

# **TRAFFIC IMPACT STUDY**

**FOR PROPOSED**

# **STABLE RIDGE APARTMENTS PHASE II**

**555 COURT STREET, AUBURN, MAINE**

Prepared For: American Development Group

Prepared By: William Bray, P.E., Senior Managing Engineer  
Jacob Sirois, Engineer 1

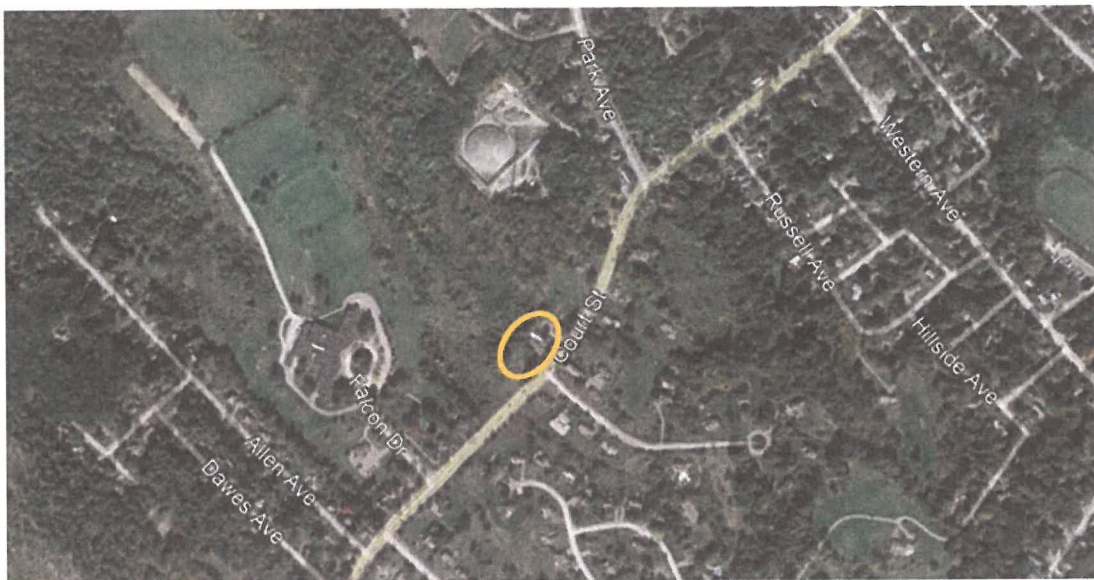
November 1, 2022

## Introduction

American Development Group is proposing a second phase of residential development on the parcel located at 555 Court Street in the City of Auburn (refer to Image 1 for the location of the proposed project). Phase I, recently approved by the City of Auburn Planning Board; and, presently under construction was approved for a total of five buildings with 60 apartment units. The proposed Phase II project adds an additional 5 apartment buildings containing a total of 60 dwelling units.

The purpose of this traffic impact study is to examine existing traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project for both phases, and make a determination as to whether the existing transportation system can safely accommodate the added traffic demand generated by both Phase I and Phase II.

**Image 1 Proposed Development Site**



### Existing Traffic Conditions

Manual turning movement traffic counts were conducted at the intersection of Court Street and Park Avenue, located approximately 0.19 miles north of the site intersection with Court Street, to establish existing “peak” travel conditions at the site intersection with Court Street. The morning and evening traffic data was collected on August 17<sup>th</sup>, 2022. All vehicular traffic entering the intersection was recorded in 15-minute intervals between the hours of 7:00 and 9:00 AM and, again, between 3:00 and 6:00 PM. From a summary of the data, peak hour times were established for both “peak” commuter travel periods. The morning peak hour occurs between 7:30 and 8:30 AM, and the evening peak hour falls between 4:00 and 5:00 PM. Copies of the peak hour summary reports for the intersection at Court Street and Park Avenue are attached in the Appendix for reference.

The collected traffic counts do not require an adjustment to reflect “peak” travel conditions given that the “peak” travel conditions for a Group I roadway occur in the summer months of July and August.

An additional turning movement count was collected at the study intersection on October 20<sup>th</sup>, 2022, in order to evaluate traffic operations during a typical afternoon public school discharge time period. All vehicular traffic entering the study intersection was recorded in 15-minute intervals between the hours of 1:00 and 3:00 PM. From a summary of the data, the peak hour time period falls between 2:00 and 3:00 PM. Copies of the collected turning movement data are attached in the Appendix.

The traffic data collected on the field study date of October 20, 2022, requires an adjustment factor of 1.035 to reflect the “peak” traffic conditions found in the summer months of July and August. Public schools are normally closed during the peak summer months; thus, the seasonal adjustment applied very conservatively over estimates peak travel conditions found during a normal school travel period.

### Future Traffic Growth

This traffic study has been prepared based upon a projected build-out year of 2024. MaineDOT’s historical traffic data on Court Street shows negative annual growth has occurred between 2014 and 2017.

To conservatively estimate future travel conditions at the study intersection, we have applied an annual growth rate of 1% per year to the 2022 traffic counts, to estimate 2024 design hour traffic conditions. Figure 1 attached in the Appendix of this report depicts the estimated 2024 Design Hour Traffic.

### Site Trip Generation

Trip generation for both existing Phase I and proposed Phase II are estimated based upon the latest edition (11<sup>th</sup>) of the Institute of Transportation Engineer’s (ITE) Trip Generation Manual (TGM). Daily and peak hour site trip projections were estimated using the relevant land use code from the TGM, **LUC #220 – Multifamily Housing (Low-Rise) Not Close to Rail Transit**; as described, in the ITE TGM as: *apartments, townhouses or condominiums located within the same building with at least three other dwelling units and that have two or three floors.*

**Site Trip Distribution:** Vehicle Trips generated by both Phase 1 and Phase II were assigned to/from the proposed site entrance based upon directional splits presented in the ITE TGM for LUC #220.

**Approved - Phase I:** Table 1.1 summarizes trip generation calculations and travel distribution patterns for the previously approved Phase I development.

**Table 1.1**  
**ITE Trip Generation Calculations - Phase I**

Land Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit - LUC 220					
Time Period	Dwelling Units	Trip Generation Rate Trips/Dwelling Units	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	60	6.74	405	50% / 50%	203	202
AM Weekday Peak Hour (Street)	60	0.40	24	24% / 76%	6	18
PM Weekday Peak Hour (Street)	60	0.51	31	63% / 37%	20	11
AM Weekday Peak Hour (Generator)	60	0.47	29	24% / 76%	7	22
PM Weekday Peak Hour (Generator)	60	0.57	35	62% / 38%	22	13

The approved Phase I project generates 24 trips during the AM peak hour of the (street) and 31 trips in the evening peak hour of the street. Peak hour trip generation values forecast for the peak hour of the site (generator) are slightly higher at 28 trips in the AM peak hour and 34 trips in the PM peak hour.

**Proposed - Phase II:** Table 1.2 summarizes the trip generation calculations for the proposed 60-unit Phase II development.

**Table 1.2**  
**ITE Trip Generation Calculations - Phase II**

Land Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit - LUC 220					
Time Period	Dwelling Units	Trip Generation Rate Trips/Dwelling Units	Trips Generated	Distribution Entering / Exiting	Enter	Exit
Weekday	60	6.74	405	50% / 50%	203	202
AM Weekday Peak Hour (Street)	60	0.40	24	24% / 76%	6	18
PM Weekday Peak Hour (Street)	60	0.51	31	63% / 37%	20	11
AM Weekday Peak Hour (Generator)	60	0.47	29	24% / 76%	7	22
PM Weekday Peak Hour (Generator)	60	0.57	35	62% / 38%	22	13

As shown in the preceding table, the proposed Phase II development is projected to generate 24 trips during the morning peak hour of the street, and 31 trips during the evening peak hour of the street. The trip generation estimates for the peak hour of the site are slightly higher, with a maximum of 29 trips during the morning peak hour and 35 trips during the sites evening peak hour.

**Phase I & Phase II Combined Trip Generation:** Table 1.3, on the following page, presents the total trips generated by the approved Phase I and proposed Phase II residential apartment complex.



Table 1.3 ITE Trip Generation Summary				
Land Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit - LUC 220			
Time Period		Trip Generation Summary - Phase I & Phase II	Enter	Exit
Weekday		810	406	404
AM Weekday Peak Hour (Street)		48	12	36
PM Weekday Peak Hour (Street)		62	40	22
AM Weekday Peak Hour (Generator)		58	14	44
PM Weekday Peak Hour (Generator)		70	44	26

As shown in the prior table, the combined approved Phase I and proposed Phase II projects are estimated to produce a total of 48 trips during the morning peak hour of the street and 62 trips during the evening peak hour of the street. During the peak hours of the site, the trip estimates are slightly higher with 58 trips in the AM and 70 trips in the PM.

In this study, we have assumed that during the afternoon public school discharge peak hour, the proposed apartment complex, including both Phase I and Phase II, will produce the same number of trips that are generated during the PM peak hour of the street. For both of the PM peak hour time periods, the weekday PM peak hour of the street is utilized.

### Site Trip Assignment

Peak hour site trips generated by the approved Phase I and proposed Phase II multifamily housing development during both the morning and evening peak hours were assigned to Court Street and the study intersection at Court Street and Park Avenue based upon existing directional distribution patterns collected at the intersection of Court Street and Park Avenue on August 17<sup>th</sup> and again on October 20<sup>th</sup> of 2022. Copies of the peak hour summary sheets are attached for reference.

Figures 2 and 3 in the Appendix illustratively present the Phase I and Phase II peak hour travel assignments through the site entrance intersection onto Court Street and through the study intersection at Court Street and Park Avenue.

### 2024 Pre-Development Traffic

**Other Development Traffic:** Traffic generated by projects that have been approved by the planning board and/or the Maine Department of Transportation, yet are not opened, must be included in the estimate of pre-development traffic. The City of Auburn was consulted to identify any and all development projects whose peak hour trips potentially impact the study area. Based on discussions with the City Planners office, only trips generated by the approved Phase I of the development at 555 Court Street need to be included within the traffic study.

**2024 Pre-Development Traffic:** The trips generated by the approved Phase I, shown on Figure 2 in the Appendix, have been combined with the 2024 Design Hour Traffic, shown on Figure 1, to estimate 2024 pre-development traffic conditions. These 2024 Pre-development traffic projections are highlighted on Figure 4 in the Appendix.

### 2024 Post-Development Traffic

**2024 Post-Development Traffic:** 2024 post-development traffic estimates were prepared for the site driveway intersection at Court Street and study intersection at Park Avenue and Court Street by combining the 2024 pre-development traffic, shown on Figure 4, with the Phase II site generated trips, shown on Figure 2. Figure 5 presents the 2024 post-development traffic forecasts for the study intersection.

### Turn Lane Warrant Analysis

The National Cooperative Highway Research Program (NCHRP) report 457 provides a process to determine if projected traffic conditions at an intersection warrant a dedicated left-turn lane from the major street to the lower volume roadway. The NCHRP process uses four traffic inputs in determining if a dedicated left-turn lane is warranted: 1) posted speed limit; 2) advancing volume of traffic (both left-turn and through volumes); 3) opposing volume of through traffic and 4) percent of left-turns in the advancing volume. Similarly, the NCHRP process uses the following three traffic inputs in determining if a dedicated right-turn lane is warranted: 1) posted speed limit; 2) advancing volume of traffic (left-turn, right-turn and through volumes), and 3) right-turn volume.

The NCHRP report stipulates that where applicable the traffic volumes used for the analysis represent “average” travel conditions. The 2024 design hour through traffic volumes for both approaches of Court Street at the site driveway entrance were adjusted accordingly, applying MaineDOT seasonal adjustment factors. The applicable Court Street right-turn and left-turn volumes to the site entrance, used in the analysis, represent the 2024 post-development conditions; without adjustment, as depicted in Figure 5. The following tables, Table 2.1 and 2.2, summarize the inputs and outputs of the NCHRP analyses.

Table 2.1 NCHRP Report 457 Analysis - Left Turn Lane Warrant				
Time Period	Advancing Volume (Va)	Opposing Volume (Vo)	Percent Left-Turns	Warrant Met (Yes/No)
Weekday AM Peak Hour	531	364	2%	No
Weekday PM Peak Hour	680	524	3%	Yes
Weekday PM Peak Hour – School Discharge Hours	629	607	3%	Yes

Table 2.2 NCHRP Report 457 Analysis - Right Turn Lane Warrant			
Time Period	Advancing Volume (Va)	Right-Turn Volume	Warrant Met (Yes/No)
Weekday AM Peak Hour	364	4	No
Weekday PM Peak Hour	524	19	No
Weekday PM Peak Hour – School Discharge Hours	607	20	No

As shown in the preceding tables, a left-turn lane is warranted, and a right-turn lane is not warranted on Court Street at the site entrance intersection. The graph summary produced by the NCHRP tool,

attached at the end of this study in the Appendix, shows that the projected post-development average condition volumes are lower than the minimum volumes which would warrant either a dedicated left-turn lane or a right-turn lane.

Court Street at the site entrance is measured to be 40-feet wide, providing space to add an 11-foot wide left-turn lane and 11-foot bi-directional through lanes with a 3.5-foot shoulders on both sides of the of the roadway.

### Capacity Analysis

Capacity analyses of both 2024 Pre- and Post-development traffic conditions were performed for the study intersections at Court Street and Park Avenue and the site intersection utilizing the Synchro and SimTraffic computer traffic models. During the post-development conditions, a left-turn lane with a 125-foot storage lane and an 88-foot bay-taper has been included. The SimTraffic results are the average of five (5) out of 7 runs, with the highest and lowest results removed.

Levels of Service rankings are similar to the academic grading system, where an “A” is very good with little delay and “F” represents very poor conditions.

The following tables present the relationship between delay and Level of Service for both a signalized and unsignalized intersection:

#### Level of Service Criteria for Signalized Intersections

<u>Level of Service</u>	<u>Total Control Delay (sec/veh)</u>
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

#### Level of Service Criteria for Unsignalized Intersections

<u>Level of Service</u>	<u>Total Control Delay (sec/veh)</u>
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Table 3.1 summarizes the results of the capacity analysis performed for the signalized intersection at Court Street and Park Avenue, and the unsignalized site intersection with Court Street. The table compares the results determined for both peak hour time periods based upon 2024 pre- and post-development travel conditions.



**Table 3.1**  
**Level of Service Summary**  
**2024 Pre- and Post-Development Conditions**

<u>Intersection/Approach</u>	<u>2024 Pre-Development</u>				<u>2024 Post-Development</u>			
	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>
<b>Court Street @ Park Avenue</b>								
- Park Street – Left	18.5	B	20.6	C	16.3	B	22.0	C
- Park Street – Right	6.8	A	9.1	A	6.5	A	9.9	A
- Court Street NE – Left	6.3	A	9.8	A	6.4	A	9.9	A
- Court Street NE – Thru	4.4	A	5.3	A	4.2	A	5.4	A
- Court Street SW – Thru	8.4	A	12.8	B	8.6	A	12.8	B
- Court Street SW – Right	5.5	A	9.2	A	6.0	A	10.0	A
- <b>Overall Intersection</b>	<b>6.5</b>	<b>A</b>	<b>9.2</b>	<b>A</b>	<b>6.4</b>	<b>A</b>	<b>9.4</b>	<b>A</b>
<b>Court Street @ Site Entrance</b>								
- Driveway Entrance – Left	8.5	A	19.1	C	10.1	A	14.9	B
- Driveway Entrance – Right	4.7	A	7.2	A	5.2	A	4.3	A
- Court Street NE – Left	2.4	A	4.1	A	2.9	A	4.6	A
- Court Street NE – Thru	0.8	A	1.1	A	0.7	A	1.0	A
- Court Street SW – Thru	1.7	A	2.2	A	1.7	A	2.3	A
- Court Street SW – Right	1.0	A	1.4	A	2.0	A	1.7	A
- <b>Overall Intersection</b>	<b>1.2</b>	<b>A</b>	<b>1.7</b>	<b>A</b>	<b>1.4</b>	<b>A</b>	<b>1.8</b>	<b>A</b>

**Table 3.1 (Continued)**  
**Level of Service Summary**  
**2024 Pre- and post-Development Conditions (PM Peak Hour – Public School Discharge Peak Hour)**

<u>Intersection/Approach</u>	<u>2024 Pre-Development</u>		<u>2024 Post-Development</u>	
	<u>PM Peak – Elementary School</u>		<u>PM Peak – Elementary School</u>	
	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>	<u>Delay</u> <u>(sec.)</u>	<u>LOS</u>
<b>Court Street @ Park Avenue</b>				
- Park Street – Left	21.5	C	21.7	C
- Park Street – Right	11.5	B	11.7	B
- Court Street NE – Left	12.2	B	12.4	B
- Court Street NE – Thru	5.4	A	5.7	A
- Court Street SW – Thru	15.3	B	15.6	B
- Court Street SW – Right	11.4	B	11.0	B
- <b>Overall Intersection</b>	<b>11.1</b>	<b>B</b>	<b>11.4</b>	<b>B</b>
<b>Court Street @ Site Entrance</b>				
- Driveway Entrance – Left	15.8	C	19.9	C
- Driveway Entrance – Right	5.0	A	6.0	A
- Court Street NE – Left	4.2	A	5.4	A
- Court Street NE – Thru	0.9	A	0.9	A
- Court Street SW – Thru	2.4	A	2.5	A
- Court Street SW – Right	2.3	A	2.2	A
- <b>Overall Intersection</b>	<b>1.8</b>	<b>A</b>	<b>2.0</b>	<b>A</b>



# Traffic Impact Study – Stable Ridge Apartments Phase II; 60-Unit Apartment Development

As shown in the preceding table, the intersection capacity analysis of both 2024 pre- and post-development traffic conditions demonstrates that the proposed 60-unit Phase II residential apartment project has minimal impact on traffic operations at the studied intersections. Overall, both intersections are projected to operate at a Level of Service A during the AM and PM peak hours of the street.

During the PM peak hour when the public schools lets students out, the study intersection (Park Avenue at Court Street) operates at a Level of Service B under both the pre- and post-development conditions.

Table 3.2 on the following page presents the 2024 pre- and post-development vehicle queueing summary for the signalized intersection of Court Street and Park Avenue, and the unsignalized intersection at Court Street and the Site Entrance.

**Table 3.2**  
**Queue Length Summary**  
**2024 Pre- and Post-Development Conditions**

<u>Intersection/Approach</u>	<u>2024 Pre-Development</u>			<u>2024 Post-Development</u>		
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>	<u>PM Peak Hour – Public School</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>	<u>PM Peak Hour – Public School</u>
	<u>Queue (Feet)</u>	<u>Queue (Feet)</u>	<u>Queue (Feet)</u>	<u>Queue (Feet)</u>	<u>Queue (Feet)</u>	<u>Queue (Feet)</u>
Court Street @ Park Avenue						
- Park Street – LTR	89	110	146	87	117	139
- Court Street NE – L	65	91	121	71	92	113
- Court Street NE – TR	122	136	157	115	150	153
- Court Street SW – LTR	131	213	276	139	205	273
Court Street @ Site Entrance						
- Driveway Entrance – LR	37	32	33	50	43	46
- Court Street NE – LT	15	49	26	16	34	37

The existing striped left-turn lane in the northeast bound Court Street approach of the signalized intersection at Park Avenue is approximately 80-feet-long in length. The SimTraffic simulation model shows that under both projected 2024 pre-development and post-development travel conditions the 95<sup>th</sup> percentile vehicle queue length exceeds (approximately 2 car lengths) existing vehicle storage in the dedicated left-turn lane.

Barton and Loguidice, LLC recommends the following roadway striping improvements:

A lane re-striping design which extends the left-turn storage lane to 125-feet and realigns the left-turn lane and through-right-turn lane to have a consistent 11-foot width. The design features a 115-foot merge taper, an 8:1 (88-foot) bay-taper, and a 120-foot deceleration lane.

### Vehicle Sight Distance

The Maine Department of Transportation's Highway Entrance and Driveway Rules require the following sight distances for a non-mobility roadway:

Sight Distance Standards	
Speed Limit	Sight Distance
<b>25 mph</b>	<b>200 feet</b>
30 mph	250 feet
35 mph	305 feet
40 mph	360 feet
45 mph	425 feet
50 mph	495 feet

The section of Court Street fronting the proposed residential apartment development is presently posted at 25mph. MaineDOT's Rules and Regulations require sight distance to be measured in accordance with the following procedures: *"Sight distance is measured to and from the point on the centerline of the proposed access that is located 10-feet from the edge of traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement."*

Our field measurements looking both left and right from the proposed site driveway entrance directionally onto Court Street indicate existing sight distances are in excess of the requirements based upon a posted speed of 25mph. Looking left from the site entrance we measured a sight distance in excess of 350-feet and a similar measurement of 350-feet was recorded to the right.

### Existing Road Safety Conditions

The Maine Department of Transportation's (MaineDOT) Accident Records Section provided the latest three-year (2019 through 2021) crash data for the section of Court Street between and including Park Avenue southerly to Fairview Avenue for a distance of approximately 0.40 miles. Their report is presented as follows.

#### **2019 - 2021 Crash Summary Court Street between Park Avenue and Fairview Avenue**

<u>Location</u>	<u>Number of Accidents</u>	<u>Critical Rate Factor</u>
1. Court Street @ Park Avenue	12	0.61
2. Court Street @ Falcon Drive	1	0.18
3. Court Street @ Fairview Avenue	1	0.18
4. Court Street btw. Park Avenue and Falcon Drive	5	0.27
5. Court Street btw. Falcon Drive and Fairview Avenue	1	0.20

The MDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

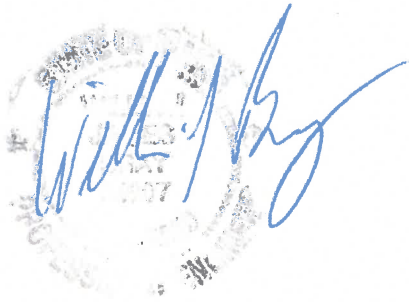
- **8 or more accidents and,**
- **A Critical Rate Factor greater than 1.00**

As the data presented in the chart shows, there are no high crash locations within the defined study area.

## Summary

1. The proposed 60-unit Phase II residential apartment project located within the property at 555 Court Street is projected to generate approximately 24 trips in the morning peak hour and an additional 31 trips during the PM peak hour.
2. A left-turn and right-turn lane warrant analysis was performed for Court Street at the proposed Site entrance intersection. Separate analyses were completed for both left-turn and right-turn movements occurring during all peak hour time periods under projected 2024 Post-Development travel conditions. The analyses were conducted using the National Cooperative Highway Research program (NCHRP) Report process consistent with MaineDOT standards. The results of the analyses concludes a left-turn lane is warranted on Court Street at the site entrance. Barton and Loguidice recommends the existing 40-foot wide roadway pavement be re-stripped providing an 11-foot dedicated left-turn lane; and 11-foot bi-directional lanes for Court Street through traffic and provide approximately 3.5-foot striped shoulders on both edges of the street.
3. A capacity analysis was performed for the unsignalized site intersection and the signalized study intersection of Court Street and Park Avenue. The analysis shows that the proposed Phase II 60-unit development has no measurable impact on traffic operations on Court Street at the site intersection and/or the signalized intersection of Court Street and Park Avenue. Overall, both intersections are projected to operate at level of Service A during the AM and PM peak hours of the street, and Level of Service B during the peak hour when the public schools are discharged.
4. As part of the capacity analysis performed at the signalized intersection of Court Street and Park Avenue, we analyzed the projected queue lengths. Our analysis shows that the post-development volumes at the intersection exceed the storage capacity of the existing left-turn lane on Court Street by approximately two car lengths. In order to provide adequate storage for left-turning vehicles onto Park Avenue, we are proposing to re-striping the southwest approach on Court Street extending the storage lane length by 45-feet, for a total storage capacity of 125-feet.
5. Court Street fronting the proposed development is presently posted at 25mph which requires an unobstructed sight distance of 200-feet. Field measurements indicate existing sight distances looking left and right from the site entrance directionally onto Court are in excess of the stated requirements. Looking left from the site entrance a sight distance in excess of 350-feet was measured and a similar distance recorded right.
6. A review of MaineDOT Crash data available for the latest three-year period (2019 – 2021) for the section of Court Street including Park Avenue southerly to Fairview Avenue for a distance of approximately 0.40 miles was conducted. Our review indicates that there are no high crash locations within the defined study area.



A handwritten signature in blue ink, appearing to read "William J. Bray", is written over a circular professional seal. The seal is faded and contains text that is difficult to read, but it likely represents the official registration of the signatory as a Professional Engineer.

William J. Bray, P.E.      Date: 08/09/2022

## APPENDIX

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Auburn Court St & Park Ave  
August 17, 2022 AM  
Overcast  
Count by Jen Gilbert

File Name : Auburn Court St & Park Ave 8-17-22 AM  
Site Code : 00817221  
Start Date : 8/17/2022  
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus

Start Time	Court St From East			Park Ave From South			Court St From West			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
07:00 AM	56	28	84	23	5	28	1	50	51	163
07:15 AM	70	42	112	27	8	35	3	56	59	206
07:30 AM	109	43	152	30	10	40	5	54	59	251
07:45 AM	106	42	148	45	8	53	8	76	84	285
Total	341	155	496	125	31	156	17	236	253	905
08:00 AM	100	27	127	30	4	34	6	66	72	233
08:15 AM	81	47	128	20	7	27	7	61	68	223
08:30 AM	108	35	143	25	6	31	3	48	51	225
08:45 AM	99	23	122	28	5	33	7	49	56	211
Total	388	132	520	103	22	125	23	224	247	892

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 AM

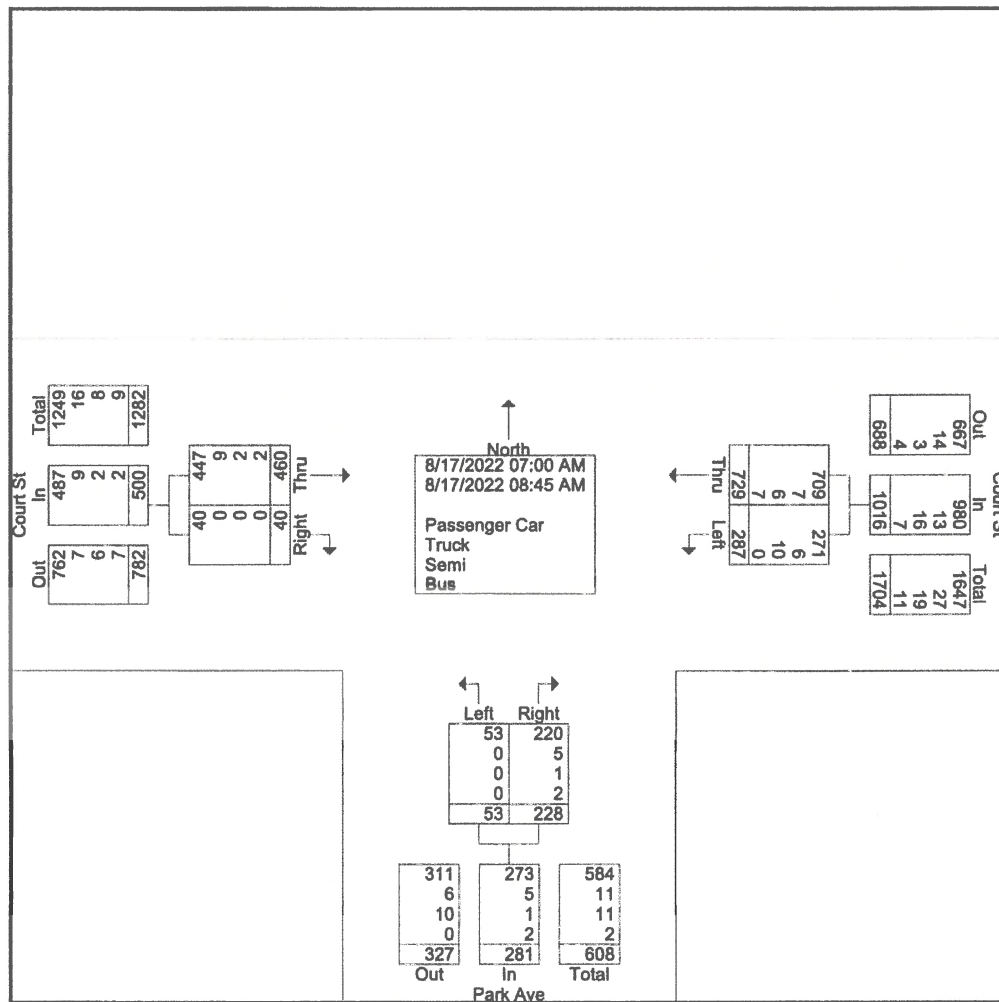
Site Code : 00817221

Start Date : 8/17/2022

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus

	Court St From East			Park Ave From South			Court St From West			
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Grand Total	729	287	1016	228	53	281	40	460	500	1797
Apprch %	71.8	28.2		81.1	18.9		8	92		
Total %	40.6	16	56.5	12.7	2.9	15.6	2.2	25.6	27.8	
Passenger Car	709	271	980	220	53	273	40	447	487	1740
% Passenger Car	97.3	94.4	96.5	96.5	100	97.2	100	97.2	97.4	96.8
Truck	7	6	13	5	0	5	0	9	9	27
% Truck	1	2.1	1.3	2.2	0	1.8	0	2	1.8	1.5
Semi	6	10	16	1	0	1	0	2	2	19
% Semi	0.8	3.5	1.6	0.4	0	0.4	0	0.4	0.4	1.1
Bus	7	0	7	2	0	2	0	2	2	11
% Bus	1	0	0.7	0.9	0	0.7	0	0.4	0.4	0.6





# Traffic Solutions

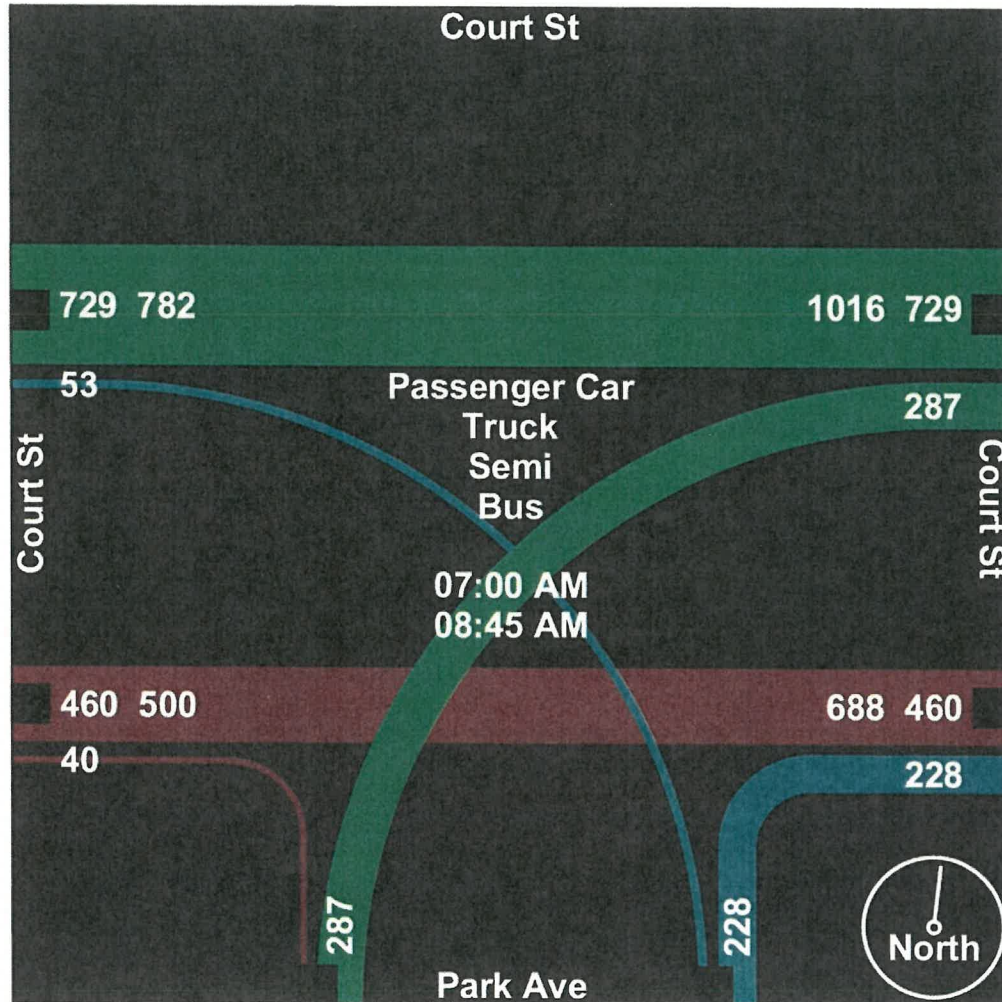
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 AM

Site Code : 00817221

Start Date : 8/17/2022

Page No : 3



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

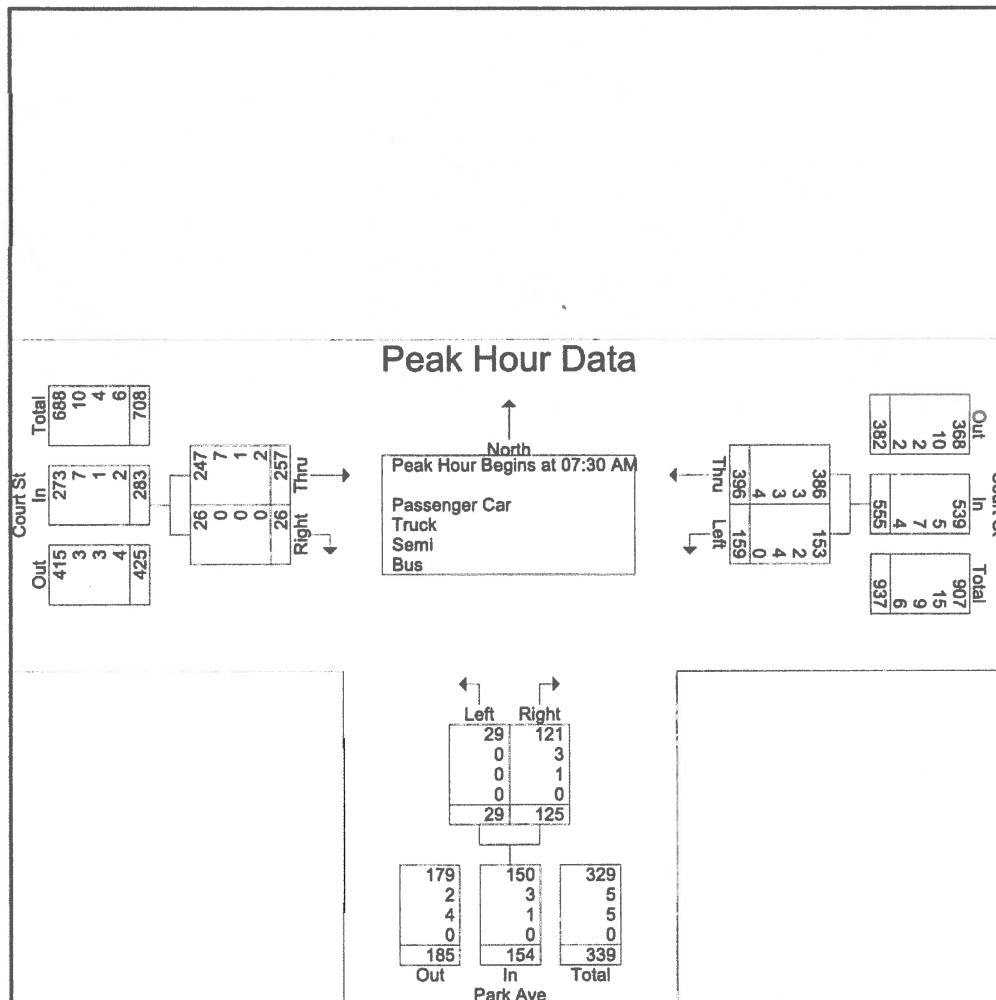
File Name : Auburn Court St & Park Ave 8-17-22 AM

Site Code : 00817221

Start Date : 8/17/2022

Page No : 4

	Court St From East			Park Ave From South			Court St From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	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 07:30 AM										
07:30 AM	109	43	152	30	10	40	5	54	59	251
07:45 AM	106	42	148	45	8	53	8	76	84	285
08:00 AM	100	27	127	30	4	34	6	66	72	233
08:15 AM	81	47	128	20	7	27	7	61	68	223
Total Volume	396	159	555	125	29	154	26	257	283	992
% App. Total	71.4	28.6		81.2	18.8		9.2	90.8		
PHF	.908	.846	.913	.694	.725	.726	.813	.845	.842	.870
Passenger Car	386	153	539	121	29	150	26	247	273	962
% Passenger Car	97.5	96.2	97.1	96.8	100	97.4	100	96.1	96.5	97.0
Truck	3	2	5	3	0	3	0	7	7	15
% Truck	0.8	1.3	0.9	2.4	0	1.9	0	2.7	2.5	1.5
Semi	3	4	7	1	0	1	0	1	1	9
% Semi	0.8	2.5	1.3	0.8	0	0.6	0	0.4	0.4	0.9
Bus	4	0	4	0	0	0	0	2	2	6
% Bus	1.0	0	0.7	0	0	0	0	0.8	0.7	0.6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 AM

Site Code : 00817221

Start Date : 8/17/2022

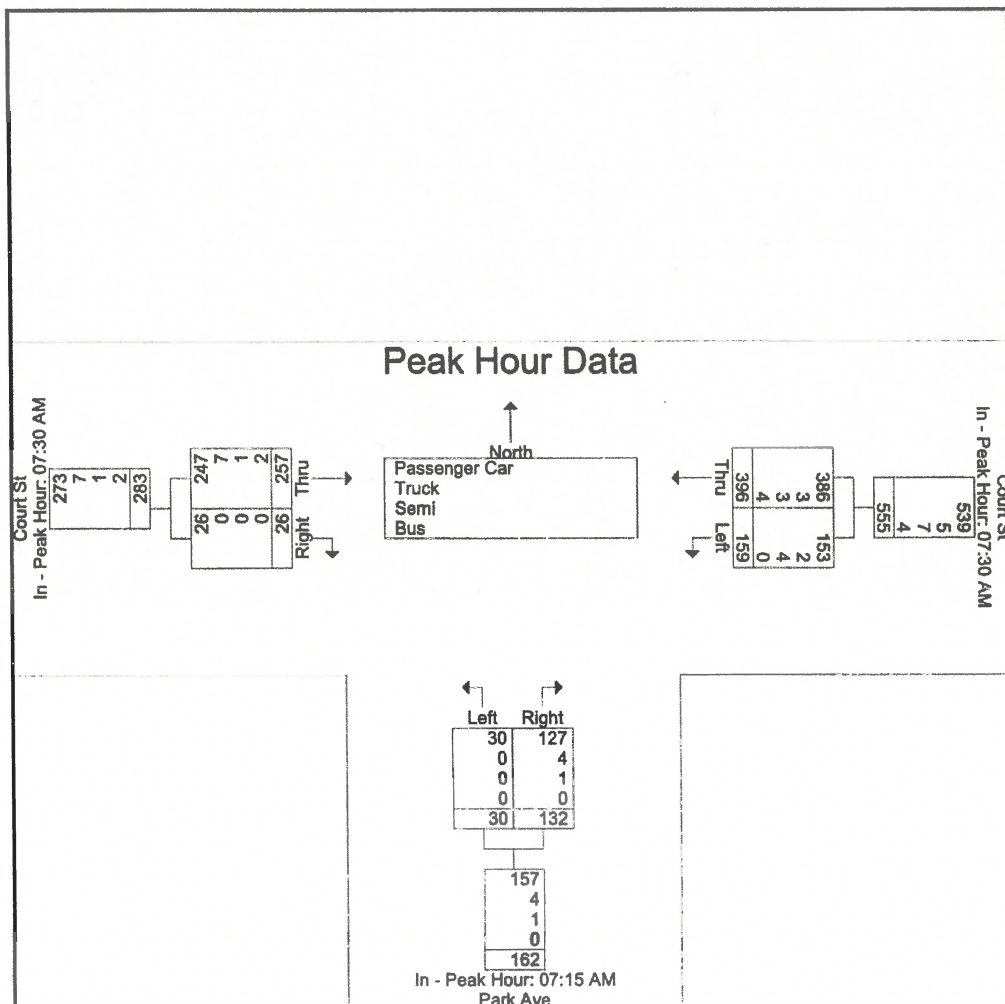
Page No : 5

	Court St From East			Park Ave From South			Court St From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	109	43	152	27	8	35	5	54	59
+15 mins.	106	42	148	30	10	40	8	76	84
+30 mins.	100	27	127	45	8	53	6	66	72
+45 mins.	81	47	128	30	4	34	7	61	68
Total Volume	396	159	555	132	30	162	26	257	283
% App. Total	71.4	28.6		81.5	18.5		9.2	90.8	
PHF	.908	.846	.913	.733	.750	.764	.813	.845	.842
Passenger Car	386	153	539	127	30	157	26	247	273
% Passenger Car	97.5	96.2	97.1	96.2	100	96.9	100	96.1	96.5
Truck	3	2	5	4	0	4	0	7	7
% Truck	0.8	1.3	0.9	3	0	2.5	0	2.7	2.5
Semi	3	4	7	1	0	1	0	1	1
% Semi	0.8	2.5	1.3	0.8	0	0.6	0	0.4	0.4
Bus	4	0	4	0	0	0	0	2	2
% Bus	1	0	0.7	0	0	0	0	0.8	0.7



# *Traffic Solutions*

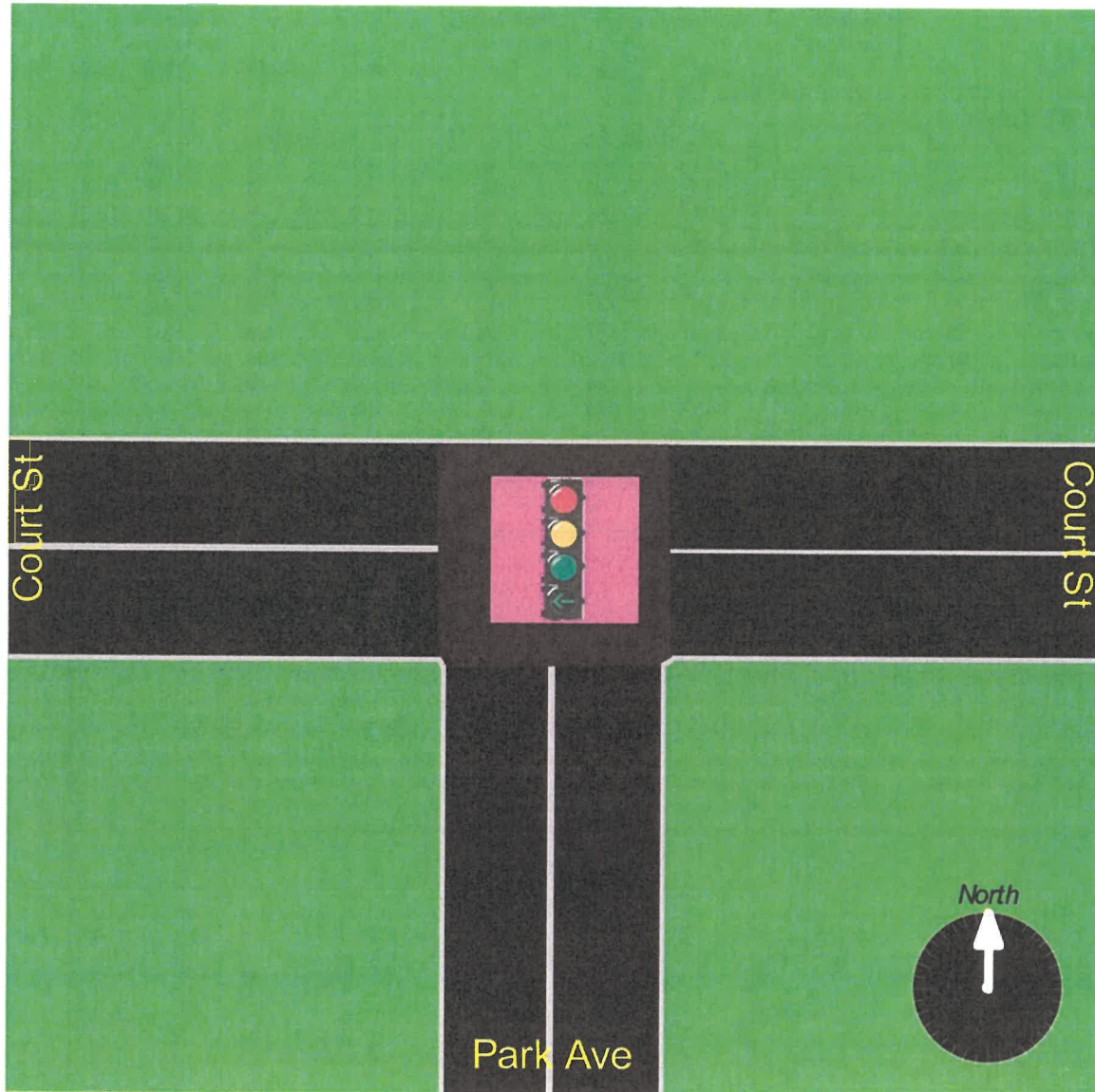
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 AM

Site Code : 00817221

Start Date : 8/17/2022

Page No : 6





# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Auburn Court St & Park Ave  
October 20, 2022 PM  
Sunny  
Count by David St.Clair

File Name : Auburn Court St & Park Ave 10-20-22 PM  
Site Code : 01020222  
Start Date : 10/20/2022  
Page No : 1

Groups Printed- Passenger Car - Truck - Semi - Bus

Start Time	Park Ave From North			Court St From East			Court St From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
01:00 PM	43	4	47	10	68	78	111	35	146	271
01:15 PM	40	7	47	5	70	75	99	38	137	259
01:30 PM	44	3	47	4	86	90	112	40	152	289
01:45 PM	43	7	50	6	83	89	99	44	143	282
Total	170	21	191	25	307	332	421	157	578	1101
02:00 PM	48	7	55	8	118	126	95	47	142	323
02:15 PM	39	6	45	14	103	117	104	51	155	317
02:30 PM	42	6	48	11	105	116	115	48	163	327
02:45 PM	52	16	68	21	94	115	111	53	164	347
Total	181	35	216	54	420	474	425	199	624	1314

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

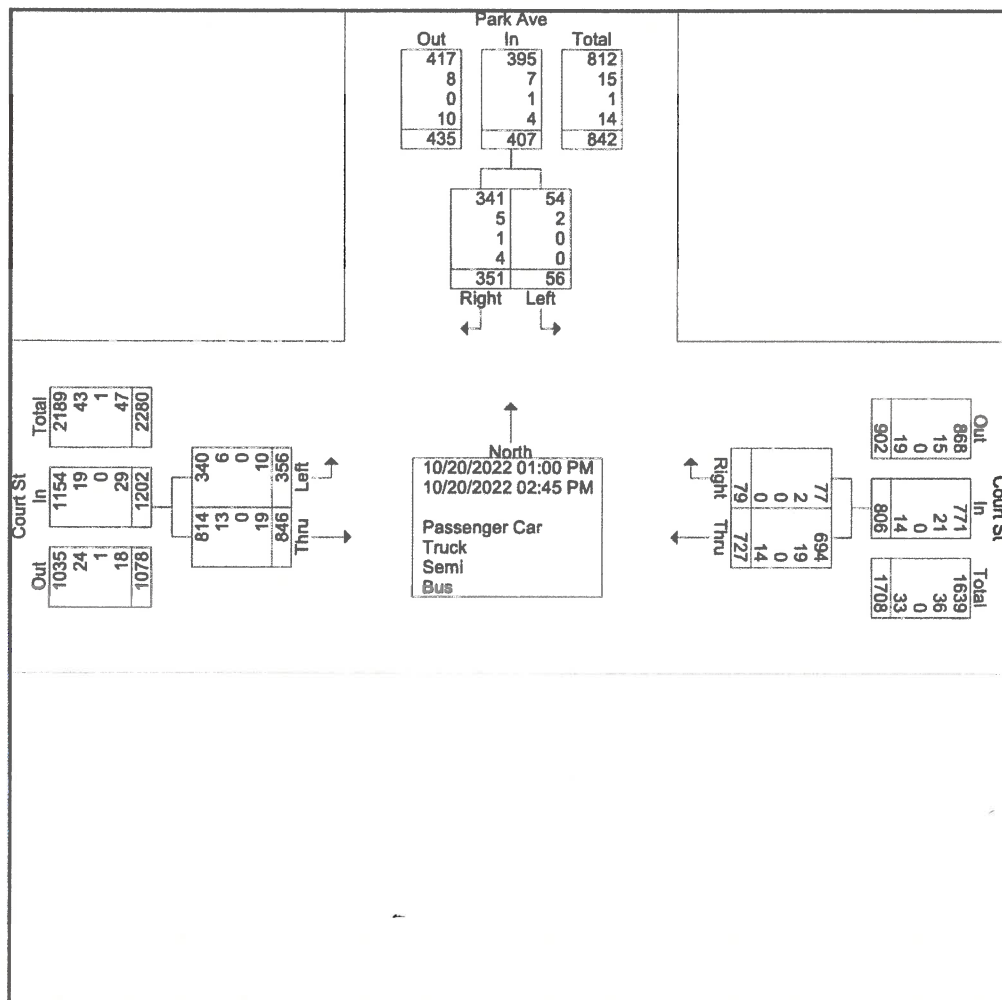
Site Code : 01020222

Start Date : 10/20/2022

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus

	Park Ave From North			Court St From East			Court St From West			
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Grand Total	351	56	407	79	727	806	846	356	1202	2415
Apprch %	86.2	13.8		9.8	90.2		70.4	29.6		
Total %	14.5	2.3	16.9	3.3	30.1	33.4	35	14.7	49.8	
Passenger Car	341	54	395	77	694	771	814	340	1154	2320
% Passenger Car	97.2	96.4	97.1	97.5	95.5	95.7	96.2	95.5	96	96.1
Truck	5	2	7	2	19	21	13	6	19	47
% Truck	1.4	3.6	1.7	2.5	2.6	2.6	1.5	1.7	1.6	1.9
Semi	1	0	1	0	0	0	0	0	0	1
% Semi	0.3	0	0.2	0	0	0	0	0	0	0
Bus	4	0	4	0	14	14	19	10	29	47
% Bus	1.1	0	1	0	1.9	1.7	2.2	2.8	2.4	1.9



# Traffic Solutions

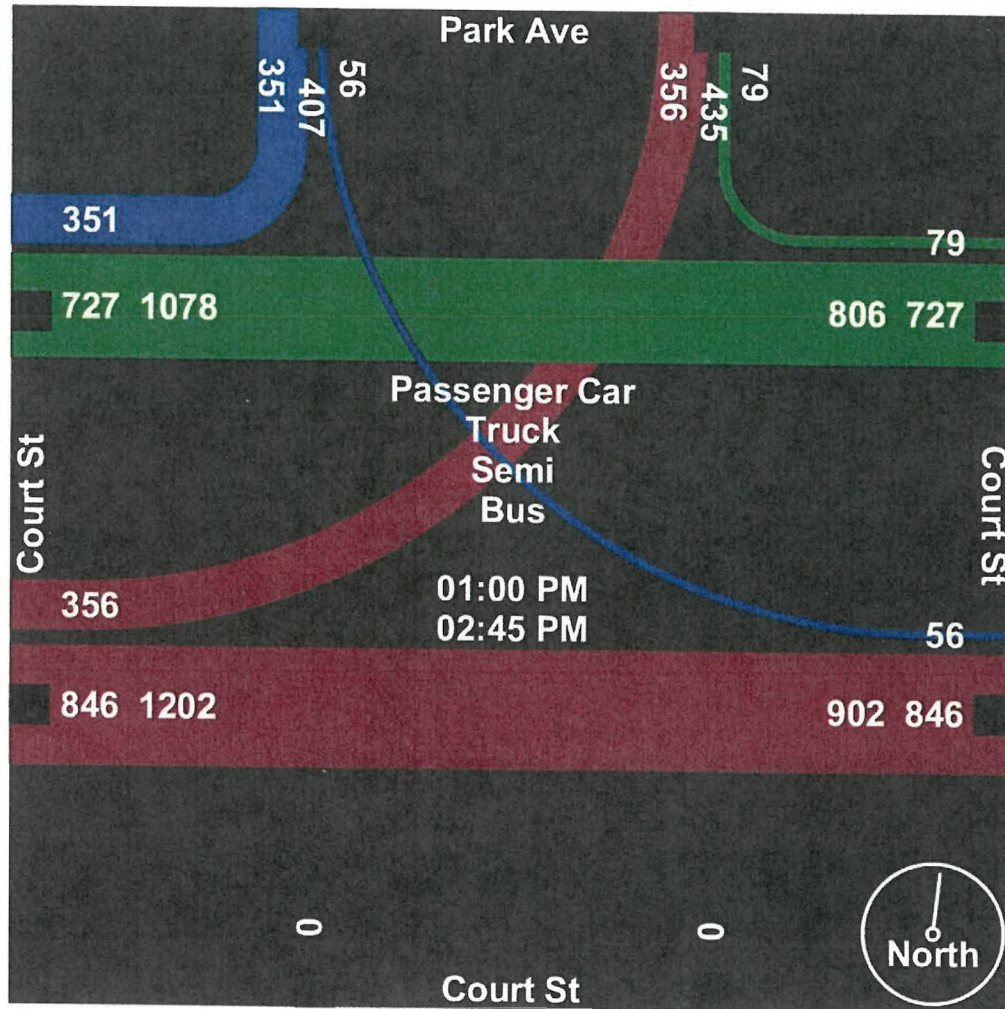
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

Page No : 3



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

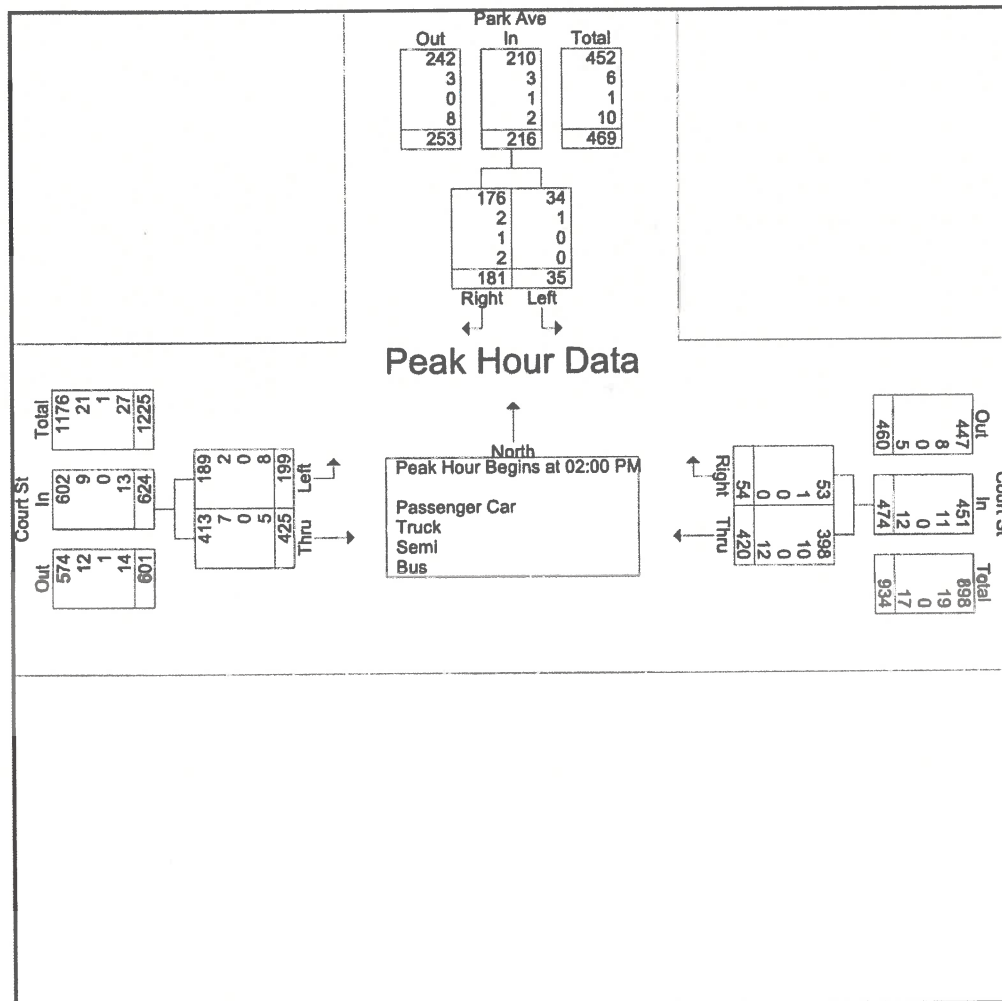
File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

Page No : 4

	Park Ave From North			Court St From East			Court St From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	48	7	55	8	118	126	95	47	142	323
02:15 PM	39	6	45	14	103	117	104	51	155	317
02:30 PM	42	6	48	11	105	116	115	48	163	327
02:45 PM	52	16	68	21	94	115	111	53	164	347
Total Volume	181	35	216	54	420	474	425	199	624	1314
% App. Total	83.8	16.2		11.4	88.6		68.1	31.9		
PHF	.870	.547	.794	.643	.890	.940	.924	.939	.951	.947
Passenger Car	176	34	210	53	398	451	413	189	602	1263
% Passenger Car	97.2	97.1	97.2	98.1	94.8	95.1	97.2	95.0	96.5	96.1
Truck	2	1	3	1	10	11	7	2	9	23
% Truck	1.1	2.9	1.4	1.9	2.4	2.3	1.6	1.0	1.4	1.8
Semi	1	0	1	0	0	0	0	0	0	1
% Semi	0.6	0	0.5	0	0	0	0	0	0	0.1
Bus	2	0	2	0	12	12	5	8	13	27
% Bus	1.1	0	0.9	0	2.9	2.5	1.2	4.0	2.1	2.1



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

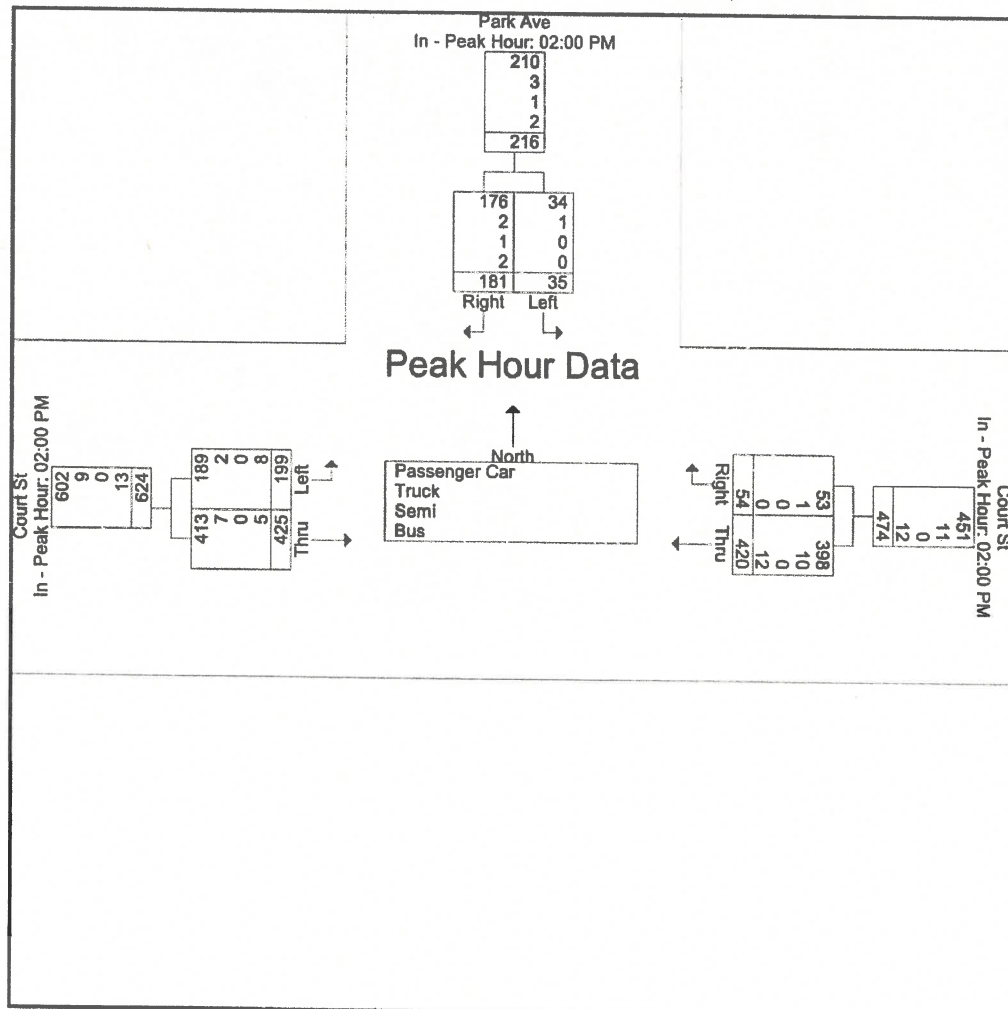
Page No : 5

Start Time	Park Ave From North			Court St From East			Court St From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	48	7	55	8	118	126	95	47	142
+15 mins.	39	6	45	14	103	117	104	51	155
+30 mins.	42	6	48	11	105	116	115	48	163
+45 mins.	52	16	68	21	94	115	111	53	164
Total Volume	181	35	216	54	420	474	425	199	624
% App. Total	83.8	16.2		11.4	88.6		68.1	31.9	
PHF	.870	.547	.794	.643	.890	.940	.924	.939	.951
Passenger Car	176	34	210	53	398	451	413	189	602
% Passenger Car	97.2	97.1	97.2	98.1	94.8	95.1	97.2	95	96.5
Truck	2	1	3	1	10	11	7	2	9
% Truck	1.1	2.9	1.4	1.9	2.4	2.3	1.6	1	1.4
Semi	1	0	1	0	0	0	0	0	0
% Semi	0.6	0	0.5	0	0	0	0	0	0
Bus	2	0	2	0	12	12	5	8	13
% Bus	1.1	0	0.9	0	2.9	2.5	1.2	4	2.1





# *Traffic Solutions*

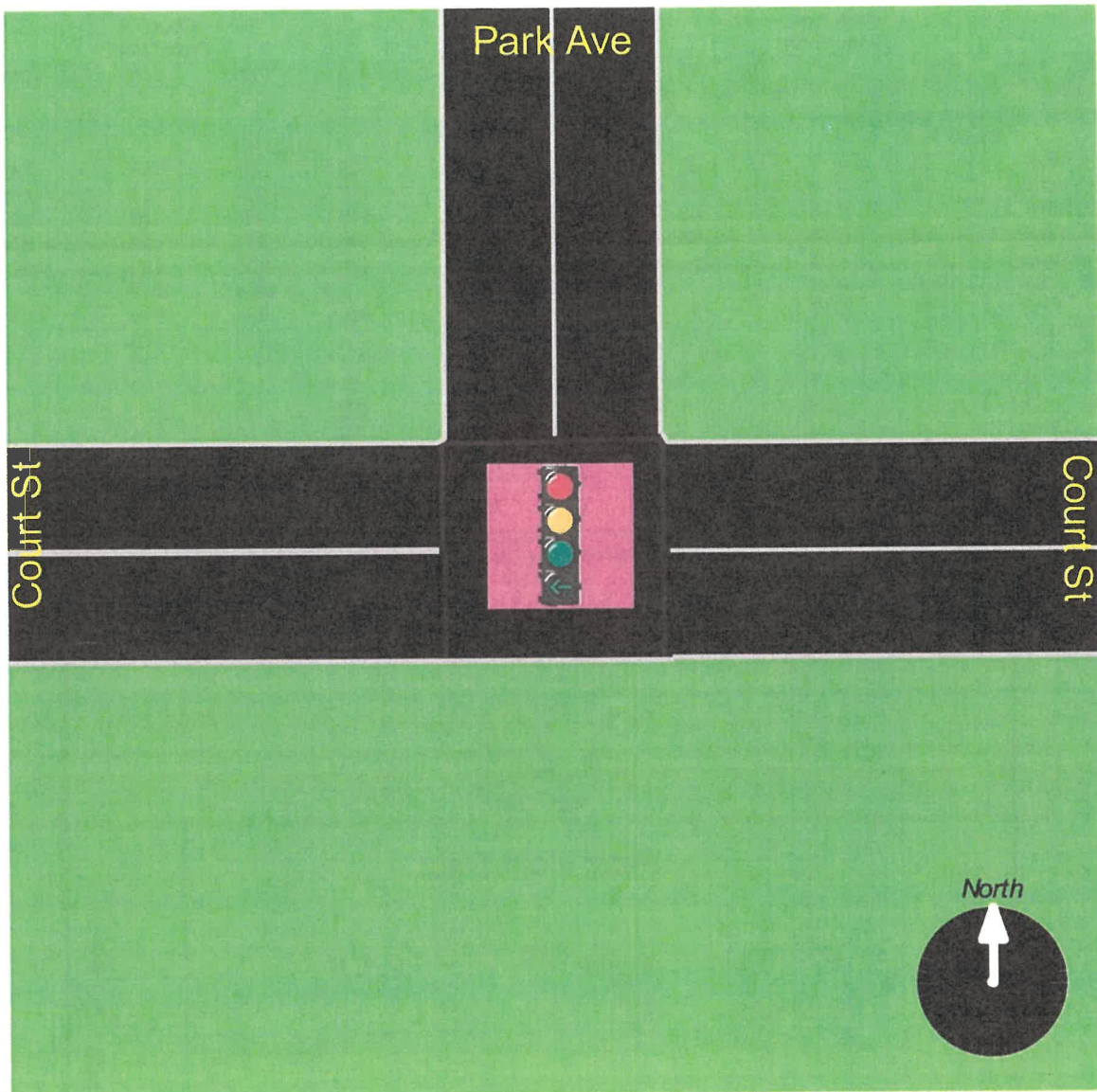
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

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# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Auburn Court St & Park Ave  
October 20, 2022 PM  
Sunny  
Count by David St.Clair

File Name : Auburn Court St & Park Ave 10-20-22 PM  
Site Code : 01020222  
Start Date : 10/20/2022  
Page No : 1

## Groups Printed- Passenger Car - Truck - Semi - Bus

Start Time	Park Ave From North			Court St From East			Court St From West			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
01:00 PM	43	4	47	10	68	78	111	35	146	271
01:15 PM	40	7	47	5	70	75	99	38	137	259
01:30 PM	44	3	47	4	86	90	112	40	152	289
01:45 PM	43	7	50	6	83	89	99	44	143	282
Total	170	21	191	25	307	332	421	157	578	1101
02:00 PM	48	7	55	8	118	126	95	47	142	323
02:15 PM	39	6	45	14	103	117	104	51	155	317
02:30 PM	42	6	48	11	105	116	115	48	163	327
02:45 PM	52	16	68	21	94	115	111	53	164	347
Total	181	35	216	54	420	474	425	199	624	1314

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

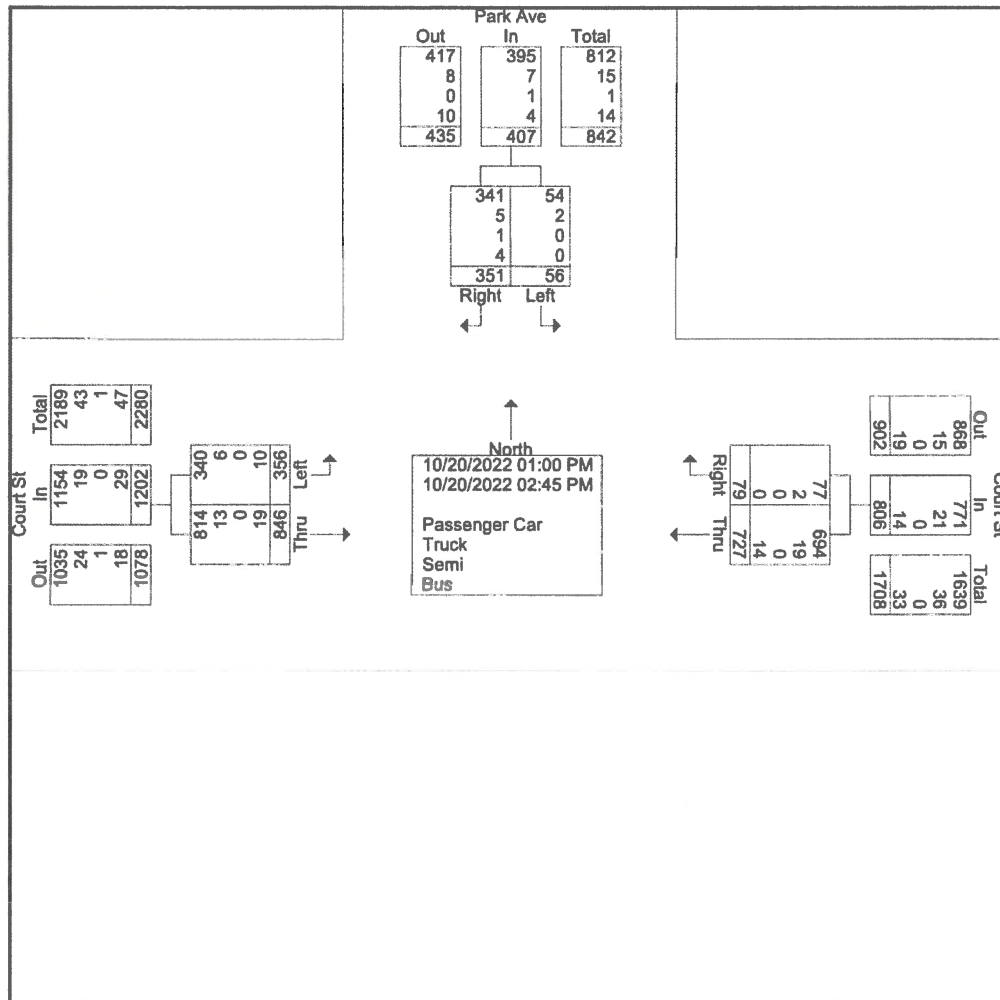
Site Code : 01020222

Start Date : 10/20/2022

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus

	Park Ave From North			Court St From East			Court St From West			
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Grand Total	351	56	407	79	727	806	846	356	1202	2415
Apprch %	86.2	13.8		9.8	90.2		70.4	29.6		
Total %	14.5	2.3	16.9	3.3	30.1	33.4	35	14.7	49.8	
Passenger Car	341	54	395	77	694	771	814	340	1154	2320
% Passenger Car	97.2	96.4	97.1	97.5	95.5	95.7	96.2	95.5	96	96.1
Truck	5	2	7	2	19	21	13	6	19	47
% Truck	1.4	3.6	1.7	2.5	2.6	2.6	1.5	1.7	1.6	1.9
Semi	1	0	1	0	0	0	0	0	0	1
% Semi	0.3	0	0.2	0	0	0	0	0	0	0
Bus	4	0	4	0	14	14	19	10	29	47
% Bus	1.1	0	1	0	1.9	1.7	2.2	2.8	2.4	1.9



# Traffic Solutions

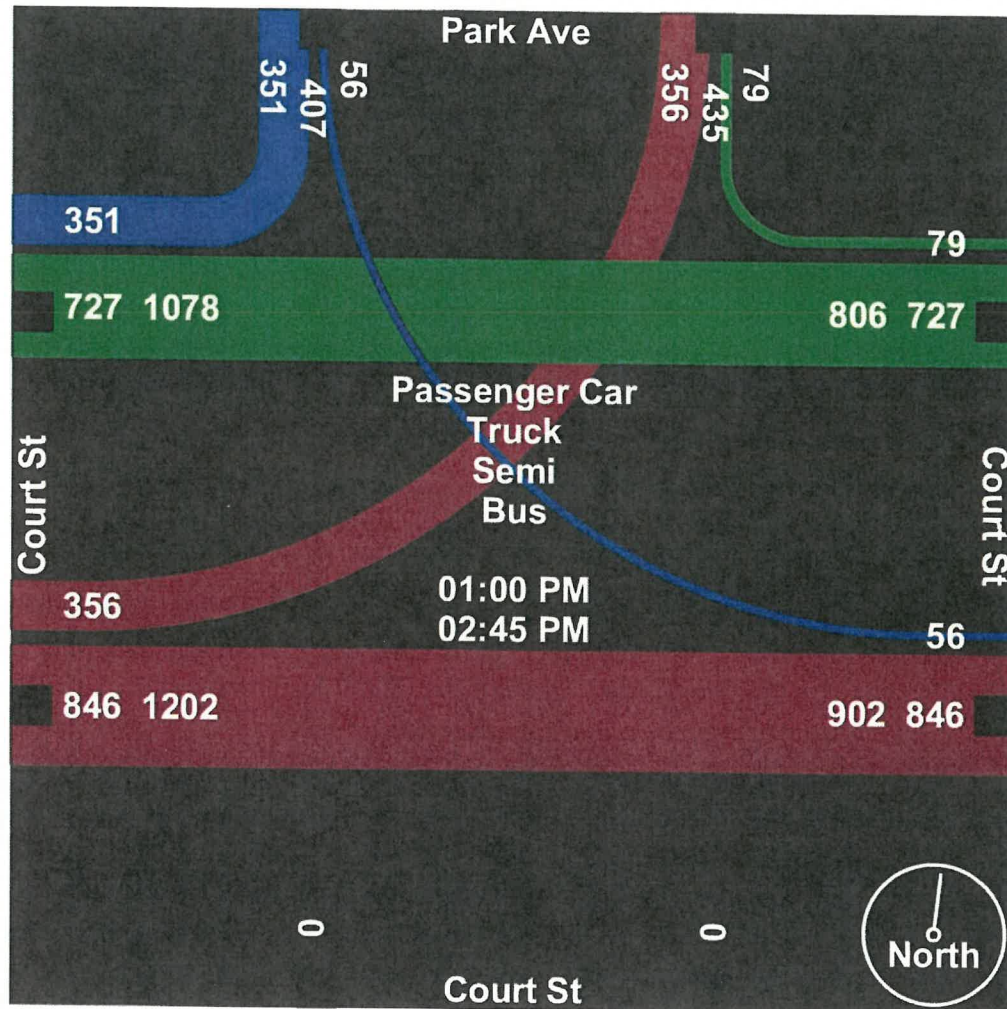
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

Page No : 3



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

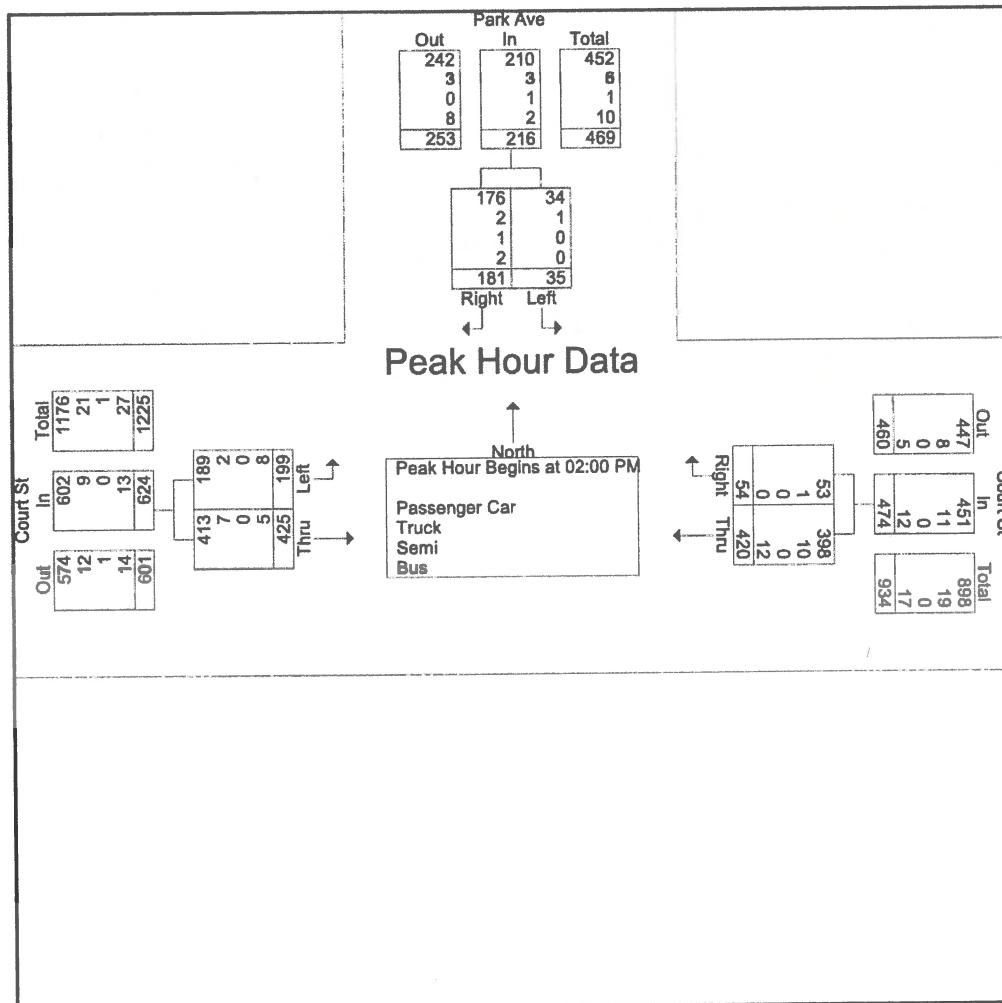
File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

Page No : 4

	Park Ave From North			Court St From East			Court St From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	48	7	55	8	118	126	95	47	142	323
02:15 PM	39	6	45	14	103	117	104	51	155	317
02:30 PM	42	6	48	11	105	116	115	48	163	327
02:45 PM	52	16	68	21	94	115	111	53	164	347
Total Volume	181	35	216	54	420	474	425	199	624	1314
% App. Total	83.8	16.2		11.4	88.6		68.1	31.9		
PHF	.870	.547	.794	.643	.890	.940	.924	.939	.951	.947
Passenger Car	176	34	210	53	398	451	413	189	602	1263
% Passenger Car	97.2	97.1	97.2	98.1	94.8	95.1	97.2	95.0	96.5	96.1
Truck	2	1	3	1	10	11	7	2	9	23
% Truck	1.1	2.9	1.4	1.9	2.4	2.3	1.6	1.0	1.4	1.8
Semi	1	0	1	0	0	0	0	0	0	1
% Semi	0.6	0	0.5	0	0	0	0	0	0	0.1
Bus	2	0	2	0	12	12	5	8	13	27
% Bus	1.1	0	0.9	0	2.9	2.5	1.2	4.0	2.1	2.1



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

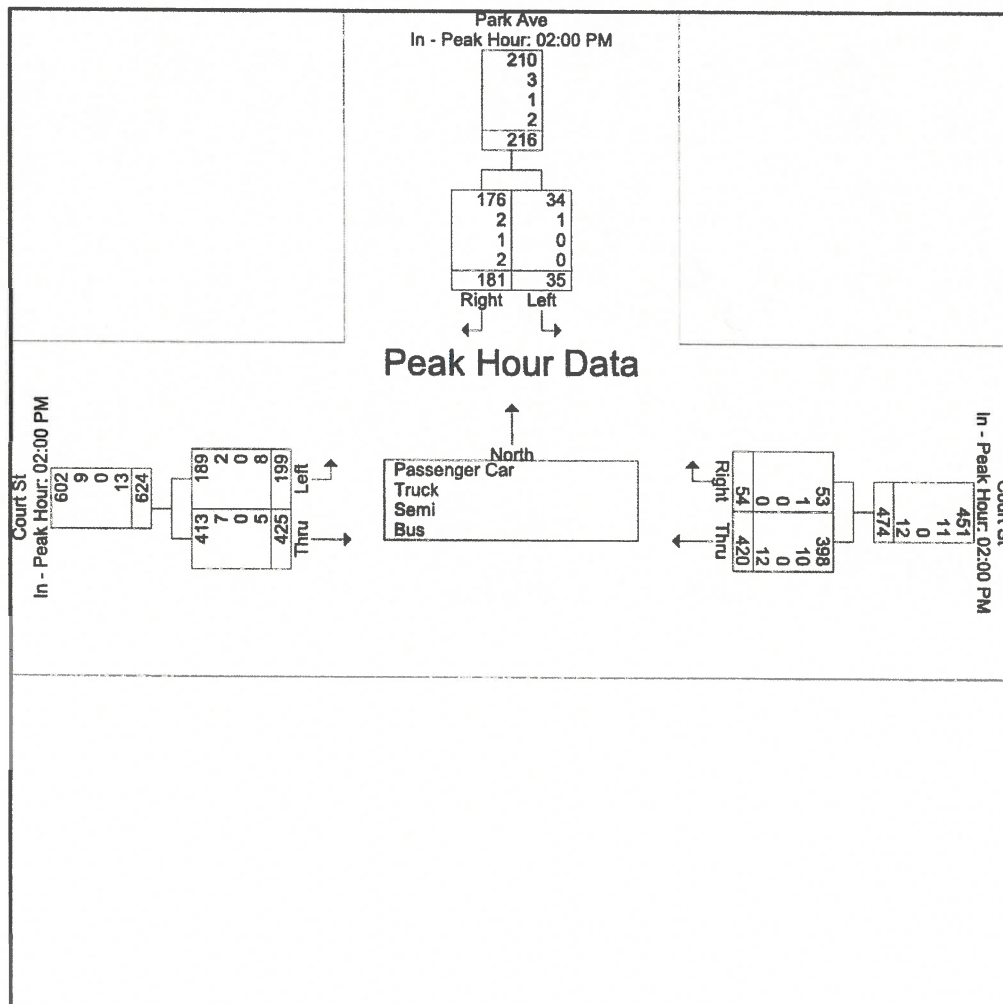
Page No : 5

	Park Ave From North			Court St From East			Court St From West			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM			
+0 mins.	48	7	55	8	118	126	95	47	142	
+15 mins.	39	6	45	14	103	117	104	51	155	
+30 mins.	42	6	48	11	105	116	115	48	163	
+45 mins.	52	16	68	21	94	115	111	53	164	
Total Volume	181	35	216	54	420	474	425	199	624	
% App. Total	83.8	16.2		11.4	88.6		68.1	31.9		
PHF	.870	.547	.794	.643	.890	.940	.924	.939	.951	
Passenger Car	176	34	210	53	398	451	413	189	602	
% Passenger Car	97.2	97.1	97.2	98.1	94.8	95.1	97.2	95	96.5	
Truck	2	1	3	1	10	11	7	2	9	
% Truck	1.1	2.9	1.4	1.9	2.4	2.3	1.6	1	1.4	
Semi	1	0	1	0	0	0	0	0	0	
% Semi	0.6	0	0.5	0	0	0	0	0	0	
Bus	2	0	2	0	12	12	5	8	13	
% Bus	1.1	0	0.9	0	2.9	2.5	1.2	4	2.1	





# *Traffic Solutions*

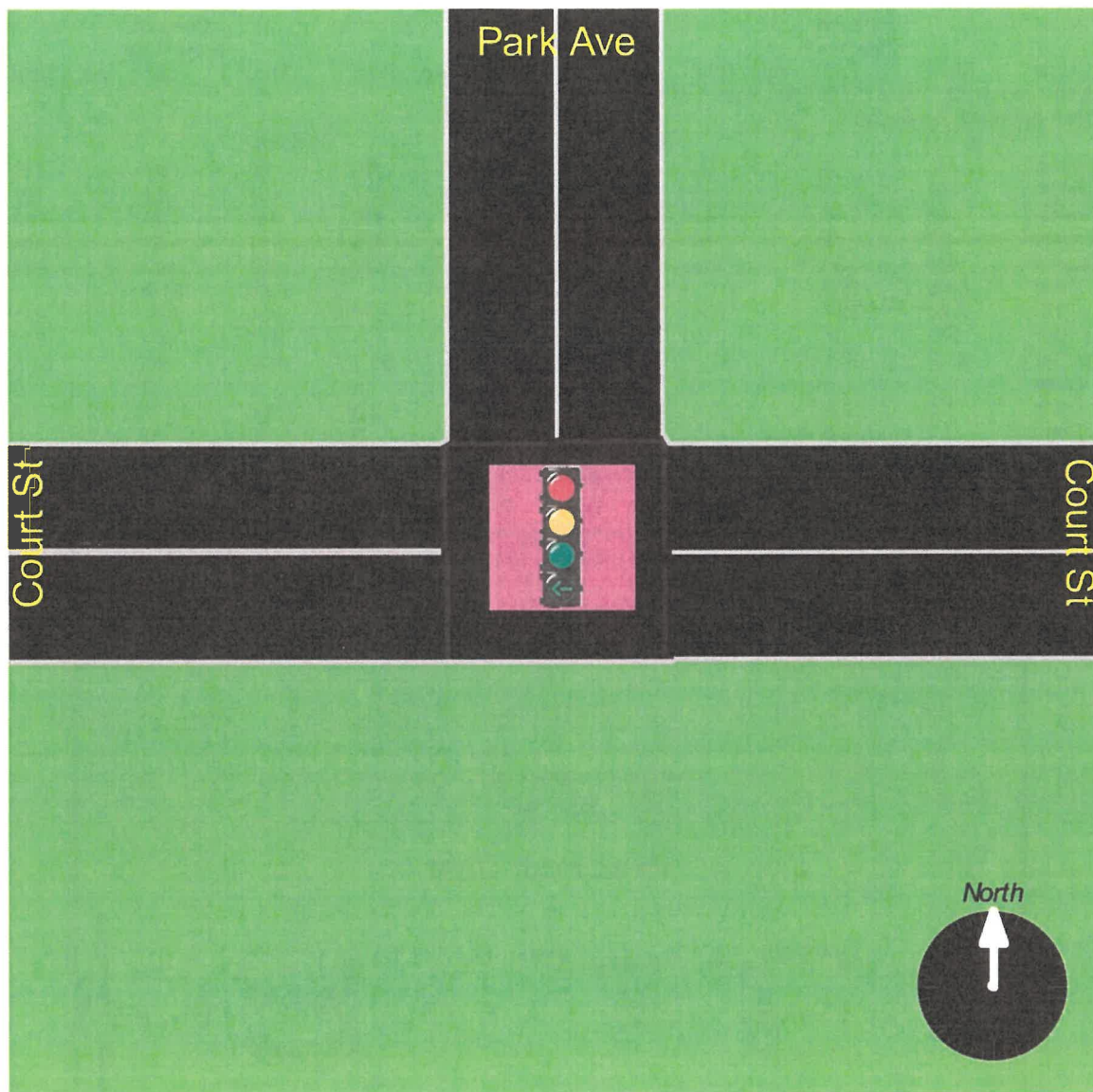
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 10-20-22 PM

Site Code : 01020222

Start Date : 10/20/2022

Page No : 6



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

Auburn Court St & Park Ave  
August 17, 2022 PM  
Rain  
Count by Jen Gilbert

File Name : Auburn Court St & Park Ave 8-17-22 PM  
Site Code : 00817222  
Start Date : 8/17/2022  
Page No : 1

## Groups Printed- Passenger Car - Truck - Semi - Bus

Start Time	Court St From East			Park Ave From South			Court St From West			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
03:00 PM	125	63	188	47	8	55	3	74	77	320
03:15 PM	95	49	144	41	11	52	4	77	81	277
03:30 PM	101	39	140	27	7	34	7	81	88	262
03:45 PM	93	33	126	32	6	38	6	78	84	248
Total	414	184	598	147	32	179	20	310	330	1107
04:00 PM	115	61	176	36	3	39	11	103	114	329
04:15 PM	139	50	189	43	8	51	19	68	87	327
04:30 PM	107	55	162	34	6	40	10	103	113	315
04:45 PM	111	60	171	63	9	72	11	87	98	341
Total	472	226	698	176	26	202	51	361	412	1312
05:00 PM	114	66	180	36	5	41	10	95	105	326
05:15 PM	93	41	134	45	13	58	6	101	107	299
05:30 PM	91	44	135	30	5	35	4	78	82	252
05:45 PM	67	46	113	39	6	45	4	74	78	236
Total	365	197	562	150	29	179	24	348	372	1113

# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 PM

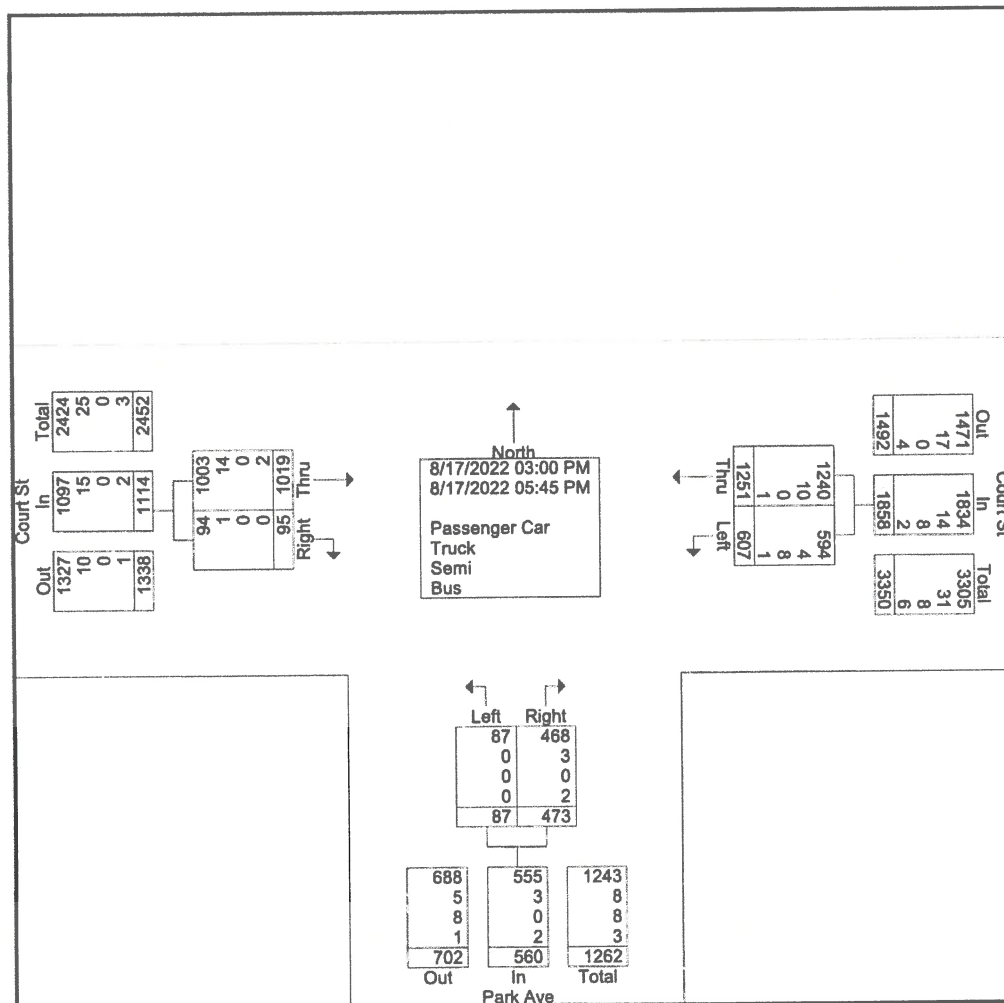
Site Code : 00817222

Start Date : 8/17/2022

Page No : 2

Groups Printed- Passenger Car - Truck - Semi - Bus

	Court St From East			Park Ave From South			Court St From West			
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Grand Total	1251	607	1858	473	87	560	95	1019	1114	3532
Apprch %	67.3	32.7		84.5	15.5		8.5	91.5		
Total %	35.4	17.2	52.6	13.4	2.5	15.9	2.7	28.9	31.5	
Passenger Car	1240	594	1834	468	87	555	94	1003	1097	3486
% Passenger Car	99.1	97.9	98.7	98.9	100	99.1	98.9	98.4	98.5	98.7
Truck	10	4	14	3	0	3	1	14	15	32
% Truck	0.8	0.7	0.8	0.6	0	0.5	1.1	1.4	1.3	0.9
Semi	0	8	8	0	0	0	0	0	0	8
% Semi	0	1.3	0.4	0	0	0	0	0	0	0.2
Bus	1	1	2	2	0	2	0	2	2	6
% Bus	0.1	0.2	0.1	0.4	0	0.4	0	0.2	0.2	0.2



# Traffic Solutions

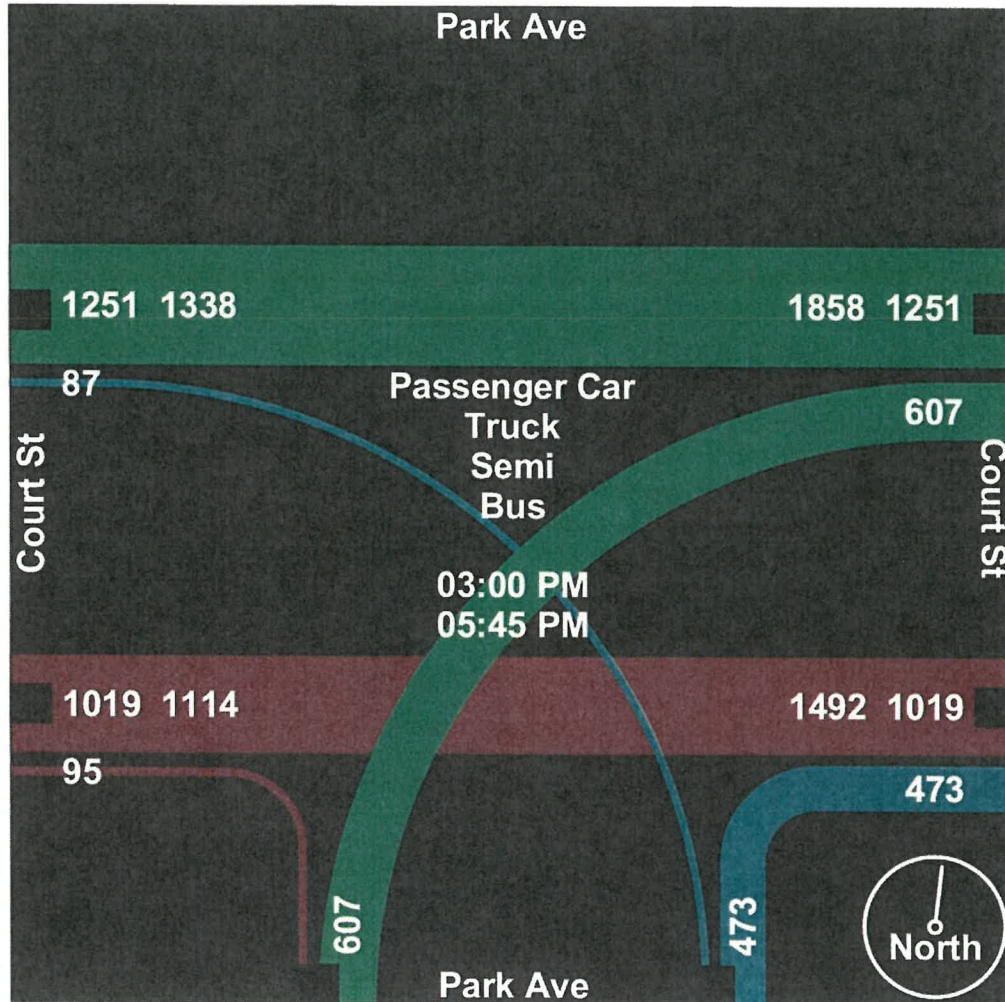
17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 PM

Site Code : 00817222

Start Date : 8/17/2022

Page No : 3



# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

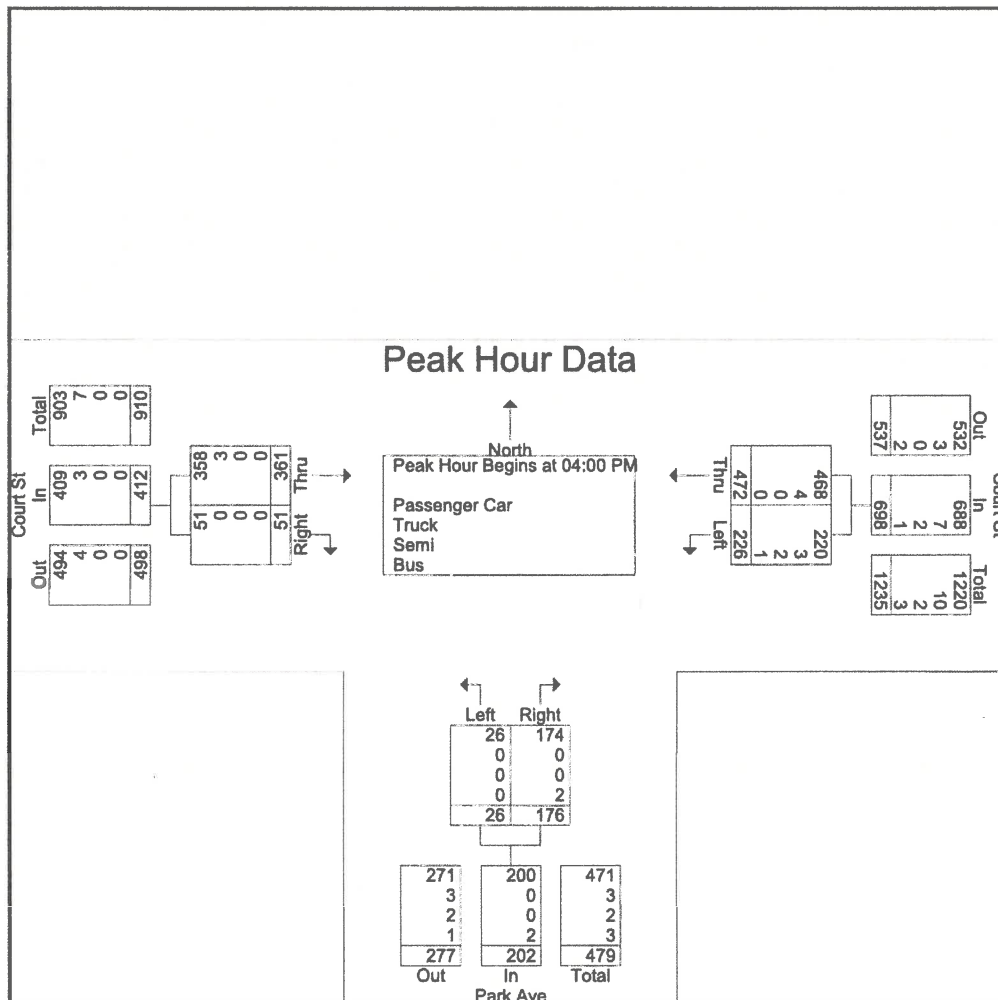
File Name : Auburn Court St & Park Ave 8-17-22 PM

Site Code : 00817222

Start Date : 8/17/2022

Page No : 4

	Court St From East			Park Ave From South			Court St From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	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 04:00 PM										
04:00 PM	115	61	176	36	3	39	11	103	114	329
04:15 PM	139	50	189	43	8	51	19	68	87	327
04:30 PM	107	55	162	34	6	40	10	103	113	315
04:45 PM	111	60	171	63	9	72	11	87	98	341
Total Volume	472	226	698	176	26	202	51	361	412	1312
% App. Total	67.6	32.4		87.1	12.9		12.4	87.6		
PHF	.849	.926	.923	.698	.722	.701	.671	.876	.904	.962
Passenger Car	468	220	688	174	26	200	51	358	409	1297
% Passenger Car	99.2	97.3	98.6	98.9	100	99.0	100	99.2	99.3	98.9
Truck	4	3	7	0	0	0	0	3	3	10
% Truck	0.8	1.3	1.0	0	0	0	0	0.8	0.7	0.8
Semi	0	2	2	0	0	0	0	0	0	2
% Semi	0	0.9	0.3	0	0	0	0	0	0	0.2
Bus	0	1	1	2	0	2	0	0	0	3
% Bus	0	0.4	0.1	1.1	0	1.0	0	0	0	0.2





# Traffic Solutions

17 Mount View Dr  
Gorham, ME 04038

File Name : Auburn Court St & Park Ave 8-17-22 PM

Site Code : 00817222

Start Date : 8/17/2022

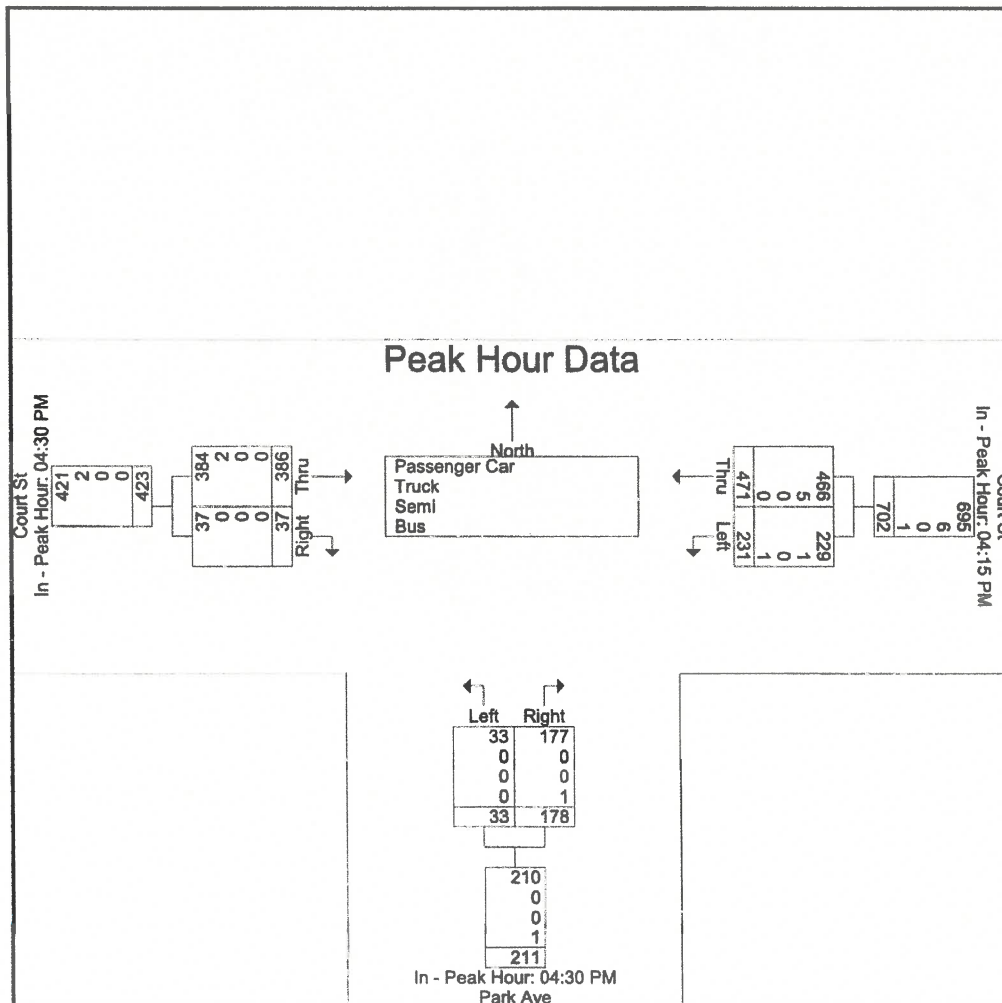
Page No : 5

Start Time	Court St From East			Park Ave From South			Court St From West			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	139	50	189	34	6	40	10	103	113
+15 mins.	107	55	162	63	9	72	11	87	98
+30 mins.	111	60	171	36	5	41	10	95	105
+45 mins.	114	66	180	45	13	58	6	101	107
Total Volume	471	231	702	178	33	211	37	386	423
% App. Total	67.1	32.9		84.4	15.6		8.7	91.3	
PHF	.847	.875	.929	.706	.635	.733	.841	.937	.936
Passenger Car	466	229	695	177	33	210	37	384	421
% Passenger Car	98.9	99.1	99	99.4	100	99.5	100	99.5	99.5
Truck	5	1	6	0	0	0	0	2	2
% Truck	1.1	0.4	0.9	0	0	0	0	0.5	0.5
Semi	0	0	0	0	0	0	0	0	0
% Semi	0	0	0	0	0	0	0	0	0
Bus	0	1	1	1	0	1	0	0	0
% Bus	0	0.4	0.1	0.6	0	0.5	0	0	0



# *Traffic Solutions*

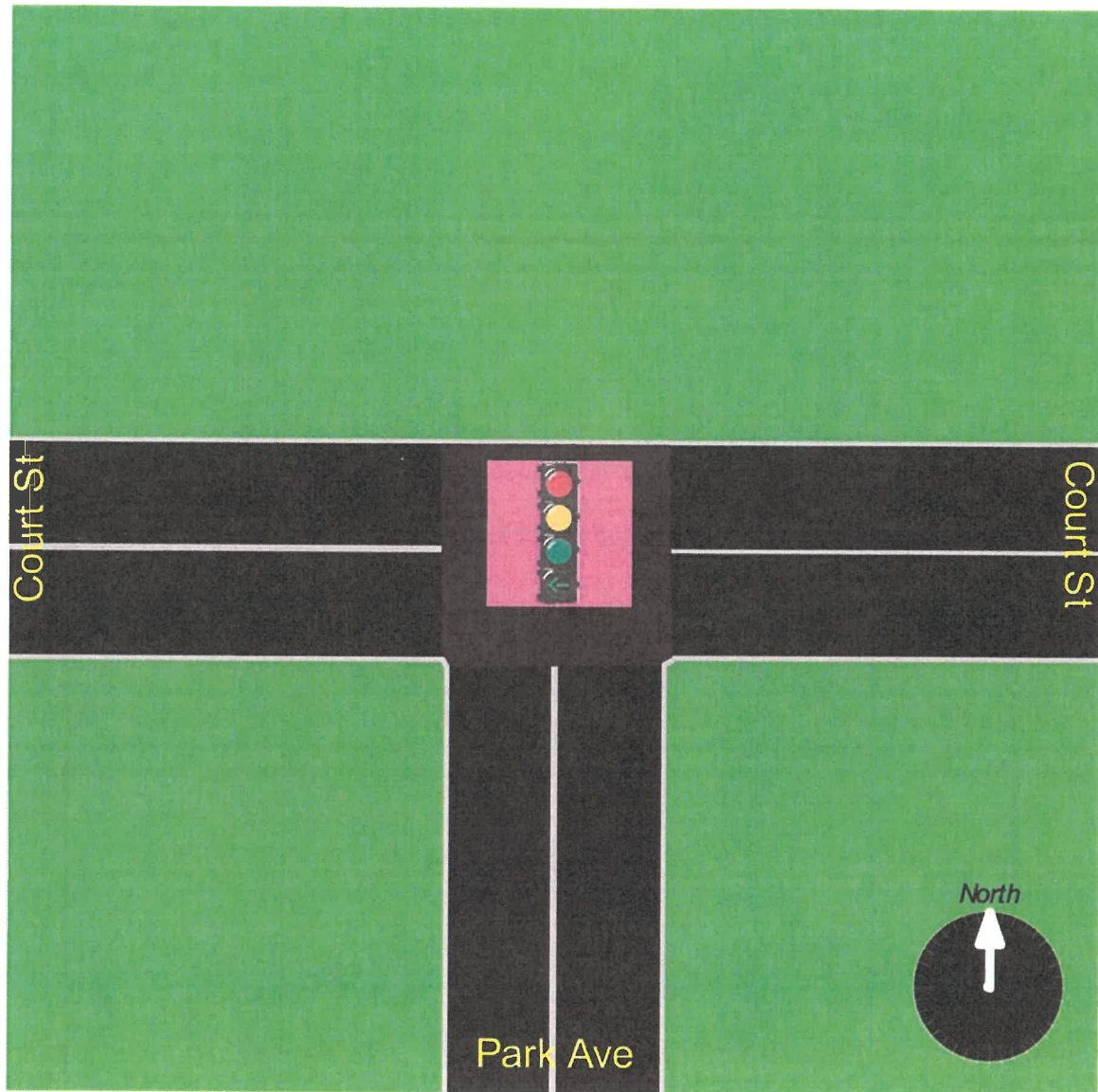
17 Mount View Dr  
Gorham, ME 04038

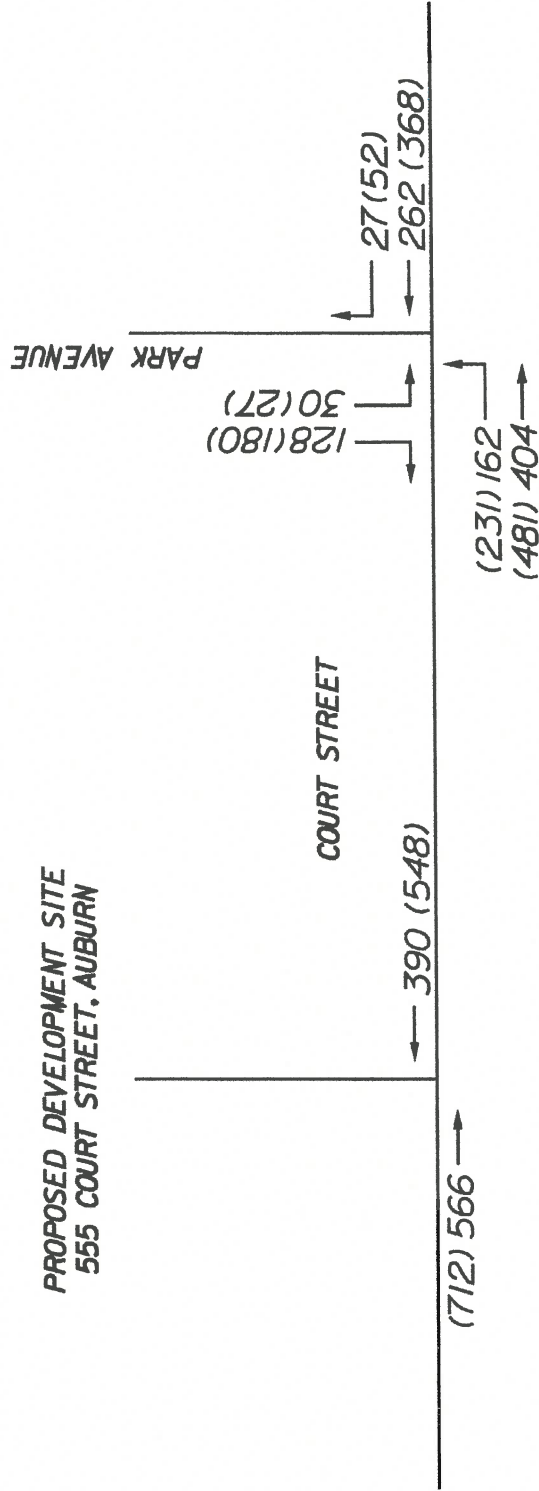
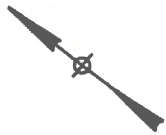
File Name : Auburn Court St & Park Ave 8-17-22 PM

Site Code : 00817222

Start Date : 8/17/2022

Page No : 6

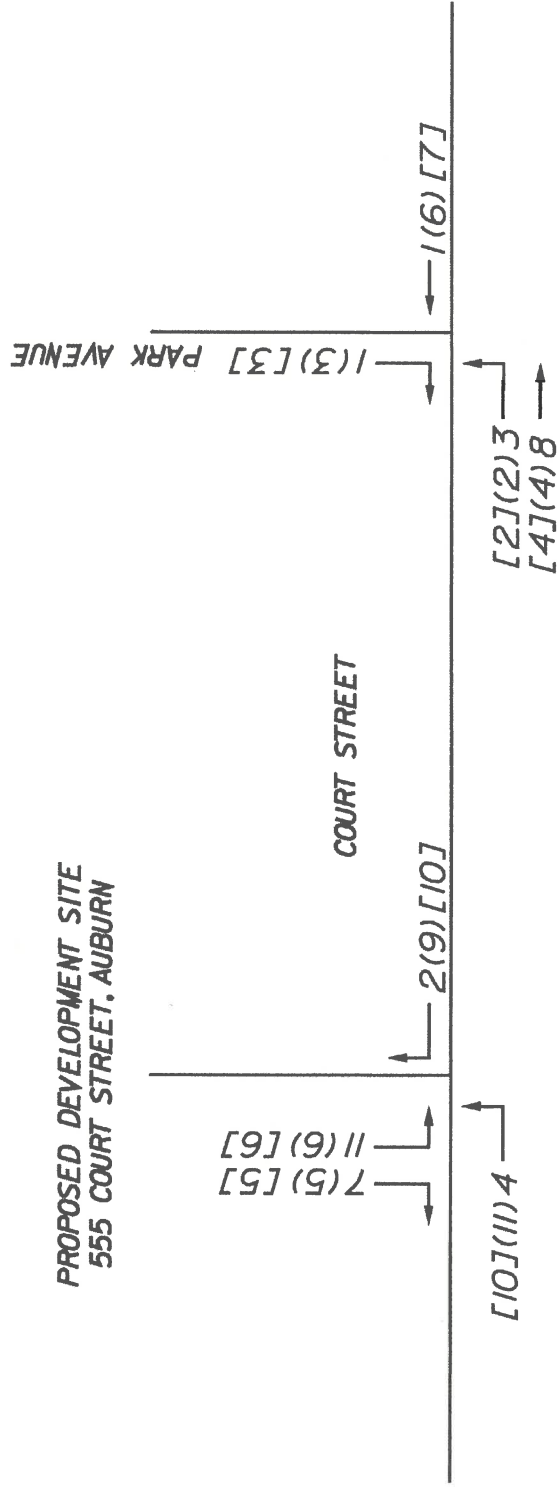
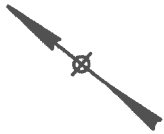




2024 DESIGN HOUR TRAFFIC

FIGURE 1

LEGEND:  
XX = AM PEAK HOUR  
(XX) = PM PEAK HOUR



SITE TRIP ASSIGNMENT  
PHASE I

FIGURE 2

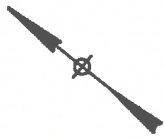
LEGEND:

- XX - AM PEAK HOUR
- (XX) - PM PEAK HOUR
- [XX] - PM PEAK HOUR - ELEMENTARY SCHOOL

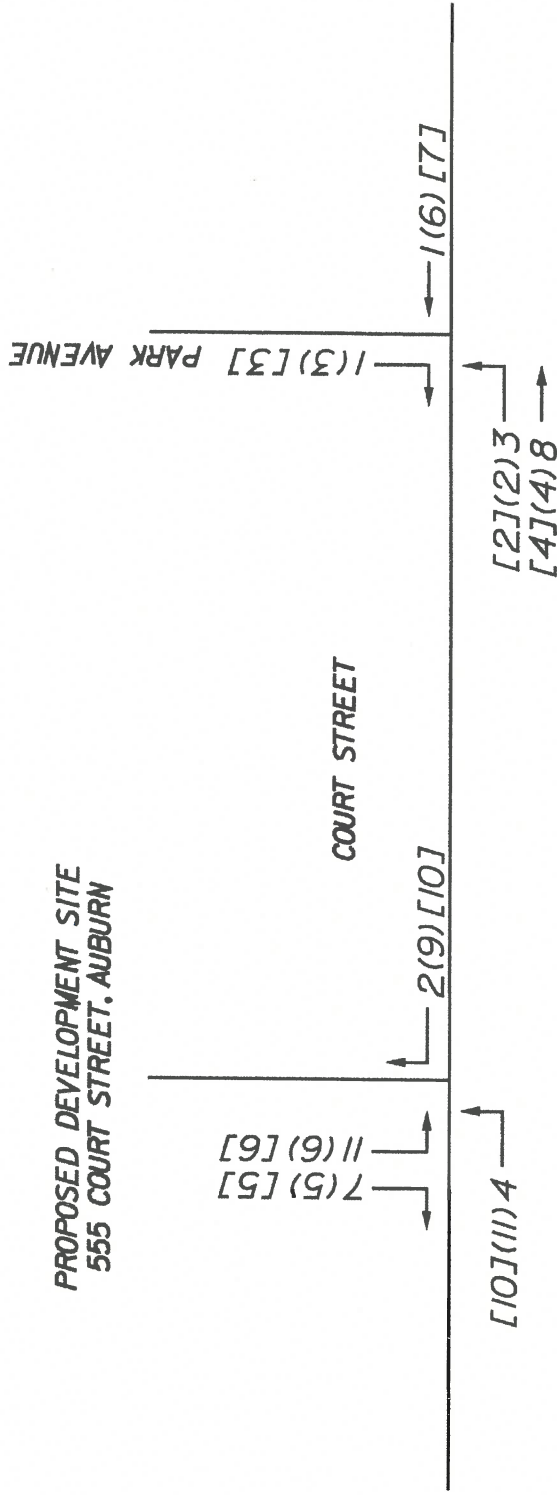
655 COURT STREET  
PHASE II  
AUBURN, MAINE

Barton  
& Loguidice

DATE: SEPT., 2022



PROPOSED DEVELOPMENT SITE  
555 COURT STREET, AUBURN



SITE TRIP ASSIGNMENT  
PHASE II

FIGURE 3

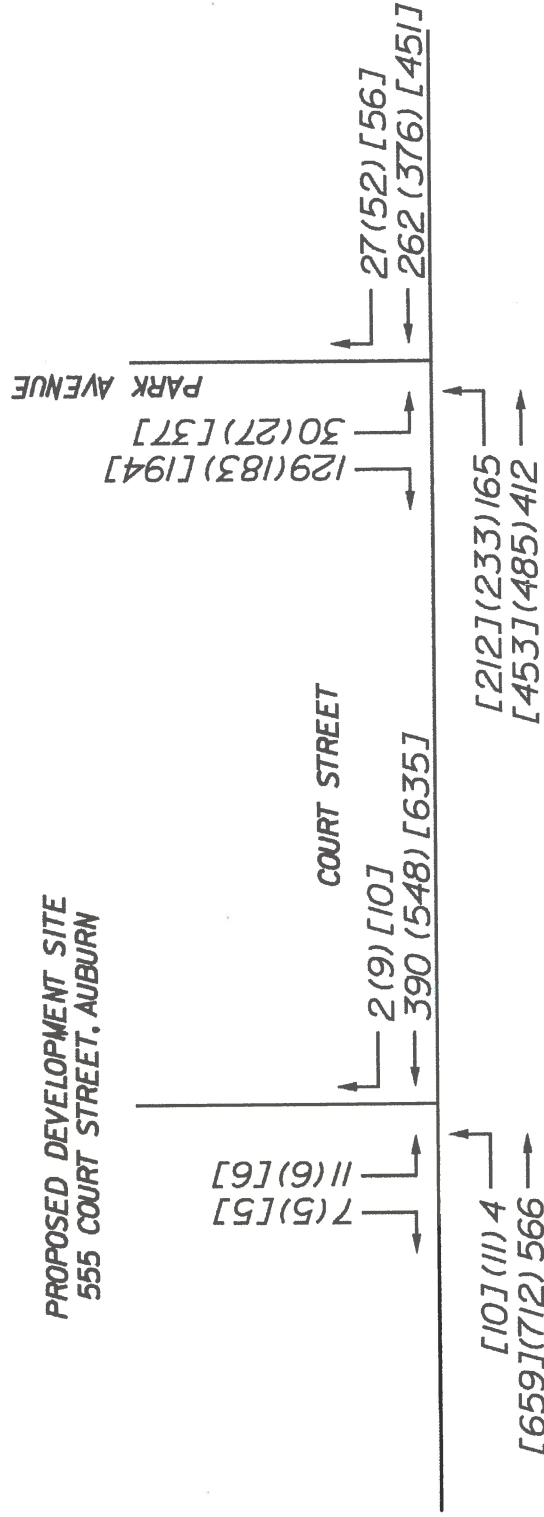
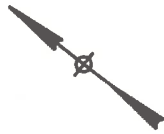
LEGEND:

- XX = AM PEAK HOUR
- (XX) = PM PEAK HOUR
- [XX] = PM PEAK HOUR - ELEMENTARY SCHOOL

666 COURT STREET  
PHASE II  
AUBURN, MAINE

DATE: SEPT., 2022





2024 PRE-DEVELOPMENT TRAFFIC

FIGURE 4

LEGEND:

XX - AM PEAK HOUR

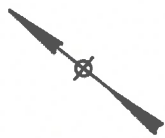
(XX) - PM PEAK HOUR

[XX] - PM PEAK HOUR - ELEMENTARY SCHOOL

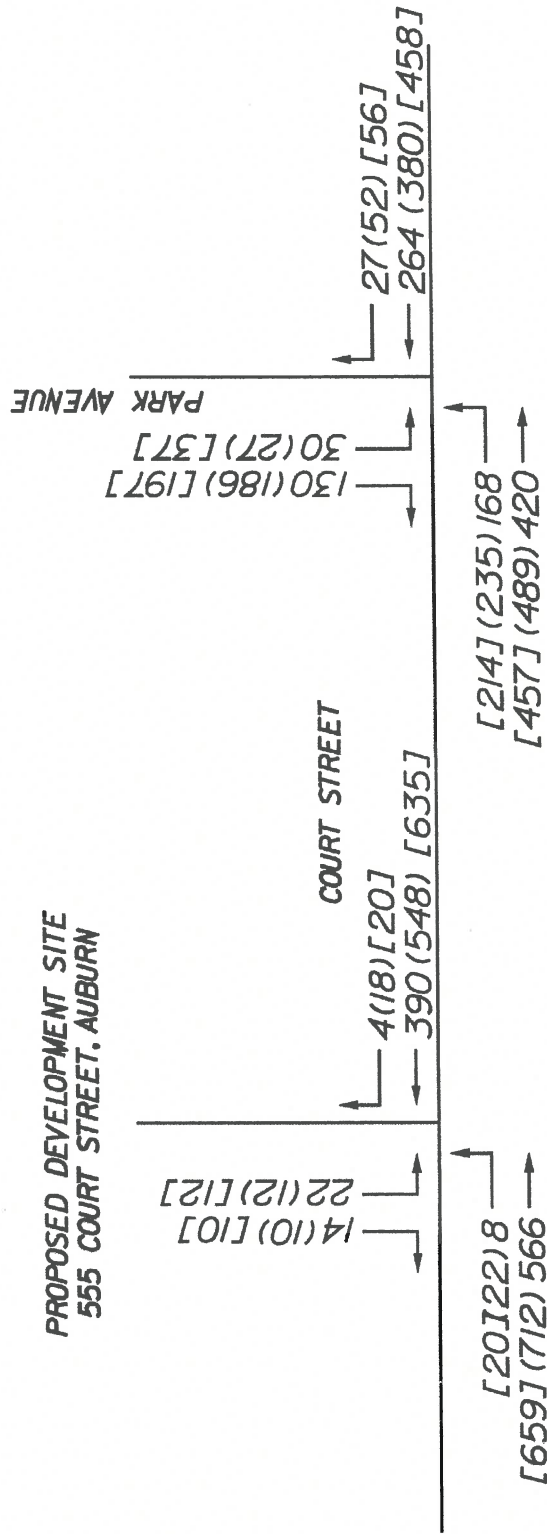
666 COURT STREET  
PHASE II  
AUBURN, MAINE

DATE: SEPT., 2022

Barton  
& Loguidice



PROPOSED DEVELOPMENT SITE  
555 COURT STREET, AUBURN



2024 POST-DEVELOPMENT TRAFFIC

FIGURE 5

LEGEND:

XX - AM PEAK HOUR

(XX) - PM PEAK HOUR

[XX] - PM PEAK HOUR - ELEMENTARY SCHOOL

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:		2-lane roadway
Variable		
Major-road speed, mph:		25
Major-road volume (one direction), veh/h:		364
Right-turn volume, veh/h:		4

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		12119
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

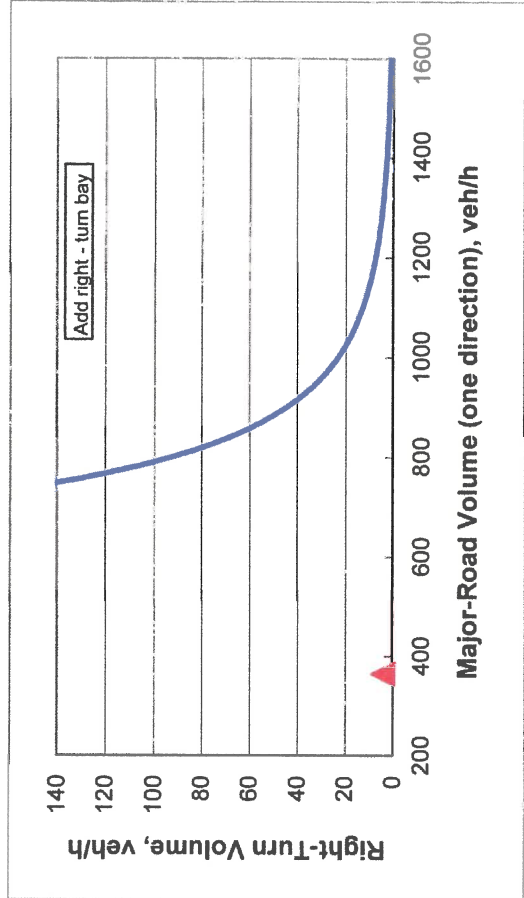


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

## INPUT

Roadway geometry:		2-lane roadway	
Variable	Value		
Major-road speed, mph:	25		
Major-road volume (one direction), veh/h:	524		
Right-turn volume, veh/h:	19		

## OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1271
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

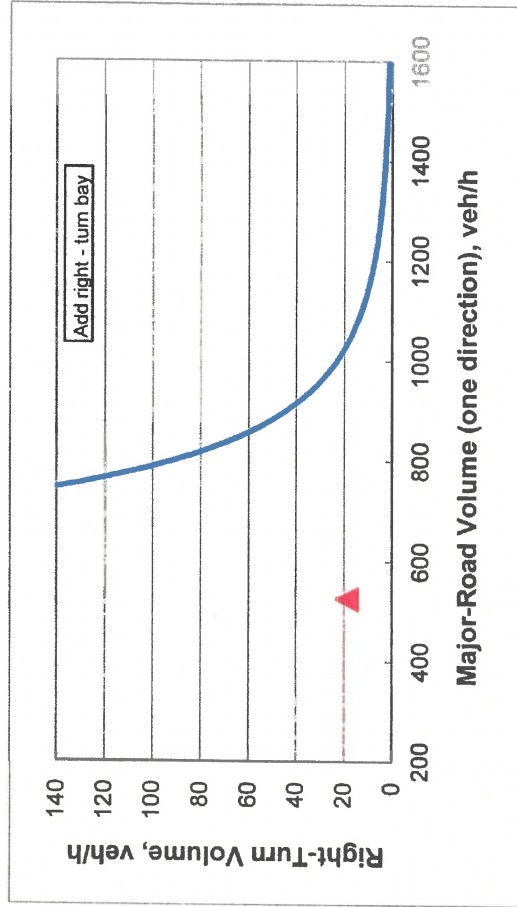


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

#### INPUT

Roadway geometry:		2-lane roadway	
Major-road speed, mph:	Variable	Value	25
Major-road volume (one direction), veh/h:			607
Right-turn volume, veh/h:			20

#### OUTPUT

Limiting right-turn volume, veh/h:	Variable	Value	512
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:			
Do NOT add right-turn bay.			

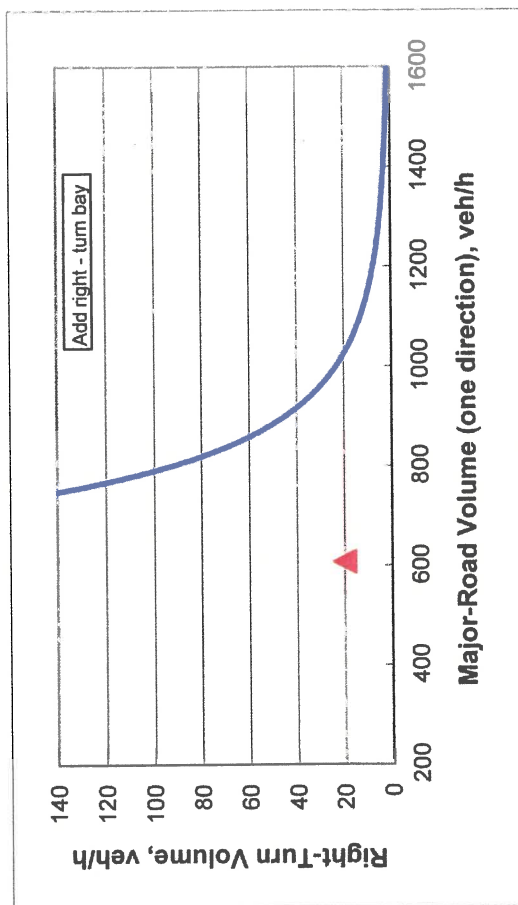
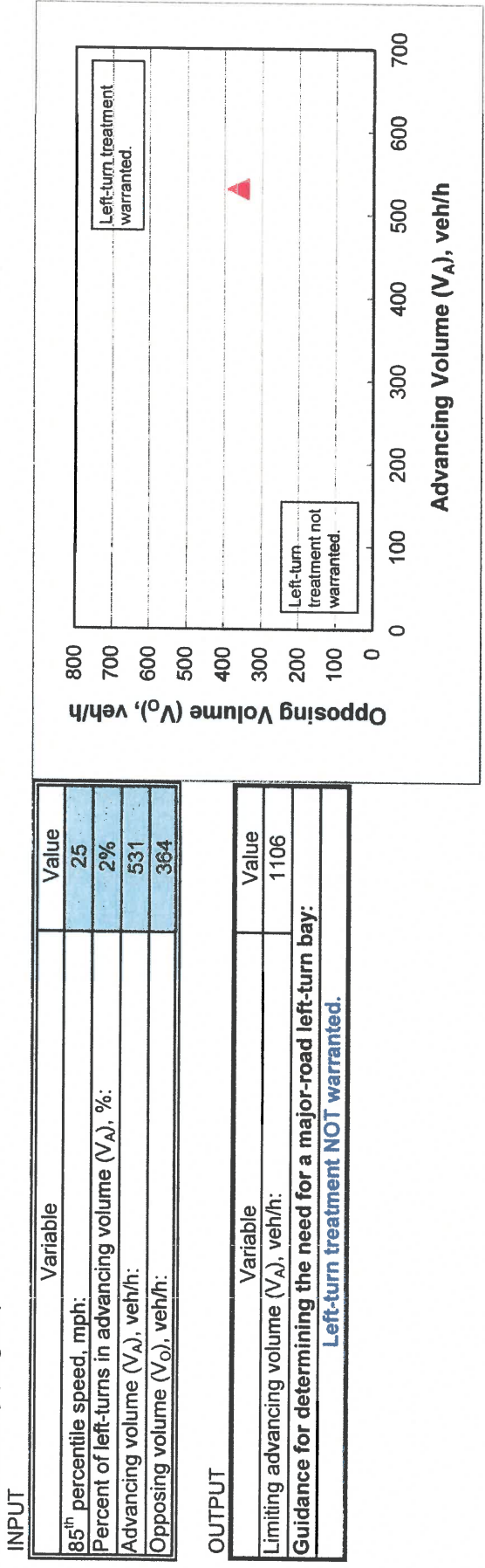




Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

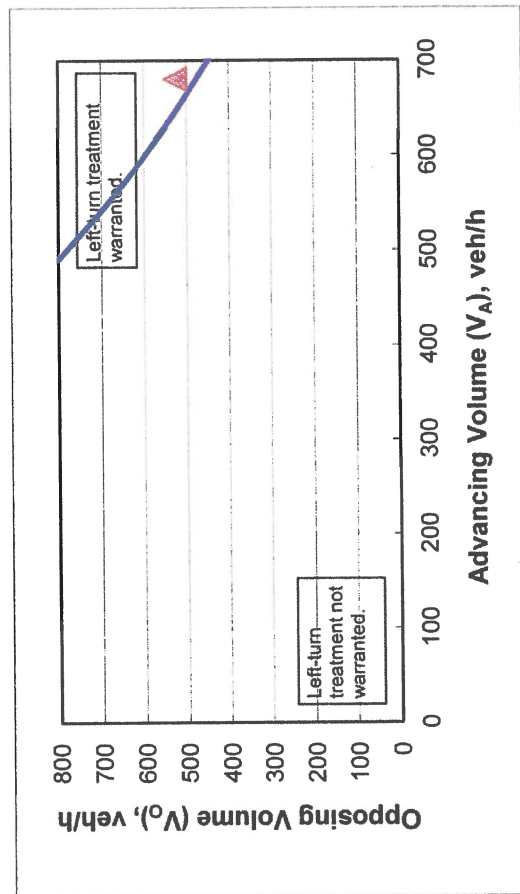
**2-lane roadway (English)**

**INPUT**

Variable	Value
85 <sup>th</sup> percentile speed, mph:	25
Percent of left-turns in advancing volume ( $V_A$ ), %:	3%
Advancing volume ( $V_A$ ), veh/h:	680
Opposing volume ( $V_O$ ), veh/h:	524

**OUTPUT**

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	646
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
<b>Left-turn treatment warranted.</b>	



**CALIBRATION CONSTANTS**

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

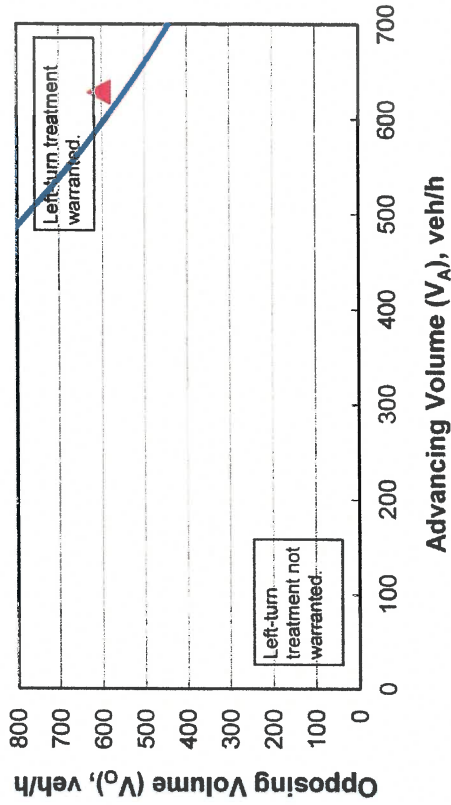
## 2-lane roadway (English)

## INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	25
Percent of left-turns in advancing volume ( $V_A$ ), %:	3%
Advancing volume ( $V_A$ ), veh/h:	629
Opposing volume ( $V_O$ ), veh/h:	607

## OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	591
Guidance for determining the need for a major-road left-turn bay: <b>Left-turn treatment warranted.</b>	



## CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

### Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
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	1055	1020	1013	1019	1018	1025
Vehs Exited	1056	1021	1013	1016	1027	1027
Starting Vehs	19	21	23	18	28	21
Ending Vehs	18	20	23	21	19	20
Travel Distance (mi)	491	471	472	470	470	475
Travel Time (hr)	21.9	20.9	21.0	21.2	21.0	21.2
Total Delay (hr)	2.8	2.6	2.6	2.7	2.6	2.7
Total Stops	463	473	439	497	450	463
Fuel Used (gal)	16.8	16.3	16.1	16.3	16.2	16.3

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	3	4	5	6	Avg
Vehs Entered	1055	1020	1013	1019	1018	1025
Vehs Exited	1056	1021	1013	1016	1027	1027
Starting Vehs	19	21	23	18	28	21
Ending Vehs	18	20	23	21	19	20
Travel Distance (mi)	491	471	472	470	470	475
Travel Time (hr)	21.9	20.9	21.0	21.2	21.0	21.2
Total Delay (hr)	2.8	2.6	2.6	2.7	2.6	2.7
Total Stops	463	473	439	497	450	463
Fuel Used (gal)	16.8	16.3	16.1	16.3	16.2	16.3

### 3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.3	0.3	0.1
Total Del/Veh (s)	18.5	6.8	6.3	4.4	8.4	5.5	6.5

### 10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.5	0.0	0.0	0.3
Total Del/Veh (s)	8.5	4.7	2.4	0.8	1.7	1.0	1.2

### Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.8



Queuing and Blocking Report  
Baseline

AM PEAK HOUR PRE-DEVELOPMENT  
10/18/2022

Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	113	98	171	157
Average Queue (ft)	49	27	59	72
95th Queue (ft)	89	65	122	131
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		0	2	
Queuing Penalty (veh)		0	3	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	LT
Maximum Queue (ft)	39	30
Average Queue (ft)	12	1
95th Queue (ft)	37	15
Link Distance (ft)	120	716
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3

Intersection: 3: Court Street & Driveway/Park Avenue

Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	43.0	0.0	7.0	6.5	20.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	28	100	28	31	0
Cycles @ Minimum (%)	0	0	39	39	20
Cycles Maxed Out (%)	15	0	0	0	7
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA  
Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	3	5	6	7	Avg
Start Time	3:57	3:57	3:57	3:57	3:57	3:57
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	63	63	63	63	63	63
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	1401	1399	1307	1343	1423	1374
Vehs Exited	1407	1398	1318	1346	1424	1379
Starting Vehs	30	25	36	34	34	32
Ending Vehs	24	26	25	31	33	27
Travel Distance (mi)	640	632	600	620	649	628
Travel Time (hr)	30.0	30.0	28.0	28.8	30.8	29.5
Total Delay (hr)	4.8	5.2	4.4	4.4	5.2	4.8
Total Stops	748	774	685	656	785	730
Fuel Used (gal)	22.6	22.6	21.1	21.9	23.1	22.3

Interval #0 Information Seeding

Start Time	3:57
End Time	4:00
Total Time (min)	3
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	1	3	5	6	7	Avg
Vehs Entered	1401	1399	1307	1343	1423	1374
Vehs Exited	1407	1398	1318	1346	1424	1379
Starting Vehs	30	25	36	34	34	32
Ending Vehs	24	26	25	31	33	27
Travel Distance (mi)	640	632	600	620	649	628
Travel Time (hr)	30.0	30.0	28.0	28.8	30.8	29.5
Total Delay (hr)	4.8	5.2	4.4	4.4	5.2	4.8
Total Stops	748	774	685	656	785	730
Fuel Used (gal)	22.6	22.6	21.1	21.9	23.1	22.3

### 3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.4	0.4	0.2
Total Del/Veh (s)	20.6	9.1	9.8	5.3	12.8	9.2	9.2

### 10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.7	0.0	0.0	0.4
Total Del/Veh (s)	19.1	7.2	4.1	1.1	2.2	1.4	1.7

### Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	11.9



Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	141	114	164	254
Average Queue (ft)	62	47	73	120
95th Queue (ft)	110	91	136	213
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		1	3	
Queuing Penalty (veh)		3	7	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	LT
Maximum Queue (ft)	38	97
Average Queue (ft)	9	8
95th Queue (ft)	32	49
Link Distance (ft)	120	716
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 10



Intersection: 3: Court Street & Driveway/Park Avenue

Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	41.4	0.0	8.0	7.4	20.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	21	100	21	23	0
Cycles @ Minimum (%)	0	0	34	36	13
Cycles Maxed Out (%)	12	0	0	1	5
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

### Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	1:57	1:57	1:57	1:57	1:57	1:57
End Time	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	63	63	63	63	63	63
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	1467	1458	1432	1441	1419	1442
Vehs Exited	1448	1457	1432	1439	1419	1438
Starting Vehs	26	28	31	32	33	30
Ending Vehs	45	29	31	34	33	34
Travel Distance (mi)	651	649	640	644	639	644
Travel Time (hr)	31.7	31.4	30.6	31.2	30.6	31.1
Total Delay (hr)	6.1	6.0	5.5	6.0	5.6	5.8
Total Stops	823	845	765	832	766	805
Fuel Used (gal)	23.4	23.1	22.9	23.2	22.7	23.0

### Interval #0 Information Seeding

Start Time 1:57  
End Time 2:00  
Total Time (min) 3

Volumes adjusted by Growth Factors.

No data recorded this interval.

### Interval #1 Information Recording

Start Time 2:00  
End Time 3:00  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	3	4	6	7	Avg
Vehs Entered	1467	1458	1432	1441	1419	1442
Vehs Exited	1448	1457	1432	1439	1419	1438
Starting Vehs	26	28	31	32	33	30
Ending Vehs	45	29	31	34	33	34
Travel Distance (mi)	651	649	640	644	639	644
Travel Time (hr)	31.7	31.4	30.6	31.2	30.6	31.1
Total Delay (hr)	6.1	6.0	5.5	6.0	5.6	5.8
Total Stops	823	845	765	832	766	805
Fuel Used (gal)	23.4	23.1	22.9	23.2	22.7	23.0

### 3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.3	0.3	0.1	0.0	0.5	0.4	0.2
Total Del/Veh (s)	21.5	11.5	12.2	5.4	15.3	11.4	11.1

### 10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	3.1	0.6	0.0	0.0	0.3
Total Del/Veh (s)	15.8	5.0	4.2	0.9	2.4	2.3	1.8

### Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	13.7

Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	193	174	216	345
Average Queue (ft)	74	60	78	162
95th Queue (ft)	146	121	157	276
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		2	3	
Queuing Penalty (veh)		8	7	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	L
Maximum Queue (ft)	35	31
Average Queue (ft)	10	6
95th Queue (ft)	33	26
Link Distance (ft)	120	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 15



Intersection: 3: Court Street & Driveway/Park Avenue

Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	42.4	0.0	9.6	8.0	23.2
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	17	100	17	23	0
Cycles @ Minimum (%)	0	0	26	26	7
Cycles Maxed Out (%)	12	0	1	0	15
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA  
Number of Complete Cycles : 0



Summary of All Intervals

Run Number	1	3	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
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	1027	1049	1026	1077	1050	1046
Vehs Exited	1018	1042	1032	1070	1048	1043
Starting Vehs	14	15	20	26	18	18
Ending Vehs	23	22	14	33	20	21
Travel Distance (mi)	469	477	469	489	473	475
Travel Time (hr)	21.0	21.2	20.8	21.8	21.3	21.2
Total Delay (hr)	2.6	2.6	2.5	2.7	2.8	2.7
Total Stops	466	498	467	507	540	495
Fuel Used (gal)	16.2	16.5	16.2	16.8	16.5	16.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	3	5	6	7	Avg
Vehs Entered	1027	1049	1026	1077	1050	1046
Vehs Exited	1018	1042	1032	1070	1048	1043
Starting Vehs	14	15	20	26	18	18
Ending Vehs	23	22	14	33	20	21
Travel Distance (mi)	469	477	469	489	473	475
Travel Time (hr)	21.0	21.2	20.8	21.8	21.3	21.2
Total Delay (hr)	2.6	2.6	2.5	2.7	2.8	2.7
Total Stops	466	498	467	507	540	495
Fuel Used (gal)	16.2	16.5	16.2	16.8	16.5	16.4

3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.3	0.3	0.1
Total Del/Veh (s)	16.3	6.5	6.4	4.2	8.6	6.0	6.4

10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	3.6	0.5	0.0	0.0	0.3
Total Del/Veh (s)	10.1	5.2	2.9	0.7	1.7	2.0	1.4

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.6

Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	105	122	153	176
Average Queue (ft)	49	29	54	77
95th Queue (ft)	87	71	115	139
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		0	2	
Queuing Penalty (veh)		1	3	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	L
Maximum Queue (ft)	56	31
Average Queue (ft)	24	2
95th Queue (ft)	50	16
Link Distance (ft)	120	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4

Intersection: 3: Court Street & Driveway/Park Avenue

Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	44.9	0.0	6.9	6.3	19.8
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	31	100	31	30	0
Cycles @ Minimum (%)	0	0	37	43	23
Cycles Maxed Out (%)	14	0	0	0	7
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0



Summary of All Intervals

Run Number	1	3	5	6	7	Avg
Start Time	3:57	3:57	3:57	3:57	3:57	3:57
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	63	63	63	63	63	63
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	1454	1436	1345	1381	1444	1412
Vehs Exited	1458	1436	1350	1387	1448	1416
Starting Vehs	29	25	33	38	34	31
Ending Vehs	25	25	28	32	30	27
Travel Distance (mi)	656	641	613	631	651	638
Travel Time (hr)	30.9	30.7	29.1	29.3	30.9	30.2
Total Delay (hr)	5.0	5.5	4.9	4.6	5.2	5.0
Total Stops	750	783	712	718	776	749
Fuel Used (gal)	23.1	23.0	21.6	22.3	23.2	22.7

Interval #0 Information Seeding

Start Time 3:57  
End Time 4:00  
Total Time (min) 3  
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	1	3	5	6	7	Avg
Vehs Entered	1454	1436	1345	1381	1444	1412
Vehs Exited	1458	1436	1350	1387	1448	1416
Starting Vehs	29	25	33	38	34	31
Ending Vehs	25	25	28	32	30	27
Travel Distance (mi)	656	641	613	631	651	638
Travel Time (hr)	30.9	30.7	29.1	29.3	30.9	30.2
Total Delay (hr)	5.0	5.5	4.9	4.6	5.2	5.0
Total Stops	750	783	712	718	776	749
Fuel Used (gal)	23.1	23.0	21.6	22.3	23.2	22.7



### 3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.3	0.4	0.1
Total Del/Veh (s)	22.0	9.9	9.9	5.4	12.8	10.0	9.4

### 10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.2	3.1	0.7	0.0	0.0	0.5
Total Del/Veh (s)	14.9	4.3	4.6	1.0	2.3	1.7	1.8

### Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	12.0

Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	163	106	212	246
Average Queue (ft)	64	47	73	124
95th Queue (ft)	117	92	150	205
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		1	3	
Queuing Penalty (veh)		5	7	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	L
Maximum Queue (ft)	49	36
Average Queue (ft)	16	10
95th Queue (ft)	43	34
Link Distance (ft)	120	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 12

Intersection: 3: Court Street & Driveway/Park Avenue

Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	44.3	0.0	8.3	7.8	20.9
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	22	100	22	19	0
Cycles @ Minimum (%)	0	0	30	32	14
Cycles Maxed Out (%)	13	0	0	1	7
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

# SimTraffic Simulation Summary AFTERNOON (2:00p) PEAK HOUR POST-DEVELOPMENT Baseline

10/26/2022

## Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	1:57	1:57	1:57	1:57	1:57	1:57
End Time	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	63	63	63	63	63	63
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	1486	1491	1478	1443	1436	1465
Vehs Exited	1477	1486	1473	1454	1432	1464
Starting Vehs	27	23	31	45	32	31
Ending Vehs	36	28	36	34	36	33
Travel Distance (mi)	653	658	652	639	640	648
Travel Time (hr)	31.9	32.1	31.6	31.1	31.1	31.5
Total Delay (hr)	6.1	6.3	5.9	6.0	6.1	6.1
Total Stops	836	873	796	839	817	834
Fuel Used (gal)	23.6	23.5	23.5	23.1	22.9	23.3

## Interval #0 Information Seeding

Start Time 1:57  
End Time 2:00  
Total Time (min) 3  
Volumes adjusted by Growth Factors.  
No data recorded this interval.

## Interval #1 Information Recording

Start Time 2:00  
End Time 3:00  
Total Time (min) 60  
Volumes adjusted by Growth Factors.

Run Number	1	3	4	6	7	Avg
Vehs Entered	1486	1491	1478	1443	1436	1465
Vehs Exited	1477	1486	1473	1454	1432	1464
Starting Vehs	27	23	31	45	32	31
Ending Vehs	36	28	36	34	36	33
Travel Distance (mi)	653	658	652	639	640	648
Travel Time (hr)	31.9	32.1	31.6	31.1	31.1	31.5
Total Delay (hr)	6.1	6.3	5.9	6.0	6.1	6.1
Total Stops	836	873	796	839	817	834
Fuel Used (gal)	23.6	23.5	23.5	23.1	22.9	23.3



### 3: Court Street & Driveway/Park Avenue Performance by movement

Movement	SBL	SBR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.3	0.3	0.1	0.0	0.5	0.4	0.2
Total Del/Veh (s)	21.7	11.7	12.4	5.7	15.6	11.0	11.4

### 10: Court Street & 555 Court Street Performance by movement

Movement	SEL	SER	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	3.3	0.7	0.0	0.0	0.4
Total Del/Veh (s)	19.9	6.0	5.4	0.9	2.5	2.2	2.0

### Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	14.1



Queuing and Blocking Report  
Baseline

AFTERNOON (2:00p) PEAK HOUR POST-DEVELOPMENT

10/26/2022

Intersection: 3: Court Street & Driveway/Park Avenue

Movement	SB	NE	NE	SW
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	168	166	194	345
Average Queue (ft)	76	58	76	162
95th Queue (ft)	139	113	153	273
Link Distance (ft)	327		844	1026
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		2	4	
Queuing Penalty (veh)		9	8	

Intersection: 10: Court Street & 555 Court Street

Movement	SE	NE
Directions Served	LR	L
Maximum Queue (ft)	58	43
Average Queue (ft)	17	11
95th Queue (ft)	46	37
Link Distance (ft)	120	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 17

Actuated Signals, Observed Splits AFTERNOON (2:00p) PEAK HOUR POST-DEVELOPMENT  
Baseline

10/26/2022

Intersection: 3: Court Street & Driveway/Park Avenue

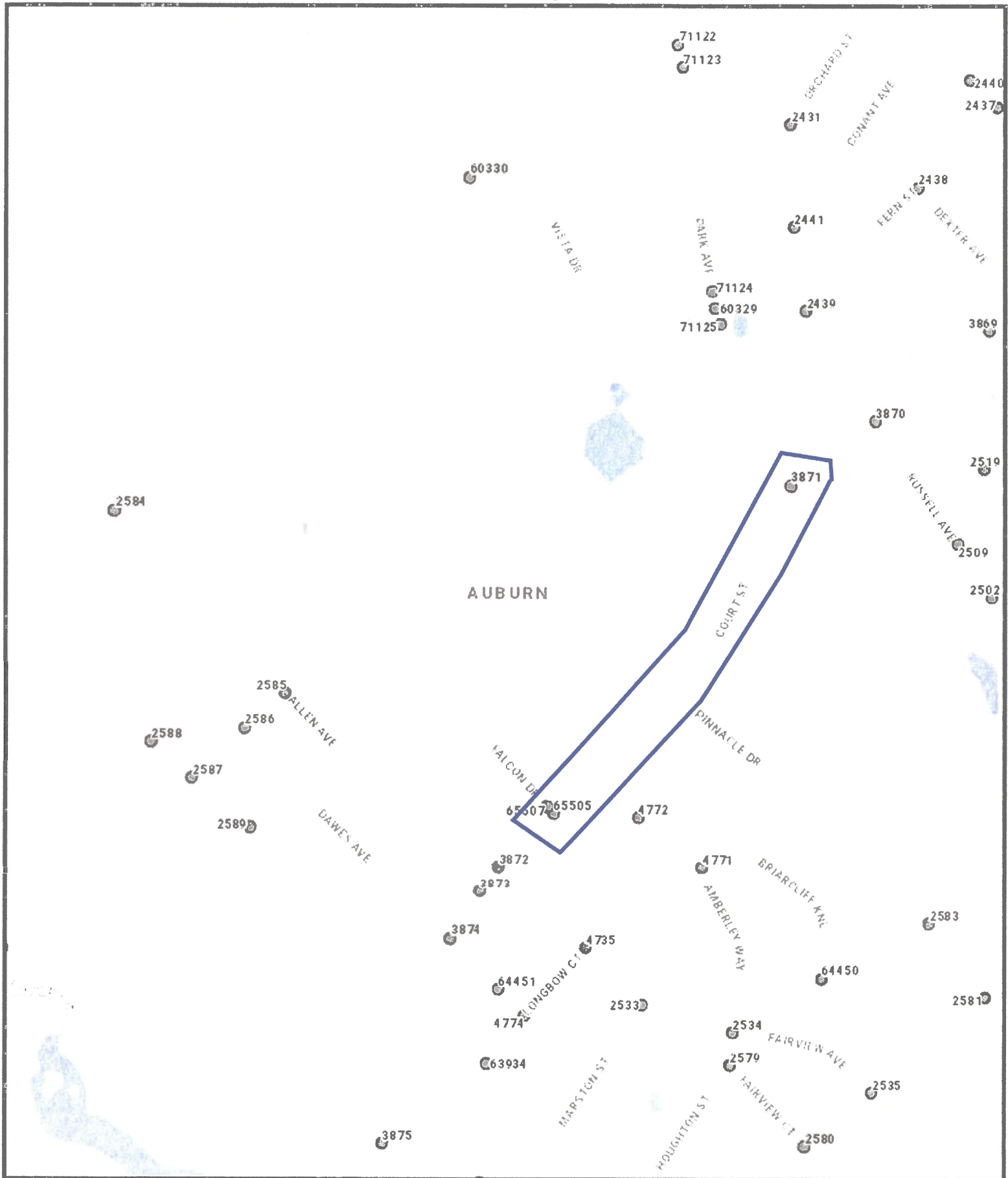
Phase	2	3	4	5	6
Movement(s) Served	NETL	NBTL	SBTL	NEL	SWTL
Maximum Green (s)	61.5	4.0	25.0	20.0	35.0
Minimum Green (s)	12.0	4.0	5.0	5.0	12.0
Recall	Min	None	None	None	Min
Avg. Green (s)	41.1	0.0	9.7	8.4	23.6
g/C Ratio	-0.01	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	12	100	12	24	0
Cycles @ Minimum (%)	0	0	26	27	7
Cycles Maxed Out (%)	8	0	2	1	15
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

# COURT STREET, AUBURN



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0.1  
Miles  
1 inch = 0.14 miles

Date: 9/30/2022  
Time: 11:27:30 AM

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I      ☐ Section Detail      ☒ Crash Summary II      ☐ 1320 Public      ☐ 1320 Private      ☐ 1320 Summary

REPORT DESCRIPTION

Auburn  
Court St. from Park Ave. to Fairview Ave.

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: 0110079

Start Node: 3871

End Node: 3872

Start Offset: 0

End Offset: 0

☐ Exclude First Node

☐ Exclude Last Node

## Crash Summary I

## Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
3871	0110079 - 0.77	Int of COURT ST PARK AV	9	12	0	0	0	2	10	16.7	5.818	0.69	1.12	0.61
65505	0110079 - 1.11	Int of COURT ST FALCON DR	2	1	0	0	0	0	1	0.0	5.654	0.06	0.33	0.00
3872	0110079 - 1.17	Int of COURT ST FAIRVIEW AV	2	1	0	0	0	0	1	0.0	5.686	0.06	0.33	0.00
Study Years: 3.00														
NODE TOTALS:			14	0	0	0	2	12	14.3	17.158	0.27	0.50	0.55	



# Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
3871 Int of COURT ST	65505	3121567	0 - 0.34	0110079 - 0.77 RD INV 01 10079	0.34	2	5	0	0	0	2	3	40.0	0.01866	89.32	330.70	0.00	
	65505	3872 3129777	0 - 0.06	0110079 - 1.11 RD INV 01 10079	0.06	2	1	0	0	0	0	1	0.0	0.00328	101.48	496.34	0.00	
Study Years:		3.00	Section Totals:		0.40		6	0	0	0	2	4	33.3	0.02194	91.14	320.36	0.28	
Grand Totals:					0.40		20	0	0	0	4	16	20.0	0.02194	303.80	447.56	0.68	

# Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
3871	65505	3121567	0 - 0.34	0110079 - 0.77	5	0	0	0	2	3	2020-20967	09/02/2020	0.81	C
											2019-54719	06/13/2019	0.86	PD
											2021-12365	05/23/2021	0.90	PD
											2019-52064	05/18/2019	0.91	PD
											2019-2802	01/25/2019	0.92	C
65505	3872	3129777	0 - 0.06	0110079 - 1.11	1	0	0	0	0	1	2021-32944	11/27/2021	1.12	PD
Totals:					6	0	0	0	2	4				

## Crash Summary II - Characteristics

## Crashes by Day and Hour

Day Of Week	Hour of Day												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	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
MONDAY	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
TUESDAY	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5
WEDNESDAY	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
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	0	0	0	0	0	6
FRIDAY	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
SATURDAY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Totals	0	0	0	0	0	0	3	1	1	1	1	1	1	0	2	3	3	2	1	1	0	0	0	0	0	20

## Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	14	23-Bicyclist	0
2-(Sport) Utility Vehicle	13	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	3	26-Construction	0
5-Pickup	4	27-Farm Vehicle	0
6-Motor Home	0	<b>Total</b>	<b>35</b>
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
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	1	15	0	0	0	0	16
Ran Off Roadway	1	0	0	0	0	0	1
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	1	0	0	0	0	0	1
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	10	0	0	0	0	0	10
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
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>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>

## Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	18	15	0	0	0	0	33
Physically Impaired	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	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</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	3	0	0	0	0	3
20-24	3	0	0	0	0	3
25-29	6	0	0	0	0	6
30-39	6	0	0	0	0	6
40-49	6	0	0	0	0	6
50-59	4	0	0	0	0	4
60-69	4	0	0	0	0	4
70-79	2	0	0	0	0	2
80-Over	0	0	0	0	0	0
Unknown	1	0	0	0	0	1
<b>Total</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>

## Crash Summary II - Characteristics

Most Harmful Event				Injury Data		
Most Harmful Event	Total	Most Harmful Event	Total	Severity Code	Injury Crashes	Number Of Injuries
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0	K	0	0
2-Fire / Explosion	0	39-Unknown	0	A	0	0
3-Immersion	0	40-Gate or Cable	0	B	0	0
4-Jackknife	0	41-Pressure Ridge	0	C	4	6
5-Cargo / Equipment Loss Or Shift	0	Total	34	PD	16	0
6-Fell / Jumped from Motor Vehicle	0			Total	20	6
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	1					
13-Motor Vehicle in Transport	29					
14-Parked Motor Vehicle	1					
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	1					
26-Embankment	1					
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	1					
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		Road Character	
Traffic Control Device	Total	Road Grade	Total
1-Traffic Signals (Stop & Go)	11	1-Level	4
2-Traffic Signals (Flashing)	0	2-On Grade	8
3-Advisory/Warning Sign	0	3-Top of Hill	7
4-Stop Signs - All Approaches	0	4-Bottom of Hill	1
5-Stop Signs - Other	2	5-Other	0
6-Yield Sign	0	Total	20
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	7		
14-Other	0		
Total	20		

Light	
Light Condition	Total
1-Daylight	17
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	2
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	20



**Crash Summary II - Characteristics**

Crashes by Year and Month

Month	2019	2020	2021	Total
JANUARY	2	0	0	2
FEBRUARY	0	2	0	2
MARCH	0	0	0	0
APRIL	1	1	0	2
MAY	1	0	1	2
JUNE	1	0	0	1
JULY	0	0	1	1
AUGUST	0	0	1	1
SEPTEMBER	0	2	0	2
OCTOBER	2	0	0	2
NOVEMBER	0	0	2	2
DECEMBER	0	2	1	3
<b>Total</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>20</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	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	1	12	0	0	0	0	0	0	0	0	0	0	0	13
Head-on - Sideswipe	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	0	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	0
Went Off Road	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
All Other Animal	0	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	0
Other	0	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	0
Rollover	0	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	0
Submersion	0	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	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	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	0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</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>20</b>

## Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather  
Light

## Blowing Sand, Soil, Dirt

Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
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	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	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	0	0	0	0	0	0

## Blowing Snow

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	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	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	0	0	0	0	0	0

## Clear

1	0	0	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	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0	0	0	11
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

## Cloudy

1	0	0	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	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	0	0	0	1
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

Total

## Fog, Smog, Smoke

Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
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	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	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	0	0	0	0	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	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	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	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	0	0	0	0

## Rain

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	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	0	0	0	0	0	0	2	2
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	0	0	0	0	0	0	0	0	0	0

## Severe Crosswinds

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	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	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	0	0	0	0	0	0
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	1	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>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	1	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>TOTAL</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>20</b>