

March 16, 2020

Mr. Jason Donovan
Bangor Savings Bank
P.O. Box 930
Bangor, ME 04402-0930

RE: TRAFFIC IMPACT ANALYSIS FOR PROPOSED BANGOR SAVINGS BANK IN WINDHAM

INTRODUCTION

Sewall was retained by Bangor Savings Bank to provide traffic analysis regarding their proposed new branch bank in Windham, Maine. The site is located in the northeast quadrant of the intersection of Route 302 and Route 115, as shown in Figure 1. Two parcels are being combined and redeveloped to provide for the proposed Bangor Savings Bank development. One parcel is currently occupied by a 938 square foot (S.F.) retail building. The other parcel is occupied by the 2,972 S.F. Cross Insurance office building. Both existing buildings will be demolished to provide for a new building, which will provide for both a 3,516 S.F. Bangor Savings Bank branch with an attached 3,492 tenant office space for Cross Insurance.

The current site plan provides for significant access improvements. Currently, there are five (5) existing curb cuts; two to Route 302, one to Route 115 and two to Abby Road, one of which only serves a few parking spaces. These five (5) curb cuts, each full movement, provide for twenty (20) potential drive movements. The revised site plan reduces the curb cuts from five (5) to three (3). It eliminates the two Route 302 full movement curb cuts and replaces them with a single right-in and right-out as far from the signal as practical. It eliminates the Route 115 curb cut, replacing it with a simple right-in only. The overall site access reduces the allowed movements from 20 to just 7, eliminating all left turn moments to and from both Route 302 and Route 115.

Construction is expected to begin in summer of 2020 with occupancy currently planned for February of 2021. As a result, 2021 was used as the study year for traffic analysis purposes.

TRIP GENERATION ANALYSIS

The number of trips to be generated by the existing and proposed development was determined utilizing the Institute of Transportation Engineers (ITE) "Trip Generation" manual. The most recent 10th edition was used for the calculations since it is derived from the largest database and considered the most current information. Land use codes 710 – General Office, 820 – Shopping Center (the only general related retail use) and 912 – Drive-In Bank were used as the basis of the calculations. The retail and office uses were based upon square footages. The bank trips were estimated on the bases of both square footage and number of drive-through lanes, and averaged, as is customary practice in Maine. The results are summarized in the following tables:

<u>Time Period</u>	Existing Office and Retail Development		
	<u>Office</u>	<u>Retail</u>	<u>Total</u>
Daily	30	36	66
AM Peak Hour – Adjacent Street	3	1	4
AM Peak Hour – Generator	4	3	7
PM Peak Hour – Adjacent Street	3	4	7
PM Peak Hour – Generator	4	4	8
Saturday Peak Hour	2	4	6

<u>Time Period</u>	Proposed Office and Bank Development				
	<u>Office</u>	<u>S.F.</u>	<u>Bank Lanes</u>	<u>Avg.</u>	<u>Total</u>
Daily	34	352	250	302	336
AM Peak Hour – Adjacent Street	4	34	18	26	30
AM Peak Hour – Generator	5	52	35	44	49
PM Peak Hour – Adjacent Street	4	72	54	63	67
PM Peak Hour – Generator	5	72	54	63	68
Saturday Peak Hour	2	93	55	74	76

<u>Time Period</u>	Overall Change in Trip Generation		
	<u>Proposed</u>	<u>Existing</u>	<u>New</u>
Daily	336	66	270
AM Peak Hour – Adjacent Street	30	4	26
AM Peak Hour – Generator	49	7	42
PM Peak Hour – Adjacent Street	67	7	60
PM Peak Hour – Generator	68	8	60
Saturday Peak Hour	76	6	70

As seen in the preceding tables, the redevelopment of the parcels to provide for the new Cross Insurance offices and Bangor Savings Bank branch is expected to result in 26 new one-way trips during the weekday AM peak hour of the adjacent street, 60 during the PM peak hour and 70 during the mid-day Saturday peak hour. Given these peak hour trip increases, the redevelopment project does not require a Traffic Movement Permit (TMP) from MaineDOT since they are less than the 100-trip threshold. It is important to note that the calculations were also performed using the 7th edition ITE report since that is the edition currently being utilized by MaineDOT for traffic permitting purposes and the projected increases were very similar and still well under 100.

TURNING MOVEMENT COUNTS

Turning movement counts were conducted at the intersection of Route 115 and Abby Road during the weekday AM (7:00 – 9:00) and PM (3:00 – 6:00) peak hour periods to determine existing volumes. The counts were conducted on October 15th and 16th, 2019. The counts were factored to 30th highest hour conditions utilizing MaineDOT's group mean factors. These 30th highest hour volumes typically occur in Maine under peak summer conditions in late July and early August. The count records are attached to this memorandum. The resulting 2019 peak hour volumes are shown Figure 2.

FUTURE VOLUMES

Existing average annual daily traffic (AADT) data for Route 115 in the vicinity was obtained from "Traffic Volume Counts, 2017, 2013 and 2009 Annual Reports", published by MaineDOT. This data is summarized below:

<u>Location Description</u>	Average Annual Daily Traffic				
	<u>2005</u>	<u>2007</u>	<u>2010</u>	<u>2013</u>	<u>2016</u>
Route 115, east of Abby Road	14290	14590	15020	14970	15500
Route 115, east of Falmouth Road	9910	10070	10420	10230	10670

As seen above, traffic volumes on Route 115 in the vicinity of the site have grown at an average annual rate of approximately 0.75 % during the longer term 2005 to 2016 period. Over the more recent short-term period they grew at an average annual rate of 1.25 %. This higher 1.25 % annual rate was utilized to project the 2019 volumes to No Build 2021 conditions. The resulting projected 2021 No-Build volumes are shown in Figure 3.

TRIP ASSIGNMENTS

Based upon the previous trip generation analysis, the distribution and type of trips was determined for the AM and PM peak hours of the adjacent street. Based upon ITE data, many of a bank's trips are pass-by trips, trips that would already be on Route 115 or Route 302. The percentage of pass-by trips for a bank is 47 % for the PM peak hour. A lesser 40 % would be assumed for the AM peak hour. Given that the study area for this

analysis was limited to the Route 115 and Abby Road intersection. All trips were assigned as primary (or new trips) for simplification and to be conservative without consideration of pass-by trips. The trip types are summarized as follows strictly for informational purposes:

<u>Analysis Period</u>	TRIP GENERATION SUMMARY (One-way Trip-Ends)		
	<u>Pass-by</u>	<u>Primary</u>	<u>Total</u>
AM Peak Hour – Adjacent Street	8	18	26
Entering	4	11	15
Exiting	4	7	11
PM Peak Hour – Adjacent Street	26	34	60
Entering	13	17	30
Exiting	13	17	30

The new trips to and from the site were assigned to the site drives based upon the traffic patterns reflected by the turning movement counts as well as average annual daily traffic (AADT) data for the vicinity of the site. The traffic volumes indicate the following patterns:

- To and from North via Route 302 - 35 %
- To and From South via Route 302 – 30 %
- To and From West via Route 35 - 15 %
- To and From East via Route 115 – 20 %

The trip assignments for the new trips to the site, since both the retail building and existing Cross Insurance building were occupied and generating trips at the time of the counts, are shown in Figure 4. Based upon these volumes, the development is expected to have little impact beyond the intersection of Abby Road. Generally, a project will not have a significant impact on off-site traffic operations unless it generates in excess of 25 lane hour trips. As shown by the trip assignments, this project will generate a maximum of 15 new lane hour trips. The projected Build peak hour volumes, with Bangor Savings fully occupied in 2021, are shown in Figure 5.

TRAFFIC ANALYSIS

Traffic operations are evaluated in terms of level of service (LOS). Level of service is a qualitative measure that describes operations by letter designation. The levels range from A - very little delay to F - extreme delays. Level of service "D" is generally considered acceptable in urban locations while LOS "E" is generally considered the capacity of a facility and the minimum tolerable level. The level of service for unsignalized intersections is based upon average control delay per vehicle for each minor, opposed movement, as defined in the following table excerpted from the 2010 "Highway Capacity Manual":

Unsignalized Intersection Level of Service

<u>LOS</u>	<u>Delay Range</u>
A	<= 10.0 seconds
B	> 10.0 and <= 15.0
C	> 15.0 and <= 25.0
D	> 25.0 and <= 35.0
E	> 35.0 and <= 50.0
F	> 50.0

UN SIGNALIZED INTERSECTION ANALYSIS

The levels of service were calculated using Synchro 10/SimTraffic and reported based upon the Synchro Highway Capacity Manual approach. The analysis was only performed for the Route 115 and Abby Road intersection since the Route 302 exit is limited to right-turn movements only so no capacity concerns would be expected there. The analysis was performed for projected 2021 volumes with and without the proposed Bangor Savings Bank development, No Build and Build conditions. The results for the AM peak and PM peak hours are summarized in the following tables. The results are presented as level of service followed by delay, in seconds, in parentheses:

<u>Approach/Movement</u>	Route 115 and Abby Road	
	AM Peak Hour Levels of Service	
	<u>2021</u>	<u>2021</u>
<u>No-Build</u>		<u>Build</u>
Northbound Walgreens Throughs-Lefts	D (26.8)	D (27.9)
Northbound Walgreens Rights	B (13.7)	B (13.7)
Northbound Walgreens Overall	C (17.3)	C (17.6)
Southbound Abby Road	C (17.7)	C (19.6)
Eastbound Left Turns onto Abby Road	A (9.0)	A (9.0)
Westbound Lefts Turns into Walgreens	A (9.1)	A (9.1)

As seen above, the Abby Road intersection is projected to operate at an acceptable level of service during the AM peak hour period, at LOS "C", as will the Walgreens drive. The same level of services are projected for 2021 Build volumes showing the Bangor Savings Bank development will have little impact on operations at the intersection, as would be expected based upon the trip assignments.

<u>Approach/Movement</u>	Route 115 and Abby Road	
	PM Peak Hour Levels of Service	
	2021	2021
	<u>No-Build</u>	<u>Build</u>
Northbound Walgreens Throughs-Lefts	F (76.0)	F (91.9)
Northbound Walgreens Rights	C (16.3)	C (16.3)
Northbound Walgreens Overall	E (45.7)	F (53.5)
Southbound Abby Road	F (78.6)	F (132.5)
Eastbound Left Turns onto Abby Road	B (10.7)	B (10.8)
Westbound Lefts Turns into Walgreens	A (9.7)	A (9.7)

As seen above, during the PM peak hour under projected 2021 volumes, Abby Road will operate at LOS "F" while the Walgreens drive will operate at LOS "E". With the additional Bangor Savings Bank trips at the intersection the LOS will remain "F" for Abby Road and will fall to "F" for Walgreens. It is important to note that capacity analysis forecasts of delay increase exponentially once an intersection is at LOS "F" and the projected delays are generally not considered realistic. There is little that can be done to improve LOS for side streets onto busy arterials except for signalization. Signalization of Abby Road would not be warranted by the Abby Road volumes and additionally, couldn't be signalized given its proximity to Route 302. While the LOS is "F" for Abby Road the project is implementing substantial access improvements and the LOS for drives with left-turn movements on Route 302 or Route 115 would experience substantial delays given higher volumes and closer signal proximity, respectively.

SAFETY ANALYSIS

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must also occur over the three-year study period for the location to be considered a high crash location. Accident data for both Route 115 and Route 302 in the vicinity of the site was obtained from MaineDOT and is attached. The CRF and number of accidents are summarized by location for the most recent three-year period, 2016 to 2018, in the following tables:

<u>Route 302 Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Intersection of Route 35 and Route 115	42	0.97
Between Route 35/115 and Shaw's Plaza/No. Windham Shopping Center	39	2.16
Intersection of Shaw's Plaza and No. Windham Shopping Center	11	0.32

<u>Route 115 Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Between Abby Road and Route 302	5	0.95
Intersection of Abby Road	12	1.83
Between Abby Road and Sandbar Road	11	0.78
Intersection of Sandbar Road	4	0.61

As seen above in the accident tables, there are two high crash locations in the vicinity of the site, highlighted in bold print. Collision diagrams were obtained from MaineDOT for both locations so that they could be evaluated for accident patterns or trends that may possibly be indicative of correctable roadway deficiencies. The diagrams are evaluated as follows:

Between Route 35/115 and Shaw's Plaza/No. Windham Shopping Center **39** **2.16**

There were nine crashes in 2016, sixteen in 2017 and fourteen in 2018 along this 0.19 mile long segment of Route 302. Ten of the crashes were rear-ends, mostly attributed to following too closely, which are generally considered uncorrectable. Seven were sideswipe types due to lane changes or failures to stay in lane, typical of multi-lane roadways. There was a single vehicle pole hit, attributed to OUI. The remaining twenty-one collisions were angle collisions involving entering or exiting drive movements. These are typical of developed areas with multiple drives on busy arterials. Access management is recommended in these areas to reduce curb cuts and accident potential. The proposed project will fully eliminate one full movement drive on this stretch of roadway and will reduce the single remaining curb cut to right-turn movements only. These access management improvements should reduce accident potential along the site frontage and along this segment of Route 302.

Intersection of Abby Road **12** **1.83**

There were four crashes in 2016, three in 2017 and five in 2018 at this intersection. One was a rear-end on Route 115. One was a sideswipe turning into Walgreens due to an improper turn. One was a pedestrian hit by a right turning vehicle, attributed to failure to yield. Two angle collisions involved vehicles exiting Walgreens. The remaining seven collisions involved vehicles either exiting or entering Abby Road as left turns, constituting a pattern. These are likely due to the poor level of service but also the widened multiple lane approach to the signal where vehicles queued in one lane block sight of those in another. To improve the safety of this



intersection, Sewall recommends “Do Not Block Intersection” pavement markings and an accompanying sign. This will keep the area open to improve visibility and make it safer for vehicles to enter and exit Abby Road when traffic is queued at the route 302 signal.

SUMMARY

The redevelopment of the site to provide for a Bangor Savings Bank branch and new cross insurance offices is expected to generate 26 new one-way trips during the AM peak hour analysis period and 60 one-way trips during the PM period. The project is implementing substantial access management improvements given its site location in the northeast quadrant of the intersection of Route 302 and Route 115. Currently there are two full movement drives to Route 302. These two drives will be replaced with a single right-turn only drive eliminating 6 driveway movements and locating that single right-turn drive as far from the signal as possible. The project is also eliminating the full movement drive to Route 115 and replacing it with a single right-turn entrance only, eliminating 3 movements. Lastly, the project is eliminating one curb cut to Abby Road and locating the single Abby Road drive as far from Route 115 as possible. All told, the project is reducing movements from the current twenty (20) to just seven (7). The LOS analysis shows acceptable operations under both No Build and Build volumes during the AM peak hour at Abby Road and Route 115. During the PM peak hour, the LOS will be “F” under both No Build and Build volumes. In terms of safety, there are two existing high crash locations in the vicinity of the site. The first is the segment of Route 302 which extends from the signal to Shaw’s Plaza/No. Windham Shopping Plaza. Access management is recommended along this corridor to reduce accident potential. The proposed site plan contributes greatly to that effort. The other high crash location is the intersection of Abby Road where a pattern of angle collisions was identified. “Do Not Block Intersection” pavement markings and signage are recommended to reduce crash potential there.

As always, please do not hesitate to contact me if you or the Town of Windham have any questions or concerns regarding our analysis, results or recommendations.

Sincerely,

Diane W. Morabito, P.E. PTOE
Vice President Traffic Engineering



Figure 1
Site Location Map
Bangor Savings Bank
Windham, Maine

Sewall
The evolution of expertise
A TFC Company

Approx.
North

XX = PM Peak Hour
4:30-5:30 PM
(XX) = AM Peak Hour
7:30 - 8:30 AM

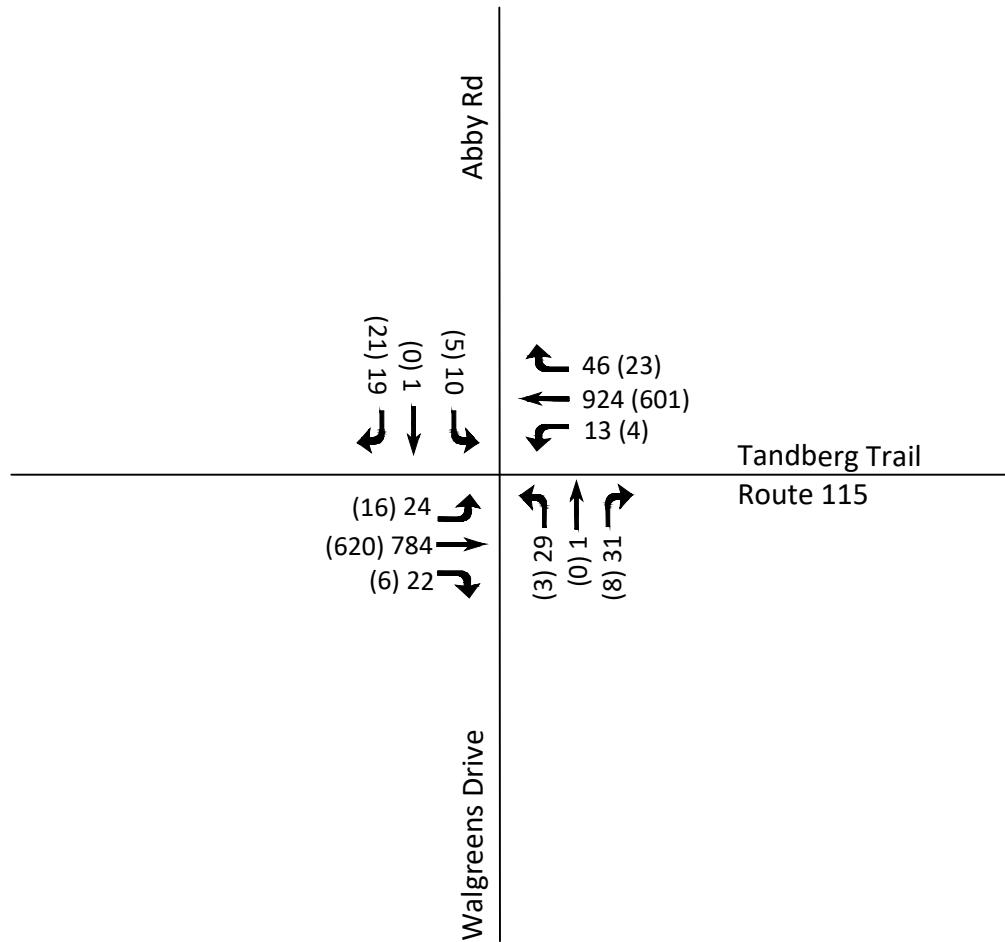


Figure 2

Existing 2019 30th H.H. Volumes
Bangor Savings Bank
Windham, Maine

Sewall
The evolution of expertise
AFC Company

Approx.
North

XX = PM Peak Hour
(XX) = AM Peak Hour

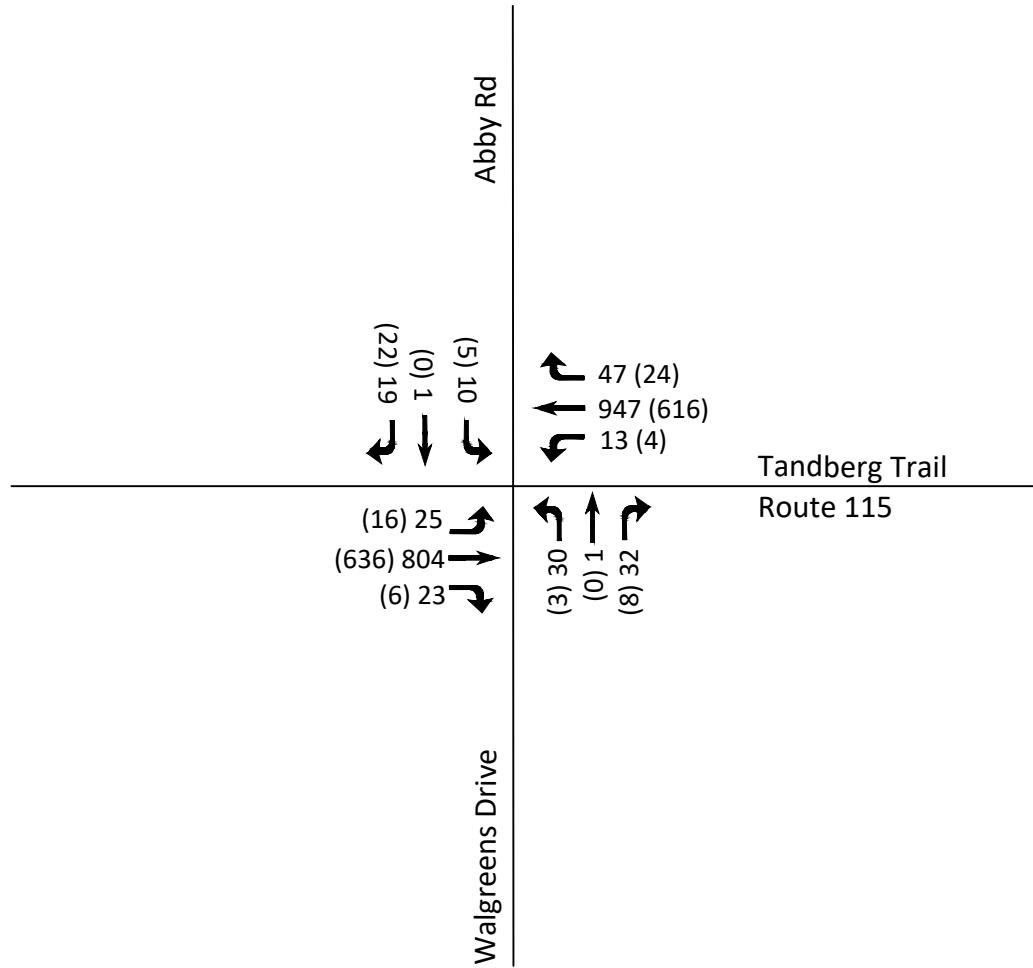


Figure 3

2021 No Build Volumes
Bangor Savings Bank
Windham, Maine

Sewall
The evolution of expertise
A TFC Company

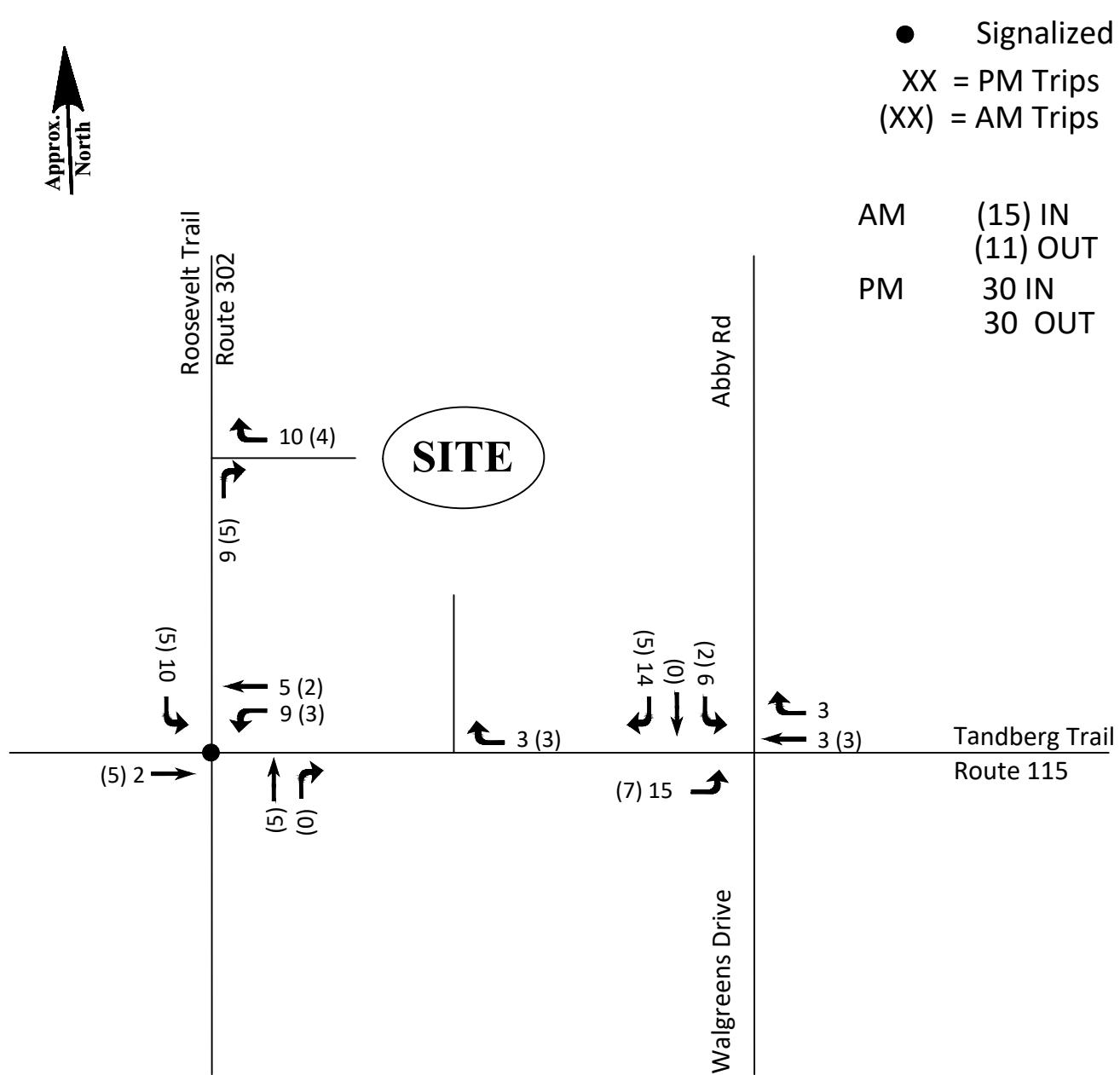


Figure 4

Trip Assignments

Bangor Savings Bank

Windham, Maine

Sewall
The evolution of expertise
A THiC Company

Approx.
North

XX = PM Peak Hour
(XX) = AM Peak Hour

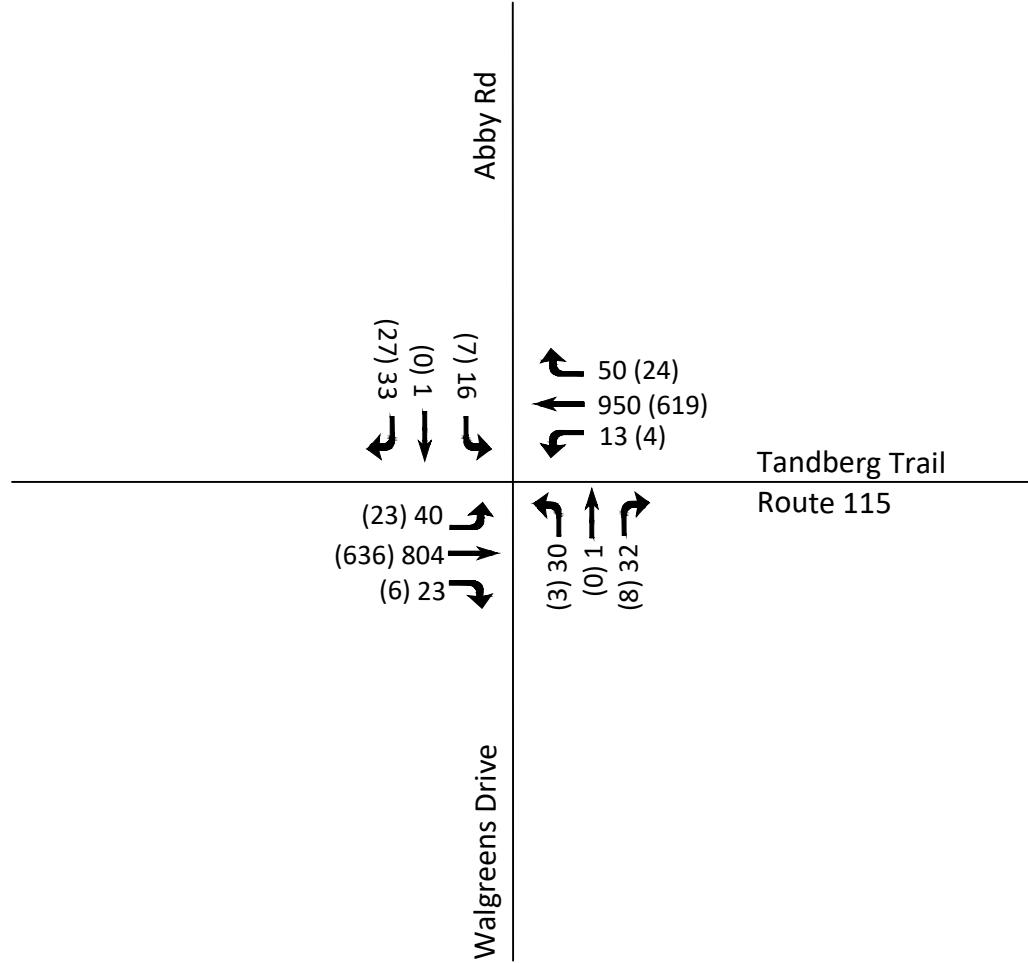


Figure 5

2021 Build Volumes
Bangor Savings Bank
Windham, Maine

Sewall
The evolution of expertise
ATPC Company

Maine Traffic Resources

40 Forest Falls Drive, Suite 2

Yarmouth, Maine 04096

www.mainetrafficresources.com

Title: Route 115 & Abby Road

File Name : WinhamRoute115AbbyRd2019AM

Town: Windham, ME

Site Code : 31312344

Counter: JAM

Start Date : 10/15/2019

Weather: Sunny

Page No : 1

Groups Printed- Passenger Cars - Light Trucks - Heavy Trucks

Start Time	Abby Road From North					Tanberg Trail From East					Walgreens dr From South					Route 115 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	4	0	4	0	8	9	108	0	0	117	1	0	0	0	1	0	168	1	0	169	295
07:15 AM	7	0	5	0	12	5	103	0	0	108	2	0	0	0	2	1	160	5	1	167	289
07:30 AM	6	0	2	0	8	5	131	0	0	136	0	0	0	0	0	0	160	3	0	163	307
07:45 AM	5	0	0	0	5	5	142	0	0	147	2	0	0	0	2	2	144	1	0	147	301
Total	22	0	11	0	33	24	484	0	0	508	5	0	0	0	5	3	632	10	1	646	1192
08:00 AM	2	0	1	0	3	4	144	1	0	149	1	0	1	0	2	0	134	8	0	142	296
08:15 AM	6	0	2	1	9	7	131	3	0	141	5	0	2	0	7	4	128	3	0	135	292
08:30 AM	2	0	2	0	4	9	131	1	0	141	2	0	1	0	3	3	105	3	0	111	259
08:45 AM	4	1	2	0	7	15	114	4	0	133	5	0	3	0	8	2	127	9	2	140	288
Total	14	1	7	1	23	35	520	9	0	564	13	0	7	0	20	9	494	23	2	528	1135
Grand Total	36	1	18	1	56	59	1004	9	0	1072	18	0	7	0	25	12	1126	33	3	1174	2327
Apprch %	64.3	1.8	32.1	1.8		5.5	93.7	0.8	0		72	0	28	0		1	95.9	2.8	0.3		
Total %	1.5	0	0.8	0	2.4	2.5	43.1	0.4	0	46.1	0.8	0	0.3	0	1.1	0.5	48.4	1.4	0.1	50.5	
Passenger Cars	36	1	18	1	56	56	936	9	0	1001	17	0	7	0	24	12	1113	33	2	1160	2241
% Passenger Cars	100	100	100	100	100	94.9	93.2	100	0	93.4	94.4	0	100	0	96	100	98.8	100	66.7	98.8	96.3
Light Trucks	0	0	0	0	0	3	48	0	0	51	1	0	0	0	1	0	10	0	1	11	63
% Light Trucks	0	0	0	0	0	5.1	4.8	0	0	4.8	5.6	0	0	0	4	0	0.9	0	33.3	0.9	2.7
Heavy Trucks	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	3	0	0	3	23
% Heavy Trucks	0	0	0	0	0	0	2	0	0	1.9	0	0	0	0	0	0	0.3	0	0	0.3	1

All Gr. I + II .91 / .83 = 1.096

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Title: Route 115 & Abby Road

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Site Code : 31312344

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Start Date : 10/15/2019

Weather: Sunny

Page No : 2

Start Time	Abby Road From North					Tanberg Trail From East					Walgreens dr From South					Route 115 From West						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	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	6	0	2	0	8	5	131	0	0	136	0	0	0	0	0	0	160	3	0	163	307	
07:45 AM	5	0	0	0	5	5	142	0	0	147	2	0	0	0	0	2	144	1	0	147	301	
08:00 AM	2	0	1	0	3	4	144	1	0	149	1	0	1	0	0	2	0	134	8	0	142	296
08:15 AM	6	0	2	1	9	7	131	3	0	141	5	0	2	0	0	7	4	128	3	0	135	292
Total Volume	19	0	5	1	25	21	548	4	0	573	8	0	3	0	0	11	6	566	15	0	587	1196
% App. Total	76	0	20	4		3.7	95.6	0.7	0		72.7	0	27.3	0			1	96.4	2.6	0		
PHF	.792	.000	.625	.250	.694	.750	.951	.333	.000	.961	.400	.000	.375	.000	.393	.375	.884	.469	.000	.900	.974	

21 0 5 23 6014 9 0 3 6 620 16

$$\text{Gr. I + II} = .91 / .83 = 1.096$$

Maine Traffic Resources

40 Forest Falls Drive, Suite 2

Yarmouth, Maine 04096

www.mainetrafficresources.com

Title: Route 115 and Abby Road

File Name : WindhamRte115Abby2019PM

Town: Windham

Site Code : 31312345

Counter: JAM

Start Date : 10/16/2019

Weather: Cloudy

Page No : 1

Groups Printed- Passenger Cars - Light Trucks - Heavy Trucks

Start Time	Abby Road From North					Tanberg Trail From East					Walgreens Dr From South					Route 115 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	4	1	3	0	8	7	144	4	0	155	6	1	7	0	14	10	149	8	0	167	344
03:15 PM	8	0	2	0	10	9	138	1	0	148	10	0	11	0	21	5	151	4	0	160	339
03:30 PM	5	0	3	0	8	8	144	1	0	153	5	2	5	0	12	3	159	5	0	167	340
03:45 PM	5	1	1	0	7	6	180	1	0	187	6	2	3	0	11	6	150	7	1	164	369
Total	22	2	9	0	33	30	606	7	0	643	27	5	26	0	58	24	609	24	1	658	1392
04:00 PM	6	0	1	0	7	10	166	6	0	182	6	0	7	0	13	6	156	2	0	164	366
04:15 PM	5	1	3	0	9	12	196	1	0	209	4	1	5	0	10	4	163	5	0	172	400
04:30 PM	4	1	1	2	8	8	215	3	0	226	7	1	5	0	13	6	185	8	0	199	446
04:45 PM	8	0	1	1	10	16	201	3	0	220	6	0	6	0	12	7	189	1	0	197	439
Total	23	2	6	3	34	46	778	13	0	837	23	2	23	0	48	23	693	16	0	732	1651
05:00 PM	1	0	2	0	3	11	224	2	0	237	9	0	9	0	18	7	166	6	0	179	437
05:15 PM	4	0	5	1	10	7	203	5	0	215	9	0	9	0	18	2	175	7	0	184	427
05:30 PM	4	2	1	2	9	6	211	7	0	224	10	0	6	0	16	6	164	4	0	174	423
05:45 PM	3	1	5	4	13	8	197	3	0	208	11	1	12	0	24	6	138	5	0	149	394
Total	12	3	13	7	35	32	835	17	0	884	39	1	36	0	76	21	643	22	0	686	1681
Grand Total	57	7	28	10	102	108	2219	37	0	2364	89	8	85	0	182	68	1945	62	1	2076	4724
Apprch %	55.9	6.9	27.5	9.8		4.6	93.9	1.6	0		48.9	4.4	46.7	0		3.3	93.7	3	0		
Total %	1.2	0.1	0.6	0.2	2.2	2.3	47	0.8	0	50	1.9	0.2	1.8	0	3.9	1.4	41.2	1.3	0	43.9	
Passenger Cars	55	7	27	9	98	107	2125	37	0	2269	89	8	85	0	182	68	1932	62	1	2063	4612
% Passenger Cars	96.5	100	96.4	90	96.1	99.1	95.8	100	0	96	100	100	100	0	100	100	99.3	100	100	99.4	97.6
Light Trucks	2	0	1	1	4	1	85	0	0	86	0	0	0	0	0	0	9	0	0	9	99
% Light Trucks	3.5	0	3.6	10	3.9	0.9	3.8	0	0	3.6	0	0	0	0	0	0	0.5	0	0	0.4	2.1
Heavy Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
% Heavy Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3

All Gr. I + II

Maine Traffic Resources

40 Forest Falls Drive, Suite 2

Yarmouth, Maine 04096

www.mainetrafficresources.com

Title: Route 115 and Abby Road

File Name : WindhamRte115Abby2019PM

Town: Windham

Site Code : 31312345

Counter: JAM

Start Date : 10/16/2019

Weather: Cloudy

Page No : 2

Start Time	Abby Road From North					Tanberg Trail From East					Walgreens Dr From South					Route 115 From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	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 04:30 PM																					
04:30 PM	4	1	1	2	8	8	215	3	0	226	7	1	5	0	13	6	185	8	0	199	446
04:45 PM	8	0	1	1	10	16	201	3	0	220	6	0	6	0	12	7	189	1	0	197	439
05:00 PM	1	0	2	0	3	11	224	2	0	237	9	0	9	0	18	7	166	6	0	179	437
05:15 PM	4	0	5	1	10	7	203	5	0	215	9	0	9	0	18	2	175	7	0	184	427
Total Volume	17	1	9	4	31	42	843	13	0	898	31	1	29	0	61	22	715	22	0	759	1749
% App. Total	54.8	3.2	29	12.9		4.7	93.9	1.4	0		50.8	1.6	47.5	0		2.9	94.2	2.9	0		
PHF	.531	.250	.450	.500	.775	.656	.941	.650	.000	.947	.861	.250	.806	.000	.847	.786	.946	.688	.000	.954	.980

19 1 10 46 924 13 31 1 29 22 784 24

$$\text{Gr. I + II} = .91/.83 = 1.096$$

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	636	6	4	616	24	3	0	8	5	0	22
Future Vol, veh/h	16	636	6	4	616	24	3	0	8	5	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	96	96	96	50	50	50	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	707	7	4	642	25	6	0	16	7	0	31
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	667	0	0	714	0	0	1076	1422	711	1418	1413	334
Stage 1	-	-	-	-	-	-	747	747	-	663	663	-
Stage 2	-	-	-	-	-	-	329	675	-	755	750	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	921	-	-	884	-	-	185	136	432	105	137	663
Stage 1	-	-	-	-	-	-	404	419	-	418	458	-
Stage 2	-	-	-	-	-	-	659	452	-	400	418	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	921	-	-	884	-	-	171	131	432	98	132	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	131	-	98	132	-
Stage 1	-	-	-	-	-	-	391	406	-	405	455	-
Stage 2	-	-	-	-	-	-	623	449	-	373	405	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.2		0.1		17.3		17.7					
HCM LOS					C		C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	171	432	921	-	-	884	-	-	321			
HCM Lane V/C Ratio	0.035	0.037	0.019	-	-	0.005	-	-	0.12			
HCM Control Delay (s)	26.8	13.7	9	-	-	9.1	0	-	17.7			
HCM Lane LOS	D	B	A	-	-	A	A	-	C			
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.4			

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	636	6	4	619	24	3	0	8	7	0	27
Future Vol, veh/h	23	636	6	4	619	24	3	0	8	7	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	96	96	96	50	50	50	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	707	7	4	645	25	6	0	16	10	0	39

Major/Minor	Major1		Major2		Minor1		Minor2						
	Conflicting Flow All	670	0	0	714	0	0	1094	1441	711	1437	1432	335
Stage 1	-	-	-	-	-	-	763	763	-	666	666	-	
Stage 2	-	-	-	-	-	-	331	678	-	771	766	-	
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-	
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319	
Pot Cap-1 Maneuver	918	-	-	884	-	-	180	132	432	102	134	662	
Stage 1	-	-	-	-	-	-	396	412	-	416	456	-	
Stage 2	-	-	-	-	-	-	657	451	-	392	411	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	918	-	-	884	-	-	163	125	432	94	127	662	
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	125	-	94	127	-	
Stage 1	-	-	-	-	-	-	377	393	-	396	453	-	
Stage 2	-	-	-	-	-	-	614	448	-	360	392	-	

Approach	EB	WB	NB	SB								
HCM Control Delay, s	0.3	0.1	17.6	19.6								
HCM LOS			C	C								
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBT	SBR
Capacity (veh/h)	163	432	918	-	-	884	-	-	295	-	-	-
HCM Lane V/C Ratio	0.037	0.037	0.028	-	-	0.005	-	-	0.165	-	-	-
HCM Control Delay (s)	27.9	13.7	9	-	-	9.1	0	-	19.6	-	-	-
HCM Lane LOS	D	B	A	-	-	A	A	-	C	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.6	-	-	-

Intersection														
Int Delay, s/veh	3.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Vol, veh/h	25	804	23	13	947	47	30	1	32	10	1	19		
Future Vol, veh/h	25	804	23	13	947	47	30	1	32	10	1	19		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None		
Storage Length	-	-	-	-	-	-	-	-	50	-	-	-		
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-		
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	95	95	95	95	95	95	85	85	85	80	80	80		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mvmt Flow	26	846	24	14	997	49	35	1	38	13	1	24		
Major/Minor														
Major1		Major2			Minor1			Minor2						
Conflicting Flow All	1046	0	0	870	0	0	1437	1984	858	1980	1972	523		
Stage 1	-	-	-	-	-	-	910	910	-	1050	1050	-		
Stage 2	-	-	-	-	-	-	527	1074	-	930	922	-		
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-		
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319		
Pot Cap-1 Maneuver	663	-	-	773	-	-	102	61	356	41	62	500		
Stage 1	-	-	-	-	-	-	328	353	-	244	303	-		
Stage 2	-	-	-	-	-	-	503	295	-	320	348	-		
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-		
Mov Cap-1 Maneuver	663	-	-	773	-	-	87	54	356	33	55	500		
Mov Cap-2 Maneuver	-	-	-	-	-	-	87	54	-	33	55	-		
Stage 1	-	-	-	-	-	-	303	326	-	225	290	-		
Stage 2	-	-	-	-	-	-	456	282	-	263	322	-		
Approach		EB			WB			NB			SB			
HCM Control Delay, s	0.3			0.3			45.7			78.6				
HCM LOS							E			F				
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	85	356	663	-	-	-	773	-	-	84				
HCM Lane V/C Ratio	0.429	0.106	0.04	-	-	-	0.018	-	-	0.446				
HCM Control Delay (s)	76	16.3	10.7	-	-	-	9.7	0.2	-	78.6				
HCM Lane LOS	F	C	B	-	-	-	A	A	-	F				
HCM 95th %tile Q(veh)	1.8	0.4	0.1	-	-	-	0.1	-	-	1.8				

Intersection													
Int Delay, s/veh	6.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	40	804	23	13	950	50	30	1	32	16	1	33	
Future Vol, veh/h	40	804	23	13	950	50	30	1	32	16	1	33	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	50	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	85	85	85	80	80	80	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	42	846	24	14	1000	53	35	1	38	20	1	41	
Major/Minor													
Major1		Major2		Minor1		Minor2							
Conflicting Flow All	1053	0	0	870	0	0	1471	2023	858	2017	2009	527	
Stage 1	-	-	-	-	-	-	942	942	-	1055	1055	-	
Stage 2	-	-	-	-	-	-	529	1081	-	962	954	-	
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-	
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319	
Pot Cap-1 Maneuver	659	-	-	773	-	-	97	58	356	39	59	497	
Stage 1	-	-	-	-	-	-	315	341	-	242	302	-	
Stage 2	-	-	-	-	-	-	502	293	-	307	336	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	659	-	-	773	-	-	76	49	356	30	49	497	
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	49	-	30	49	-	
Stage 1	-	-	-	-	-	-	276	299	-	212	289	-	
Stage 2	-	-	-	-	-	-	438	280	-	240	294	-	
Approach													
EB			WB			NB			SB				
HCM Control Delay, s	0.5		0.3		53.5		132.5						
HCM LOS					F		F						
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	75	356	659	-	-	-	773	-	-	81			
HCM Lane V/C Ratio	0.486	0.106	0.064	-	-	-	0.018	-	-	0.772			
HCM Control Delay (s)	91.9	16.3	10.8	-	-	-	9.7	0.2	-	132.5			
HCM Lane LOS	F	C	B	-	-	-	A	A	-	F			
HCM 95th %tile Q(veh)	2	0.4	0.2	-	-	-	0.1	-	-	3.8			

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

Windham: Rte 302/Roosevelt Trl from intersection with Rte 35/115 (node 16919) to entrance to N Windham Shopping Center (node 17872); Rte 115/35/Tandenberg Trl from intersection with Rte 302 to intersection with Sandbar Rd (node 14819)

REPORT PARAMETERS

Year 2016, Start Month 1 through Year 2018 End Month: 12

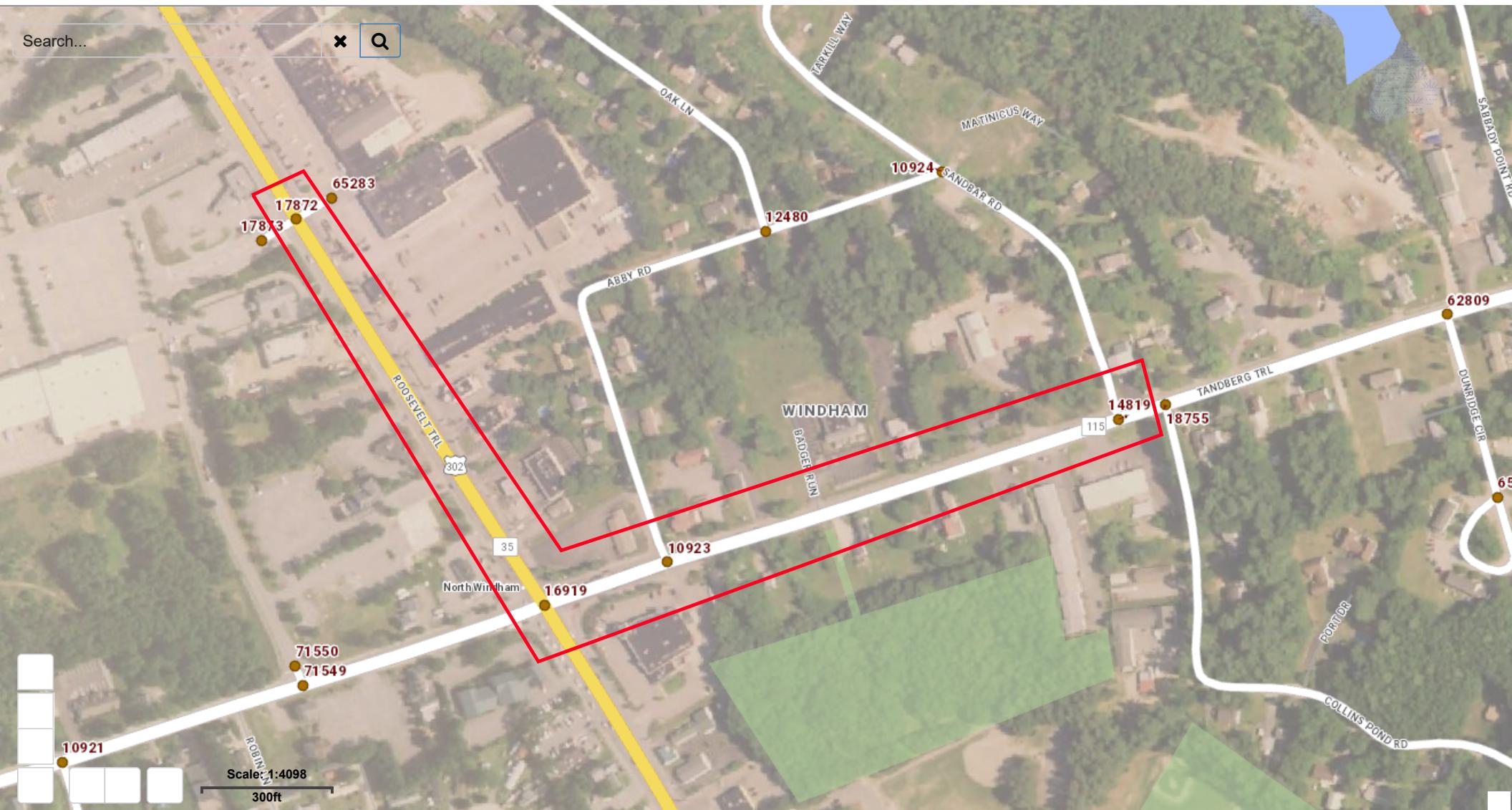
Route: 0302X	Start Node: 16919	Start Offset: 0	<input type="checkbox"/> Exclude First Node
	End Node: 17872	End Offset: 0	<input type="checkbox"/> Exclude Last Node
Route: 0115X	Start Node: 16919	Start Offset: 0	<input checked="" type="checkbox"/> Exclude First Node
	End Node: 14819	End Offset: 0	<input type="checkbox"/> Exclude Last Node

Crash Summary I

Node	Route - MP	Node Description	Nodes												Critical Rate	CRF	
			U/R	Total Crashes	K	Injury	Crashes	PD	Percent Injury	Annual M	Ent-Veh	Crash Rate					
16919	0302X - 15.16	Int of ROOSEVELT TRL TANDBERG TRL	9	42	0	0	0	9	33	21.4	13.594	1.03	1.06	0.00	Statewide Crash Rate: 0.73		
17872	0302X - 15.35	Int of ENT TO SHAWS NORTH WINDHAM SHOPPING CNTF	9	11	0	0	2	3	6	45.5	10.229	0.36	1.11	0.00	Statewide Crash Rate: 0.73		
10923	0115X - 0.06	Int of ABBY RD, TANDBERG TRL	2	12	0	0	1	0	11	8.3	5.757	0.69	0.38	1.83	Statewide Crash Rate: 0.16		
14819	0115X - 0.26	Int of SANDBAR RD TANDBERG TRL	2	4	0	0	1	0	3	25.0	5.742	0.23	0.38	0.00	Statewide Crash Rate: 0.16		
Study Years: 3.00		NODE TOTALS:		69	0	0	4	12	53	23.2	35.322	0.65	0.72	0.90			

Crash Summary I

Start Node	End Node	Element	Offset Begin - End	Route - MP	Sections										Annual HMVM	Crash Rate	Critical Rate	CRF							
					Section Length	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury												
16919	17872	3130492	0 - 0.19	0302X - 15.16 US 302	0.19	2	39	0	0	1	3	35	10.3	0.01770	734.51	340.24	2.16								
Int of ROOSEVELT TRL, TANDBERG TRL				Statewide Crash Rate: 193.96																					
10923	16919	3105218	0 - 0.06	0115X - 0 ST RTE 115	0.06	2	5	0	0	0	1	4	20.0	0.00318	524.31	551.26	0.00								
Int of ABBY RD, TANDBERG TRL				Statewide Crash Rate: 216.00																					
10923	14819	3123906	0 - 0.20	0115X - 0.06 ST RTE 115	0.20	2	11	0	0	0	3	8	27.3	0.01159	316.42	404.67	0.00								
Int of ABBY RD, TANDBERG TRL				Statewide Crash Rate: 216.00																					
Study Years: 3.00				Section Totals:										0.45	55	0	0	1	7	47	14.5	0.03247	564.70	316.74	1.78
				Grand Totals:										0.45	124	0	0	5	19	100	19.4	0.03247	1273.14	445.54	2.86



H. C. L.

CRASH COLLISION DIAGRAM

DATA PACKAGE

COUNTY: **CUMBERLAND**

TOWN: **WINDHAM**

LOW NODE: **16919** HIGH NODE: **17872** REGION: **1** U/R: **URBAN**

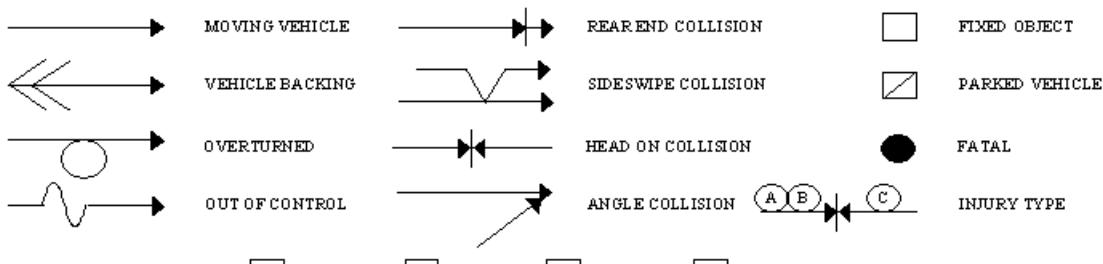
DESCRIPTION: **Roosevelt Trl from Tandberg Trl to Shaws Mall**

RTE # / RD #: **0035X** DATE DRAWN: **10/16/2019** DRAWN BY: **Michelle**

STUDY FROM: **1/1/2016** STUDY TO: **12/31/2018**

CRASH RATE: **734.51** CRF: **2.16** % INJURY: **10.3** TOTAL CRASHES: **39**

LEGEND

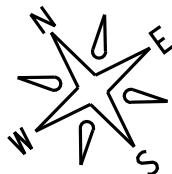


PATH OF: **P** PEDESTRIAN **B** BICYCLE **A** ANIMAL **S** SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM



17872

No Windham Shopping Ctr

KFC/Taco Bell

D.O.

Cumbys

I-store Cross Ins

16919

23182 8-5-17 11:50A D/CL
Fail To Yield20535 6-29-18 9:54A
D/C Fail To Yield30023 9-25-18 10:35P
D/C O.U.U.

C

39743 12-21-17 4:53P
D/C Fail To Yield

pole

34698 II-18-17 1:28A D/C Reckless/O.U.U.
W/R Fail To Yield

29958 10-21-16 7:56P W/R Fail To Yield

17842 6-14-17 3:51P D/C Fail To Yield

23750 8-9-17 4:40P D/C Follow Too Close

34099 II-12-17 8:55P D/C Fail To Yield

33801 II-23-16 7:51P D/C Follow Too Close
34949 II-21-18 7:27A W/CL Fail To Yield

Windham

Link: 16919-17872

Element: 3130492

Study Period: 2016-2018

of Crashes: 39 / CRF: 2.16

Prepared by Office of Safety (MP 10/16/19)

38980 12-27-16 5:15P D/C Follow Too Close

20169 6-21-18 4:50P D/C Follow Too Close

20546 7-3-18 2:35P D/C
Fail To Yield4860 2-4-18 9:34A D/C
Fail To Keep In Lane3361 1-29-18 6:28A D/C Follow Too Close
29967 8-3-18 2:57P D/C Inattention40685 12-29-17 4:07P S/S Fail To Yield
29971 8-4-18 8:08P W/R Fail To Yield
22508 7-30-17 1:45P D/C Fail To Yield
20567 7-24-16 6:47P D/C Fail To Yield39081 12-18-18 10:18A
D/C Fail To Yield

1492 1-15-18 6:24A D/C Follow Too Close

4956 2-10-17 4:36P D/C Fail To Yield

40085 12-20-17 2:56P D/C Unknown
20101 5-4-18 2:29P D/C
Fail To Keep In Lane

1611 1-2-16 12:20P D/C Follow Too Close

33079 II-19-16 11:37A
D/C Fail To Yield

Roosevelt Trail(Rt 35/302)

Gorham Savings

Auto Zone

Pawn

TD Bank

Vacant
(Rustlers)

Irving

H. C. L.

CRASH COLLISION DIAGRAM

DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 10923 HIGH NODE: 0000 REGION: 1 U/R: URBAN

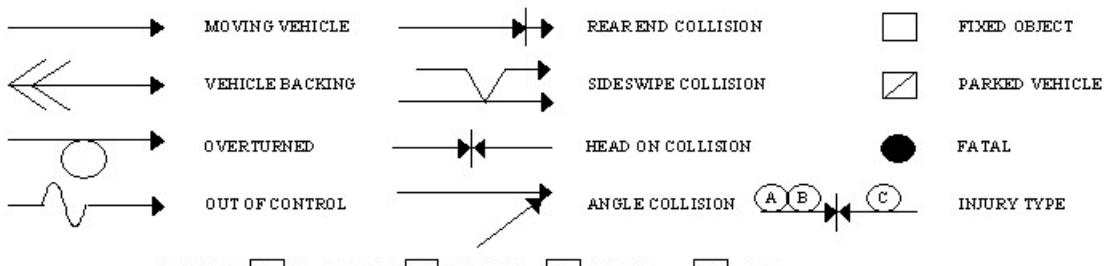
DESCRIPTION: Intersection of Tandberg Trail & Abby Road

RTE # / RD #: 0115X DATE DRAWN: 10/10/2019 DRAWN BY: Rachel

STUDY FROM: 1/1/2016 STUDY TO: 12/31/2018

CRASH RATE: 0.69 CRF: 1.92 % INJURY: 8.3 TOTAL CRASHES: 12

LEGEND



PATH OF: P PEDESTRIAN B BICYCLE A ANIMAL S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Windham

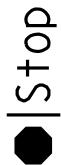
Node: I0923

Study Period: 2016-2018

of Crashes: 12 / CRF: 1.92

Prepared by Office of Safety

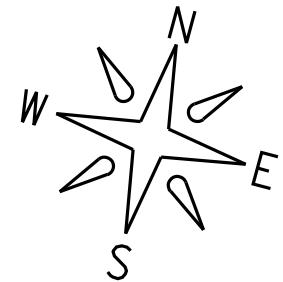
(R.A - 10/10/19)



I9648 6-29-16 12:05P D/CL Fail To Yield
(B)

Tandberg Trail /
Route 115

Abby Road



35002 II-20-18 7:59P S/S Fail to Yield

34591 II-17-17 1:08P D/C Fail To Yield

20132 5-31-18 5:48P D/C Fail to Yield

I0309 4-6-16 4:32P D/C Fail To Yield

20105 5-12-18 4:25P D/C Fail to Yield

32099 II-2-18 4:15P W/R Fail to Yield

29964 8-3-18 4:25P W/R Fail to Yield

39079 12-16-18 4:41P D/C Fail to Yield

2371 I-11-16 3:05P D/C Fail To Yield

5243 2-7-17 5:22P S/S Distracted/Interior Item

6077 2-16-17 8:47P D/C Improper Turn
(left blinker was on/made right turn)

Walgreens