

## **TABLE of CONTENTS**

**Forward**

**Continuous Count Program**

**24 Hour Traffic Data Collection Program**

**Description of Headings, Symbols, and Abbreviations**

**Graph of 2023 Weekly Group Mean Factors as a Percent of the AADT**

**List of 2023 Weekly Group Mean Factors**

**List of 2023 Weekly Group Mean Factors as a Percent of the AADT**

**Traffic Volume Counts by County, Town, and Route**

## **FOREWORD**

The Department of Transportation, Traffic Engineering Division, Traffic Monitoring Section is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs. They are as follows:

### **CONTINUOUS COUNT PROGRAM**

Traffic volumes are monitored on a continuous, year-round basis at ninety-one permanent recorder sites located on major highways throughout the State. These hourly counts are collected to produce an average weekday figure, a weekly average day, a monthly average day, and a monthly average weekday. This information is compiled to develop an Annual Average Daily Traffic (AADT) figure for each location. The AADT is computed from the average of daily totals for the entire year.

The Department has twenty locations along routed highways that collect data based on thirteen categories as defined by the Federal Highway Administration. An AADT is computed based on the total volume as well as summary data for individual vehicle types.

### **24 HOUR TRAFFIC DATA COLLECTION PROGRAM**

Between April 1st and November 15th of each year, 24-hour traffic counts (i.e., coverage counts) are gathered to monitor traffic flow and changes in traffic patterns. These counts are generally taken at intersections with major routes and/or other significant roads, at town lines (TL), at bridges, or in coordination with ongoing projects or special traffic studies for the Department.

Additionally, 48-hour vehicle classification counts are performed in conjunction with the coverage counts to provide a comprehensive view of traffic along the routed highways.

The State is divided into three count zones:

- ZONE I:** Southwestern Maine to western Penobscot Bay region. This zone includes all of York, Cumberland, and Knox counties; Lincoln except for the towns of Jefferson, Somerville and Whitefield; Sagadahoc except for the town of Bowdoin, Bowdoinham and Richmond; and Oxford county from Stow, Fryeburg, Denmark, Brownfield, Hiram and Porter.
- ZONE II:** Western/Central Maine and eastern Penobscot Bay region. This zone includes all of Androscoggin, Franklin, Kennebec and Waldo counties; the remainder of Oxford, Lincoln and Sagadahoc counties; Somerset county from

Bingham south along with the area between Flagstaff Lake and the Kennebec River; southern Penobscot county and western Hancock county.

**ZONE III:** Northern and eastern Maine. This zone includes all of Aroostook, Piscataquis, Washington counties, northern and southeastern Hancock County, and the remainder of Penobscot and Somerset counties.

These zones are counted on a three-year cycle, collecting data in one zone per year to cover the entire state within the three-year period. The Coverage Count Program also consists of the “Special Counts” taken each year to satisfy Departmental needs, local requests, and Federal requirements. These include the Interstate System counts and data collected from the various traffic studies conducted throughout the year. The 2023 Program included 6527 counts accomplished.

Once the AADT’s have been computed for of the continuous count sites, weekly factors for each station are calculated by dividing the AADT by weekly average day. Those stations which exhibit similar traffic patterns are assembled and placed into one of three groups:

**URBAN:** Roadways which carry commuter traffic and exhibit little seasonal change in traffic volumes.

**ARTERIAL:** Roadways which carry commuter traffic but exhibit moderate seasonal changes in summer traffic volumes.

**RECREATIONAL:** Roadways which are heavily influenced by summer seasonal traffic.

Within each of the three groups, a factor for each week is calculated by averaging the weekly factors from each station within the group.

The 2023 Weekly Group Mean Factors were developed by averaging the Weekly Group Mean Factors for 2019, 2021 and 2022. The following pages show the graph of the 2023 Weekly Group Mean Factors as a Percent of the AADT, and a list of these factors.

The 24-hour raw data may now be grouped and assigned a factor to produce an AADT. Growth factors for expanding traffic in uncounted zones are developed utilizing data from the continuous count sites and comparing it to the data from the previous year.

The updated AADT’s are entered in the Department’s database and estimates are created for each segment of the road network within the counted zone.

## DESCRIPTION of HEADINGS, SYMBOLS, AND ABBREVIATIONS

The following is a description of the column headings, symbols, and abbreviations used for the Coverage Count Section.

**TOWN**            The town in which a count was taken

**ROUTE**            The road or highway on which the count was taken.

### *Non-Interstate Highways and Roads*

---- X indicates a Routed Highway

0196X = SR 196

0001X = US Route 1

---- A or --- B indicates an Alternate Routed Highway

0001A = US Route 1A    0009B = SR 9B

---- C indicates a Business Route

0001C = Business US Route 1, 1A, or 1B

0025C = Business SR 25

Just a number with no letter OR no numbers or letters indicates a non-routed highway

= Pine Hill Road

00001 = Hubbard Road

01414 = IR 1414

00991 = IR 991 (Biddeford Road)

### *Interstate System*

---- X indicates Northbound or Eastbound

0095X = I-95 Northbound

0395X = I-395 Eastbound

---- S indicates Southbound

0095S = I-95 Southbound

---- W indicates Westbound

0395W = I-395 Westbound

**LOCATION****A description of where the count was taken.**

**APP = Approach    ART = Arterial    ATR=Automatic Traffic Recorder    AVE = Avenue    BK = Brook**  
**BLVD = Boulevard    BR = Bridge    CIR = Circle    CL = County Line    CNR = Corner**  
**CONN = Connector    CTR = Center    CUL = Compact Urban Line    CWY = Cause way    CV = Cove**  
**DR = Drive    EB = Eastbound    ENT = Entrance    FL=Fall    FLS=Falls    FT = Fort**  
**HBR = Harbor    HTS = Heights    HWY = Highway    INT'L = International    IR = Inventory Road**  
**LG = Long    LK = Lake    LN = Lane    LWR = Lower    MEM = Memorial**  
**MT = Mount    MTN = Mountain    NB = Northbound    NH = New Hampshire    OW = One Way**  
**PD = Pond    PK = Park    PKWY = Park Way    PL = Place    PT = Point    PW = Private Way**  
**PZ = Plaza    RD = Road    RDG = Ridge    RMP = Ramp    RR = Railroad**  
**RV = River    SB = Southbound    SL = State Line    SQ = Square    SR = State Route**  
**ST = Street    STA = Station    STR = Stream    TER = Terrace    TL = Town Line**  
**TPK = Turnpike    TR = Trail    UPR = Upper    US = United States Route    WB = Westbound**

**N/O, NE/O, E/O, etc. = North of, Northeast of, East of, etc.**

**TYPE**      Category for each count taken. The count type for each year will be listed next to the corresponding AADT.

- A      Continuous Recorder Count
- B      BACTS Count
- C      Coverage Count
- I      Interstate Count
- K      KACTS Count
- L      ATRC Count (Formerly LACTS)
- M      Municipal, Town, Regional Count
- P      PACTS Count
- R      Trail Count
- S      Special Count
- T      Turning Movement Count
- W      Weigh-In-Motion Count
- Z      Speed Count

**GROUP**      The factor group assigned to the location.

- I      Urban Group                  II      Arterial Group
- III      Recreational Group      CCS      Continuous Traffic Recorder Group

**AADT**      Annual Average Daily Traffic

## ROAD PRIORITY ASSIGNMENTS

- Priority 1 Roads:** These roads include the Interstate and all other National Hwy System corridors, such as Brewer-Calais Rte 9, Newport-Gilead Rte 2, Houlton-Madawaska Rte 1. The 1,873 miles of Priority 1 roads represent only 8% of the miles but carry 40% of all vehicle miles traveled in Maine.
- Priority 2 Roads:** These roads total about 1,251 miles. They are non-interstate, high value arterials such as such as Caribou-Ft. Kent Rte 161, Bangor-Greenville Rte 15, Ellsworth-Eastport Rte 1, Farmington to Rangeley Rte 4 that represent about 5% of the total miles of road but carry 18% of the overall traffic.
- Priority 3 Roads:** These roads generally are the remaining arterials and most significant major collector highways such as China-Hampden Rte 202, Cornish-Fryeburg Rte 5, Lincoln-Topsfield Rte 6, Baileyville to Houlton Rte 1. These 1,257 miles represent only 5% of the mileage but carry 12% of the traffic.
- Priority 4 Roads:** In general, these roads are the major/minor collectors not included above (including 3 miles of marine highway). Frequently, they are part of Maine's unique State Aid System, in which road responsibilities are shared between the State and Municipalities. These 4670 miles represent about 20% of the total mileage and carry 17% of the traffic.
- Priority 5 Roads:** This group is comprised of local roads and streets, which are the year-round responsibility of the Municipalities. Although they carry only 13% of the statewide traffic, they contain 14,446 miles and represent 61% of the total mileage.