

Baseline

Summary of All Intervals

Run Number	1	2	3	4	5	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	1231	1283	1274	1285	1179	1249
Vehs Exited	1235	1289	1268	1286	1180	1254
Starting Vehs	17	13	7	12	13	8
Ending Vehs	13	7	13	11	12	9
Travel Distance (mi)	185	196	190	192	178	188
Travel Time (hr)	11.7	12.4	12.1	12.3	11.3	12.0
Total Delay (hr)	3.3	3.5	3.5	3.5	3.2	3.4
Total Stops	1620	1722	1687	1693	1564	1656
Fuel Used (gal)	9.7	10.3	9.9	10.1	9.2	9.9

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	2	3	4	5	Avg
Vehs Entered	1231	1283	1274	1285	1179	1249
Vehs Exited	1235	1289	1268	1286	1180	1254
Starting Vehs	17	13	7	12	13	8
Ending Vehs	13	7	13	11	12	9
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Travel Time (hr)	11.7	12.4	12.1	12.3	11.3	12.0
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Total Stops	1620	1722	1687	1693	1564	1656
Fuel Used (gal)	9.7	10.3	9.9	10.1	9.2	9.9

Baseline**5: Fore Street & India Street Performance by approach**

Approach	EB	WB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.1
Total Del/Veh (s)	7.2	6.0	7.2	5.8	6.5

6: Commercial Street/Thames Street Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Del/Veh (s)	5.2	5.3	4.7	5.0

8: Fore Street & Hancock Street Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.0	0.3	0.1	0.2	0.2
Total Del/Veh (s)	0.3	0.8	5.4	5.4	1.3

11: Fore Street & Site Driveway Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.3	1.5	0.3	1.7

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.5

Baseline

Intersection: 5: Fore Street & India Street

Movement	EB	WB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	109	124	118	72
Average Queue (ft)	36	54	56	38
95th Queue (ft)	76	95	93	60
Link Distance (ft)	330	160	191	219
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Commercial Street/Thames Street

Movement	EB	WB	SE
Directions Served	LT	TR	LR
Maximum Queue (ft)	92	59	70
Average Queue (ft)	51	30	39
95th Queue (ft)	79	53	60
Link Distance (ft)	298	302	219
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Fore Street & Hancock Street

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	66	39	74
Average Queue (ft)	2	11	14	28
95th Queue (ft)	16	42	33	57
Link Distance (ft)	112	210	220	205
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Baseline**Intersection: 11: Fore Street & Site Driveway**

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	98	4	25
Average Queue (ft)	39	0	1
95th Queue (ft)	69	3	12
Link Distance (ft)	105	160	112
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Baseline

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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	1466	1490	1540	1460	1447	1482
Vehs Exited	1465	1496	1534	1462	1446	1480
Starting Vehs	18	12	11	13	10	12
Ending Vehs	19	6	17	11	11	11
Travel Distance (mi)	229	231	233	227	223	229
Travel Time (hr)	14.8	15.3	15.5	15.0	14.5	15.0
Total Delay (hr)	4.7	5.0	5.1	4.9	4.7	4.9
Total Stops	1983	2015	2026	1951	1861	1967
Fuel Used (gal)	12.1	12.5	12.5	12.0	11.8	12.2

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	2	3	4	5	Avg
Vehs Entered	1466	1490	1540	1460	1447	1482
Vehs Exited	1465	1496	1534	1462	1446	1480
Starting Vehs	18	12	11	13	10	12
Ending Vehs	19	6	17	11	11	11
Travel Distance (mi)	229	231	233	227	223	229
Travel Time (hr)	14.8	15.3	15.5	15.0	14.5	15.0
Total Delay (hr)	4.7	5.0	5.1	4.9	4.7	4.9
Total Stops	1983	2015	2026	1951	1861	1967
Fuel Used (gal)	12.1	12.5	12.5	12.0	11.8	12.2

Baseline**5: India Street & Fore Street Performance by approach**

Approach	EB	WB	SE	NW	All
Denied Del/Veh (s)	0.3	0.0	0.2	0.0	0.1
Total Del/Veh (s)	10.3	8.0	7.7	7.9	8.6

6: Commercial Street/Thames Street & India Street Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.4	0.1	0.0	0.2
Total Del/Veh (s)	6.2	4.9	4.4	5.5

8: Fore Street & Hancock Street Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.2	0.1
Total Del/Veh (s)	0.3	0.7	6.1	6.2	2.0

11: Fore Street & Site Driveway Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.8	1.7	0.4	2.4

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.5

Baseline

Intersection: 5: India Street & Fore Street

Movement	EB	WB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	145	116	93	112
Average Queue (ft)	56	54	47	51
95th Queue (ft)	112	93	78	88
Link Distance (ft)	348	156	191	217
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Commercial Street/Thames Street & India Street

Movement	EB	WB	SE
Directions Served	LT	TR	LR
Maximum Queue (ft)	111	55	65
Average Queue (ft)	64	32	33
95th Queue (ft)	94	48	48
Link Distance (ft)	298	302	217
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Fore Street & Hancock Street

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	59	39	92
Average Queue (ft)	1	8	16	42
95th Queue (ft)	11	34	33	72
Link Distance (ft)	114	210	220	204
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Baseline**Intersection: 11: Fore Street & Site Driveway**

Movement	NW	SW
Directions Served	LR	LT
Maximum Queue (ft)	95	36
Average Queue (ft)	41	2
95th Queue (ft)	70	15
Link Distance (ft)	138	114
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

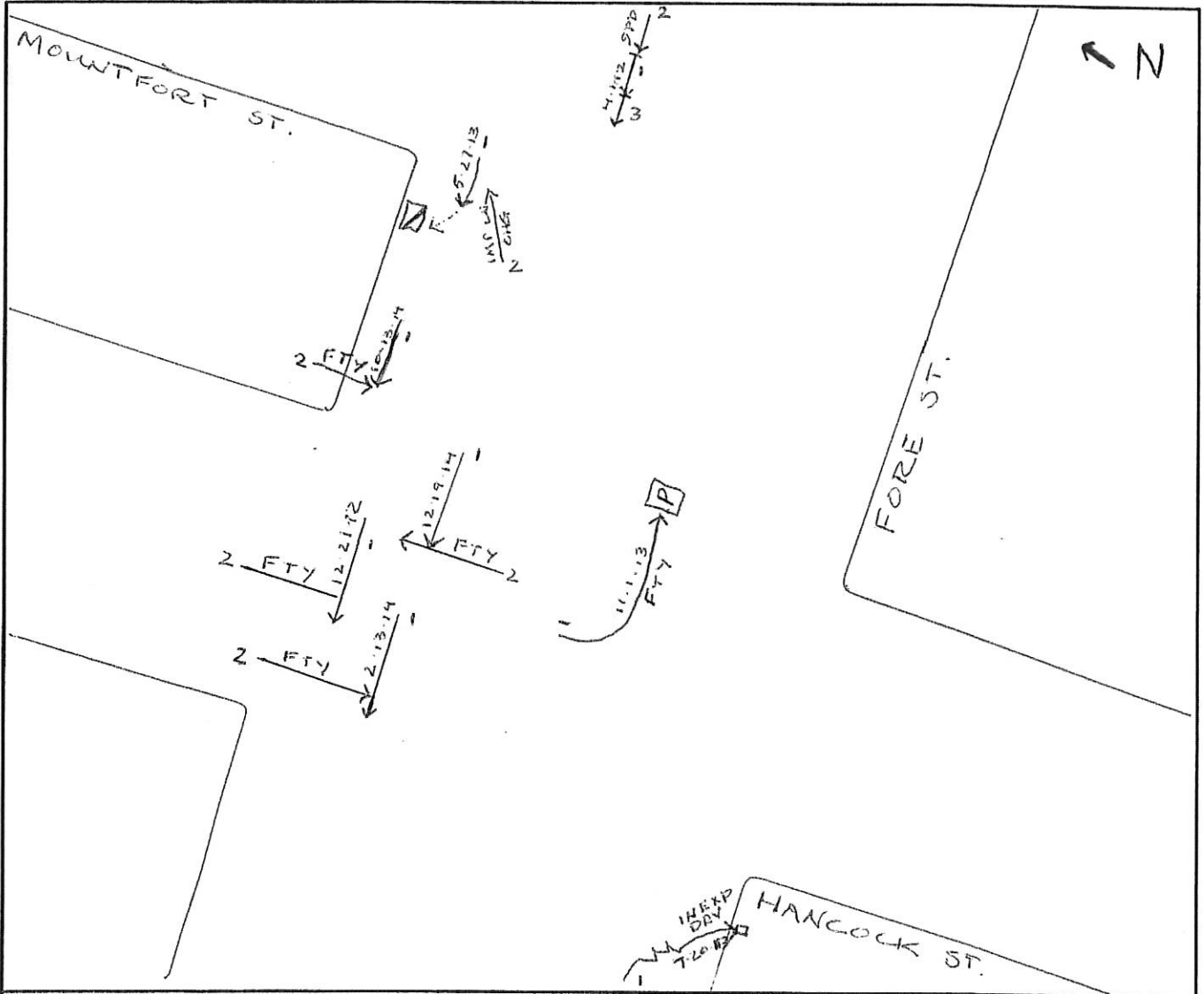
Network Summary

Network wide Queuing Penalty: 0

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Intersection of Fore Street & Hancock Street
 TOWN Portland, Maine NODE NO(S) 18820 to 18822
 YEARS REVIEWED 2012 - 2014 DATE PREPARED 11.30.2015



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING) | 2. DAYLIGHT | 3. DUSK (EVENING) |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER | | |
- ROAD SURFACE**
- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |
- APPARENT CONTRIBUTING FACTORS - HUMAN**
- | | | |
|------------------------------------|--------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 4. FOLLOW TOO CLOSE | 5. DISREGARD TRAFFIC CONTROL DEVICE | 6. DEBRIS |
| 7. IMPROPER PASS-OVERTAKING | 8. DRIVING LEFT OF CENTER-NO PASSING | 9. IMPROPER TURN |
| 10. IMPROPER TURN | 11. UNSAFE LANE CHANGE | 12. NO SIGNAL OR IMP. SIGNAL |
| 13. IMPEDING TRAFFIC | 14. DRIVER INATTENTION-DISTRACTION | 15. DRIVER INEXPERIENCE |
| 16. PEDEST. VIOLATION ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS | 20. OTHER VISION OBSCUREMENT | 30. OTHER HUMAN VIOLATION FACTOR |
| 31. HIT AND RUN | 51. UNKNOWN | |
- VEHICULAR**
- | | | |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING | 50. OTHER VEHICLE DEFECT |
| | 51. UNKNOWN | |

SYMBOLS

ANGLE	→	PEDESTRIAN	→ [P]	FATAL ACCIDENT	●
BACKING	→←	REAR END	→→	VEHICLE (MOVING)	→
FIXED OBJECT	→ []	SIDE SWIPE	→→	BICYCLE	--- [B]
HEAD ON	→←	TURNING MOVE	→ ↻	ANIMAL	--- [A]
OVERTURN	→ ↻	CHANGE LANE	→ ↻	SLED	--- [S]
PARKED VEHICLE	[]	OUT OF CONTROL	→ ~		

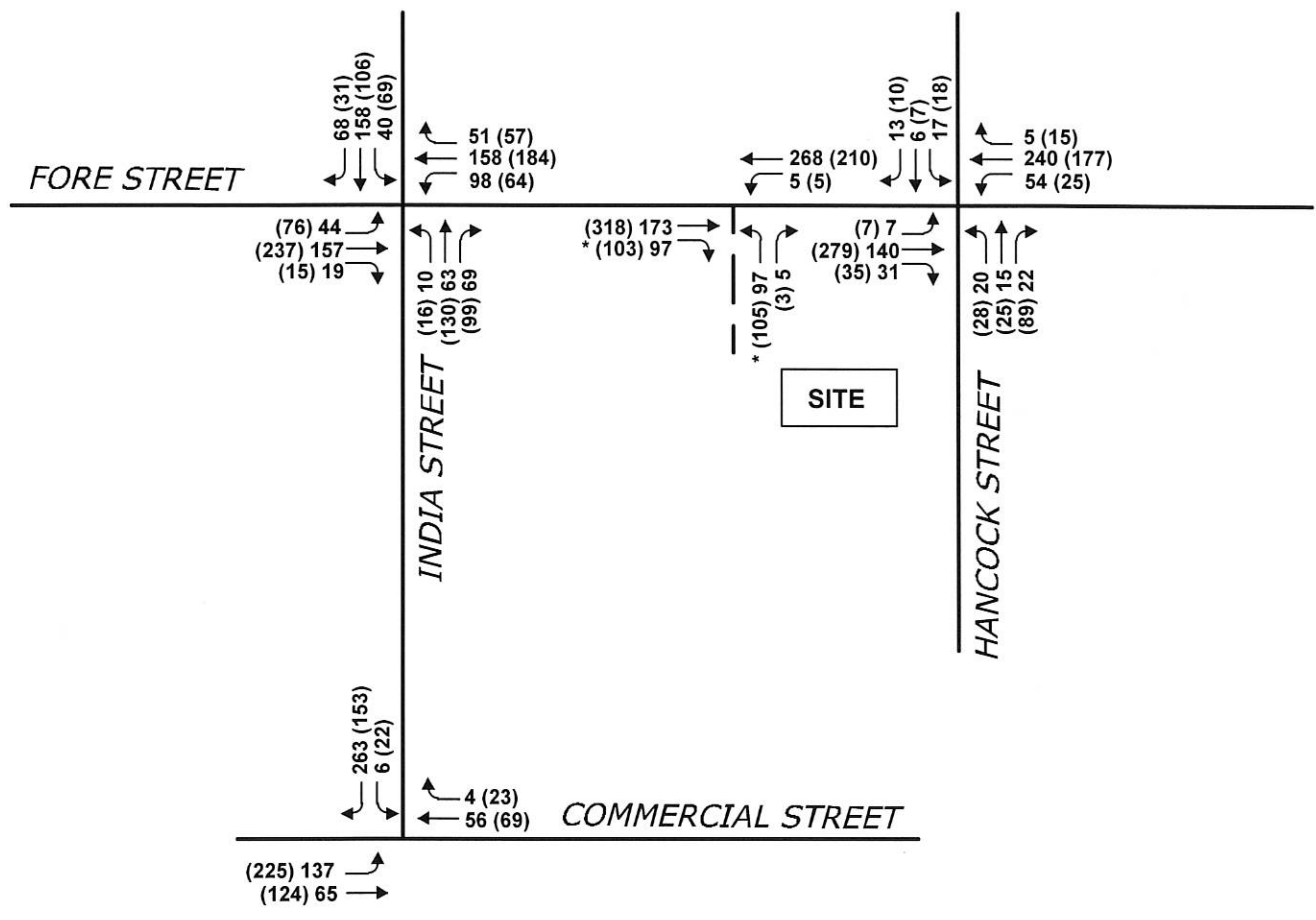
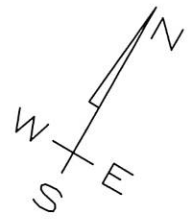
WEATHER

C = CLEAR	F = FOG	R = RAIN
SL = SLEET	S = SNOW	CL = CLOUDY
		XW = CROSS WINDS

INJURIES

K = FATAL	B = NON-INCAPACITATING
A = INCAPACITATING	C = POSSIBLE INJURY

8 SHEETS COLLISION DIAGRAM.DWG



* INCLUDES TRAFFIC GOING TO AND FROM THE PARKING GARAGE

Ⓢ = SIGNALIZED INTERSECTION

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

PROPOSED GATEWAY HOTEL PORTLAND, MAINE