675	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	61	0	618	686	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	-6			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.6% ICU Level of Service A
Analysis Period (min)	15

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1387	1372	1338	1372	1399	1373
Vehs Exited	1374	1381	1339	1356	1398	1371
Starting Vehs	5	20	9	5	9	9
Ending Vehs	18	11	8	21	10	11
Travel Distance (mi)	340	338	331	339	348	339
Travel Time (hr)	13.3	13.3	13.0	13.2	13.4	13.2
Total Delay (hr)	1.5	1.5	1.4	1.4	1.4	1.5
Total Stops	196	203	188	181	163	187
Fuel Used (gal)	11.1	11.1	10.7	11.0	11.2	11.0

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	3	5	6	7	Avg
Vehs Entered	1387	1372	1338	1372	1399	1373
Vehs Exited	1374	1381	1339	1356	1398	1371
Starting Vehs	5	20	9	5	9	9
Ending Vehs	18	11	8	21	10	11
Travel Distance (mi)	340	338	331	339	348	339
Travel Time (hr)	13.3	13.3	13.0	13.2	13.4	13.2
Total Delay (hr)	1.5	1.5	1.4	1.4	1.4	1.5
Total Stops	196	203	188	181	163	187
Fuel Used (gal)	11.1	11.1	10.7	11.0	11.2	11.0

5: Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	3.2	0.0	0.7	0.5
Total Del/Veh (s)	8.7	0.5	0.6	1.0

7: Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.3	2.5	0.4	0.0	0.3
Total Del/Veh (s)	10.4	12.3	1.0	0.9	1.6

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	3.0

Queuing and Blocking Report  
2016 PM Post Development

2016 Weekday PM Peak Hour Post Development  
6/28/2015

Intersection: 5:

Movement	WB	WB	NB	SB
Directions Served	L	R	T	L
Maximum Queue (ft)	54	54	4	45
Average Queue (ft)	12	21	0	13
95th Queue (ft)	36	43	3	41
Link Distance (ft)	188		282	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		125
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Intersection: 7:

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	46	64	38	30	96	107
Average Queue (ft)	16	26	13	8	11	11
95th Queue (ft)	43	51	37	29	51	54
Link Distance (ft)		247		173	591	282
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75		60			
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Network Summary

Network wide Queuing Penalty: 1

SimTraffic Simulation Summary  
2016 PM Post Development

2016 Weekday PM Peak Hour Post Development  
6/28/2015

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	3:55	3:55	3:55	3:55	3:55	3:55
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1387	1372	1338	1372	1399	1373
Vehs Exited	1374	1381	1339	1356	1398	1371
Starting Vehs	5	20	9	5	9	9
Ending Vehs	18	11	8	21	10	11
Travel Distance (mi)	340	338	331	339	348	339
Travel Time (hr)	13.3	13.3	13.0	13.2	13.4	13.2
Total Delay (hr)	1.5	1.5	1.4	1.4	1.4	1.5
Total Stops	196	203	188	181	163	187
Fuel Used (gal)	11.1	11.1	10.7	11.0	11.2	11.0

Interval #0 Information Seeding

Start Time	3:55
End Time	4:00
Total Time (min)	5
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00					
End Time	5:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	2	3	5	6	7	Avg
Vehs Entered	1387	1372	1338	1372	1399	1373
Vehs Exited	1374	1381	1339	1356	1398	1371
Starting Vehs	5	20	9	5	9	9
Ending Vehs	18	11	8	21	10	11
Travel Distance (mi)	340	338	331	339	348	339
Travel Time (hr)	13.3	13.3	13.0	13.2	13.4	13.2
Total Delay (hr)	1.5	1.5	1.4	1.4	1.4	1.5
Total Stops	196	203	188	181	163	187
Fuel Used (gal)	11.1	11.1	10.7	11.0	11.2	11.0

5: Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.3	4.1	0.0	0.0	3.1	0.6	0.5
Total Del/Veh (s)	19.4	5.2	0.6	0.3	4.9	0.4	1.0

7: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.1	0.2	4.1	0.1	0.1	0.5	0.4	0.5	0.0	0.0	0.0
Total Del/Veh (s)	19.0	6.3	6.9	15.6	9.0	6.8	5.6	0.9	0.8	4.7	0.8	0.7

7: Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	1.6

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	3.0

Intersection: 5:

Movement	WB	WB	NB	SB
Directions Served	L	R	T	L
Maximum Queue (ft)	54	54	4	45
Average Queue (ft)	12	21	0	13
95th Queue (ft)	36	43	3	41
Link Distance (ft)	188		282	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		125
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Intersection: 7:

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	46	64	38	30	96	107
Average Queue (ft)	16	26	13	8	11	11
95th Queue (ft)	43	51	37	29	51	54
Link Distance (ft)		247		173	591	282
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75		60			
Storage Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			

Network Summary

Network wide Queuing Penalty: 1
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Lanes, Volumes, Timings  
 5: Civic Center Dr/Civic Center Drive & Gaywalk St 2016 Weekday PM Post Development  
 6/29/2015

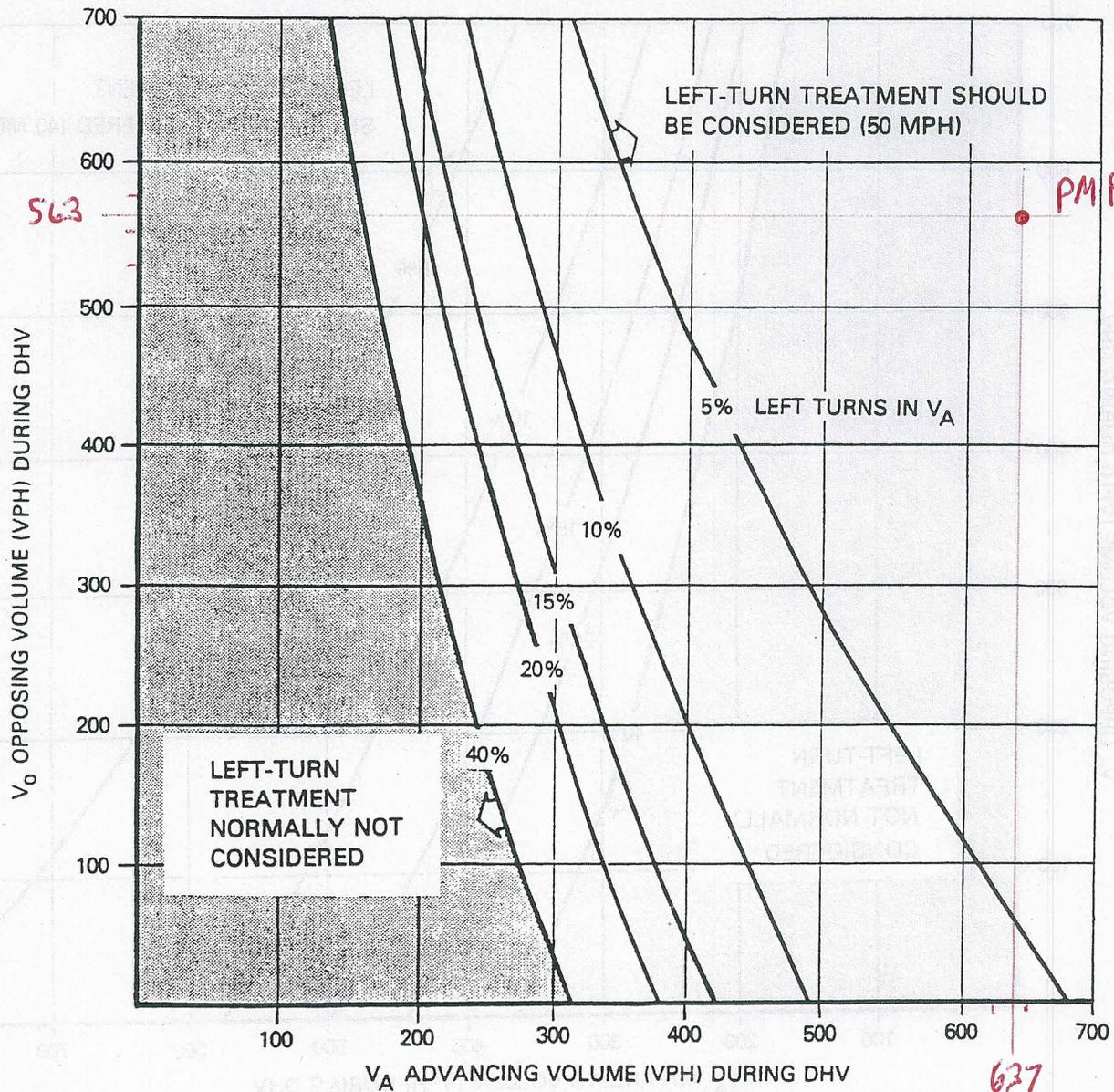
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Volume (vph)	15	43	542	17	33	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50		50	125	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1863	1583	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	1863	1583	1770	1863
Link Speed (mph)	30		30		30	
Link Distance (ft)	234		357		422	
Travel Time (s)	5.3		8.1		9.6	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	21	61	589	18	37	690
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	61	589	18	37	690
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 7: Civic Center Dr & University Dr/Credit Union 2016 Weekday PM Post Development  
 6/29/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↕	↕	↔	↔	↔
Volume (vph)	17	1	43	16	1	7	16	535	13	13	614	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	60		0	0	0	0	0	0	0
Storage Lanes	1		0	1		0	0	0	0	0	0	0
Taper Length (ft)	100			75			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.852			0.867			0.997			0.998	
Flt Protected	0.950			0.950				0.999			0.999	
Satd. Flow (prot)	1752	1572	0	1770	1615	0	0	1855	0	0	1857	0
Flt Permitted	0.950			0.950				0.999			0.999	
Satd. Flow (perm)	1752	1572	0	1770	1615	0	0	1855	0	0	1857	0
Link Speed (mph)		30		30				30			30	
Link Distance (ft)		276		202				626			357	
Travel Time (s)		6.3		4.6				14.2			8.1	
Peak Hour Factor	0.71	0.71	0.71	0.90	0.90	0.90	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	24	1	61	18	1	8	18	588	14	14	660	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	62	0	18	9	0	0	620	0	0	685	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		-6			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15		9	15	9	15		9	15
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
Analysis Period (min)	15
	ICU Level of Service A



- Instructions:**
1. The family of curves represent the percent of left turns in the advancing volume ( $V_A$ ). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
  2. Read  $V_A$  and  $V_O$  into the chart and locate the intersection of the two volumes.
  3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

**VOLUME WARRANTS FOR LEFT-TURN LANES  
AT UNSIGNALIZED INTERSECTIONS ON 2-LANE HIGHWAYS  
(50 mph)**

Figure 8-18

CIVIC CENTER DR. AT SITE DR.