Engineering,
Landscape Architecture
and Environmental Science

MILONE & MACBROOM®

Traffic Impact Study

TO: **James E. Coffin, P.E.**
Vice President
E.S. Coffin Engineering & Surveying, Inc.
P.O. Box 4687, 432 Cony Road
Augusta, Maine 04330

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

DATE: November 2, 2014

RE: **Traffic Impact Study**
Proposed 121 Room Hotel
White Rice Lane, Augusta, Maine

Milone and MacBroom, Inc. (MMI) has completed a traffic impact study for the proposed 121-room hotel to be located off of White Rice Lane on Western Avenue in Augusta. The site will have a single 35 ft. wide entrance on Western Avenue that will be a right-in and right-out only access. The site previously had three single family homes on it. The site entrance is located approximately 600 ft. east of the signalized intersection of Edison Drive on Western Avenue.

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

1. Expected new trip generation for the hotel
2. Sight distances from the proposed right-in and right-out only site access on Western Avenue
3. Accident data for the section of Western Avenue that the site entrance is located.
4. Traffic volumes on Western Avenue in the vicinity of the project
5. Traffic operations analysis for the proposed site entrance on Western Avenue.

Site Trip Generation

We have calculated expected site trip generation utilizing the 8th Edition of the Institute of Transportation Engineer's Trip Generation Manual, specifically Land Use Code 310, for Hotels. 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.

LUC 310 Hotel						
Time Period	**Rooms**	**Rate (trips/room)**	**Trip-Ends**	**Enter**	**Exit**	**Check**
Weekday AM Peak Hour Site	121	0.52	63	34.6	28.3	63
Weekday AM Peak Hour Roadway (7-9AM)	121	0.56	68	41.3	26.4	68
Weekday PM Peak Hour Site	121	0.61	74	42.8	31.0	74
Weekday PM Peak Hour Roadway (4-6PM)	121	0.59	71	37.8	33.6	71
Saturday Peak Hour	121	0.72	87	48.8	38.3	87

Notes: Reference ITE Trip Gen Manual, 8th Edition

Our review of expected trip generation indicates that this development will produce 68 weekday AM peak hour trip-ends, 71 weekday PM peak hour trips-ends and 87 Saturday peak hour trip-ends. Based on these calculations, this development will not require a Maine DOT Traffic Movement Permit (MDOT TMP). Developments require a MDOT TMP when they generate the minimum threshold of 100 or more new peak hour trip-ends. However, our review of City of Augusta Land Use Ordinances indicates that new developments that produce 35 new peak hour trip-ends are generally required to perform a traffic study.

Western Avenue

Western Avenue in the vicinity of the development is four-lane bi-directional state route roadway with a posted speed limit of 35 mph. Western Avenue is also Route 11/17 and 202. In the vicinity of the proposed site entrance it also has a raised center median. This will restrict movements into and out of the site to only a right-in and right-out only. A review of Maine DOT Average Annual Daily Traffic Counts (AADT) indicates that this section carries a heavy traffic volume, approximately 25,000 vehicles per day. This section of Western Avenue is classified as a Type 1 or Commuter roadway, which generally indicates that it will experience a low amount of seasonal fluctuations in traffic volumes. Western Avenue connects surrounding communities to the Augusta area as well as serves as a connection point to the I-95 Western Avenue Interchange.

Sight Distance

Sight distance measurements were taken from the proposed site entrance location on Western Avenue in accordance with City of Augusta regulations. The site distances were measured and found to be over 500 ft. looking in both directions from the site entrance. Photos below show the observed sight distances from the site entrance. For a posted speed of 35 mph the City of Augusta requires a recommended intersection sight distance of 350 ft. and a minimum sight distance of 250 ft. Based on our measurements and field observations the site entrance provides satisfactory sight distance. We have included photos below looking both right (west) and left (east) from the proposed site entrance location.

Site Entrance - Looking to the Left (East)

Site Entrance - Looking to the Right (West)

Accident Data

We have reviewed accident data for the latest available three-year period available from Maine DOT. We have reviewed data for the section of Western Avenue that the site entrance is located. Specifically, Maine DOT has identified this section of Western Avenue from the I-95 Interchange southbound off-ramp to the intersection of Edison Drive, a distance of 0.20 miles. A review of accident data for this section of Western Avenue revealed that there were four accidents from 2011 – 2013. The four accidents were all rear-end/sideswipe type and involved only property damage. No injuries were reported. The Critical Rate Factor for this section of Western Avenue was 0.37. Additional Maine DOT accident data for this section of Western Avenue is included in the appendix.

An intersection or section of roadway is considered to be a high crash location if it has a minimum of eight crashes in a three-year period and a Critical Rate Factor of 1.0 or greater.

Traffic Counts and Distribution

We performed traffic counts on October 14, 2014. The counts were taken for the weekday morning, and afternoon peak hours. These counts are shown in Figure 2 enclosed at the end of this report. In accordance with typical Maine DOT procedures, we then seasonally adjusted the traffic counts to the sixth highest week (increased by 7%). The seasonally adjusted traffic counts were then annually adjusted by 1% to account for the 2015 build year. The adjusted traffic volumes are shown in Figure 3 at the end of this report. We then added the entering and exiting site generated trip-ends to the adjusted traffic volumes to arrive at the 2015 Post Development Traffic Volumes shown in Figure 4, which were used for traffic operations analysis.

The assignment of site generated trips included all of the exiting trip-ends heading west via the right-turn out only site access and the entering traffic all coming from the east via the right-turn in only site access. Overall we would expect a significant portion of the site trips to have arrival/destination origins to and from I-95 with the remainder having origins from the east and west utilizing Western Avenue.

Traffic Operations Analysis

We have performed traffic operations analysis for the site entrance on Western Avenue for the weekday AM and PM peak hours. These analysis time periods are typically when the Western Avenue traffic volumes would be highest during commuter time periods. The analysis is based on the Post Development Traffic Volumes shown in Figure 4. The analysis was completed for an unsignalized intersection utilizing Synchro traffic modeling software. In performing the analysis we determined the anticipated level-of-service (LOS), average delay by approach and also the 95th percentile queues.

LOS for traffic operations is defined using a grading system, similar to an academic system, with the best being LOS "A" and the worse LOS "F". Table 2 below defines the criteria for LOS; A, B, C, D, E and F. Table 3 summarizes the results of our traffic operations analysis using Synchro.

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
2015 Post Development
Site Entrance at Western Avenue
Synchro Traffic Operations & Queuing

	Overall	Western Ave EB	Western Ave EB	Site Entrance SB
	LOS/Delay	LOS/Delay/95th Q	LOS/Delay/95th Q	LOS/Delay 95th Q
Post Dev AM	A/0.2s	A/0.0s /0ft	A/0.0s/0ft	B/13.2s/5ft
Post Dev PM	A/0.2s	A/0.0s /0ft	A/0.0s/0ft	C/16.2s/9ft

The results of the analysis indicate that the site entrance will function satisfactorily under the weekday AM and PM peak hour 2015 Post Development conditions. Overall the intersections will function at LOS A and all of the approaches will function at LOS "C" or better. The analysis also shows that the vehicles slowing to turn right into the site will not have a significant impact to the free flowing traffic streams on Western Avenue.

Conclusions

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

- Our review of expected trip generation indicates that this development will produce 68 weekday AM peak hour trip-ends, 71 weekday PM peak hour trips-ends and 87 Saturday peak hour trip-ends. Based on these calculations, this development will not require a Maine DOT Traffic Movement Permit (MDOT TMP).

- Our review of accident data did not reveal any high crash locations or significant accident patterns along the section of Western Avenue that the site entrance is located on. Specifically, Maine DOT has identified this section of Western Avenue from the I-95 Interchange southbound off-ramp to the intersection of Edison Drive, a distance of 0.20 miles. A review of accident data for this section of Western Avenue revealed that there were four accidents from 2011 – 2013. The four accidents were all rear-end/sideswipe type and involved only property damage. No injuries were reported.

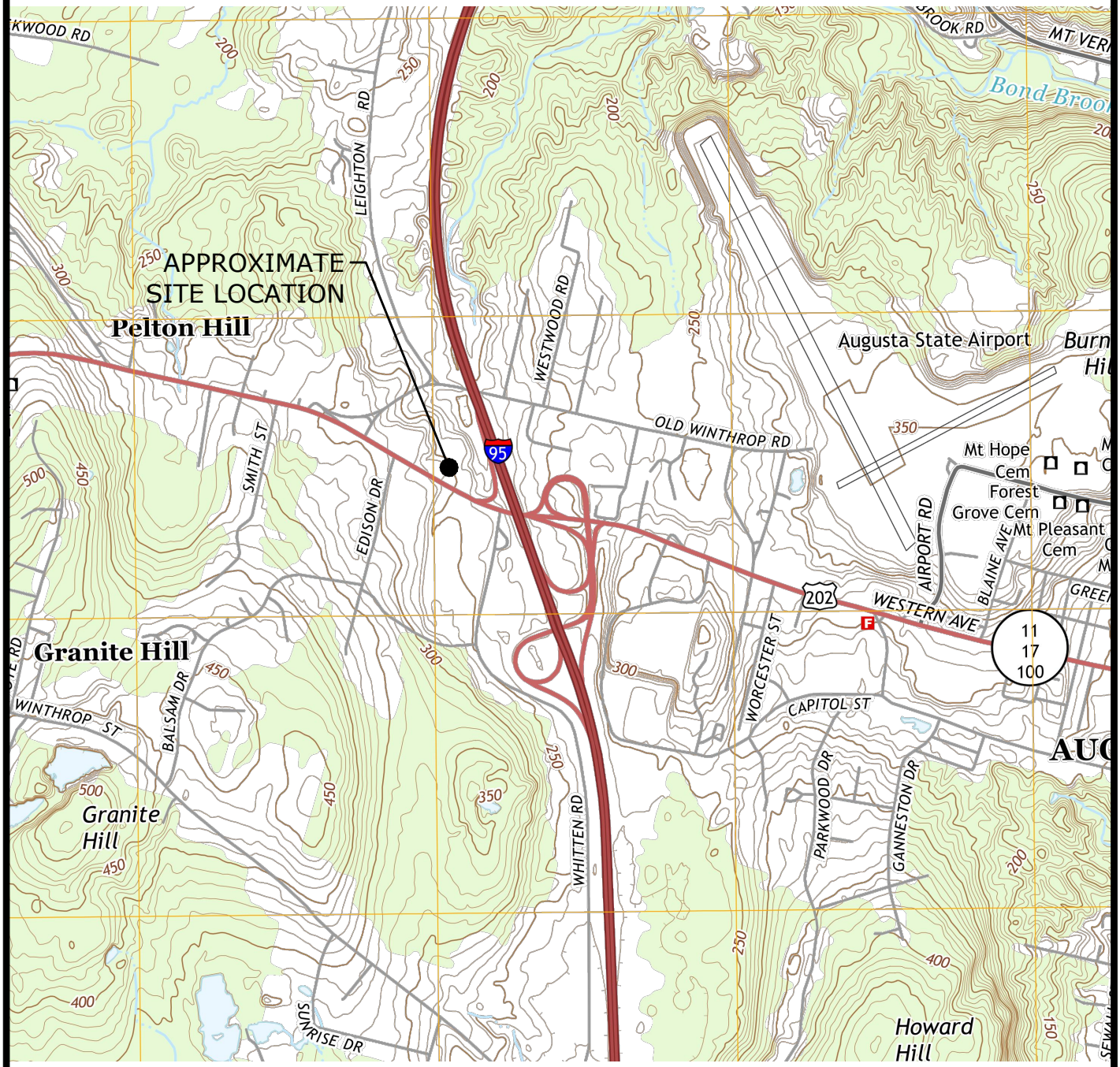
- Sight distances were measured and found to be over 500 ft. looking in both directions from the site entrance. For a posted speed of 35 mph the City of Augusta requires a recommended intersection sight distance of 350 ft. and a minimum sight distance of 250 ft. Based on our measurements and field observations the site entrance provides satisfactory sight distance.

- Our review of traffic operations indicates that the site entrance on Western Avenue should function satisfactory with the additional trips from the hotel development. Overall the intersections will function at LOS A and all of the approaches will function at LOS "C" or better.

- Overall it is our professional opinion that the proposed hotel development will not have significant impact to traffic operations and safety along this section of Western Avenue at this time.

APPENDIX

1. **Maine DOT ADT Counts & Roadway Type Western Ave**
2. **Traffic Count Data**
3. **Maine DOT Accident Data**
4. **Maine DOT Weekly Group Mean Factors**
5. **Synchro Traffic Operations Analysis**



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SITE LOCATION MAP

PROPOSED HOTEL - GEORGE SCHOTT

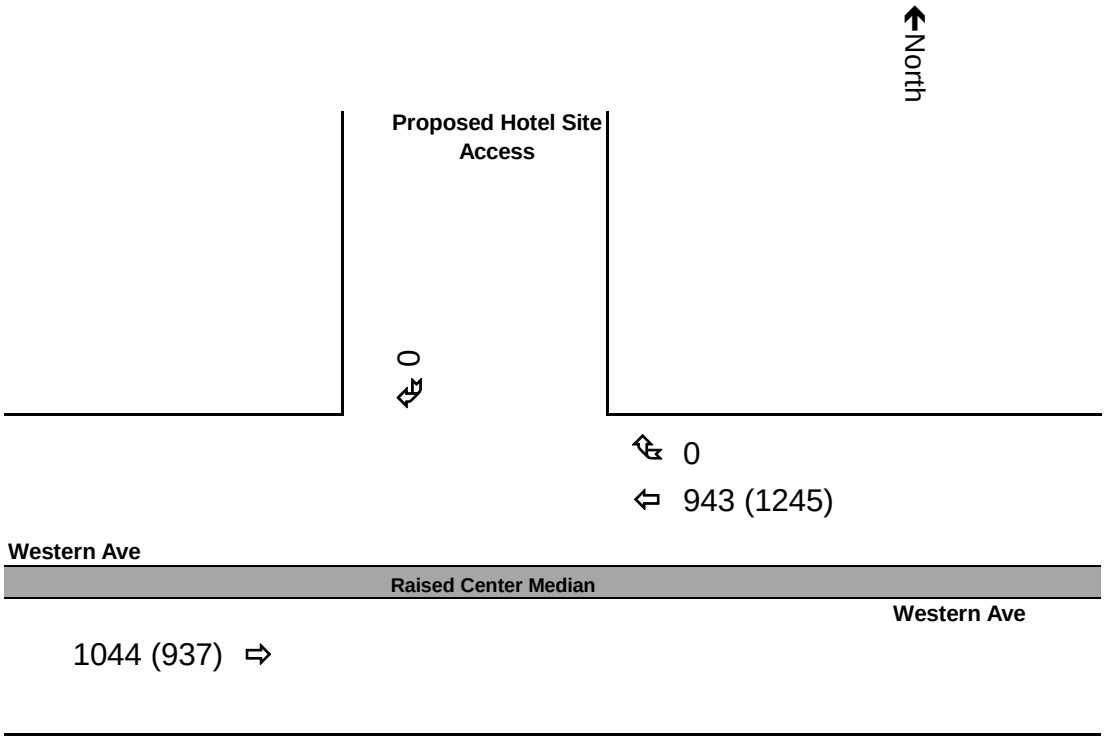
OLD WINTHROP ROAD & WESTERN AVENUE
AUGUSTA, ME

PROJECT PHASE: REV: ---

DATE	OCT. 31, 2014
SCALE	NTS
PROJ. NO.	5423-01
DESIGNED	---
DRAWN	SMW
CHECKED	JQA
DRAWING NAME:	FIG. 1

Copyright Milone & MacBroom, Inc - 2014

Drawing: W:\DESIGN\5423-01-DE\CAD\SITELOCATIONMAP.DWG Layout Tab:8.5X11V
Plotted by: STEPHANIEW On this date: Fri, 2014 October 31 - 4:35pm



Legend

XX: Weekday AM Peak Hour Traffic Volume (7:15 - 8:15)
(XX): Weekday PM Peak Hour Traffic Volume (4:45 - 5:45)

~Traffic Counts Taken By Accurate Counts on 10/14/14

2014 Existing Traffic Volumes

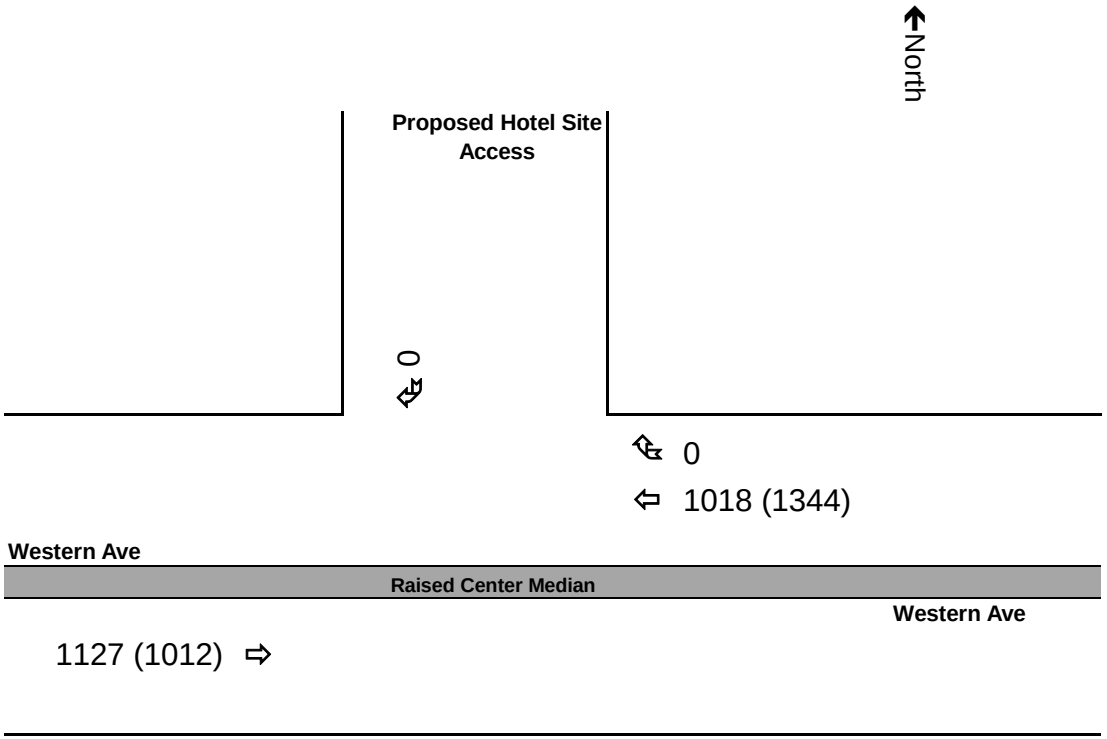
Proposed Hotel - George Schott

Old Winthrop Road & Western Avenue
Augusta, Maine

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

Figure 2

By : JQA Check: SW



Legend

XX: Weekday AM Peak Hour Traffic Volume (7:15 - 8:15)
(XX): Weekday PM Peak Hour Traffic Volume (4:45 - 5:45)

~Traffic Volumes were Seasonally Adjusted by 7% and annually adjusted by 1% to account for the 2015 Build Year.

2014 Adjusted Traffic Volumes

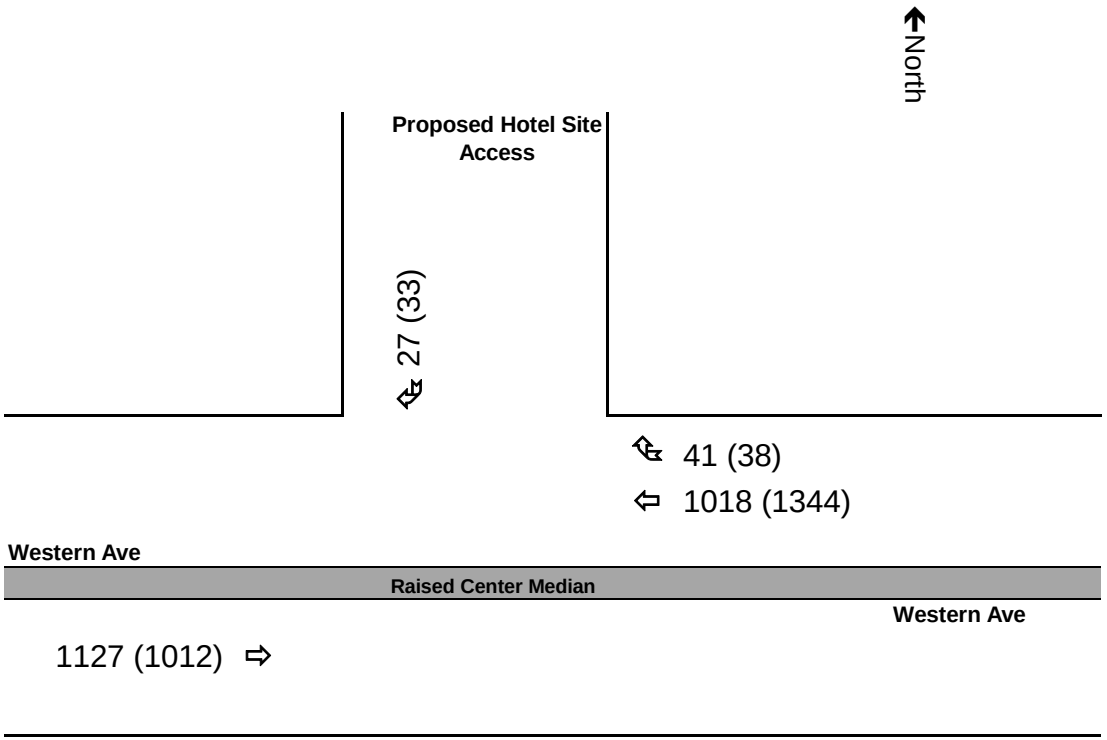
Proposed Hotel - George Schott

Old Winthrop Road & Western Avenue
Augusta, Maine

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

Figure 3

By : JQA Check: SW



Legend

XX: Weekday AM Peak Hour Traffic Volume (7:15 - 8:15)
(XX): Weekday PM Peak Hour Traffic Volume (4:45 - 5:45)

2015 Post Development Traffic Volumes

Proposed Hotel - George Schott

Old Winthrop Road & Western Avenue
Augusta, Maine

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

Figure 4

By : JQA Check: SW

Kennebec

	TOWN	STATION	ROAD	LOCATION	TYPE	GROUP	AADT09	AADT10	AADT11	AADT12	AADT13
11	AUGUSTA	00617	0011W	SR 11/17/202 (WESTERN)(WB) W/O SEWALL ST	C	I	10910	.	9810	.	.
11	AUGUSTA	06514	0011W	SR 11/17/202(WESTERN)(WB) SE/O EDISON DR	C	I	.	.	13290	.	.
11	AUGUSTA	06518	0011W	SR 11/17/202(WESTERN)(WB) NW/O EDISON DR	C	I	.	.	11040	.	.
11	AUGUSTA	08717	0011W	SR 11/17/202(WSTRN)(WB) WO WESTERN AV PL	S	I	.	.	.	.	8820
11	AUGUSTA	00403	0011X	SR 11/17/202 (WESTERN)(EB) E/O ARMORY ST	C	I	.	.	10670	.	.
11	AUGUSTA	00407	0011X	SR 11/17(WESTERN)(EB) W/O ARMORY/MALL EN	C	I	16100	.	14410	.	.
11	AUGUSTA	00607	0011X	SR 11/17/202 (WESTERN)(EB) W/O SEWALL ST	C	I	12690	.	11020	.	.
11	AUGUSTA	03207	0011X	SR 11/17/202(WESTERN)(EB) W/O W TRAF CIR	C	I	.	.	10530	.	.
11	AUGUSTA	03217	0011X	SR 11/17/202(WESTERN)(WB) W/O W TRAF CIR	C	I	.	.	10110	.	.
11	AUGUSTA	03803	0011X	SR 11/17/202(WESTERN) E/O PRESCOTT RD	C	I	.	.	21270	.	.
11	AUGUSTA	03807	0011X	SR 11/17/202 (WESTERN) W/O PRESCOTT RD	S	I	.	.	20230	.	20810
11	AUGUSTA	06504	0011X	SR 11/17/202(WESTERN)(EB) SE/O EDISON DR	C	I	.	.	12540	.	.
11	AUGUSTA	06508	0011X	SR 11/17/202(WESTERN)(EB) NW/O EDISON DR	C	I	.	.	10490	.	.
11	AUGUSTA	07003	0011X	SR 11/17/US 202 (WESTERN) E/O SHUMAN AVE	T	I	24260	23320	.	.	.
11	AUGUSTA	07007	0011X	SR 11/17 US 202 (WESTERN) W/O SHUMAN AVE	T	I	23260	22850	.	.	.
11	AUGUSTA	08707	0011X	SR 11/17/202 (WESTERN) W/O WESTERN AV PL	S	I	.	.	19440	.	10140
11	AUGUSTA	00500	0017X	SR 17/100/US 201/202 @ MEMORIAL BRIDGE	S	I	.	.	24810	23780	.
11	AUGUSTA	02303	0017X	SR 17 (EASTERN AVE) E/O SR 9 (HOSPITAL)	C	I	.	.	12130	.	.
11	AUGUSTA	02307	0017X	EASTERN AVE W/O SR 9/17(STONE ST)	C	I	.	.	1100	.	.
11	AUGUSTA	04107	0017X	SR 17 (EASTERN AVE) W/O CONY RD	C	I	.	.	10710	.	.
11	AUGUSTA	14004	0017X	SR 17 (EASTERN AVE) SE/O SPRING RD	C	I	.	.	8190	.	.
11	AUGUSTA	14008	0017X	SR 17 (EASTERN AVE) NW/O SPRING RD	S	I	.	.	9400	8940	.
11	AUGUSTA	00305	0027X	SR 27/US 201 (STATE ST) S/O CAPITOL ST	C	I	.	.	13820	.	.
11	AUGUSTA	02205	0027X	SR 27/US 201 (STATE ST) S/O UNION ST	C	I	.	.	12680	.	.
11	AUGUSTA	07201	0027X	SR 27/US 201 (STATE ST) N/O CHILD ST	C	I	.	.	14050	.	.
11	AUGUSTA	12703	00356	SUMMERHAVEN DR E/O SANFORD RD	C	I	.	.	1690	.	.
11	AUGUSTA	12707	00356	SUMMERHAVEN DR W/O SANFORD RD	C	I	.	.	1390	.	.
11	AUGUSTA	13604	00372	WEEKS MILLS RD SE/O SR 3/9/US 202	C	I	.	.	1500	.	.
11	AUGUSTA	13207	00374	STEVENS RD W/O CHURCH HILL RD	C	I	.	.	790	.	.
11	AUGUSTA	13300	00406	BLAIR RD @ BR# 0498	S	I	.	.	110	.	.
11	AUGUSTA	13202	00433	CHURCH HILL RD NE/O STEVENS RD	C	I	.	.	790	.	.
11	AUGUSTA	13206	00433	CHURCH HILL RD SW/O STEVENS RD	C	I	.	.	710	.	.
11	AUGUSTA	13401	00433	CHURCH HILL RD N/O SR 3/9/US 202	C	I	.	.	1360	.	.
11	AUGUSTA	13405	00433	CHURCH HILL RD S/O SR 3/9/US 202	C	I	.	.	4650	.	.

Accurate Counts

978-664-2565

N/S Street : White Rice Lane
E/W Street : Western Avenue
City/State : Augusta, ME
Weather : Clear

File Name : 54230001
Site Code : 54230001
Start Date : 10/14/2014
Page No : 1

Groups Printed- Cars - Trucks - Tractor Trailers

	White Rice Ln From North		Western Ave From East		Western Ave From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	198	0	0	231	429
07:15 AM	0	0	251	0	0	244	495
07:30 AM	0	0	240	0	0	270	510
07:45 AM	0	0	221	0	0	290	511
Total	0	0	910	0	0	1035	1945
08:00 AM	0	0	231	0	0	240	471
08:15 AM	0	1	208	1	0	253	463
08:30 AM	0	1	188	1	0	227	417
08:45 AM	0	0	183	28	0	201	412
Total	0	2	810	30	0	921	1763
Grand Total	0	2	1720	30	0	1956	3708
Apprch %	0	100	98.3	1.7	0	100	
Total %	0	0.1	46.4	0.8	0	52.8	
Cars	0	2	1660	30	0	1896	3588
% Cars	0	100	96.5	100	0	96.9	96.8
Trucks	0	0	31	0	0	28	59
% Trucks	0	0	1.8	0	0	1.4	1.6
Tractor Trailers	0	0	29	0	0	32	61
% Tractor Trailers	0	0	1.7	0	0	1.6	1.6

Accurate Counts

978-664-2565

N/S Street : White Rice Lane
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Weather : Clear

File Name : 54230001
Site Code : 54230001
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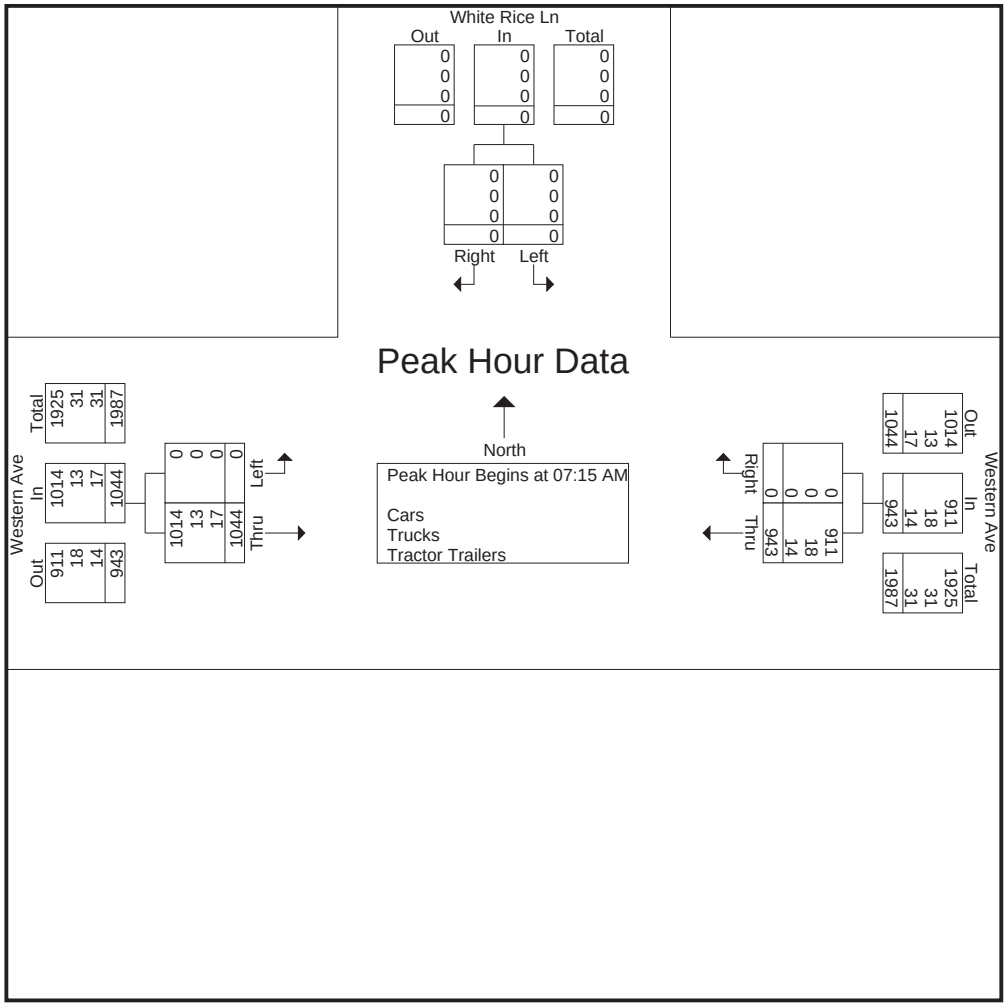
Page No : 2

	White Rice Ln From North			Western Ave From East			Western Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**251**	0	**251**	0	244	244	495
07:30 AM	0	0	0	240	0	240	0	270	270	510
07:45 AM	0	0	0	221	0	221	0	**290**	**290**	**511**
08:00 AM	0	0	0	231	0	231	0	240	240	471
Total Volume	0	0	0	943	0	943	0	1044	1044	1987
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.939	.000	.939	.000	.900	.900	.972
Cars	0	0	0	911	0	911	0	1014	1014	1925
% Cars	0	0	0	96.6	0	96.6	0	97.1	97.1	96.9
Trucks	0	0	0	18	0	18	0	13	13	31
% Trucks	0	0	0	1.9	0	1.9	0	1.2	1.2	1.6
Tractor Trailers	0	0	0	14	0	14	0	17	17	31
% Tractor Trailers	0	0	0	1.5	0	1.5	0	1.6	1.6	1.6



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Groups Printed- Cars - Trucks - Tractor Trailers

	White Rice Ln From North		Western Ave From East		Western Ave From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
03:00 PM	0	0	251	0	0	213	464
03:15 PM	0	0	292	0	0	231	523
03:30 PM	0	0	303	0	0	228	531
03:45 PM	0	0	242	0	0	213	455
Total	0	0	1088	0	0	885	1973
04:00 PM	0	0	265	1	0	234	500
04:15 PM	0	0	276	0	0	220	496
04:30 PM	0	0	328	0	0	238	566
04:45 PM	0	0	312	0	0	250	562
Total	0	0	1181	1	0	942	2124
05:00 PM	0	0	312	0	0	215	527
05:15 PM	0	0	285	0	0	238	523
05:30 PM	0	0	336	0	0	234	570
05:45 PM	0	0	277	0	0	207	484
Total	0	0	1210	0	0	894	2104
Grand Total	0	0	3479	1	0	2721	6201
Apprch %	0	0	100	0	0	100	
Total %	0	0	56.1	0	0	43.9	
Cars	0	0	3414	1	0	2662	6077
% Cars	0	0	98.1	100	0	97.8	98
Trucks	0	0	34	0	0	29	63
% Trucks	0	0	1	0	0	1.1	1
Tractor Trailers	0	0	31	0	0	30	61
% Tractor Trailers	0	0	0.9	0	0	1.1	1

Accurate Counts

978-664-2565

N/S Street : White Rice Lane
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City/State : Augusta, ME
Weather : Clear

File Name : 54230001
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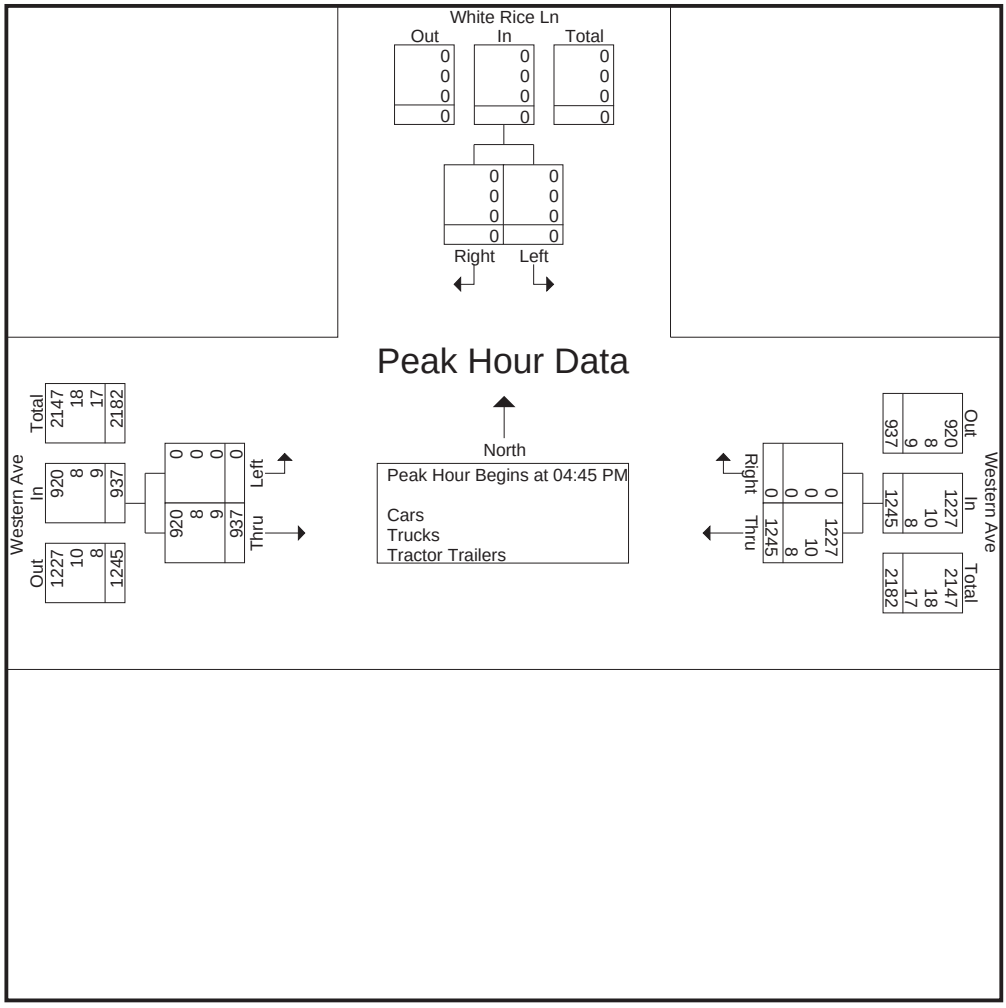
	White Rice Ln From North			Western Ave From East			Western Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	312	0	312	0	**250**	**250**	562
05:00 PM	0	0	0	312	0	312	0	215	215	527
05:15 PM	0	0	0	285	0	285	0	238	238	523
05:30 PM	0	0	0	**336**	0	**336**	0	234	234	**570**
Total Volume	0	0	0	1245	0	1245	0	937	937	2182
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.926	.000	.926	.000	.937	.937	.957
Cars	0	0	0	1227	0	1227	0	920	920	2147
% Cars	0	0	0	98.6	0	98.6	0	98.2	98.2	98.4
Trucks	0	0	0	10	0	10	0	8	8	18
% Trucks	0	0	0	0.8	0	0.8	0	0.9	0.9	0.8
Tractor Trailers	0	0	0	8	0	8	0	9	9	17
% Tractor Trailers	0	0	0	0.6	0	0.6	0	1.0	1.0	0.8



Augusta
OLD WINTHROP RD
ENT BONANZA
27912
WESTERN AV
ST RTE 11S
ST RTE 11
27913
28284
27914
I95 SB
RAMP OFF TO WESTERN AV
I95
NAZARENE DR
RAMP ON
RAMP ON
EDISON DR
WHITTEN RD

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ **Crash Summary I - Single Element** ☐ **Section Detail** ☑ **Crash Summary II** ☐ **1320 Public** ☐ **1320 Private** ☐ **1320 Summary**

REPORT DESCRIPTION

11 south

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0011S**	Start Node: **28284**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **27912**	End Offset: **0**	☑ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
27912	28284	3108669	0 - 0.20	0011S - 2.59	0.20	2	4	0	0	0	0	4	0.0	0.00964	138.27	375.52	0.00
Int of EDISON DR AV		ENT BONANZA	WESTERN	ST RTE 11S											Statewide Crash Rate: 186.16		
Study Years:		3.00		**Section Totals:**	0.20		4	0	0	0	0	4	0.0	0.00964	138.27	375.52	0.37

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
27912	28284	3108669	0 - 0.20	0011S - 2.59	4	0	0	0	0	4	2012-42174	10/28/2012	2.62	PD
											2013-14868	06/20/2013	2.63	PD
											2013-23887	09/20/2013	2.63	PD
											2013-7540	03/17/2013	2.64	PD
				Totals:	4	0	0	0	0	4				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
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	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	1	0	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
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
Totals	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	**4**

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	3	23-Bicyclist	0
2-(Sport) Utility Vehicle	1	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	**Total**	**8**
5-Pickup	4		
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

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	4	0	0	0	0	4
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	2	0	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
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	2	0	0	0	0	0	2
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
Total	**4**	**4**	**0**	**0**	**0**	**0**	**8**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	4	4	0	0	0	0	8
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**4**	**4**	**0**	**0**	**0**	**0**	**8**

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	3	0	0	0	0	3
20-24	1	0	0	0	0	1
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	2	0	0	0	0	2
50-59	1	0	0	0	0	1
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
Total	**8**	**0**	**0**	**0**	**0**	**8**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**8**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	8		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	4	0
Total	**4**	**0**

Road Character

Road Grade	Total
1-Level	3
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**4**

Light

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

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	1	1
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	1	1
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	1	1
OCTOBER	0	1	0	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	**0**	**1**	**3**	**4**

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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**

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
Blowing Sand, Soil, Dirt												
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
Blowing Snow												
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
Clear												
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	4	0	0	0	0	0	0	0	0	0	0	4
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
Cloudy												
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
Fog, Smog, Smoke												
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
Other												
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
Rain												
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
Severe Crosswinds												
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
Sleet, Hail (Freezing Rain or Drizzle)												
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
Snow												
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
TOTAL	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**

2013
Weekly Group Mean Factors
Average: 2010, 2011, 2012

Month	Start Date	Dates	Month Week #	Urban Group I	Arterial Group II	Recreational Group III	Group I + II	Group II + III	Group I + III	Year Week #
Dec	30	31,1,2,3,4	1	1.01	1.12	1.39	1.07	1.26	1.20	**1**
Jan	06	7,8,9,10,11	2	1.09	1.22	1.54	1.16	1.38	1.32	**2**
	13	14,15,16,17,18	3	1.10	1.23	1.56	1.17	1.40	1.33	**3**
	20	21,22,23,24,25	4	1.06	1.20	1.50	1.13	1.35	1.28	**4**
	27	28,29,30,31,1	5	1.08	1.22	1.56	1.15	1.39	1.32	**5**
Feb	03	4,5,6,7,8	1	1.01	1.13	1.42	1.07	1.28	1.22	**6**
	10	11,12,13,14,15	2	1.01	1.11	1.38	1.06	1.25	1.20	**7**
	17	18,19,20,21,22	3	1.03	1.10	1.36	1.07	1.23	1.20	**8**
	24	25,26,27,28,1	4	1.05	1.17	1.45	1.11	1.31	1.25	**9**
Mar	03	4,5,6,7,8	1	1.01	1.11	1.35	1.06	1.23	1.18	**10**
	10	11,12,13,14,15	2	1.00	1.10	1.33	1.05	1.22	1.17	**11**
	17	18,19,20,21,22	3	1.00	1.13	1.34	1.07	1.24	1.17	**12**
	24	25,26,27,28,29	4	1.01	1.13	1.35	1.07	1.24	1.18	**13**
	31	1,2,3,4,5	1	0.97	1.08	1.26	1.03	1.17	1.12	**14**
Apr	07	8,9,10,11,12	2	0.96	1.07	1.23	1.02	1.15	1.10	**15**
	14	15,16,17,18,19	3	0.97	1.03	1.09	1.00	1.06	1.03	**16**
	21	22,23,24,25,26	4	0.96	1.06	1.18	1.01	1.12	1.07	**17**
	28	29,30,1,2,3	5	0.93	1.02	1.12	0.98	1.07	1.03	**18**
May	05	6,7,8,9,10	1	0.93	1.00	1.09	0.97	1.05	1.01	**19**
	12	13,14,15,16,17	2	0.93	0.99	1.05	0.96	1.02	0.99	**20**
	19	20,21,22,23,24	3	0.90	0.93	0.93	0.92	0.93	0.92	**21**
	26	27,28,29,30,31	4	0.90	0.94	0.96	0.92	0.95	0.93	**22**
Jun	02	3,4,5,6,7	1	0.90	0.94	0.93	0.92	0.94	0.92	**23**
	09	10,11,12,13,14	2	0.90	0.90	0.88	0.90	0.89	0.89	**24**
	16	17,18,19,20,21	3	0.90	0.89	0.81	0.90	0.85	0.86	**25**
	23	24,25,26,27,28	4	0.89	0.86	0.77	0.88	0.82	0.83	**26**
	30	1,2,3,4,5	1	0.86	0.79	0.66	0.83	0.73	0.76	**27**
Jul	07	8,9,10,11,12	1	0.86	0.79	0.66	0.83	0.73	0.76	**27**
	14	15,16,17,18,19	3	0.88	0.81	0.68	0.85	0.75	0.78	**29**
	21	22,232,4,25,26	4	0.88	0.80	0.66	0.84	0.73	0.77	**30**
	28	29,30,31,1,2	5	0.87	0.78	0.63	0.83	0.71	0.75	**31**
Aug	04	5,6,7,8,9	1	0.88	0.78	0.64	0.83	0.71	0.76	**32**
	11	12,13,14,15,16	2	0.88	0.79	0.67	0.84	0.73	0.78	**33**
	18	19,20,21,22,23	3	0.89	0.81	0.70	0.85	0.76	0.80	**34**
	25	26,27,28,29,30	4	0.88	0.85	0.78	0.87	0.82	0.83	**35**
Sep	01	2,3,4,5,6	1	0.90	0.89	0.89	0.90	0.89	0.90	**36**
	08	9,10,11,12,13	2	0.91	0.91	0.91	0.91	0.91	0.91	**37**
	15	16,17,18,19,20	3	0.92	0.91	0.95	0.92	0.93	0.94	**38**
	22	23,24,25,26,27	4	0.92	0.92	0.98	0.92	0.95	0.95	**39**
	29	30,1,2,3,4	5	0.91	0.88	0.99	0.90	0.94	0.95	**40**
Oct	06	7,8,9,10,11	1	0.92	0.90	0.99	0.91	0.95	0.96	**41**
	13	14,15,16,17,18	2	0.94	0.97	1.07	0.96	1.02	1.01	**42**
	20	21,22,23,24,25	3	0.95	1.01	1.14	0.98	1.08	1.05	**43**
	27	28,29,30,31,1	4	0.97	1.07	1.24	1.02	1.16	1.11	**44**
Nov	03	4,5,6,7,8	1	0.97	1.05	1.24	1.01	1.15	1.11	**45**
	10	11,12,13,14,15	2	0.97	1.04	1.24	1.01	1.14	1.11	**46**
	17	18,19,20,21,22	3	0.98	1.02	1.24	1.00	1.13	1.11	**47**
	24	25,26,27,28,29	4	0.97	1.08	1.28	1.03	1.18	1.13	**48**
Dec	01	2,3,4,5,6	1	1.00	1.13	1.34	1.07	1.24	1.17	**49**
	08	9,10,11,12,13	2	0.98	1.10	1.32	1.04	1.21	1.15	**50**
	15	16,17,18,19,20	3	1.01	1.11	1.36	1.06	1.24	1.19	**51**
	22	23,24,25,26,27	4	1.16	1.23	1.46	1.20	1.35	1.31	**52**

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1044	943	41	0	27
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.90	0.94	0.92	0.92	0.92
Hourly flow rate (vph)	0	1253	1083	45	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1128				1732	564
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1128				1732	564
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	94
cM capacity (veh/h)	615				79	469

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	626	626	722	406	29
Volume Left	0	0	0	0	0
Volume Right	0	0	0	45	29
cSH	1700	1700	1700	1700	469
Volume to Capacity	0.37	0.37	0.42	0.24	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	13.2
Lane LOS					B
Approach Delay (s)	0.0		0.0		13.2
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	937	1245	37	0	34
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.94	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	0	1077	1446	40	0	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1486				2004	743
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1486				2004	743
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	90
cM capacity (veh/h)	448				52	358

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	538	538	964	522	37
Volume Left	0	0	0	0	0
Volume Right	0	0	0	40	37
cSH	1700	1700	1700	1700	358
Volume to Capacity	0.32	0.32	0.57	0.31	0.10
Queue Length 95th (ft)	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	16.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		16.2
Approach LOS					C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		