

TRAFFIC IMPACT STUDY

NORDIC AQUAFARMS

SITE LOCATED ON ROUTE 1 SOUTH OF PERKINS ROAD



**SITE IS LOCATED JUST 300' FROM
SPEED ZONE CHANGE FROM 50
MPH TO 40 MPH**

**RECOMMEND THAT THE CITY REQUEST THAT
MAINEDOT EXTEND THE SPEED ZONE TO
ENCOMPASS THE DRIVE**

TRIP GENERATION

BASED UPON ITE BOOK RATES & EMPLOYEES

LUCs – MANUFACTURING & GENERAL OFFICES

TRIP GENERATION – AM PEAK HOUR

PHASE 1 COMPLETION

PHASE 2 COMPLETION

23 IN

4 OUT

38 IN

7 OUT

TRIP GENERATION – PM PEAK HOUR

PHASE 1 COMPLETION

PHASE 2 COMPLETION

8 IN

14 IN

19 OUT

31 OUT

BASED UPON TRAFFIC LEVEL (45 PEAK HOUR TRIPS) NO MAINEDOT TMP IS NEEDED

BASED UPON TRIP GENERATION, STUDY AREA ONLY EXTENDS THROUGH SITE DRIVE

EXTENDED TO INCLUDE INTERSECTION OF PERKINS ROAD TO DEMONSTRATE IMPACT ON NEARBY INTERSECTIONS

EXISTING TRAFFIC VOLUMES

COUNTS DONE UNDER PEAK SUMMER
CONDITIONS IN JULY OF 2018

AM PEAK HOUR – 8:00 – 9:00

PM PEAK HOUR – 3:45 – 4:45

2024 STUDY YEAR

PROJECTED 2024 NO BUILD VOLUMES
ALLOWED FOR ANNUAL TRAFFIC GROWTH AND
OTHER PREVIOUSLY APPROVED DEVELOPMENT
PROJECTS

TRIP ASSIGNMENTS – BASED UPON RECORDED TRAFFIC
PATTERNS w/ MAJORITY TRIPS TO/FROM THE NORTH

TRAFFIC ANALYSIS – LEVELS OF SERVICE (LOS)

Unsignalized Intersections

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

LOS RESULTS – PHASE 2 COMPLETION 2024

SITE DRIVE

AM PEAK HOUR – A

PM PEAK HOUR – B

LOS RESULTS – PHASE 2 COMPLETION 2024

AT PERKINS ROAD

NO BUILD

BUILD

AM PEAK HOUR – A (8.8) AM PEAK HOUR – A (8.8)

PM PEAK HOUR – C (15.7) PM PEAK HOUR – C (16.9)

TURN LANE ANALYSIS

RIGHT-TURN LANE WARRANT - NOT MET

LEFT-TURN LANE WARRANT - NOT MET

CONSIDER WIDENED SHOULDER SOUTHBOUND

SAFETY ANALYSIS

TWO EXISTING HIGH CRASH LOCATIONS ON
ROUTE 1 - NORTH OF SITE

NORTHPORT AVENUE AND REVERSE DIRECTION
LOOP

INTERSECTION OF CONGRESS STREET

DRIVE SIGHT DISTANCE

RECOMMENDED MINIMUM OF 500'

600'+ TO SOUTH

700'+ TO THE LEFT - CONTINUE MOWING ALONG
THIS EDGE TO MAINTAIN SIGHT LINE

SUMMARY

WILL GENERATE 45 ONE-WAY TRIPS DURING PEAK HOURS

ADEQUATE CAPACITY ON ROUTE 1 TO ACCOMMODATE THESE TRIPS WITH NO SIGNIFICANT IMPACT OFF-SITE

NO FORMAL TURN LANES WARRANTED

TWO HIGH CRASH LOCATIONS – NO CORRECTABLE PATTERN WAS IDENTIFIED THAT WOULD INDICATE A CORRECTABLE DEFICIENCY

SIGHT DISTANCE FROM DRIVE WILL EXCEED STANDARDS – MAINTAIN MOWING

RECOMMEND THE CITY REQUEST MAINEDOT TO ADJUST THE SPEED ZONE TO 40 MPH