42-B-1
407 Commercial St.
Gas Station
AGA Realty Trust

added to Spreadsheet

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM

I. D. Number

Address:

AOA Realty Trust — Applicant
P.O. Box 2520 So. Ptld, ME 04106 — Applicant's Mailing Address

07 February 1997 — Application Date
Union Oil — Project Name/Description

T-E-Lio Steve Bradstreet, P.E. — Consultant/Agent
407 Commercial St — Address of Proposed Site

781-4753 (f) 781-4721 — Applicant or Agent Daytime Telephone, Fax
042-B-001 — Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ___ New Building ___ Building Addition ___ Change of Use ___ Residential
___ Office ___ Retail ___ Manufacturing ___ Warehouse/Distribution ___ Other (specify) Gas Station

48,744 Sq Ft — Proposed Building Square Feet or # of Units
Acreage of Site
Zoning

Check Review Required:

- [X] Site Plan (major/minor)
- [ ] Subdivision # of lots _____
- [ ] PAD Review
- [ ] 14-403 Streets Review
- [ ] Flood Hazard
- [ ] Shoreland
- [ ] Historic Preservation
- [ ] DEP Local Certification
- [ ] Zoning Conditional Use (ZBA/PB)
- [ ] Zoning Variance
- [ ] Single-Family Minor
- [ ] Other _____

Fees paid: site plan 300.00 subdivision _____

Approval Status: Reviewer Kandi Talbot

- [ ] **Approved**
- [X] **Approved w/Conditions** listed below
- [ ] **Denied**

1. See attached sheet - PB ~~Approval~~ Hr dated
2. 4/8/97
3.
4.

Approval Date 4/8/97 Approval Expiration 4/8/98 (date) Extension to _____ (date) [ ] Additional Sheets Attached

[X] Condition Compliance Kandice Talbot (signature) 6/6/97 (date)

Performance Guarantee [X] Required* [ ] Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

[X] Performance Guarantee Accepted	6/6/97 (date)	$168,630.00 (amount)	4/30/98 (expiration date)
[X] Inspection Fee Paid	6/2/97 (date)	$2,866.70 (amount)	
Performance Guarantee Reduced	_____ (date)	_____ (remaining balance)	_____ (signature)
Performance Guarantee Released	_____ (date)	_____ (signature)	
Defect Guarantee Submitted	_____ (submitted date)	_____ (amount)	_____ (expiration date)
Defect Guarantee Released	_____ (date)	_____ (signature)	

Pink - Building Inspections Blue - Development Review Coordinator Green - Fire Yellow - Planning 2/9/95 Rev5 KT.DPUD

Blue Copy

CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM

I. D. Number

Address:

AGA Realty
Applicant

Application Date

Applicant's Mailing Address

Project Name/Description

Consultant/Agent

407 Commercial St.
Address of Proposed Site

Applicant or Agent Daytime Telephone, Fax

Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): ___ New Building ___ Building Addition ___ Change of Use ___ Residential
___ Office ___ Retail ___ Manufacturing ___ Warehouse/Distribution ___ Other (specify) Gas station

48,744 sq ft.
Proposed Building Square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

- ☐ Site Plan (major/minor)
- ☐ Subdivision # of lots _____
- ☐ PAD Review
- ☐ 14-403 Streets Review
- ☐ Flood Hazard
- ☐ Shoreland
- ☐ Historic Preservation
- ☐ DEP Local Certification
- ☐ Zoning Conditional Use (ZBA/PB)
- ☐ Zoning Variance
- ☐ Single-Family Minor
- ☐ Other _____

Fees paid: site plan _____ subdivision _____

Approval Status: Reviewer Steve Bushey

- ☐ **Approved**
- ☒ **Approved w/Conditions** listed below
- ☐ **Denied**

1. See attached sheet
2. _____
3. _____
4. _____

Approval Date 4/8/97 Approval Expiration 4/8/98 (date) Extension to _____ (date) ☐ Additional Sheets Attached

☑ Condition Compliance 6/6/97 (signature) Steve Bushey (date) KT

Performance Guarantee ☒ Required* ☐ Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

☒ Performance Guarantee Accepted	6/6/97 (date)	$168,630.00 (amount)	4/30/98 (expiration date)
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Defect Guarantee Submitted	_____ (submitted date)	_____ (amount)	_____ (expiration date)
Defect Guarantee Released	_____ (date)	_____ (signature)	

Pink - Building Inspections Blue - Development Review Coordinator Green - Fire Yellow - Planning 2/9/95 Rev5 KT.DPUD

T·Y·LIN INTERNATIONAL

February 10, 1997

Ms. Marge Schmuckal
City Hall
389 Congress Street
Portland, Maine 04101

Subject: Minor Site Plan Development
A.G.A. Realty Trust/Union Oil - Convenience Store and Gas Station

Dear Ms. Schmuckal:

On behalf of our client, A.G.A. Realty Trust/Union Oil Company, T.Y. Lin is pleased to submit the attached package for Minor Site Plan Development. The submission includes:

1) Seven (7) copies of:
   - Standard Boundary Plan
   - Layout and Utilities Plan
   - Grading and Drainage Plan
   - Site Details
   - Landscape Plan
   - Pre and Post Development Drainage Plans
   - Building Elevations
   - Building Floor Plan
   - Site Lighting Plan

2) Seven (7) copies of the required written statements as set forth in Section 14-525.C in Article V. Site Plan.

3) A check for $300.00 for the application fee.

If you have any questions, or require further information, please feel free to give me a call.

Sincerely,

T.Y. LIN INTERNATIONAL

Stephen J. Bradstreet, P.E.

SJB/llh
JN: 1139.00

5 Fundy Road Falmouth, Maine 04105 Fax (207) 781-4753 Tel (207) 781-4721

WRITTEN STATEMENTS

1. Description of Proposed Uses
2. Total Land, Building and Canopy Areas
3. Summary of Existing and Proposed Easements
4. Types and Estimated Quantities of Solid Waste
5. Evidence of Availability of Off-Site Facilities
6. Stormwater Management Report
7. Construction Schedule
8. State and Federal Regulatory Approvals
9. Financial Capacity
10. Applicant's Title, Right or Interest
11. Unusual Natural Areas, Wildlife and Fisheries Habitats and Archaeological Sites

1. **Description of Proposed Uses**

The proposed development consists of the construction of a ±2288 square foot convenience store and sixteen (16) fuel pumps under a canopy. The convenience store will have a food preparation area, sales area, coolers, janitorial facilities, and male and female restrooms (accessible by ADA guidelines). The fueling facilities consist of four (4) fueling islands each with two (2) pumping units, each capable of serving two (2) vehicles. This provides the ability of serving a total of sixteen (16) vehicles under the canopy.

A remote diesel pump behind the convenience store will provide fuel for trucks and buses.

2. **Total Land, Building and Canopy Areas**

Total Land Area: ±1.12 acres (48,589 SF)

Building Floor Area: 2288 square feet

Canopy Area: 4464 square feet

3. **Summary of Existing and Proposed Easements**

There are no existing or proposed easements or other burdens now existing or to be placed on the property. A letter of agreement between the State and the Owner is attached indicating their approval of accessing a 20 foot wide strip of Department owned land during the time period required for the proposed removal of the underground tanks located adjacent to the State's property (see Exhibit 1).

4. **Types and Estimated Quantities of Solid Waste**

It is anticipated that this project will not generate significant solid waste products. A solid waste recepticle is located in the northwest corner of the lot. The owner will enter into a contract with a local waste removal contractor, to empty the recepticle on a regular schedule.

5. **Evidence of Availability of Off-Site Facilities**

The attached letters from the Portland Water District, the City and Northern Utilities indicate the availability of sewer, water and gas facilities (see Exhibit 2). The attached Traffic Impact Study addresses the street capacity (see Exhibit 2).

6. **Stormwater Management Report**

Pre-Development Drainage

The existing site, including the State of Maine parcel on the back of the site, drains through the gravel/paved lot and out to an existing catch basin on Commercial Street. The site is characterized by steep grass slopes to the south, west and north. Runoff sheet flows down the grass slopes and into the gravel/paved lot, where it appears to pond slightly in the northeast corner prior to flowing into the catch basin.

Based on MDOT's Highway Design Guide, Chapter 12, Drainage Design, the Rational method was utilized in determining runoff. It was determined that for a 25-year event, runoff would be ±6.0 CFS.

Post-Development Drainage

The general flow characteristics of the site do not change under post-development conditions. Runoff sheet flows down the grass slopes into the paved area, is intercepted by new catch basins and outlets into the existing catch basin on Commercial Street. The paved area is divided into four separate drainage areas, each contributing flow to its own catch basin. It is anticipated that roof drains will connect directly to the rear two catch basins.

It was determined that for a 25-year event, runoff would increase marginally to ±6.5 CFS, which is a ±6.7% increase over existing conditions (see Exhibit 3).

7. **Construction Schedule**

It is anticipated that construction will begin in July and continue through December. While the building is being constructed and the fuel pumps and new underground tanks are being installed, the existing service will remain in operation as long as feasible. Once the existing operation interferes with the proposed construction, the existing pumps and tanks will be removed to allow for completion of the site work.

8. **State and Federal Regulatory Approvals**

None required.

9. **Financial Capacity**

The Owner, AGA Realty Trust, has the financial capacity to take on bank financing for the proposed development (see Exhibit 4). The Owner's Contractor, Cimino Construction Co., has the technical ability to complete the project as designed, approved and within the outlined schedule.

10. **Applicant's Title, Right or Interest**

AGA Realty Trust was granted right, title and interest without any warranties or covenants as stated in the Release Deed dated November 22, 1995 (see Exhibit 5).

11. **Unusual Natural Areas, Wildlife and Fisheries Habitats and Archaeological Sites**

None on site.

EXHIBITS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

ANGUS S. KING, JR.
GOVERNOR

JOHN G. MELROSE
COMMISSIONER

January 23, 1997

Union Oil Company
63 Ocean Street
South Portland, Me. 04106

Attn.: Gregory C. Shapiro

Re: Removal of fuel underground tanks on Commercial Street in Portland

Dear Mr. Shapiro:

This is to acknowledge your request for a temporary Construction Easement to remove underground fuel tanks at your Commercial Street property in Portland that abuts DOT LAND.

The Maine Department of Transportation will issue to Union Oil Company a permit allowing Union Oil Company to access a 20-foot wide strip of Department owned land during the time period required for the proposed removal of the underground tanks located on Union Oil Company property in Portland. The permit will be forthcoming in the near future.

We would want Union Oil Company to contact our Scarboro office at 883-5546 and inform our Division Engineer - Mr.Roger Gobeil of the dates that this project will take place. He will have the authority to approve the restoration of the Department's property that is to be affected.

If you have any questions please call me at 287-3681.

Very truly yours,

Fred Paganucci

Fred Paganucci
Property Management Section
Right-of-Way Division

FP:cl
cc: Steve Bradstreet
T Y Lin International
5 Fundy Road, Falmouth, Me. 04105

EXHIBIT 2

Portland
Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

Customer Service Hotline (207) 761-8310
(207) 774-5961
FAX (207) 761-8307

January 24,1997

Stephen J. Bradstreet, P.E.
T Y Lininternational
Fundy Road
Falmouth, Me 04105

RE: Union Oil Convenience Store & Gas
407 Commercial Street

Dear Mr. Bradstreet

Currently the District has a 12" water main located in Commercial Street in front of the proposed site. This main has adequate capacity of clean and healthful water to supply the needs of the convenience store/gas station. Based on your letter of 1/21/97 a one inch domestic water service with a 5/8" water meter should be a more and adequate domestic water service. Their is no mention of a fire(sprinkler) service and I assume one is not required. If the need does arise for one, the District does have the capacity in Commercial Street to fulfill the need.

The estimated cost for the District to install a 1" domestic service would be around $ 1800.00 from the 12" water main to the street line(property line) only. This cost would also include the cost to install the water meter and a remote reading device. If your contractor does all the digging, backfilling, and street restoration and the District only does the tap at the main and piping to the property line, including the curb stop & box, the estimated cost would be about $ 450.00 (includes meter installation).

The current numbers from the hydrant in front of the site are as follows:

Hydrant # 64 Commercial 90' south of High St.

Static	=	102 PSI
Pito 1	=	80 PSI
Flow	=	1501 GPM
Test Date	=	8/1/91

The District looks forward to serving your proposed project and if further information is needed please let me know.

Sincerely,
Portland Water District

Jim Pandiscio
MEANS Coordinator

F:\dept\eng\pandisci

Northern Utilities, Inc.

February 4, 1997

Steve Bradstreet
TY Lin International
5 Fundy Road
Falmouth, ME 04105

RE: Natural Gas Availability for 471 Commercial Street, Portland

Dear Steve:

Northern Utilities has adequate gas supply for the above referenced project and will install a natural gas service to the building at no cost.

Please feel free to call me with any questions.

Sincerely,

NORTHERN UTILITIES

Bill Howard
Sales Representative

1075 Forest Avenue P.O. Box 3586 Portland, ME 04104-3586 207-797-8002 Fax. 207-878-3598
A subsidiary of Bay State Gas Company

TRAFFIC IMPACT STUDY
UNION OIL

Portland, Maine

January 1997

Prepared For:

Union Oil Company
63 Ocean Street
South Portland, Maine 04106

Prepared By:

T.Y. Lin International
Consulting Engineers and Planners
5 Fundy Road
Falmouth, Maine 04105

SECTION I - INTRODUCTION AND PURPOSE OF STUDY

Union Oil Company retained T.Y. Lin International (TYLI) to prepare a traffic impact study for the construction of a convenience store with gasoline pumps to be located on a parcel of land bounded by Commercial Street to the south, Park Street to the west and High Street to the east (see Figure 1). Currently the site contains a gasoline station with four (4) fueling stations for passenger cars and one (1) diesel fuel pump for trucks and buses. As currently planned, the project will contain a 2,240 square feet convenience store, twelve (12) fueling stations for passenger cars, and one (1) diesel fuel pump designated for trucks and buses.

Based upon discussions with the City of Portland, this study evaluated operational and safety conditions at the Commercial Street intersections with Park Street and High Street, and evaluated conditions at the site drives.

SECTION II - DATA COLLECTION

The Maine Department of Transportation (MDOT) provided the following information:

- Accident data for the most recent three years within the study area.
- Turning movement volumes at the Commercial Street/High Street and Commercial Street/Park Street intersections.
- Collision diagrams for all High Accident Locations (HAL)

TYLI collected the following information:

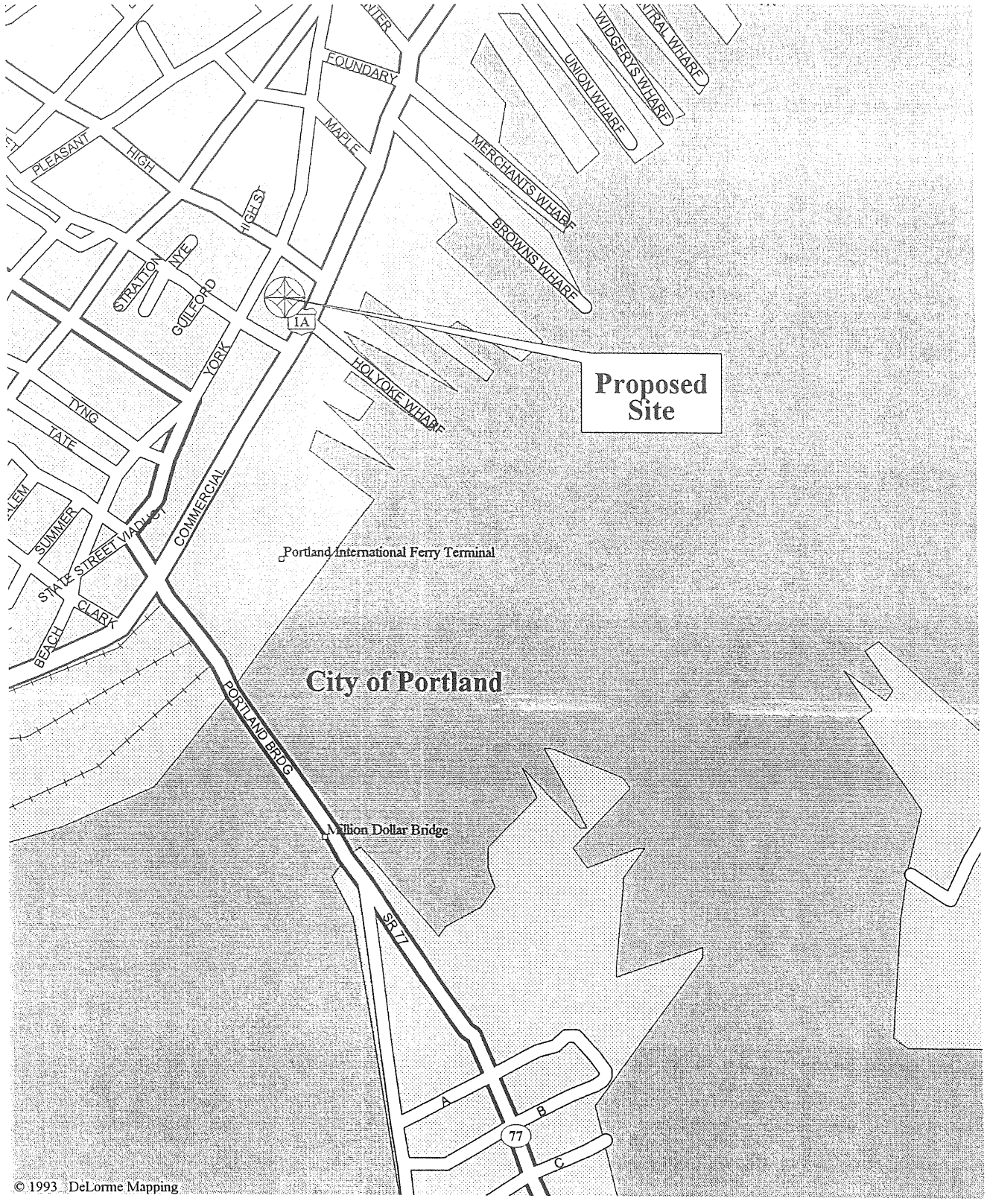
- Turning movement volumes at the existing site to determine current trip generation levels.

SECTION III - EXISTING/BASE TRAFFIC VOLUMES

The primary purpose of this study is to show what effect the proposed project will have on the local transportation system. In general, the critical traffic time period for a given project is directly associated with the peaking characteristics of both the project-related traffic and the area transportation system. Based upon a review of traffic conditions along Commercial Street and the trip generating characteristics of a Convenience store, this study assesses conditions during the weekday PM peak hour.

The MDOT performed turning movement counts at the Commercial Street/High Street and Commercial Street/Park Street intersections on Tuesday, August 22, 1995 and at the Commercial Street/Park Street intersection on Wednesday, September 13, 1995. Review of the traffic data collected indicates the weekday PM peak hour generally occurred between 4:30PM and 5:30PM.

The traffic pattern on any highway shows considerable variation in traffic volumes during different hours of the day and in hourly volumes throughout the year. It must be determined which of these hourly volumes should be used for analysis and design. It would be wasteful to predicate the design on the (maximum) peak hour traffic of the year, yet the use of average hourly traffic would result in



MAP CREATED USING DELORME MAPEXPERT – FREEPORT, MAINE

UNION OIL PORTLAND, MAINE

SITE LOCATION

JANUARY 1997 T·Y·LIN INTERNATIONAL FIGURE 1

(UNIONOIL.DWG)

an inadequate design. The hourly traffic volume used in design should not be exceeded very often or by very much. On the other hand, it should not be so high that traffic would rarely be great enough to make full use of the facility. Based upon the relationship between highest hourly volumes and daily traffic volumes, it has been concluded that the hourly traffic used in design should be the 30th Highest Hour Volumes, or sometimes referred to as the Design hour Volume.

For this study, the Design Hour Volume was estimated from factors developed by MDOT. Based upon MDOT seasonal factors (Group Mean Factors), the turning movement counts performed in August and September generally represent 30th highest hour conditions. Therefore the turning movement counts were not adjusted.

Current plans indicate the proposed project will be constructed in 1997. Accordingly, the 1995 traffic volumes were factored to represent 1997 traffic conditions. Traffic volumes in 1997 were estimated from growth factors obtained from the PACTS travel demand forecasting model. Based upon the model, traffic volumes counted in 1995 were adjusted by 1.1 percent to estimate 1997 conditions.

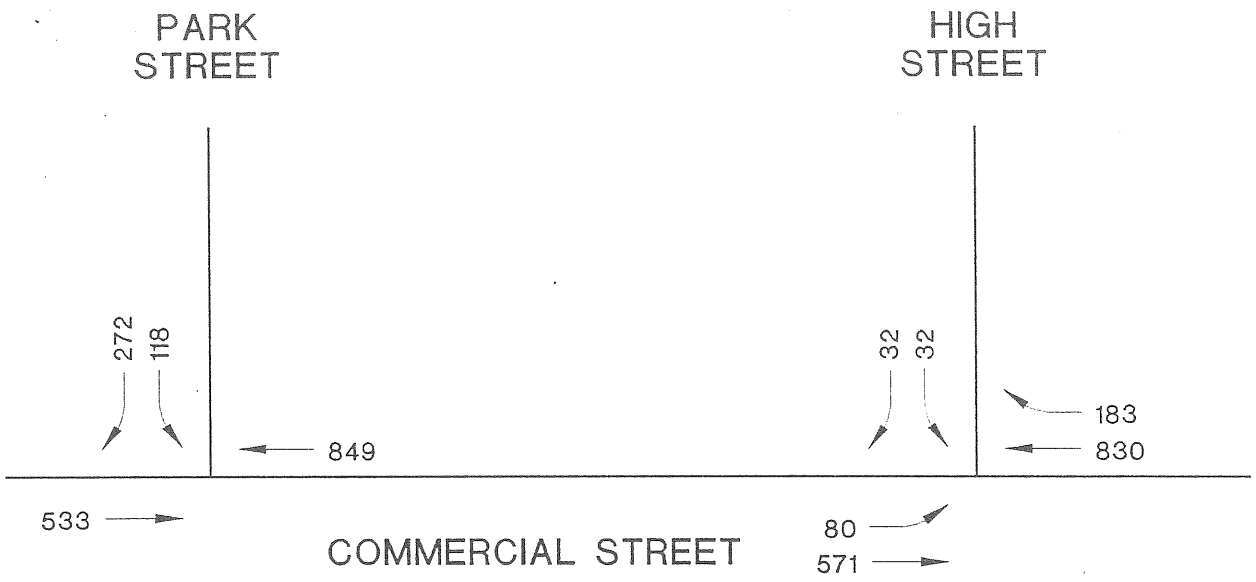
In addition to adjusting traffic for future growth, the traffic volumes were also adjusted to account for travel pattern changes following the opening of the Portland-South Portland Bridge. The adjustments were based upon traffic demand estimates conducted by MDOT.

Figure 2 presents the 1997 No-Build Traffic volumes during the weekday PM peak hour within the study area.

SECTION IV - SITE GENERATED TRAFFIC

Traffic generated from the proposed convenience store with gas pumps development was based upon traffic generation rates developed by the Institute of Transportation Engineers (ITE). According to data contained in the publication, Trip Generation, 5th Edition, Update, February 1995, a convenience market with gasoline pumps can be expected to generate 19.98 trips per fueling station during the weekday PM peak hour. Trip rates are also available using gross floor area as the independent variable in the estimation of trip levels. But significantly lower trip ends would result and therefore were not used in this study. In addition, a review of the current trip generating characteristics was performed, which indicated the site generates approximately 18.75 trips per fueling station, similar to the ITE data using fueling stations as the independent variable. Based upon a trip generation of 19.98 trips per fueling stations, and 12 proposed fueling stations, the proposed project is expected to generate 240 vehicles (120 vehicles entering/120 vehicles exiting) during the weekday PM peak hour. Based upon existing traffic counts at the site, no buses or trucks are expected to be generated to and from the site during the PM peak hour.

In order to estimate traffic levels to be added to the street network, it is important to add the net new traffic expected from the project site. Currently the project site contains a gas station with four fueling stations that will need to be subtracted from the total site estimate. Based upon a traffic count performed on Tuesday, January 14, 1997, 75 vehicles entered and exited the existing site during the PM peak hour.



UNION OIL PORTLAND, MAINE

1997 NO-BUILD
PM PEAK HOUR TRAFFIC VOLUMES

JANUARY 1997 T·Y·LIN INTERNATIONAL FIGURE 2

(UNIONOIL.DWG)

Buildings such as retail establishments, restaurants, banks, service stations, and convenience markets attract a portion of their trips from traffic passing the site on the way from one location to another. Trip making where this phenomenon occurs can be broken down into the following three categories of trips:

- Primary Trips
- Pass-by Trips
- Diverted Trips

These trips are defined as follows:

Primary Trips are trips made for a specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.

Pass-By Trips are trips made as intermediate stops on the way from origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street that contains direct access to the generator. These trips do not require a diversion from another roadway.

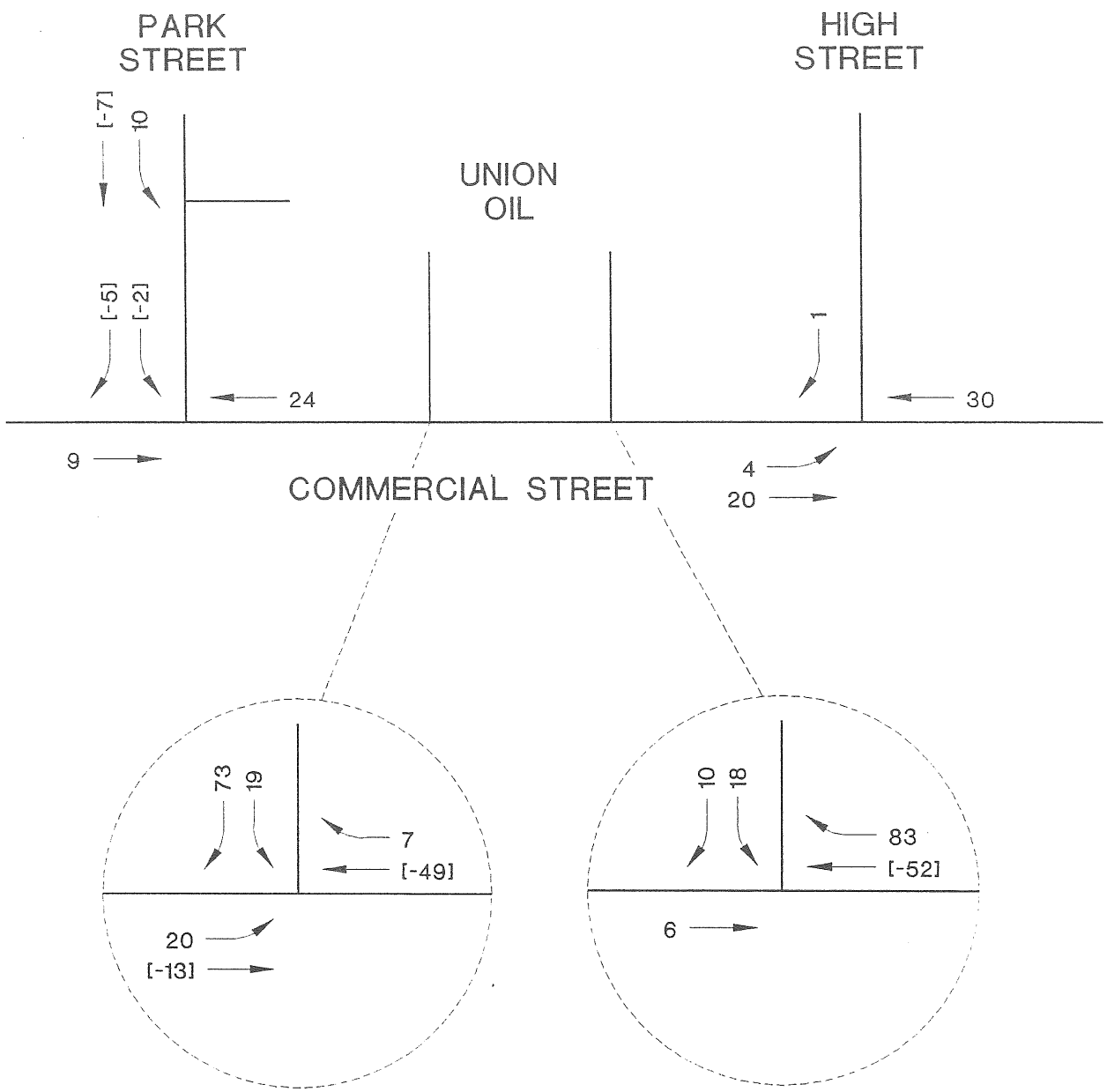
Diverted Linked Trips are attracted from the traffic volumes on roadways within the vicinity of the generator but which require a diversion from that roadway to another roadway to gain access to the site. These roadways could include street or freeways adjacent to the generator, but without access to the generator.

For this study it was assumed that 34% of the site traffic will be primary trips while the remaining traffic (66%) is Pass-by. This was based upon statistics contained in the publication, Trip Generation.

The following table summarizes the expected new traffic to be generated from the proposed project during the PM peak hour.

	ENTER	EXIT	TOTAL
Proposed Site	120	120	240
Existing "Primary Trips"	13	13	26
Pass-by	79	79	158
Total "New Traffic"	28	28	56

Distribution of the new development traffic volumes was based upon existing travel patterns. Figure 3 presents the site generated traffic volume during the weekday PM peak hour.



[XXX] - PASS-BY TRIPS

UNION OIL PORTLAND, MAINE

SITE GENERATED
PM PEAK HOUR TRAFFIC VOLUMES

JANUARY 1997 T·Y·LIN INTERNATIONAL FIGURE 3

(UNIONOIL.DWG)

SECTION V - BUILD TRAFFIC VOLUME

The Build Traffic volumes within the study area were estimated for 1997. The Build volumes were estimated by adding the site generated traffic depicted on Figure 3 to the 1997 No-Build traffic volumes located on Figure 2. Figure 4 presents the 1997 Build Weekday PM peak hour volume at the study intersections.

SECTION VI - INTERSECTION ANALYSIS

To evaluate the impact of traffic generated by the proposed development, capacity analysis was performed at the study intersections for the 1997 No-Build and Build conditions.

The standard used to evaluate traffic operating conditions of the transportation system is referred to as Level of Service (LOS). This is a qualitative assessment of the quantitative effect of factors such as speed, volumes of traffic, geometric features, traffic interruptions, and freedom to maneuver.

LOS analysis was based upon procedures contained in the 1994 Highway Capacity Manual, Transportation Research Board. Unsignalized intersection LOS is based on vehicular delay. The LOS procedure computes capacity for each movement that has a conflict, based upon the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The following table describes the relationship between delay and LOS.

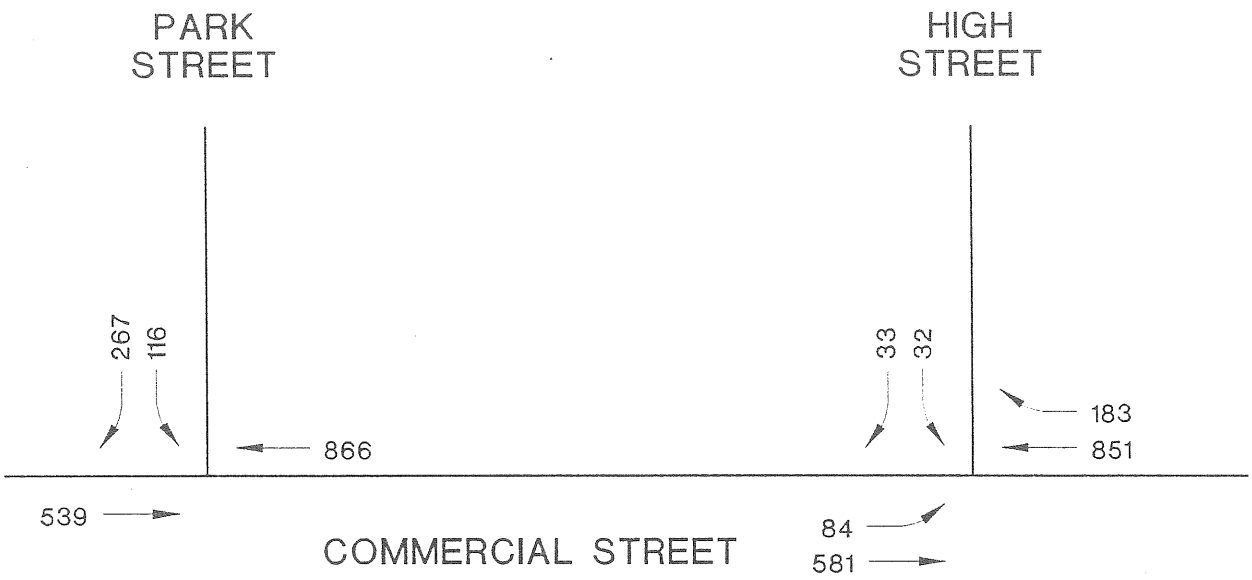
Unsignalized Level of Service

Level of Service	Average Delay
A	<5.1
B	5.1 to 10
C	10.1 to 20
D	20.1 to 30
E	30.1 to 45
F	>45

The results of the analyses are presented in the following tables.

Commercial Street/Park Street
No-Build(Build)

Movement	Level of Service	Avg. Total Delay	95% Queue
Park St. Left	F(F)	189.6(211.1)	10.5(11.0)
Park St. Right	D(D)	21.1(21.8)	4.9(5.0)
Overall Intersection	C(C)	15.9(17.0)	N/A



UNION OIL PORTLAND, MAINE

1997 BUILD
PM PEAK HOUR TRAFFIC VOLUMES

JANUARY 1997 T·Y·LIN INTERNATIONAL FIGURE 4

UNIONOIL.DWG

Commercial Street/High Street
No-Build(Build)

Movement	Level of Service	Avg. Total Delay	95% Queue
High St. Left/Right	F(F)	71.4(85.9)	3.5(4.0)
Commercial St. Left	B(B)	9.3(9.8)	0.8(0.9)
Overall Intersection	A(A)	3.1(3.6)	N/A

As presented above, level of service is expected to remain unchanged following the build-out of the project at both the Commercial Street/High Street and Commercial Street/Park Street intersections. Long delays currently exists for left-turn movements from both High Street and Park Street and will continue following the construction of the project.

A 1995 design study sponsored by the MDOT reviewed traffic conditions at the Commercial Street/Park Street and Commercial Street/High Street intersections. According to that study, traffic signals are currently warranted at the Commercial Street/Park Street intersection, but are not warranted at the Commercial Street/High Street intersection. Accordingly, the City should further investigate and program for the installation of traffic signals at the Park Street intersection.

SECTION VII - SAFETY ANALYSIS

Accident data in the vicinity of the project was obtained from MDOT for the most recent available three year period (1993-1995). A summary of the safety data is presented in the following table.

MDOT considers a Critical Rate Factor (CRF) of 1.0 and 8 accidents over a three year period as a general guideline to identify potential safety deficiencies. The following table summarizes the accident history in the vicinity of the project.

1993-1995 Accident History

Location	Accidents	Critical Rate Factor
Commercial/Park	17	2.25
Commercial/High	11	1.35
Commercial St./High-Park	5	0.79

As indicated in the above table, the Commercial Street/Park Street and Commercial Street/High Street intersections satisfy the MDOT guidelines for a potentially accident deficient location. Accordingly, further detailed analyses was performed. In conjunction with a MDOT sponsored design project for Commercial Street, accident collision diagrams were prepared at the two study intersections for accidents occurring during the three year period 1992-1994. While this data does not include accidents reported in 1995, it does provide a reasonable sample of the accident patterns that current exist. The following summarizes each location in detail.

- Commercial Street/High Street - A review of the collision diagram indicates the most prevalent accident patterns were cross-traffic collisions (2 accidents), rear-end collisions (3 accidents),

angle collisions (2 accidents), and parking maneuver collision (4 accidents). No correctable pattern was identified

- Commercial Street/Park Street - A review of the collision diagram indicates the most prevalent accident pattern was rear-end collisions, with the majority occurring on the Park Street approach The most common contributing factor for these rear-end collisions was driver inattention. It is likely that the rear-end collisions area related to long vehicular delays on the Park Street approach.

SECTION VII- CONCLUSIONS AND RECOMMENDATIONS

1. The proposed convenience store with gas pumps project is expected to generate 120 vehicles entering the site and 120 vehicles exiting the site during the weekday PM peak hour. Of the 240 total vehicle trips, 56 vehicles are expected to be "New" vehicles added to the area street network.

2. Results of the capacity analyses indicate the level of service at the intersections of Commercial Street/Park Street and Commercial Street/High Street will remain unchanged following the construction of the project. Long delays currently exist for left-turn movements from both High Street and Park Street, and will continue following build-out of the project.

3. Accident data supplied by the MDOT indicates both the Commercial Street/High Street and Commercial Street/Park Street intersections are High Accident Locations. Review of detailed collision diagrams indicates no correctable accident pattern were identified at the High Street intersection. At The Park Street intersection, operational improvements (i.e. traffic signal installation) will likely help to correct deficiencies.

4. As discussed in Section VI, a MDOT study indicated that traffic signals are currently (without the proposed project) warranted at the Commercial Street/Park Street intersection. Accordingly, the City should consider installing traffic signals at this location.

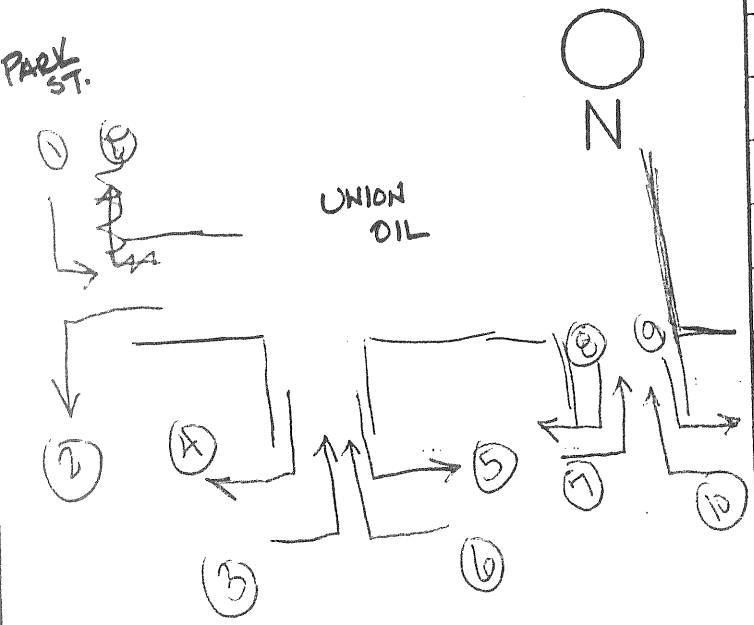
APPENDIX

TURNING MOVEMENT COUNT

PLEASE INDICATE SIGNAL CONTROL FOR EACH APPROACH. eg: STOP, YIELD, FULL SIGNAL, FLASHING RED/YELLOW

INTERSECTION: COMMERCIAL ST. / UNION OIL

LOCATION: _____



MOVEMENT

TIME PERIOD	1	2	3	4	5	6	7	8	9	10	11	12
4:00 / 4:15	0	0	3	5	2	0	0	1	0	3	14 (69)	
4:15 / 4:30	0	0	5	6	2	4	0	4	2	4	13 (67)	
4:30 / 4:45	1	0	7	13	5	5	0	4	4	13	25 (76)	
4:45 / 5:00	2	0	10	17	6	5	0	5	5	18	16 (67)	
5:00 / 5:15	2	0	10	24	9	5	0	5	8	25	20 (57)	
5:15 / 5:30	3	0	11	28	9	6	0	7	9	29	14	
5:30 / 5:45	4	0	13	32	10	6	0	7	10	32	12	
5:45 / 6:00	5	0	15	34	12	6	0	8	12	33	11	
__:00 / __:15												
__:15 / __:30												
__:30 / __:45												
__:45 / __:00												
TOTAL H.V. VOLUME												

TOTAL H.V. VOLUME = HEAVY VEHICLES: ANY VEHICLE WITH 6 TIRES OR MORE.

DATE: 1-14-97

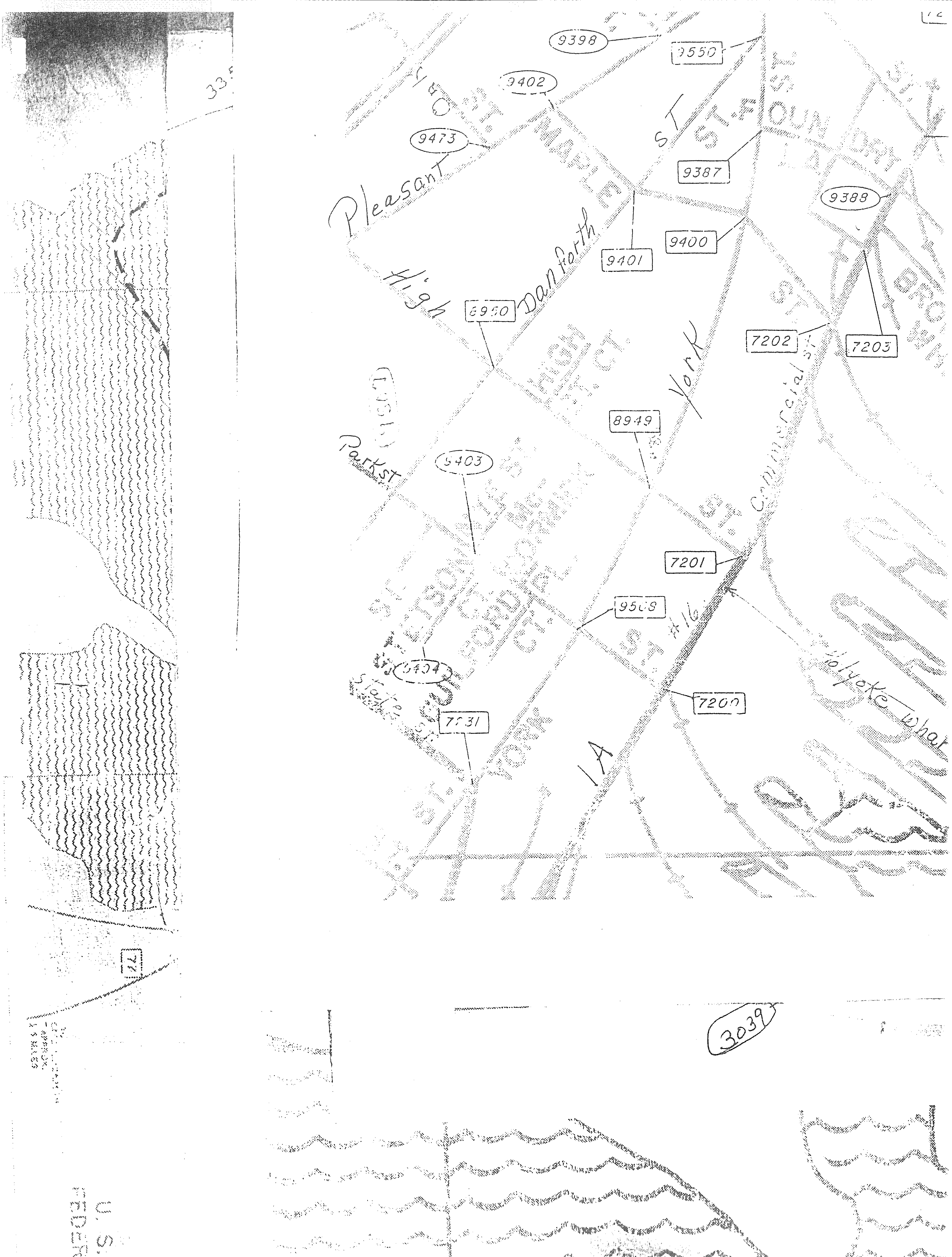
OBSERVER: DAF

WEATHER: CLOUDY W/SUN; COLD

REMARKS: _____

JOB NO.: _____

DATA FILENAME: _____



9398
9550
9402
9473
Pleasant
MAPLE
9387
9388
9400
9401
High
Danforth
7202
7203
York
Commercial St.
8949
Park St.
9403
7201
7200
Holyoke Wharf
State St.
YORK
1A
3039

JAN 9,1997 AT 13:59

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & II WITH LINK DETAIL
STUDY PERIOD: FROM MONTH 01 YEAR 93 TO MONTH 12 YEAR 95

INPUT COMMENTS

REQUEST: COMMERCIAL ST FROM PARK ST TO HIGH ST
TOWN(S): PORTLAND

INPUT DATA

ROUTE	COUNTY	FIRST NODE	EXCLUDE FIRST	DISTANCE	SECOND NODE	LAST NODE	EXCLUDE LAST	DISTANCE
0001A	05	7200	0	0.00	7201	7201	0	0.00

JAN 9,1997 AT 13:59

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY I

COUNTY TOWN#	LOW NODE	HIGH NODE	STREET NAME OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	INJURY ACCIDENTS K	A	B	C	PD	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	ACCIDENT-RATES LINK	NODE	CRITI RATE	CRF
05	7200	POR,COMMERCIAL,PARK ST.		2	17		0	0	1	2	14	17.6		4.862		1.17	0.52	2.25
05	7201	POR,COMMERCIAL,HIGH ST.		2	11		0	0	0	4	7	36.4		5.345		0.69	0.51	1.35
		NODE SUBTOTALS-			28		0	0	1	6	21	25.0		10.207		0.91	0.44	2.07

JAN 9,1997 AT 13:59

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY I

COUNTY TOWN#	LOW NODE	HIGH NODE	STREET NAME OR ROUTE #	U/R	TOTAL ACCTS	LINK LENGTH	INJURY ACCIDENTS K	A	B	C	PD	PERCENT INJURY	ANNUAL HM VEH-MILES	ANNUAL M ENT-VEHS	ACCIDENT-RATES LINK	NODE	CRITI RATE	CRF
05170	7200	7201	COMMERCIAL ST	2	5	0.08	0	0	0	2	3	40.0	0.00379		439.75		555.99	0.00
			LINK SUBTOTALS-		5	0.08	0	0	0	2	3	40.0	0.00379		439.75		555.99	0.00
			GRAND TOTALS-		33	0.08	0	0	1	8	24	27.3	0.00379	10.207	2902.37		896.15	3.24

JAN 9,1997 AT 13:59

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY II - CHARACTERISTICS

	---A M---												HOUR OF DAY												
DAY OF WEEK	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	UNKNOWN	TOTAL	
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	M
TUESDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	5	T
WEDNESDAY	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	5	W
THURSDAY	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	1	0	2	0	2	1	1	0	0	0	11	T
FRIDAY	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	3	1	0	0	0	0	0	0	7	F
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	S
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	S
UNKNOWN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
TOTAL	0	0	0	0	0	0	0	1	4	3	2	0	1	3	2	2	0	6	2	3	1	1	2	0	0	33	T

	YEAR			
	TOTAL	1993	1994	1995
JANUARY	5	2	3	0
FEBRUARY	5	0	2	3
MARCH	6	3	3	0
APRIL	1	1	0	0
MAY	1	0	0	1
JUNE	1	1	0	0
JULY	0	0	0	0
AUGUST	5	1	3	1
SEPTEMBER	2	0	1	1
OCTOBER	2	0	2	0
NOVEMBER	2	1	0	1
DECEMBER	3	1	1	1
UNKNOWN	0	0	0	0
TOTAL	33	10	15	8
TOTAL %	100	30	45	24

TYPE OF UNIT

2-DOOR	12	2ADT	1
4-DOOR	32	3ASU	0
CONVERTIBLE	0	4ASU	0
STATION WG	4	2ASA	1
VAN	6	2ATA	0
PICKUP TR	8	3ASA	0
TRUCK	0	3ATA	0
TR TRAILER	0	3ATR	0
SEMI TRAIL	0	4ATA	0
SEMI TANK	0	2AT1A2ATR	0
BUS	0	3AT1A2ATR	0
SCHOOL BUS	0	3AT2A2ATR	0
MOTOR HOME	0	3AT2A3R	0
MOTORCYCLE	1	3AT2A3F	0
MOPED	0	3AT2A4ATR	0
MOTOR BIKE	0	3AND4A	0
BICYCLE	0	5AXLE	0
SNOWMOBILE	0	6OR7AX	0
ATV	0		
UNKNOWN	2		
TOTAL	67		

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY II - CHARACTERISTICS

TYPE OF LOCATION

ACCIDENT TYPE	ST ROAD	CURV ROAD	**AT INTERSECTION** 3-LEG	4-LEG	5-LEG	DRIVE WAYS	BRIDGE	INTER CHANGE	UN KNOWN	TOTAL
OBJECT IN ROAD	0	0	0	0	0	0	0	0	0	0
REAR END/SIDESWIPE	0	0	16	0	0	3	0	0	0	19
HEAD-ON/SIDESWIPE	2	0	2	0	0	0	0	0	0	4
INTERSECTION MOVEMENT	0	0	6	0	0	2	0	0	0	8
PEDESTRIANS	0	0	1	0	0	0	0	0	0	1
TRAIN	0	0	0	0	0	0	0	0	0	0
RAN OFF ROAD	0	0	0	0	0	0	0	0	0	0
ANIMAL	0	0	0	0	0	0	0	0	0	0
SLED/BIKE	0	0	0	0	0	0	0	0	0	0
FIXED OBJECT	0	0	0	0	0	0	0	0	0	0
NON COLLISION	0	0	1	0	0	0	0	0	0	1
UNKNOWN	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	26	0	0	5	0	0	0	33

INJURY DATA

SEV CODE	INJURY ACCIDENTS	NUMBER OF INJURIES
K	0	0
A	0	0
B	1	1
C	8	13
PD	24	
TOTAL	33	14

FIXED OBJECT STRUCK

CONSTRUCTION BARRICADES	0
TRAFFIC SIGNAL	0
R/R CROSSING	0
LIGHT POLE	0
UTILITY POLE	0
SIGN POST	0
MAIL BOXES	0
OTHER POLES/POSTS	0
FIRE PLUG/PARK METER	0
TREE/SHRUBBERY	0
CRASH CUSHION	0
MEDIAN SAFETY BARRIER	0
BRIDGE PIERS	0
OTHER GUARDRAILS	0
FENCING NOT BARRIER	0
CULVERT HEADWALL	0
EMBANKMENT/DITCH	0
BUILDING WALL	0
ROCK OUTCROPPING/LEDGE	0
OTHER	0
UNKNOWN	0
TOTAL	0

TRAFFIC CONTROL DEVICES

TRAFFIC SIG STOP/GO	1
TRAFFIC SIG FLASHING	0
OVERHEAD FLASHERS	0
ALL WAY STOP	0
STOP SIGN/OTHER	20
YIELD SIGN	0
CURVE SIGN	0
OFFICER /SCHOOL PAT	0
SCHOOL BUS STOP ARM	0
SCHOOL ZONE SIGN	0
R/R CROSSING DEVICE	0
NO PASSING ZONE	0
NONE	12
OTHER	0
UNKNOWN	0
TOTAL	33

ROAD CHARACTER

LEVEL STRAIGHT	17
LEVEL CURVED	0
ON GRADE STRAIGHT	10
ON GRADE CURVED	0
TOP OF HILL STRAIGHT	0
TOP OF HILL CURVED	0
BOTTOM OF HILL STRAIGHT	5
BOTTOM OF HILL CURVED	1
UNKNOWN	0
TOTAL	33

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY II - CHARACTERISTICS

APPARENT CONTRIBUTING FACTOR	DR 1	DR 2	DR 3	DR 4	DR 5	OTHER	TOTAL
HUMAN FACTORS							
NO INPROPER DRIVING	23	12	1	0	0	0	36
FAIL TO YIELD R-WAY	3	3	0	0	0	0	6
ILLEGAL UNSAFE SPEED	2	0	0	0	0	0	2
FOLLOW TOO CLOSE	1	3	0	0	0	0	4
DISREGARD TRAF CONTROL	1	0	0	0	0	0	1
DRIVING LEFT OF CENTER	0	1	0	0	0	0	1
IMPROPER PASSING	0	0	0	0	0	0	0
IMPROPER LANE CHANGE	1	2	0	0	0	0	3
IMPROPER START/STOP	0	0	0	0	0	0	0
IMPROPER TURN	0	0	0	0	0	0	0
UNSAFE BACKING	0	1	0	0	0	0	1
NO PROPER SIGNAL	0	0	0	0	0	0	0
IMPEDING TRAFFIC	0	0	0	0	0	0	0
DRIVER INATTENTION	0	9	0	0	0	0	9
DRIVER INEXPERIENCE	0	1	0	0	0	0	1
PEDESTRIAN VIOLATION	0	0	0	0	0	0	0
PHYSICAL IMPAIRMENT	0	0	0	0	0	0	0
VISION OBSCURED GLASS	0	0	0	0	0	0	0
VISION OBSCURED LIGHT	0	0	0	0	0	0	0
VISION OBSCURED OTHER	0	0	1	0	0	0	1
OTHER HUMAN FACTOR	0	0	0	0	0	0	0
DEFECTIVE BRAKES	1	1	0	0	0	0	2
HIT & RUN	0	0	0	0	0	0	0
VEHICULAR FACTORS							
DEFECTIVE TIRE	0	0	0	0	0	0	0
DEFECTIVE LIGHTS	0	0	0	0	0	0	0
INADEQUATE WINDSHIELD	0	0	0	0	0	0	0
OVERSIZE/OVERWEIGHT	0	0	0	0	0	0	0
OTHER VEHICLE DEFECT	1	0	0	0	0	0	1
UNKNOWN	0	0	0	0	0	0	0
TOTAL	33	33	2	0	0	0	68

APPARENT PHYSICAL CONDITION	DR 1	DR 2	DR 3	DR 4	DR 5	OTHER	TOTAL
NORMAL	32	32	2	0	0	0	66
UNDER THE INFLUENCE	1	1	0	0	0	0	2
DRINKING	0	0	0	0	0	0	0
USING DRUGS	0	0	0	0	0	0	0
ASLEEP	0	0	0	0	0	0	0
FATIGUED	0	0	0	0	0	0	0
ILL	0	0	0	0	0	0	0
HANDICAPPED	0	0	0	0	0	0	0
OTHER/UNKNOWN	0	0	0	0	0	0	0
TOTAL	33	33	2	0	0	0	68

AGE	TYPE OF UNIT: DRIVER	BIKE	SNOW SLED	PED	ATV	TOTAL
9-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	8	0	0	1	0	9
25-29	13	0	0	0	0	13
30-39	20	0	0	0	0	20
40-49	14	0	0	0	0	14
50-59	3	0	0	0	0	3
60-69	2	0	0	0	0	2
70-79	1	0	0	0	0	1
80-OVER	2	0	0	0	0	2
UNKNOWN	1	0	0	0	0	1
TOTAL	67	0	0	1	0	68

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY II - CHARACTERISTICS

R O A D S U R F A C E

WEATHER	LIGHT CONDITION	DRY	WET	SNOW SAND	ICE SAND	MUD	DEBRIS	OIL	SNOW	ICE	OTHER	TOTAL
CLEAR	DAWN	1	0	0	0	0	0	0	0	0	0	1
	DAYLIGHT	13	0	1	1	0	0	0	0	0	0	15
(20)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	2	0	0	0	0	0	0	0	0	0	2
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	1	0	0	0	0	0	0	0	0	0	1
	OTHER	1	0	0	0	0	0	0	0	0	0	1
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
RAIN	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	1	0	0	0	0	0	0	0	0	1
(1)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
SNOW	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	1	1	0	2
(5)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	1	0	0	0	0	0	1	1	0	3
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
SLEET/HAIL	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	0	0	0	0
(0)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
FOG/SMOG	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	0	0	0	0
(0)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0

LIGHT	
DAWN	1
DAYLIGHT	22
DUSK	0
DARK-LIGHTS	8
DARK NO LIGHTS	0
DARK LIGHTS OFF	1
OTHER	1
UNKNOWN	0
TOTAL	33

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY II - CHARACTERISTICS

ROAD SURFACE

WEATHER	LIGHT CONDITION	DRY	WET	SNOW SAND	ICE SAND	MUD	DEBRIS	OIL	SNOW	ICE	OTHER	TOTAL
CROSS WINDS	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	0	0	0	0
(0)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
SAND/DUST	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	0	0	0	0
(0)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
CLOUDY	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	4	0	0	0	0	0	0	0	0	0	4
(7)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	1	0	0	0	0	0	0	0	2	0	3
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
OTHER	DAWN	0	0	0	0	0	0	0	0	0	0	0
	DAYLIGHT	0	0	0	0	0	0	0	0	0	0	0
(0)	DUSK	0	0	0	0	0	0	0	0	0	0	0
	DARK-LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK NO LIGHTS	0	0	0	0	0	0	0	0	0	0	0
	DARK LIGHTS OFF	0	0	0	0	0	0	0	0	0	0	0
	OTHER	0	0	0	0	0	0	0	0	0	0	0
	UNKNOWN	0	0	0	0	0	0	0	0	0	0	0
ROAD SURFACE TOTALS		23	2	1	1	0	0	0	2	4	0	33

JAN 9,1997 AT 13:59

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & II WITH LINK DETAIL
STUDY PERIOD: FROM MONTH 01 YEAR 93 TO MONTH 12 YEAR 95

INPUT COMMENTS

REQUEST: COMMERCIAL ST FROM PARK ST TO HIGH ST
TOWN(S): PORTLAND

INPUT DATA

ROUTE	COUNTY	FIRST NODE	EXCLUDE FIRST	DISTANCE	SECOND NODE	LAST NODE	EXCLUDE LAST	DISTANCE
0001A	05	7200	0	0.00	7201	7201	0	0.00

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING

LINK DETAIL

TOWN#	STREET NAME OR ROUTE #	LOW NODE	HIGH NODE	DISTANCE	TOTAL ACCIDENTS	INJURY ACCIDENTS K	A	B	C	PD	ACCIDENT REPORT NUMBERS				
05170	COMMERCIAL ST	7200	7201	0.1	5	0	0	0	2	3	9401702	9428712	9430601	9445869	9525746
				TOTALS-	5	0	0	0	2	3					

COLLISION DIAGRAM

SHEET 1 OF ____

LOCATION Commercial St / High St — TOWN Portland

NODE NO(S) 7201 — SYSTEM ____ — URBAN ✓ RURAL ____ R/U ____

YEARS REVIEWED 1992 - 1994 — PREPARED BY MAF — DATE PREPARED 11-14-95

CRITICAL RATE FACTOR: ____ | EQUIV. PROP. DAMAGE ACC/YEAR: ____ | ACC/MEV: ____

LIGHT CONDITIONS
1 DAWN
2 DAYLIGHT
3 DUSK
4 DARK (STREET LIGHTS ON)
5 DARK (NO STREET LIGHTS)
6 DARK (STREET LIGHTS OFF)
7 OTHER

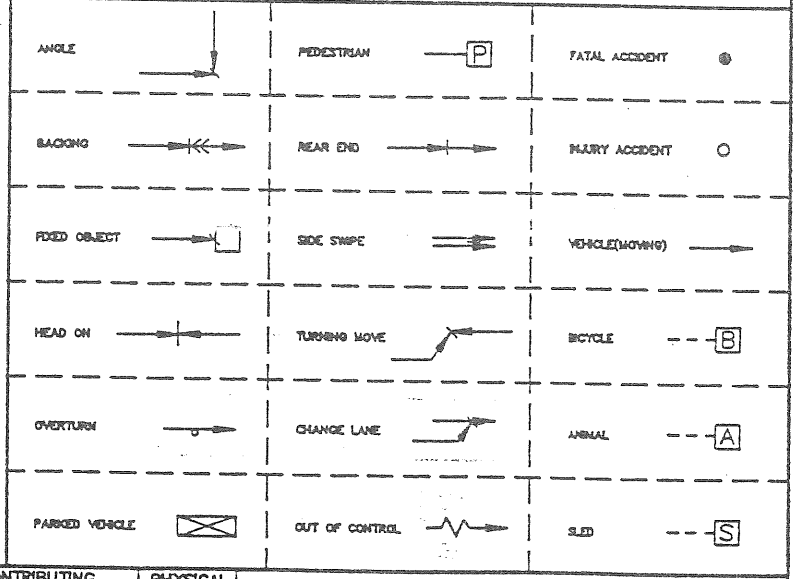
ROAD CONDITIONS
1 DRY
2 WET
3 SNOW, SLUSH – SANDED
4 ICE, PACKED SNOW – SANDED
5 MUDDY
6 DEBRIS
7 OILY
8 SNOW, SLUSH – NOT SANDED
9 ICE, PACKED SNOW – NOT SANDED
10 OTHER

APPARENT PHYSICAL CONDITION
1 NORMAL
2 UNDER THE INFLUENCE
3 HAD BEEN DRINKING
4 HAD BEEN USING DRUGS
5 ASLEEP
6 FATIGUED
7 ILL
8 HANDICAPPED
9 OTHER

APPARENT CONTRIBUTING FACTORS
1 NO IMPROPER ACTION
2 FAIL TO YIELD RIGHT OF WAY
3 ILLEGAL, UNSAFE SPEED
4 FOLLOW TOO CLOSE
5 DISREGARD TRAFFIC CONTROL DEVICE
6 DRIVING LEFT OF CENTER – NO PASSING
7 IMPROPER PASS – OVERTAKING
8 IMPROPER, UNSAFE LANE CHANGE
9 IMPROPER PARKING, START, STOP
10 IMPROPER TURN
11 UNSAFE BACKING
12 NO SIGNAL OR IMPROPER SIGNAL
13 IMPEDING TRAFFIC
14 DRIVER INATTENTION – DISTRACTION
15 DRIVER INEXPERIENCE
16 PEDESTRIAN 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
41 DEFECTIVE BRAKES
42 DEFECTIVE TIRE – TIRE FAILURE
43 DEFECTIVE LIGHTS
44 DEFECTIVE SUSPENSION
45 DEFECTIVE STEERING
50 OTHER VEHICLE DEFECT OR FACTOR
51 UNKNOWN

INJURY TYPE
1 KILLED
2 INCAPACITATING
3 NON-INCAPACITATING
4 POSSIBLE INJURY
5 NO INJURY

TYLIN INTERNATIONAL



ITEM #	REPORT NUMBER	DATE	TIME	INJURIES #28 1	2	3	4	LIGHT COND. #5	ROAD COND. #8	CONTRIBUTING FACTOR #15	#16	#17	#18	PHYSICAL CONDITION #19	#20	OTHER
	32465	9.26.92	19:07	5	2			4	2	1	16	–	–	1	2	hit a drunk ped
2	43122	12.22.92	16:45	5	5	5		4	1	4	1	14	1	1	1	
	14847	4.25.92	16:40	5	5	5		2	1	20	1			1	1	Veh 1 backing from between parked cars
	31046	9.17.92	10:30	5				2	1	14	1			1	1	veh 1 door left ajar, parked up hitting unattened vehicle
	10240	3.4.93	1553	5	5			2	1/2	1	6	51	51	1	1	wet tracking in road showed 1-2 was making its turn left of ℄
	22172	6.15.93	805	5	5			2	1	2	1			1	1	
1	43887	12.10.93	830	5	5	5		2	1	1	14	51	51	1	1	
	21003	6.3.93	313	4				6	1	1	1			1	N/A	avoided a cat
9	32325	9/1/94	1008	5	5	5	5	2	1	1	8			1	1	veh 2 was going to go it them went rt instead
	36299	10.7.94	1723	5	4			2	1	3	2			1	1	