

Memorandum Department of Planning and Development Planning Division



To:

Chair Delogu and Members of the Portland Planning Board

From:

Rick Seeley, Senior Planner, GPCOG

Date:

April 27, 2004

Re:

Maine Medical Center Contract Zone

Building Addition, Helipad, Parking Garage, and Central Utility Plant

Vicinity of Bramhall, Charles, Wescott, Ellsworth, Crescent,

Gilman and Congress Streets

Responses to Planning Board Issues Since the March 23rd Workshop

Since this application was first heard by the Planning Board at the March 23, 2004 workshop, at which Planning Board members identified several categories of issues they would like to see more work on by the applicant and staff, several actions have been taken and are underway as described below and in the attachments to this memo.

Site Walk

The site walk requested by the Planning Board has been scheduled for Tuesday, May 4, 2004, beginning at 3:30 pm. The workshop will include a tour of the Maine Medical Center campus followed by a presentation by Maine Medical Center on three critical aspects of their helipad proposal – clinical necessity, safety, and noise.

Subsequent Planning Board Workshop

It is very likely that the April 27th workshop and the May 4th site walk will not completely cover the range of issues associated with this application for a contract zone, and that at least one more workshop session will need to be held before the Board is ready to bring this project to a public hearing. Accordingly, the Planning Division's tentative schedule shows one more session on this project at the May 11, 2004 Planning Board workshop.

Master Planning

On March 30th, at the applicant's request, the Planning Director and other City staff met with Paul Gray, Michael Ryan and Hank Dunn of Maine Medical Center to request an expanded Master Plan for the hospital's Bramhall campus. Requested Master Plan elements include:

Longer timeframe Long term outer boundary

How the Vaughn Street lot will be used

How the Plan will be integrated with the Neighborhood Parking, traffic, and campus wide pedestrian circulation plan

Role envisioned for MMC as landlord and reasons for it.

How impacts of the present project on Congress Street will advance revitalization of that area.

To date a revised master plan, though in the works, has not yet been submitted to the City for review.

Helipad

Planning Board members expressed a desire for a more thorough explanation of the need for and study of the noise and safety issues and impacts associated with the proposed helipad. In addition to the May 4th workshop presentation to be provided by Maine Medical Center, City planning staff have been in contact with Bob Miller, the City's noise consultant for the Jetport, to arrange for a professional review of the noise study report descri bed to the Planning Board on March 23rd and included as an Attachment to the staff memo for that workshop. Because the Planning Board has also requested evaluation of the safety issues and an explanation of FAA review and operational requirements for a helipad, discussions between Planning staff and the consultant to fully scope out the rest of the review are continuing at this writing. Bob Miller has agreed to attend the May 4th workshop to hear the hospital's presentations on the helipad.

Housing Replacement

As of this writing, Maine Medical Center is continuing to explore and evaluate options for how best to address their housing replacement responsibilities under the City code. No additional submissions have been made concerning their housing replacement plan for this project.

Congress Street

Although no additional plans for the Congress Street area have yet been submitted, Maine Medical Center is continuing to work with their architect and the Neighborhood Advisory Committee on the garage façade issues, and they plan to submit an elevation view of the new parking garage. Currently a façade with portions showing exposed aggregate, to break up and soften the visual impact of the façade are being considered. Also see Traffic and Parking and Landscaping below.

Traffic and Parking

Access to and from the new parking garage will be possible from both Congress Street and Crescent Street, and circulation within the garage from top to bottom and vice versa will be possible. There will be only one connection between the existing and new garage, which will be on the ground level and will be kept gated, effectively prohibiting all but authorized personnel from moving between the two garages from within.

Maine Medical Center and the City have continued to have a dialogue on parking needs A revised Traffic Study (Attachment 1), a revised Parking Study (Attachment 2), and memos from Paul Gray in response to Tom Errico's questions have been submitted (Attachment 3 and 4) and found acceptable by Tom Errico (Attachment 5). John Peverada, the City's Parking Director has also reviewed the Parking Study and has additional comments and requests (Attachment 6).

Utility Plant

In response to the Planning Board's comments, the hospital is looking at additional options for softening the visual impact beside those shown on the elevation plan presented on March 23rd.

Landscaping

On April 14th, Maine Medical submitted a set of plans (Attachment 7) showing Site plan for the new proposed curve at the top of Gilman Street Grading plan for the new curve at the top of Gilman Street Landscaping of the proposed new embankment of the curve at the top of Gilman Street Proposed landscaping for several areas on the campus including the triangle of land in front of the existing garage at Congress and Gilman Streets Landscaping on the hospital side of Gilman, uphill of the Central Utility Plant Concept plan for pedestrian access by a stairway to Congress Street (This is only a concept plan; title issues need to be researched to determine if it is possible to do).

The overall Landscape Plan for the project is not yet complete in part because the applicants are interested to learn the Planning Board's response to the present plan. A copy of the plan has been submitted to Parks and Recreation for review, but comments have not yet been returned.

Right-of Way Plans and Recording Plat

Because this project as proposed would necessitate some transfers of land between the City and Maine Medical Center, there will be a need to document these transfers on a recording plat that can be registered in the Registry of Deeds. When finalized, the recording plat will have a signature block, similar to that on a subdivision plan, even though this project does not require subdivision review, which the Planning Board can sign to indicate approval. After signature the recording plat can then be recorded at the Registry of Deeds.

Charles, Ellsworth, Wescott Streets

A plan showing revised Bracket, Ellsworth and Wescott Street ROW locations and widths, the proposed vacation of Charles Street, and a slightly shortened Russell Street ROW has been submitted to the City. The ROW widths have been increased from 40 feet to 60 feet in most locations, and to the widest lesser width possible at a few locations. Charles Street is proposed to be completely eliminated and instead, from Bramhall a widened Brackett Street ROW will cross the end of the Russell Street ROW, extend into a slightly relocated Ellsworth St. ROW until it joins a widened and somewhat relocated Wescott Street ROW. This plan has been found acceptable to the City Engineer, Public Works ROW staff and Lt. Gaylen McDougal of the Fire Department.

City Legal, Planning and Engineering staff and Maine Medical Center are cooperating to prepare a recording plat outlining land parcels to be transferred between the City and Maine Medical Center as needed to document land transfers, street vacation, and related utility changes, locations of licensing agreements for Maine Medical Center improvements, such as directional signage and underground building corner footing encroachments on the revised Wescott Street ROW. The applicant is now incorporating the latest revisions.

Gilman Street

The applicant has now provided a proposed plan for revisions to the street grading and ROW width for the intersection of Gilman Street and the loop road through the campus. As anticipated, this plan also shows the proposed sliver of land that is currently part of the Western Promenade Park and is proposed for transfer to the Gilman Street ROW, including new landscaping on a 1-to-1 slope on the new curve embankment, and a relocated existing footpath at the top of the new curve embankment. A copy of this plan is included as Attachment 7.

The new plan for Gilman Street is designed to meet specific measurements of the fire apparatus that would possibly use the new curve as an alternate rear access to and egress from the Gilman Street side of the MMC campus. It has been reviewed and found acceptable by Lt. Gaylen McDougal of the Fire Department and by the City Engineer, Eric Labelle. A copy of the Plan has been sent to Jeff Tarling of the Parks and Recreation Department for his review, but to date his comments have not been returned to the Planning Division.

In the course of reviewing the new ROW plan for the Gilman Street-Loop road connection, the Public Works Department and the applicant's consultant discovered that a portion of the present cul-de-sac of Gilman Street is owned by Maine Medical Center. This portion is a remnant of land that reverted to Maine Medical Center many years ago, when the City discontinued Arsenal Street, which ran parallel to Bramhall through the present Gilman cul-de-sac location. For some unknown reason it was not included in the Gilman St. ROW when that became public, and half the width of the old Arsenal Street was not included in the Gilman St ROW. The contract zone provides an opportunity to correct this oversight and transfer this odd piece of land in the middle of the cul-de-sac to the City.

Update on Contract Zone Issues

Logistical/Procedural

Corporation Counsel Penny Littell and Maine Medical Center's Attorney for this project, Christopher Vaniotis, of Bernstein, Shur, Sawyer & Nelson are preparing a draft contract zone agreement. The City's GIS Director Jon Giles is preparing a contract zone base map. And Maine Medical is working on defining the area to which they want to ask that the contract zone agreement will apply.

The draft agreement itself will address deviations from zoning requirements listed in my memo to you for the March 23rd Planning Board workshop, the helipad overlay zone, various licensing agreements for signage, building footings and other improvements by Maine Medical that need to be installed or constructed in the street rights of way, and the land transfers associated with them, among other possible elements yet to be negotiated.

Contract Zone Criteria to Use

Section 14-60 through 14-62 of the City's Land Use Code (Attachment 8) set forth the authority, purpose, procedure and permissible types of conditions and restrictions that the City can apply in negotiating a contract zoning agreement. The common authority governing the nature of the conditions and restrictions applied through such an agreement is that they conform to the State enabling statute, now 30-A MRSA Section 4352(8), below. (30-A MRSA Section 4503(9) has been repealed.) and that they are consistent with the City's Comprehensive Plan.

30-A MRSA Section 4352 (8):

- **8.** Conditional and contract rezoning. A zoning ordinance may include provisions for conditional or contract zoning. All rezoning under this subsection must:
- A. Be consistent with the growth management program adopted under this chapter;
- B. Establish rezoned areas that are consistent with the existing and permitted uses within the original zones; and
- C. Only include conditions and restrictions that relate to the physical development or operation of the property.

The municipal reviewing authority shall conduct a public hearing before any property is rezoned under this subsection. Notice of this hearing must be posted in the municipal office at least 13 days before the public hearing. Notice must also be published at least 2 times in a newspaper having general circulation in the municipality. The date of the first publication must be at least 7 days before the hearing. Notice must also be sent to the owner or owners of the property to be rezoned and to the owners of all property abutting the property to be rezoned at the owners' last known addresses. Notice also must be sent to a public drinking water supplier if the area to be rezoned is within its source water protection area. This notice must contain a copy of the proposed conditions and restrictions with a map indicating the property to be rezoned.

Within that framework the Planning Board may negotiate and apply conditions or restrictions to any contract rezoning as needed and as authorized by Section 14-62 to further the public purposes set forth in and/or consistent with the Comprehensive Plan.

Pursuant to advice from Alex Jaegerman, Maine Medical Center is preparing a memo on the subject of how what is proposed conforms to the Comprehensive Plan for the Planning Board's consideration.

My March 23rd memo identified some Comprehensive Plan goals and policies that seem especially relevant to describing what the Plan intends for the Bramhall Campus/Congress Street area. That should not, however, limit your consideration of other parts of the Comprehensive Plan in guiding the final form of the Planning Board's recommended contract zone agreement for consideration by the City Council.

Neighborhood Advisory Committee Meeting Notes

The hospital has continued to meet with the Neighborhood Advisory Committee in discussions facilitated and recorded by Pam Plumb. Meeting notes from meetings held since March 23rd are attached (Attachment 9). Meeting notes from the March 8th NAC meeting, which were inadvertently not included in the attachments to my March 23rd memo are also attached (Attachment 10). I have not yet received notes from the April 16th NAC meeting.

Attachments

- 1. Traffic Study
- 2. Parking Study
- 3. Memo from Paul Gray on Anticipated Uses of Bramhall Lot and Existing and Proposed Garages
- 4. Memo from Paul Gray on Building Addition and Traffic Volume
- 5. Tom Errico's Report on Traffic and Parking Studies
- 6. John Peverada's Report on Park Study
- 7. Site Plan
- 8. Section 14-60 through 14-62 of the Land Use Code
- 9. Meeting Notes from Meetings held since March 23, 2004
- 10. Meeting Notes dated March 8th, 2004

Traffic Impact Study
Proposed Expansion
Bramhall Campus
Portland, Maine

Prepared for:

Maine Medical Center 22 Bramhall Street Portland, Maine, 04102

Revised April 2004

Prepared by:



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Traffic Impact Study Proposed Maine Medical Center Expansion Bramhall Campus Portland, Maine

Index

Section	Description	Page
	Executive Summary	2-3
I.	Existing Conditions	4
II.	Background Traffic Conditions	4-8
III.	Trip Generation	9-10
IV.	Trip Distribution	10
V.	Trip Composition	10
VI.	Trip Assignment	10
VII.	2007 Postdevelopment Traffic	10
VIII.	Study Area	11
IX.	Capacity Analyses	11-15
X.	Sight Lines	14-15
XI.	Conclusions	16-17

$Appendix\,A$

Site Location Diagram Turning Movement Diagrams

Appendix B

Capacity Analyses

Appendix C

Collision Diagrams Trip Generation Counts

Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill-Palmer Consulting Engineers, Inc. was retained by Maine Medical Center to complete a traffic impact study for a proposed Charles Street project planned at the Maine Medical Center (MMC) in Portland, Maine. The project includes the addition of a 192,000 s.f. building for the Obstetrics and Newborn Center, which would be bordered by reconfigured Charles, Ellsworth and Wescott Streets. Many of the functions for the new center already exist within the campus but are overcrowded and do not meet current industry layout standards. In addition, Maine Medical Center proposes to expand the existing ramp parking garage on the corner of Gilman Street and Congress Street to include an additional 512 parking spaces. The expansion will include a new driveway on Congress Street across from the Medical Office Building Garage. The location of the site is shown on Figure 1 in Appendix A.

The following is a summary of the major findings of the traffic study:

- 1) The proposed expansion is forecast to generate 19 and 25 new trip ends during the AM and PM peak hours, respectively. In addition, our office anticipates that 164 and 160 trip ends will be relocated from other areas on or near the campus to the proposed parking garage. As the campus will generate less than 100 net new trips ends, this project does not require a traffic movement permit from MDOT.
- 2) The level of service analyses show that all existing intersections in the study area are anticipated to operate at an acceptable level of service in the post development condition, with the exception of Congress Street at Gilman Street. However, the Gilman Street approaches have operated at low levels of service for some time, which is common for an unsignalized road entering to an arterial. This location is not forecast to warrant a traffic signal, and its close proximity to the signals at Valley Street result in gaps in traffic beyond those indicated in the level of service analysis.

Delay is also anticipated for left turning traffic exiting the proposed garage drive, but this location is not anticipated to satisfy signal warrants. As with traffic exiting Gilman Street, nearby traffic signals will result in gaps in traffic that are anticipated to result in noticeably less delay for exiting traffic than the model indicates.

- 3) The crash data indicates that there are several high crash locations in or near the study area. Based on an analysis of these areas, Gorrill-Palmer Consulting Engineers, Inc. recommends the following:
 - > Consideration of relocating the bus stop on the east side of St. John Street.
 - > Placement of "ONLY" and left arrow pavement markings in the left lane of the northbound approach of St. John Street at Park Avenue. Installation of a

- green arrow section under the green ball of the left signal head of both St. John Street approaches.
- > Maintaining skip marks through intersection for left turn from St. John Street northbound onto Park Avenue westbound.
- > That the broken white line be replaced by a solid white line to just beyond the Fairfield Inn driveway and two sets of thru-right and thru-left pavement marking arrows be installed in each lane approaching the Inn. In addition, a "ONE WAY" sign on Park Avenue west of St. John Street to alert drivers that this is a one-way road.
- > Strict enforcement of parking regulations on Weymouth Street near Congress Street.
- > Placement of signs on the eastbound approach of Congress Street in advance of Gilman Street warning of the merging lanes ahead.
- 4) The sight lines at the site drive exiting onto Congress Street are in excess of Maine DOT requirements provided parking is prohibited within 75 feet of the new garage entrance. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Planned signage associated with the development should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Based on these conclusions, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing traffic network can safely and effectively accommodate the traffic generated by the proposed development with measures taken as noted above.

I. Existing Conditions

The site for the proposed expansion is currently a paved lot on the corner of Charles Street, Ellsworth Street and Wescott Street. A 192,000 s.f. Obstetrics and Newborn Center is proposed as an expansion to Maine Medical Center with completion planned for 2007.

A 512 space-parking garage is also planned to be constructed as part of the project adjacent and to the east of the existing 1276 space garage at the corner of Gilman and Congress. Access to the proposed garage is planned from Congress Street opposite the Medical Office Building and an additional access provided on Crescent Street.

II. Background Traffic Conditions

Gorrill-Palmer Consulting Engineers, Inc. based the study on the following information:

- > A concept plan prepared for Maine Medical Center by Sebago Technics.
- > Crash data for the period 2000-2002 supplied by the Maine DOT.
- > Turning movement volumes collected on Tuesday, July 29, 2003 from 6:30 8:30 AM and again on Tuesday, August 5 from 3:30 6:00 PM at the following locations:
 - Congress Street/Deering Avenue/Bramhall Street
 - Congress Street/Ellsworth Street
 - Congress Street/Forest Street
 - Congress Street/Valley Street
 - Congress Street/Saint John Street
- > Turning movement volumes collected on Wednesday, July 30, 2003 from 6:30 8:30 AM and on Wednesday, August 6 from 3:30 6:00 PM at the following locations:
 - Park Avenue/Saint John Street
 - Park Avenue/Deering Avenue
- > Trip generation counts collected on Thursday and Friday, February 26 and 27, 2004 from 7:30 8:30 AM and again at 4:30 5:30 PM at the following locations:
 - MMC Shuttle Lot off of St. John Street
 - Bramhall Street MMC Visitor's Lot

Predevelopment Traffic Volumes

The project is expected to be complete in the year 2007. The year 2007 predevelopment design hour volumes were determined utilizing the following methodology:

- > The raw turning movement volumes were seasonally adjusted for a Group I arterial using information furnished by the Maine DOT to reach the estimated 30th highest hour.
- > Volumes were annually adjusted by two percent per year, based on previous studies in the area and historic count data published by Maine DOT.
- > Gorrill-Palmer Consulting Engineers, Inc. contacted the City of Portland to determine if any other projects, either in the approval process or under construction, would influence volumes within the study area. According to City, a proposed congregate housing facility is anticipated at the end of Frederic Street. However, traffic from this project is minimal, and has been included in the background growth. In addition, several projects are planned for the future, which would reduce traffic volumes in the study area. A new connector road is proposed to run from I-295 to the traffic circle at the intersection of St. John Street and Commercial Street. This new road will allow vehicles to get from I-295 to Commercial Street and the Casco Bay Bridge without having to use Congress Street, Park Street or St. John Street. This should significantly reduce volumes along these corridors. In addition, Mercy Hospital is proposing to relocate its entire campus to Commercial Street west of the Veterans Memorial Bridge. The hospital will be accessible from the new connector road, therefore, its traffic will no longer need to use the Congress Street and St. John Street corridors. Both of these projects are anticipated to reach completion after the expansion of the Maine Medical Center's Bramhall Campus. Therefore, the reductions in traffic have not been included in the predevelopment volumes although they are anticipated to reduce future traffic volumes in the study area.

The raw volumes shown on Figures 2 and 3 of Appendix A were seasonally and annually adjusted to reflect anticipated 2007 predevelopment traffic volumes on Figures 4 and 5 of Appendix A for the AM and PM peak hours, respectively.

Crash Information

Gorrill-Palmer Consulting Engineers, Inc. examined the High Crash Locations from Maine DOT for the period of 2000 to 2002, the most recent period available.

In order to evaluate whether a location has a crash problem, Maine DOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar

intersection in the state. A CRF of less that 1.00 indicates a rate of less than average) and:

2. A minimum of 8 crashes over a three-year period.

Based on the published history, the following locations within the study area were determined to be High Crash Locations:

Maine DOT High Crash Locations: 2000-2002

Node	Location	# of Crashes	CRF
08991	Congress Street/Gilman Street	_. 15	1.49
07245	Congress Street/Weymouth Street	8	1.00
07187	Park Avenue/ St. John Street	34	1.01
07181	St. John Street/ A Street	10	1.28
7187-7188	Park Ave from St. John to Marston	9	1.13
7181-7182	St John from A to Congress	16	2.57
7182-7187	St John from Congress to Park	38	3.03

The Maine DOT crash printouts as well as the collision diagrams can be found in Appendix C. A discussion of each location follows:

St. John Street at A Street

This intersection is a high crash location with a critical rate factor of 1.28 and 10 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are two apparent collision types at this location. The first type of collision occurs when an oncoming vehicle strikes a pedestrian attempting to cross from Union Station Plaza to A Street at night. Lighting in this location is poor at night and no crosswalks or pedestrian crossing signs exist. This location has been reviewed by the Portland Crosswalk Committee and found to be an appropriate location for pedestrians to cross therefore Gorrill-Palmer Consulting Engineers, Inc. recommends installation of signs directing pedestrians to cross St. John Street at the Congress Street traffic signal. The second type of collision occurs when vehicles crossing between Union Station Plaza and A Street collide with vehicles going straight on St. John Street. There was no pattern involving any one particular movement. The remaining collision was a rear-end collision and involved a driver under the influence of prescription drugs.

St. John Street from A Street to Congress Street

This location is an HCL with a critical rate factor of 2.57 and 16 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are three apparent collision types at this location. The first type of collision occurs when vehicles exiting Union Station Plaza collide with vehicles on St. John Street. There were four of these collisions with no apparent correctable conditions. The second type of collision occurs when vehicles turning into a driveway collide with other vehicles. Out of the four collisions of this type, three occurred at the D'Angelo's driveway. Vehicles making a right turn from the inner lane into the

D'Angelo's driveway caused two of these collisions and the third was a southbound rearend. Clear pavement markings would address the improper turns. The provision of a more visible sign for D'Angelo's may reduce the collisions occurring with vehicles making the right turn from the inner lane. The third type of collision occurred when vehicles heading south on Saint John Street stopped for pedestrians crossing from Union Station Plaza and were subsequently rear-ended. As mentioned above, signs should be placed to direct pedestrians to cross at Congress Street. The remaining collisions are random in nature and do not indicate a collision pattern.

St. John Street from Congress Street to Park Avenue

This location is an HCL with a critical rate factor of 3.03 and 38 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are three apparent collision types at this location. The first type of collision occurs when vehicles making a left turn out of a driveway collide with vehicles going straight on St. John Street. Three such collision occurred at Amato's, three occurred at McDonald's, three occurred at the Tire Center, six occurred at Dunkin' Donuts, and one occurred at Lang's Express. The second collision type occurs when vehicles making a left turn into a driveway collide with oncoming traffic or are rear-ended by a following vehicle. Three such collisions occurred at Amato's, one occurred at McDonald's, and three occurred at Dunkin' Donuts. Traffic volumes are high on St. John Street during peak hours and few adequate gaps in traffic exist to allow for a left turn. Additionally several collisions resulted from stacked traffic in one lane blocking the view to turning drivers of flowing traffic in the second lane. These could be addressed by restricting left turns. The third type of collision occurs when vehicles stopping or slowing for a bus at the bus stop on the eastern side of St. John Street are rear-ended by following vehicles. Consideration should be given to relocating the bus stop. The remaining collisions are random in nature and do not indicate an apparent collision pattern.

St. John Street at Park Avenue

This intersection is an HCL with a critical rate factor of 1.01 and 34 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are three apparent collision types at this location. The first type of collision occurs when vehicles making the left turn from St. John Street onto Park Avenue collide with other vehicles making this same turn. Currently, there is a left turn lane and a left/thru lane on the northbound approach of St. John Street. Although skip marks are painted through the intersection, the lines have become faint and drivers often do not know in which lane they need to be. Gorrill-Palmer Consulting Engineers, Inc. recommends maintaining skip marks through the intersection. The second type of collision occurs when vehicles in the left turn only lane on the northbound approach of St. John Street decide to go straight and are struck by vehicles making a left-turn from the left/thru lane. Gorrill-Palmer Consulting Engineers, Inc. recommends installation of "ONLY" and left arrow pavement markings in the left lane. Additionally, a green arrow section should be added to the left signal head on both St. John Street approaches. The third type of collision occurs when vehicles stopped or slowing in traffic on the northbound approach of St. John Street are rear-ended by following vehicles. This type of collision is typical at intersections where a free-right turn exists.

Park Avenue from St. John Street to Marston Street

This location is an HCL with a critical rate factor of 1.13 and 9 collisions occurring during the years 2000-2002. Upon examination of the collision reports, it was found that one of the nine collisions actually occurred along St. John Street. The remaining eight collisions are shown on the collision diagram in Appendix C. As shown in the collision diagram, all of the eight collisions occur at the entrance to the Fairfield Inn. They all occur when a vehicle in the right hand lane attempts to make a left turn into the driveway and is struck by a vehicle going straight in the left lane. This driveway is in close proximity to the intersection of St. John Street and Park Avenue and drivers often do not know which lane to use to get to their hotel. Gorrill-Palmer Consulting Engineers, Inc. recommends that the broken white line be replaced by a solid white line to just beyond the Fairfield Inn driveway and two sets of thru-right and thru-left pavement marking arrows be installed in each lane approaching the Inn. In addition, a "ONE-WAY" sign should be posted along Park Avenue so that drivers know that this section of Park Avenue is a one-way road.

Congress Street at Weymouth Street

This location is an HCL with a critical rate factor of 1.00 and 8 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are two collision types apparent at this location. The first type of collision occurs when vehicles turning from Congress Street onto Weymouth Street collide with vehicles parked illegally on Weymouth Street. Gorrill-Palmer Consulting Engineers, Inc. recommends strict enforcement of parking regulations on this street. The second type of collision occurs when vehicles waiting to make the left turn from Congress Street onto Weymouth Street are rear-ended by following vehicles. Congress Street could be re-stripped to allow a short left turn lane or by-pass lane. However this would require removal of approximately ten parking spaces and would increase speeds around the curve in Congress Street.

Congress Street at Gilman Street

This location is an HCL with a critical rate factor of 1.49 and 15 collisions occurring during the years 2000-2002. Based on the collision diagram included in Appendix C, there are four collision types apparent at this intersection. The first collision type occurs when vehicles turning left from Gilman Street onto Congress Street collide with vehicles going straight on Congress Street. There do not appear to be any specific contributing factors that could be addressed for these collisions. The second type of collision occurs when vehicles headed east on Congress Street and slowing in traffic are rear-ended by a following vehicle. The eastbound approach of Congress Street drops from two lanes to one lane immediately to the east of the intersection with Gilman Street, which leads to several rear-end collisions as vehicles merge. Gorrill-Palmer Consulting Engineers, Inc. recommends advance signage that Congress Street reduces to a single lane ahead.

III. Trip Generation

The current Bramhall campus consists of approximately 900,000 s.f. of hospital space (inpatient and outpatient) as well as medical office space. Much of the hospital space does not meet current industry standards. Therefore, the Obstetrics and Newborn Center is proposed largely to allow for some decompression of the campus. The facility is to be a total of 165,000 s.f. of space, with another 27,000 s.f. devoted to the mechanical penthouse. The expansion will allow for some increase in patient population, from 480 in 2003 to 490 in 2007, or approximately two percent.

New Trips for Obstetrics and Newborn Center

Our office utilized the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, 7th Edition to determine the campus increase in trips from 480 to 490 patients. Our office referenced Land Use Code 610, Hospital, to determine the increase based on the increase of ten beds for the campus. The net increase is shown as follows:

Trip Generation from 480 to 490 Beds* Due to Hospital Expansion

LUC 610: Hospital**	Weekday	AM Peak Hour	PM Peak Hour	Saturday
480 Beds	16,087	921	1,205	10,099
490 Beds	15,758	902	1,230	10,310
Net Increase	329	19	25	211

^{*}Occupied beds for the Bramhall campus.

As can be seen from the above table, the addition of ten beds is anticipated to add an additional 19 and 25 trip ends for the AM and PM peak hours, respectively. This level of additional trip generation is lower than the 100-trip threshold triggering the need for an MDOT traffic movement permit.

Total Trips to Proposed Garage

To determine the total activity for the proposed garage, Gorrill-Palmer Consulting Engineers, Inc. completed trip generation counts on Thursday, February 26, 2004 at the MMC Shuttle Lot off of St. John Street. In addition, trip generation counts were completed at the Bramhall Street Visitor's Lot on Friday, February 27, 2004. According to Steven Hobart, Operations Manager for Security and Parking, these were representative of typical times for these lots. The trip generation rates were compiled for each lot and averaged to determine a rate for the proposed garage. These trip rates and generation are shown in the following table:

Trip Rates and Generation for Existing Lots and Proposed Garage

Location	AM Peak	(7:30-8:30)	PM Peak (4:30-5:30)			
·	Rate	Trips	Rate	Trips		
Shuttle Lot (280 spaces)	0.429	120	0.279	78		
Visitor's Lot (328 spaces)	0.287	94	0.445	146		
Proposed Garage (512 spaces)	0.358	183	0.362	185		

^{**}Based on the maximum observed rate in the ITE database to provide conservative results.

VIII. Study Area

For the purposes of this study, we have analyzed the following intersections:

- > Congress Street/Deering Avenue/Bramhall Street
- > Congress Street/Ellsworth Street
- > Congress Street/Forest Street
- > Congress Street/Valley Street
- > Congress Street/Saint John Street
- > Saint John Street/Park Avenue
- > Park Avenue/Deering Avenue
- > Congress Street/Gilman Street
- > Congress Street/MOB Garage Access/Garage Driveway

IX. Capacity Analysis

Gorrill-Palmer Consulting Engineers, Inc. completed capacity analyses using Synchro 5, Traffic Signal Coordination Software. Levels of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if a traffic signal is warranted.

The following table summarizes the relationship between delay and level of service for a signalized intersection:

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay per Vehicle (sec)
Α	Up to 10.0
В	10.1 to 20.0
С	20.1 to 35.0
D	35.1 to 55.0
Е	55.1 to 80.0
F	Greater than 80.0

The following table summarizes the relationship between delay and level of service for an unsignalized intersection.

Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
Α	Up to 10.0
В	10.1 to 15.0
С	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Gorrill-Palmer Consulting Engineers, Inc. based our analyses on the existing roadway configurations. The analyses were based on Figures 4 and 5 for the predevelopment scenario and Figures 10 and 11 for the post development scenario. The results of the capacity analyses are summarized as follows. The detailed analyses are included in Appendix B.

Level of Service for Congress Street at Bramhall/Deering - Signalized

		2007 AM F	Peak Hour		2007 PM Peak Hour				
Approach	Pre		Post		Р	re	Pos	st	
<u>.</u>	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Bramhall NBL	34	С	34	С	14	В	14	В	
Bramhall NBTR	20	С	20	В	12	В	12	В	
Deering SB	19	В	19	В	39	D	39	D	
Congress EBL	11	В	11	В	19	В	20	В	
Congress EBTR	15	В	16	В	49	D	51	D	
Congress WBL	7	Α	7	Α	14	В	14	В	
Congress WBTR	6	A ·	6	Α	15	В	16	В	

Note: Signal splits and phases were optimized for both the pre and post condition.

Level of Service for Congress Street at Valley Street - Signalized

		2007 AM F	Peak Hour	2007 PM Peak Hour				
Approach	Pre		Post		P	re	Po	st
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Valley NBL	8	Α	9	Α	10	A	10	Α
Valley NBTR	6	Α	7	Α	8	Α	8	Α
Congress EB	29	С.	27	С	13	В	13	Α
Congress WBLT	28	С	28	C	21	С	36	D
Congress WBR	13	В	13	В	6	В	7	Α

Note: Signal splits and phases were optimized for both the pre and post condition.

Level of Service for Congress Street at St. John Street - Signalized

		2007 AM F	Peak Hour		2007 PM Peak Hour			
Approach	Pre		Post		P	re	Po	st
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
St. John NB	26	С	26	С	20	В	20	В
St. John SB	19	В	20	В	21	С	22	С
Congress EBL	36	D	36	D	42	D.	42	D
Congress EBTR	15	В	16	В	18	В	18	В
Congress WBL	39	D	45	D	38	D	46	D
Congress WBR	8	Α	8	Α	25	С	37	D

Note: Signal splits and phases were optimized for both the pre and post condition.

Level of Service for Park Avenue at St. John Street - Signalized

		2007 AM F	Peak Hour		2007 PM Peak Hour			
Approach	Pre		Post		P	re	Po	st
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
St. John NBL	23	С	24	С	43	D	49	D
St. John NBLT	24	C	24	С	46	D	54	D
St. John NBR	4	Α	4	Α	8	Α	8	Α
St. John SBLT	56	Ε	62	Ε	40	D	43	D
St. John SBR	7	A	8	Α	18	В	19	В
Park WBLT	26	C	27	С	44	D	46	D
Park WBR	7	Α	7	Α	4	A	4	Α

Note: Signal splits and phases were optimized for both the pre and post condition.

Level of Service for Park Avenue at Deering Avenue - Signalized

		2007 AM F	Peak Hour		2007 PM Peak Hour			
Approach	Pre		Post		P	re	Po	st
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Deering NBL	18	В	18	В	23	С	23	С
Deering NBTR	17	В	18	В	23	С	24	С
Deering SBL	16	В	17	В	24	С	24	С
Deering SBTR	16	В	17	В	23	C	24	С
Park EB	15	В	15	В	15	В.	15	В
Park WBLT	16	В	17	В	17	В	17	. B
Park WBR	4	Α	4	Α	2	Α	2	Α

Note: Signal splits and phases were optimized for both the pre and post condition.

Level of Service for Congress Street at Forest Street - Unsignalized

Approach		2007 AM	Peak Hour	2007 PM Peak Hour				
	Pre		Po	st	Pre Post			st
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Forest SB	24	С	36	E	16	С	19	С
Congress EB	1	Α	2	Α	2	Α	2	Α
Congress WB	<1	Α	<1	Α	<1	Α	<1	Α

Level of Service for Congress Street at Gilman Street - Unsignalized

	2007 AM Peak Hour				2007 PM Peak Hour			
Approach	Pre		Post		Pre		Post	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Gilman NBL	63	F	>80	F	68	F	>80	F
Gilman NBR	18	С	24	С	16	С	17	С
Gilman SB	22	С	40	Ε	22	С	28	D
Congress EBTR	<1	Α	<1	Α	<1	Α	<1	Α
Congress WBTL	2	Α	2	Α	1	Α	1	Α

Level of Service for Congress Street at Site Drive - Unsignalized

	2007 AM Peak Hour *				2007 PM Peak Hour *			
Approach	Pre		Post		Pre		Post	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing Drive SB	13	В	14	В	20	С	25	С
Site Drive NBL	-	-	69	F	-	-	>80	F
Site Drive NBR	-	-	15	В	-	-	13	В
Congress EBL	8	Α	8	Α	9	Α	9	Α
Congress EBT	<1	Α	_	-	<1	Ą	-	-
Congress EBTR	-	-	<1	Α	-	-	<1	Α
Congress WBL		-	10	Α	-	-	9	Α
Congress WBTR	<1	A	<1		<1	Α	<1	Α

^{* (-)} indicates movements or lane groups that do not exist in the pre or post development condition.

As shown in the table above, all existing locations in the study area are anticipated to operate at acceptable levels of service, with the exceptions of Congress Street at Gilman Street as well as the garage drive at Congress Street. However, the Gilman Street approaches have operated at low levels of service for some time, which is common for an unsignalized road coming into a high-volume arterial. This location is not forecast to warrant a traffic signal, and the existing approach geometry on each leg of Gilman Street is appropriate to the volumes.

In addition, left turning traffic exiting the proposed garage will face potential delay. As with the traffic at Gilman Street, volumes do not warrant a traffic signal, and the garage exit volume is forecast to be only about one vehicle per two minutes.

Our office examined operations at the garage access to Congress Street with SimTraffic, and based on the simulation, the site is not forecast to experience delay as great as the unsignalized analysis indicates. This is due to the fact that gaps are created in traffic along Congress Street by signals to both the east and west of the driveway.

Based on the capacity analyses shown in the tables above, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing roadway network can accommodate the additional traffic generated by the proposed expansion.

X. Sight Lines

The Maine Department of Transportation has guidelines for driveway sight distances within an urban compact. These sight distances are as follows:

MDOT Standards for Sight Distance - Urban Compact

Posted Speed (mph)	Sight Distance		
25	200		
30	250		
35	305		
40	360		
45	425		
50	495		

Gorrill-Palmer Consulting Engineers, Inc. has evaluated the available sight lines at the proposed driveway in accordance with Maine DOT standards. The Maine DOT standards are as follows:

Driveway observation point:

10 feet off major street travel way

Height of eye at driveway:

3 ½ feet above ground

Height of approaching vehicle:

4 ¼ feet above road surface

The results of this sight line analysis exiting onto Congress Street are summarized in the following table:

Driveway Sight Line Evaluation

Direction	Posted Travel Speed (mph)	Recommended Sight Line (ft)	Actual Sight Line (ft)	
Exiting onto Congress Street Looking:				
Left	25	200	>200*	
Right	25	200	>200*	

^{*}Exceeds 200 ft if no on-street parking is nearby.

As shown, the sight lines for these locations exceed Maine DOT requirements. Our office recommends prohibiting on-street parking within 75 feet of the new entrance to improve sight lines and safety. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

XII. Conclusions

The following is a summary of the major findings of the traffic study:

- 1) The proposed expansion is forecast to generate 19 and 25 new trip ends during the AM and PM peak hours, respectively. In addition, our office anticipates that 164 and 160 trip ends will be relocated from other areas on or near the campus to the proposed parking garage. As the campus will generate less than 100 net new trips ends, this project does not require a traffic movement permit from MDOT.
- 2) The level of service analyses show that all existing intersections in the study area are anticipated to operate at an acceptable level of service in the post development condition, with the exception of Congress Street at Gilman Street. However, the Gilman Street approaches have operated at low levels of service for some time, which is common for an unsignalized road entering to an arterial. This location is not forecast to warrant a traffic signal, and its close proximity to the signals at Valley Street result in gaps in traffic beyond those indicated in the level of service analysis.

Delay is also anticipated for left turning traffic exiting the proposed garage drive, but this location is not anticipated to satisfy signal warrants. As with traffic exiting Gilman Street, nearby traffic signals will result in gaps in traffic that are anticipated to result in noticeably less delay for exiting traffic than the model indicates.

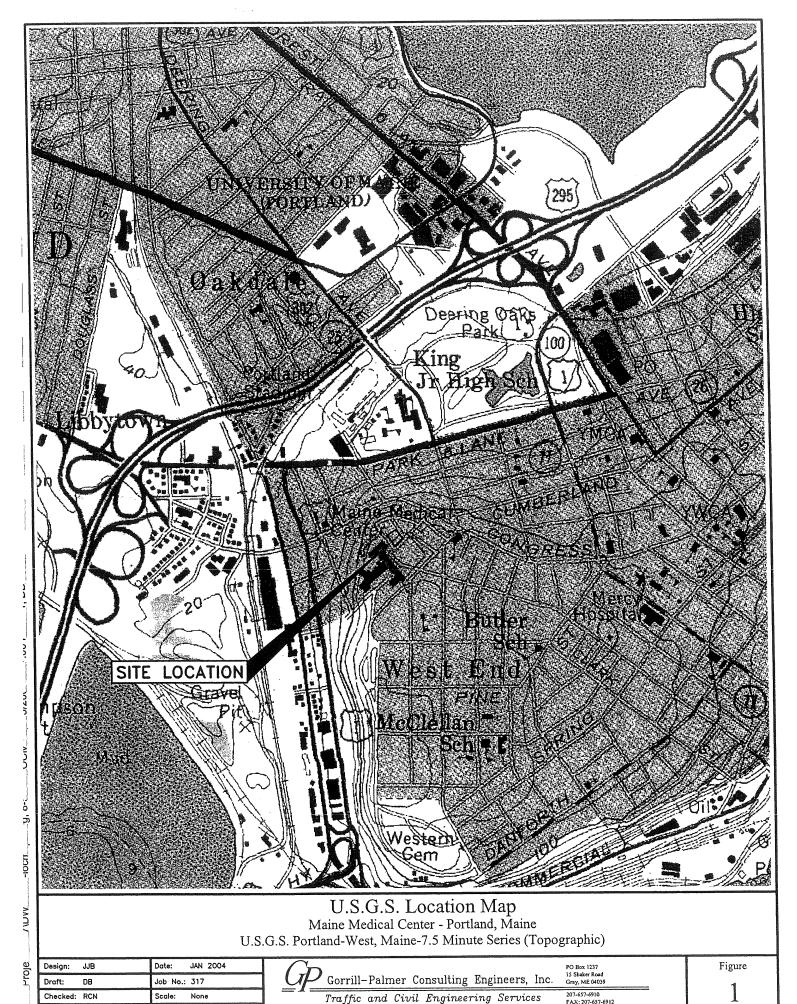
- 3) The crash data indicates that there are several high crash locations in or near the study area. Based on an analysis of these areas, Gorrill-Palmer Consulting Engineers, Inc. recommends the following:
 - > Consideration of relocating the bus stop on the east side of St. John Street.
 - > Placement of "ONLY" and left arrow pavement markings in the left lane of the northbound approach of St. John Street at Park Avenue. Installation of a green arrow section under the green ball of the left signal head of both St. John Street approaches.
 - > Maintaining skip marks through intersection for left turn from St. John Street northbound onto Park Avenue.
 - > That the broken white line be replaced by a solid white line to just beyond the Fairfield Inn driveway and two sets of thru-right and thru-left pavement marking arrows be installed in each lane approaching the Inn. In addition, a "ONE WAY" sign on Park Avenue west of St. John Street to alert drivers that this is a one-way road.
 - > Strict enforcement of parking regulations on Weymouth Street near Congress Street.
 - > Placement of signs on the eastbound approach of Congress Street in advance of Gilman Street warning of the merging lanes ahead.

4) The sight lines at site drive exiting onto Congress Street are in excess of Maine DOT requirements provided parking is prohibited within 75 feet of the new garage entrance. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Planned signage associated with the development should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Based on these conclusions, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing traffic network can safely and effectively accommodate the traffic generated by the proposed development with measures taken as noted above.

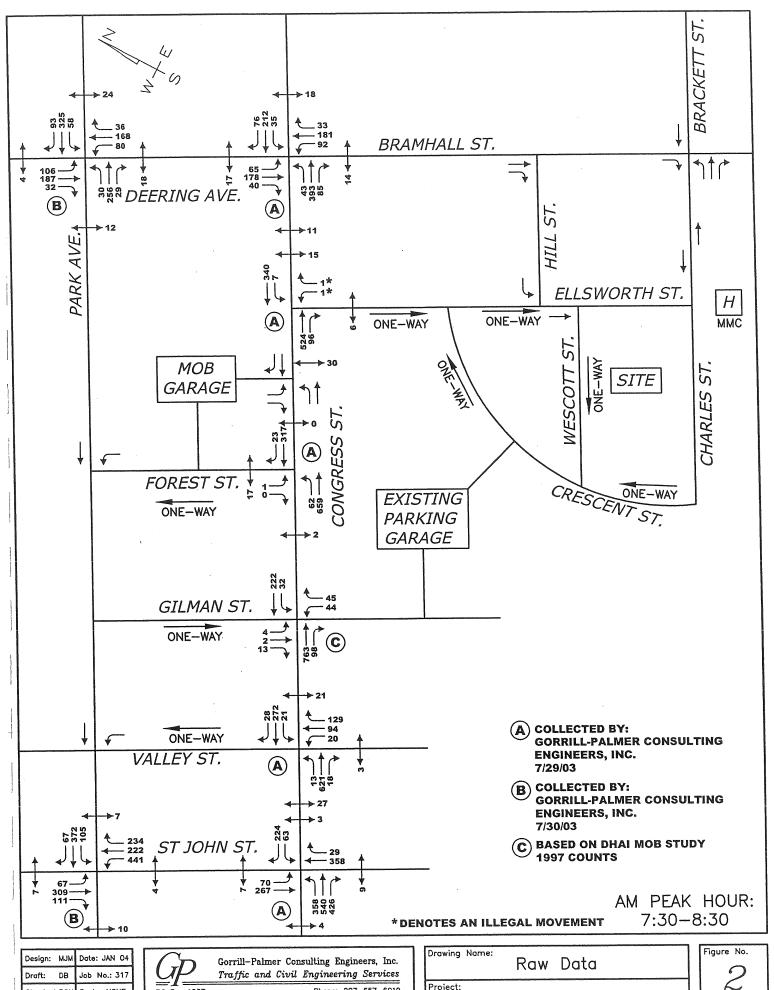
Appendix A

Site Location Diagram
Turning Movement Diagrams



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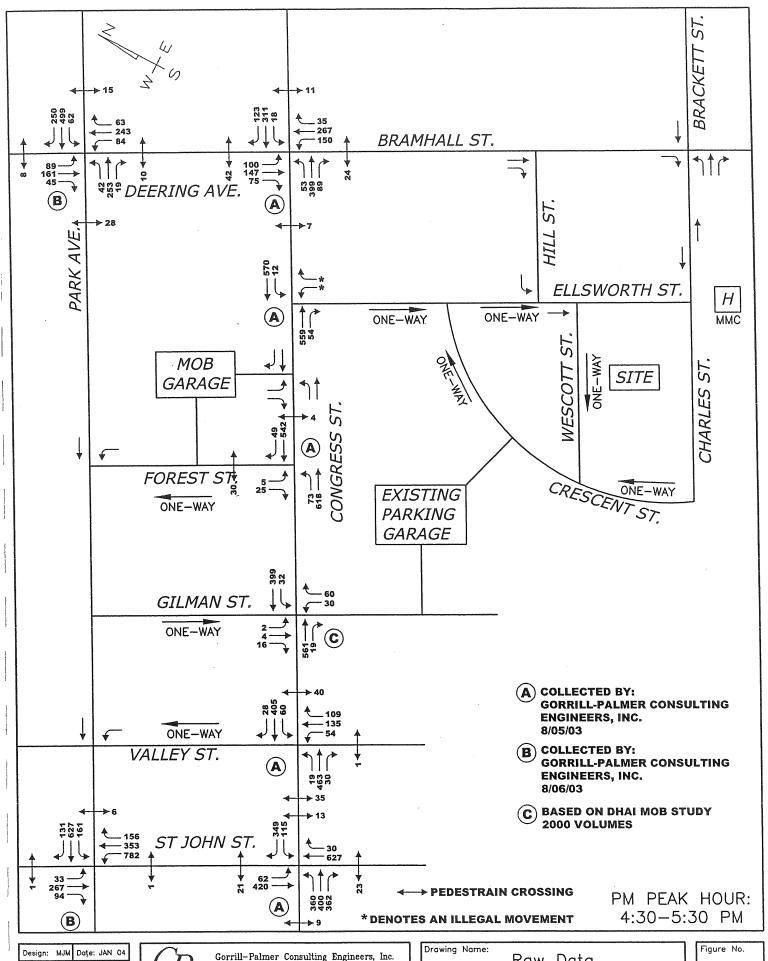
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Phone: 207-657-6910 Fax: 207-657-6912 Email: mailbox@garrillpalmer.com PO Box 1237 15 Shaker Road Gray, ME 04039

Project: MAINE MEDICAL CENTER



Design: MJM Date: JAN 04
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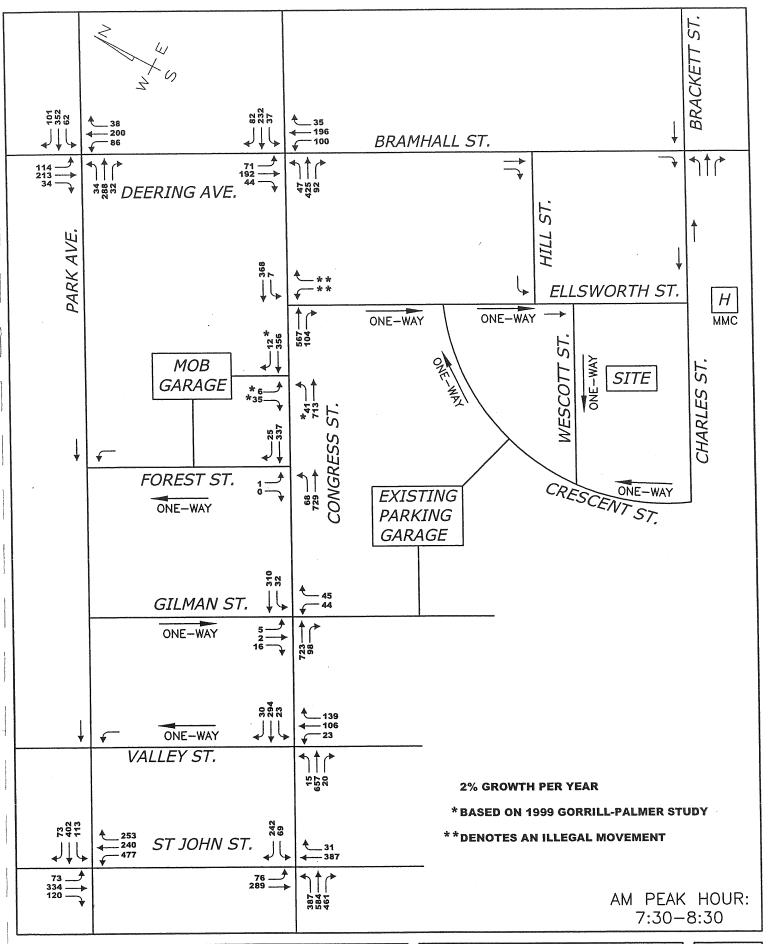
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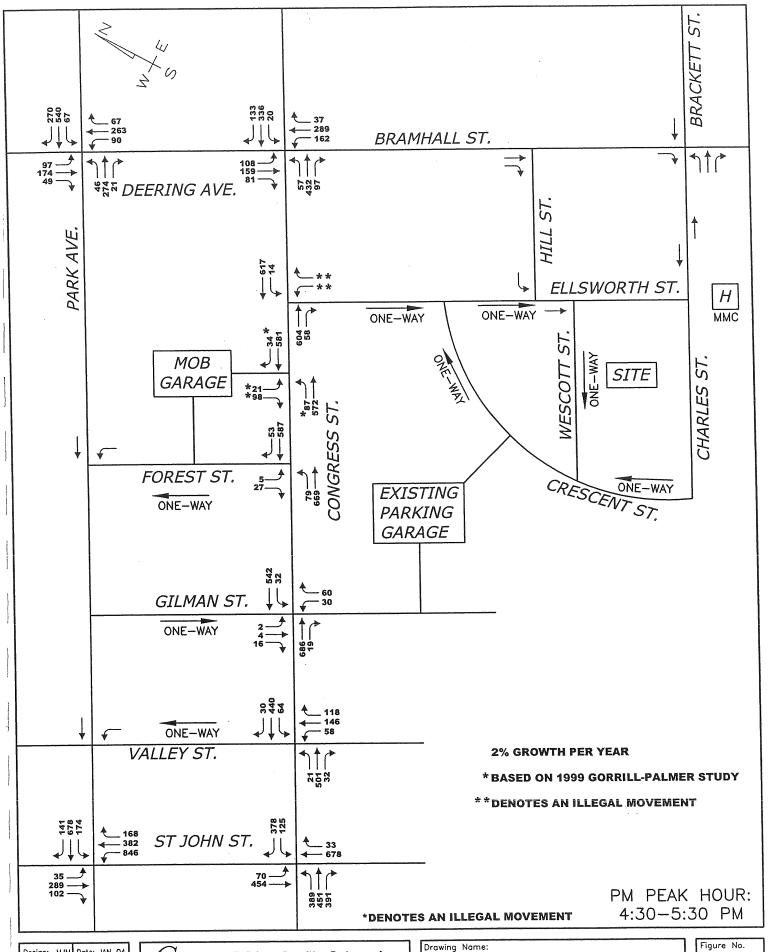
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2007 Predevelopment Volumes

Project:

MAINE MEDICAL CENTER

Figure No.



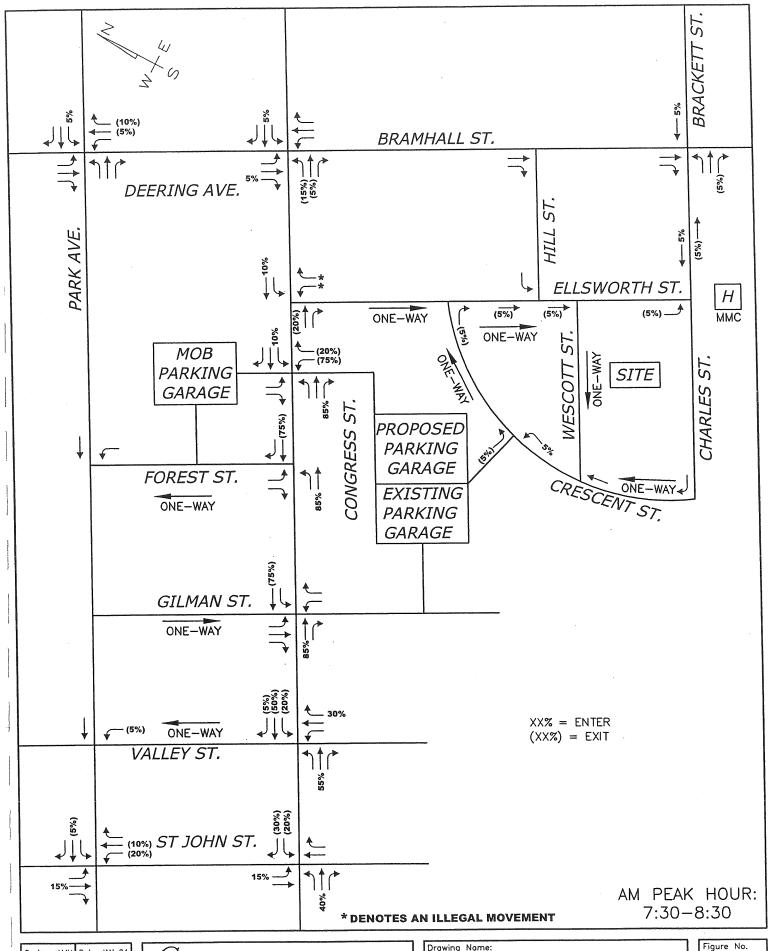
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2005 Predevelopment Volumes



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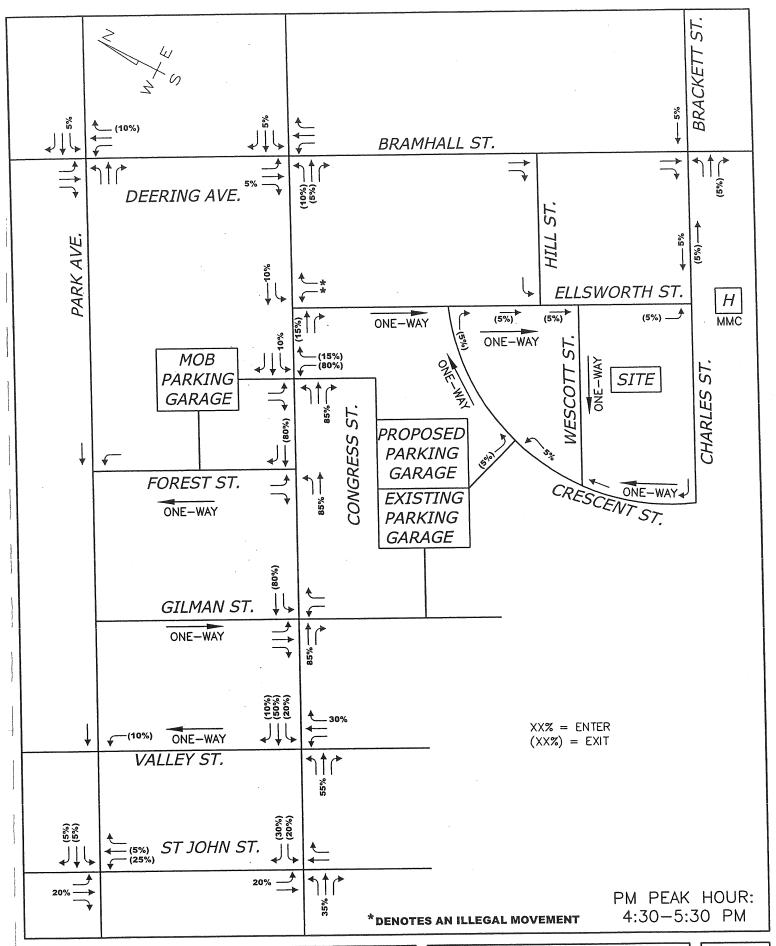
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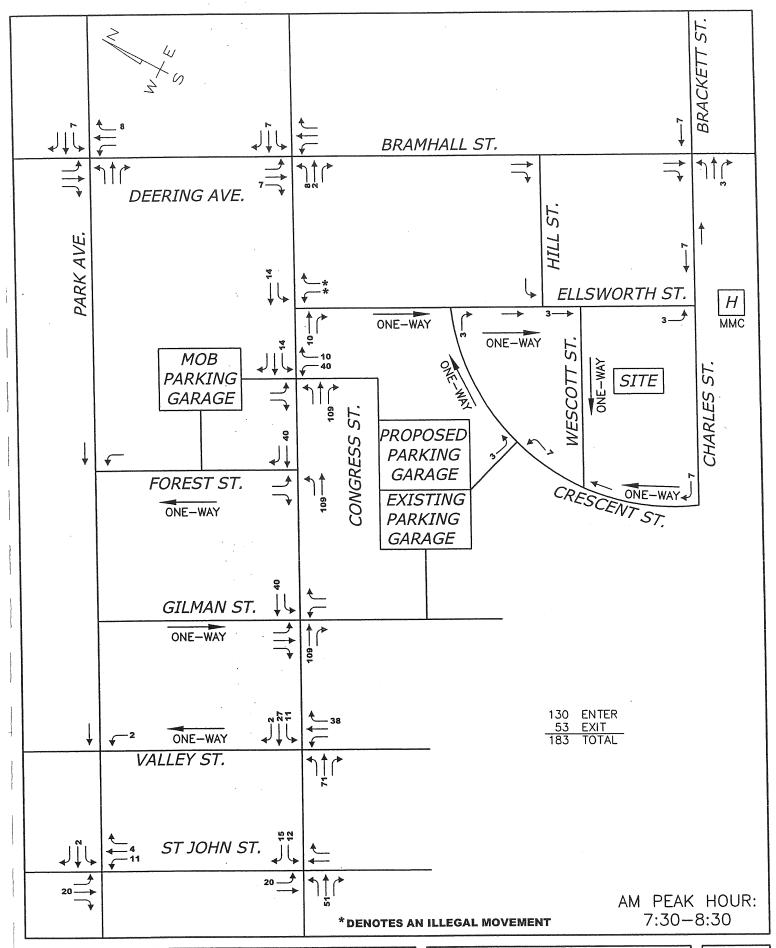
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Figure No.



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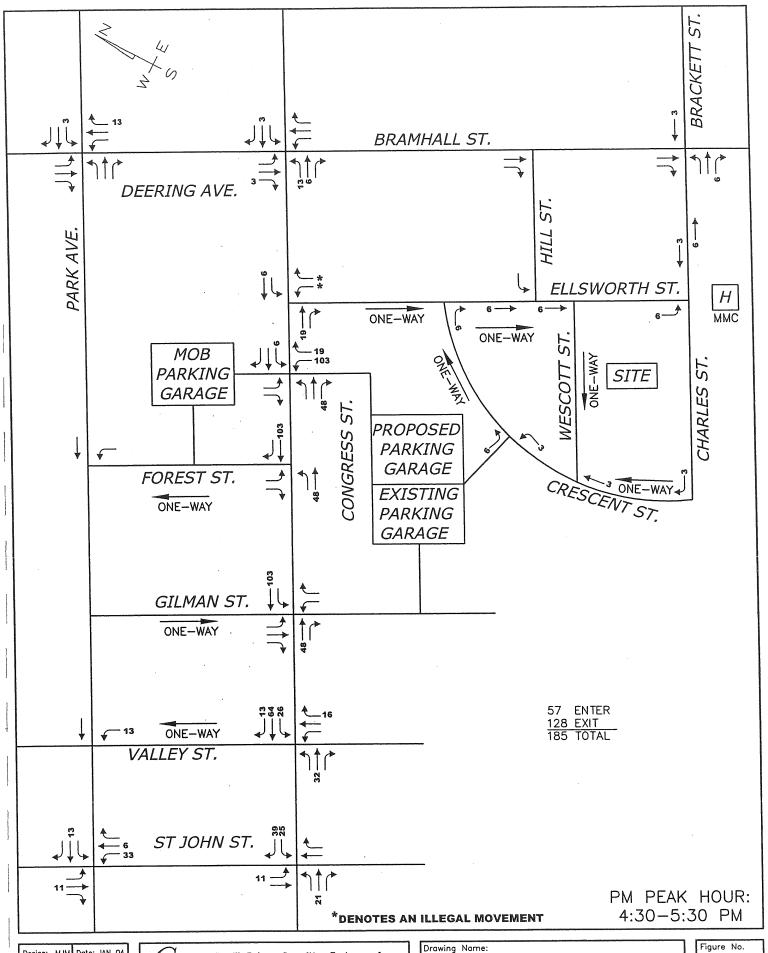
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Primary Trip Assignment

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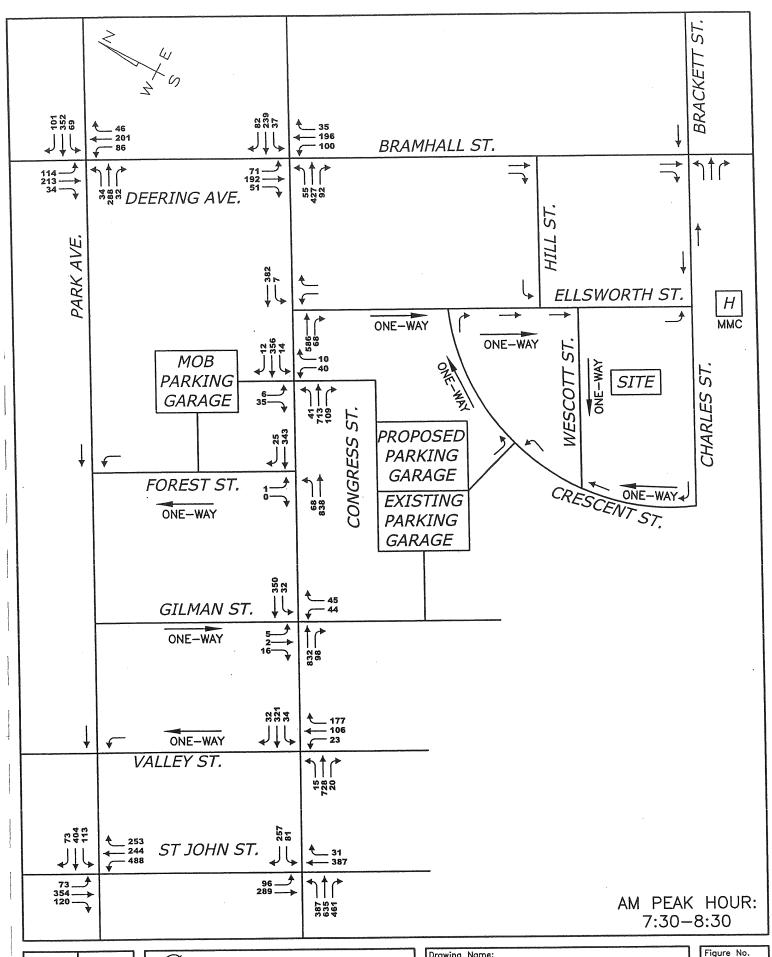
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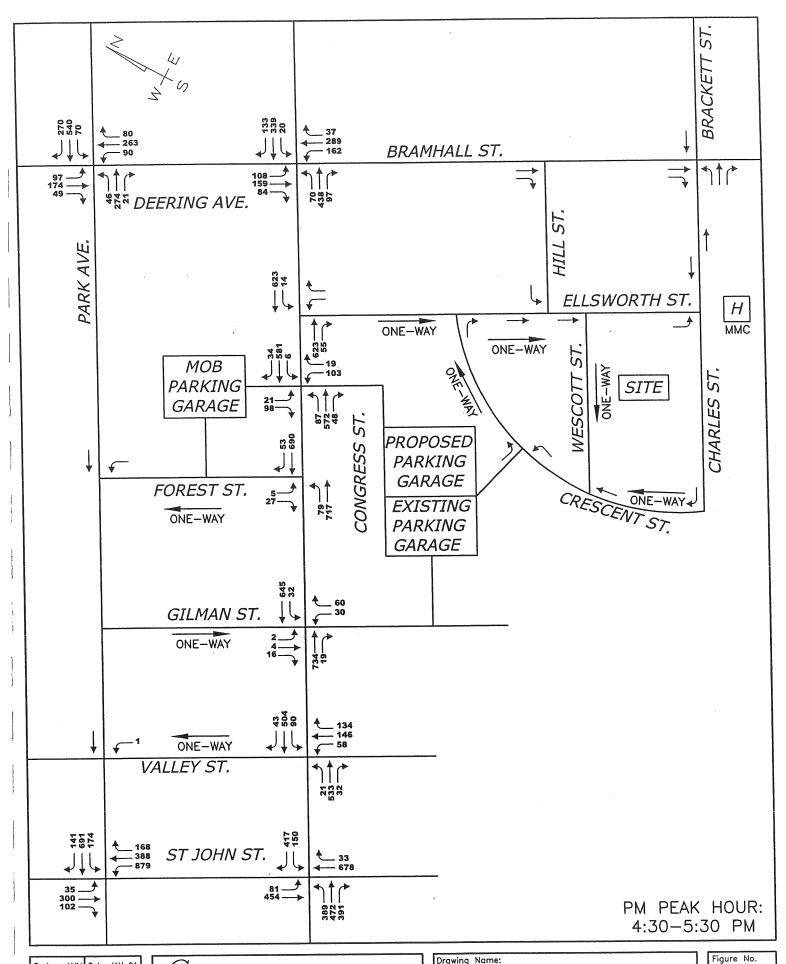
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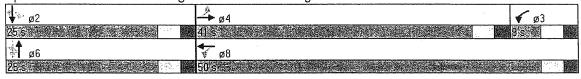
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Appendix BCapacity Analyses

	<u></u>		>	V	4—	4	4	†	<i>></i>	1	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኝ	ĥ	er er sam er skalen til skalen	ሻ	\$	CO IT SE SE SERVICES	ሻ	₽	CONTRACTOR OF THE STREET	e se en	र्स	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1425	1550	0	1464	1547	0	1425	1564	0	0	1656	1411
Flt Permitted	0.517	an Para		0.286	KING SIN		0.390				0.000	
Satd. Flow (perm)	776	1550	0	441	1547	0	585	1564	0	0	0	1411
Satd. Flow (RTOR)	ALE IN	. 22			49	erio Male		13				57
Volume (vph)	47	425	92	37	232	82	100	196	35	71	192	44
Peak Hour Factor	1.00	0.89	0.83	1.00	0.96	0.86	- 0.88	0.89	0.83	1.00	∹0.84	0.77
Heavy Vehicles (%)	14%	4%	21%	11%	7%	3%	14%	4%	21%	2%	2%	3%
Lane Group Flow (vph)	47	- 589	₩ 10	⊴: 37	337		114	. 262	0	0 :	300	57
Turn Type	Perm		920-1949941000	pm+pt	CE SOMETHINE PROMODERS CONTROL	A SCHOOL OF THE TAX AND THE CONTRACTOR	Perm	and a result of the contraction	or was the late of the constitution of	Perm	TO THE REAL PROPERTY OF THE PERSON NAMED IN	Perm
Protected Phases		44		∴ 3	8			6	E Car		2	
Permitted Phases	4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8		College Print Schweiter, 1991.	6			2	6	2
Total Split (s)	41.0	41.0	0,0	9.0	50.0	0.0	25.0	25.0	0.0	25.0	25.0	25.0
Act Effct Green (s)	26.3	26.3	English Street	33.1	30.5	N/ 4- 14 44 MILLON TO THE OWNER OF THE OWNER	16.7	16.7		emely 1941 to a second	16.7	16.7
Actuated g/C Ratio	0:46	0.46		0.55	0.54		0.29	0.29			0.29	0.29
v/c Ratio	0.13	0.81		0.11	0.39		0.66	0.56			0.62	0.13
Uniform Delay, d1	9.1	13.0		. 5.6	5.5		18.2	. 16.6			17.9	0.0
Delay	10.6	15.3		6.6	6.2		33.7	20.1			21.3	6.7
LOS	#ing (B)	- B		√ .: À	A-		· · · C	C			С	A
Approach Delay		15.0			6.2			24.2			19.0	
Approach LOS	·爱斯·斯克克	-∀./ \ B/			44 A 6			FELC		BUG S	B	
Queue Length 50th (ft)	11	202		6	57		43	90			111	0
Queue Length 95th (ft)	29	330		. 16	∌° 4101		· #124	171			186	- 18
Internal Link Dist (ft)	elaman in vivini.	756	a . The service and starting	se consenio a 1 d d	1600	America in Present	and the activities of a	1360	trade the state of the San	** C	1184	. The first same defended
50th Up Block Time (%)		North Add	特別建筑							edu k		
95th Up Block Time (%)		· · · · · · · · · · · · · · · · · · ·	n også Mongarikan förmaliskingsman avid	No arrangement to the continue with	elicono esta sincensia della compania di con	namatura i storia i sul nebel se	n Storen, et anné carént, na cristi	takind attisteeme on menni	narentaria de electron de el	tenannes vocer in est	DALLS CONTROL FOR STANDARD	. W.J. Jima Linda, Afric Wh
Turn Bay Length (ft)	75			75				registration of the control of the c	Baratal III. Kanadari			
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95th Bay Block Time %		1.41%			15%							
Queuing Penalty (veh)		18			3							
Intersection Summary												
Cycle Length: 75	STATE THE PARTY OF THE PARTY OF	H-DATE DATE STATE OF THE STATE	THE OWNER, WHEN THE REAL PROPERTY.	****	ACCUMATION OF THE PARTY.	are the second second second		ATT THE REAL PROPERTY AND ADDRESS.	anten, ar mante and			THE POST OF THE PARTY OF THE PA
Actuated Cycle Length:	56:7									ere e		
Control Type: Actuated		dinated	andring of the same	CONTROL OF THE PARTY OF THE PARTY.		TO STATE OF		of Commission of the Commissio	ZCHL'ZrTrophiEusen' -	regeneral e eve	TOTAL PROPERTY	
Maximum v/c Ratio: 0:8												
Intersection Signal Dela		tig received the process	A-GANTINGANA	respective sta	Intersect	ion LO	S: B			DB-1997 NA PARA		
Intersection Capacity U		178.9%			ICU Lev			100		经野型 外		12.76
# 95th percentile volu			oacity, c	And to be the Standard while	April 19 Comment of the Comment of t	Control of the Control	rana dalah dalah Bilan 1999	we toke di 2000.	van Karisco er-greg tracety.	racean diel folder de Pe		nan sawasa 1877 (1984)
Queue shown is ma										記録を	有一种维护	
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Splits and Phases: 16: Congress Street & Deering Avenue



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Lane:Group	EBL	EBT	EBR	WBL	WBT	WBR=	NBL	NBT :	NBR	SBL	SBT	SBR
Lane Configurations		41>			ર્સ	7	79	ĥ			4,500	
Total Lost Time (s)	4.0	4:0	4.0	4.0	4.0	4.0	4:0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	3400	0	0	1778	1553	1805	1653	0	0	0	0
Fit Permitted		0.930	16.8654		0.906		0.950					
Satd. Flow (perm)	0	3171	0	0	1618	1553	1805	1653	0	0	0	0
Satd. Flow (RTOR)		- 6	分割结			15		91				物差
Volume (vph)	15	657	20	23	294	30	23	106	139	0	0	0
Peak Hour Factor	0.41	0.98	0.90	0.75	0.86	-1.00	0.63	-0.90	0.79	0.92	0,92	0.92
Heavy Vehicles (%)	8%	5%	11%	0%	7%	4%	0%	4%	5%	2%	2%	2%
Lane Group Flow (vph)	0	∍729÷	## 0 €	0.	⊯373	30	37	294	_ ⊧= 0-	0	- 0	_ : 0
	pm+pt	Jumpanya 10 m Salah a 1831	er e kameron (Probins Police	Perm		Perm	Perm	transa a anno 1 con a se				
Protected Phases	7.	4			8 🖓 🖖			2				¥2 1 3
Permitted Phases	4	est in a ferrit as wells.	ene (1) Phylodian	8	entrate sector to the	8	2	or gody kyrtany oceania	and the following the second	etroria.		
Total Split (s)	20.0	⊪ 55.0 .	0.0	35.0	35.0	35.0	35.0	-35.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	egy sensévele, je	25.5	- Julija (Samaki Alberiako	vid 2000 840 november 4000	25.5	25.5	56.4	56.4	etali-mani (Vda etalik cert	Leukurano e		den sacra attivatas
Actuated g/C Ratio		0.28			0.28	0.28	0.63	0.63				
v/c Ratio		0.81	er asiatika kilota	ineesiatikkista seksak	0.81	0.07	0.03	0.27		DEREGOERAND AND	AGRICANISTAND AND LA	eraspungang
Uniform Delay, d1		. 29.7			30:0	11.7	. , 6.4	4.9		200		
Delay		29.1			29.4	13.3	8.0	6.0	54442511507			45,000,000
LOS		C			C	. В	A	, A				
Approach Delay	yearanistor	29.1	Taraki eta	90 3 10 Table	28.2	on constant	inggreen and a	6.3		1021 P. VAN DE DE DE SE	MARIONAN' DISE	in les roctions
Approach LOS		C . 198		范保姆器	C	· ·	7	A 45			14 15 15 15 15 15 15 15 15 15 15 15 15 15	100
Queue Length 50th (ft) Queue Length 95th (ft)	25 2246 -74654	241	XOLGENIZANIENE		195 2 59	6 24	7 15	45 100	Carcanas santa	ata fasitada	in wildelen	iniistra
Internal Link Dist (ft)		776			1008	24	1.0	870		othorist.	1150	2005
50th Up Block Time (%				WAR-DA	1000		Mirkaraka Mirkaraka	0/0	HIGHER SO		1130	enterio
95th Up Block Time (%)											A AFARAGO	
Turn Bay Length (ft)				errana.		50	125		THE RES			
50th Bay Block Time %	America Section of the Control of th	5 (42) 2 (45) 5 (har Lieve	india especial.	55%			T. A. PORTSAGE	NDEWS 14世代1993年.	打练。到27年 第		
95th Bay Block Time %					53%							元志提議
Queuing Penalty (veh)	arabilan kangli	MAST CALL TAKE		sauthin) on	16	enderna strat		ranta a pagistikh		2.39.14万万亿万	4.76.7%医病性肾髓	
Intersection Summany												

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90; Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green

Control Type: Actuated-Coordinated

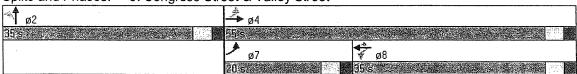
Maximum v/c Ratio: 0.81

Intersection Signal Delay: 23.7 Intersection LOS: C

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Splits and Phases: 9: Congress Street & Valley Street



	<i>></i>		*	1	4		1	†	<i>P</i>	-	1	4
Lane Group	EBL	EBT	EBR	WBL-	WBT:	WBR	NBL.	NBT	NBR	-SBL-	SBT	SBR
Lane Configurations	7	۴ħ		ሻ		74		† \$			41	
Total Lost Time (s)	4.0	4.0	4.0	4:0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1703	3214	0	1492	0	1583	0	3332	0	0	3447	0
Flt Permitted	0,950			0.950							0.591	期的
Satd. Flow (perm)	1703	3214	0	1492	0	1583	. 0	3332	0	0	2066	0
Satd. Flow (RTOR)		329				210		11		di Nis		
Volume (vph)	387	584	461	69	0	242	0	387	31	76	289	0
Peak Hour Factor	0.84	0.90	0.87	1.00	0.92	0.93	0.92	0.88	0.73	0.70	1.00	0.92
Heavy Vehicles (%)	6%	3%	7%	21%	2%	2%	2%	3%	48%	4%	3%	2%
Lane Group Flow (vph)	461	1179	0.	69	0	260	0 -	482	## . 0 -	² 0	398	0 🖈
Turn Type	Prot	or a contraction of the contract	had a construction of the second seco	Prot	C	ustom	** * 3m2 *** * * * * * * * * 2 2942	Control of Supplementary	С	ustom	and the second of the second	20,100 20 10 2044243
Protected Phases	- 3	8		7		4		2		1	6	
Permitted Phases	estanting to the second of the		and the state of t	negotive et en cy in .	and market and a second second second	4	arrayas are ne as areas	the residence of Scotter.	eroresamouros, esperado	1	san a model is defend that is	Marie - Rit of WilderLad
Total Split (s)	29.0	39.0	0:0	11:0	0.0	21:0	0:0	21.0	0.0	9.0	30:0	0.0
Act Effct Green (s)	24.1	31.9	AND REAL PROPERTY CONTRACTOR AND ADDRESS.	7.0	morked Market Android	12.6	ne ellertifike stadt en stelle e de	22.4	attentiva in employment to desirable	moeter men ja arabatears	31.4	orthograph contracts
Actuated g/C Ratio	0.30	0.40		0.09		0.16		0.28			0.39	
v/c Ratio	0.90	0.80	Control Maria Control Control Control	0.53		0.61	TO MANAGEMENT AND THE SECTION OF	0.51	MET THE THE PROPERTY OF THE PARTY OF	early of delices, provinces,	0.44	
Uniform Delay, d1	26.8	14.8		36.0		5.5		24.4			17.5	vingeritäri. Listoriak
Delay	36.3	14.9	ent consolve the	38.9		7.5	The professional and Colours and Colours	25.5	Control of the Second State Control	NOT THE RESERVE OF THE PERSON	18.7	ecensis ur armadelalaceur?
LOS	S D	B.		ig i D		·Ä		· · · · · · · · · · · · · · · · · · ·			В	
Approach Delay	hang appropriately and all of the	20.9	POLICIA NO TO SELECT CONTRACTOR AND AND ADDRESS OF A SECURITY OF A SECUR	THE SEAST CONTRACTOR OF THE PARTY CO.	14.1	and remaining the property of	and the Burgery of the State of the State of the	25.5	il region i pro narradge casa in assarbigat	- Problem No 122 Process	18.7	De til grenne eller state en en eller
Approach LOS		÷C	185		t⊪ B			- C			B	
Queue Length 50th (ft)	215	201	and the first or and drives for species?	34	Control of the Color of Assets	22	CATALOGUE PER PER PER CATALOGUE PER PER PER CATALOGUE PER PER PER PER PER PER PER PER PER PE	106	- Andreas San Called Today Manager	Complete Com	72	and the second of the second
Queue Length 95th (ft)	#338	258		#84	in the same	85		3.161	CM SECURITION OF		116	
Internal Link Dist (ft)	magazina (paga, tan, mita	1004	TO COMPERED VIOLENCE TO THE PROPERTY OF THE PR	THE WAY SHOW CHEST	776		eromen dets om user un num h	849	-	man Programme and Control of States	1196	e a reserve constructions
50th Up Block Time (%)		- 10 At - 10 A										
95th Up Block Time (%))	of Bodelouse and Color Special Colors and	energy and a service of the service	And the Control of the second section in Section	n en transmission de la companya de	Property and Control of the Control of the Control	The second second and the second	AND ALL AND AL	other filte, articulars, 11 11 and			0 - 20 PACONE 19 42-20 . I
Turn Bay Length (ff) 🗐												
50th Bay Block Time %	*	ST SERVICE OF STATE OF STATE OF			SP SECTION CO.		*** **** *** *		and and and the second	5 eq.255re.	· · · · · · · · · · · · · · · · · · ·	S. Compagnet
95th Bay Block Time %						Serie Marie				建建筑		
Queuing Penalty (veh)	er er greyner, agegreen er o	aver mustate mare	dinger mending classical	terun (I des Luite Alexanous esc. 1, 3	an surfibling to the risk et un.	min in crease whereasters	distributed to the con-	ear 41 South into No. 47491115	n av⇔ suffæbrækei Næ6 itu	nationalise rough authorities	met vibri dapan di me van	- 50811274374889
Intersection Summary												
Cycle Length: 80		AND STATE OF THE S										
Actuated Cycle Length:	80							VAST BEFORE			2010 201	
Offset: 6 (8%), Referen		hase 2.	NRT ar	nd 6.∂b.	Γ Start	of Gree	ustasta n	TEACHT LOAD	CARTER IN		White States	
Control Type: Actuated					i, Clait							
Maximum v/c Ratio: 0.9												ir sin ti
WIGAIITIUTT V/C NATU. U.S		CONTRACTOR CONTRACTOR	MESSAGE CONTACTOR	CENTEROSPOS CEDATOS 1449	Sa Station of the State of the	Dernie (Speljelik, Arme vers	anno de la compansión de	uzibelano kasansassi inni	Generalise en montales	and the second of the second o	100 D 40 AMAZ B 180 UT	THE RESERVED

Splits and Phases: 5: Congress Street & St. John Street

Queue shown is maximum after two cycles.

Intersection Capacity Utilization 76.7%

Spins and	rnases. J. Congre	S Olicel & Ol. John Olicel	
№ ø1	† ø2	ø3	•
9 s 🕬 💮	21s	29 s 21 s 21 s	
↓ ø6		→ ø8	√ ø7
30's		99:5	ill st

95th percentile volume exceeds capacity, queue may be longer.

Intersection Signal Delay: 20.6 Intersection LOS; C

ICU Level of Service C

	۶	>	*	*	4-	4	4	†	<i>></i>	1	1	4
Lane:Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR
Lane Configurations					41	7	J.	सी	. 7		र्स	71
Total Lost Time (s)	∈ 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	0	0	0	3381	1599	1649	1723	1524	0	1840	1538
Flt Permitted	1044 A		7 - 5 () 3 - 5 ()		0.991		0,950	0.981			0.990	
Satd. Flow (perm)	0	0	0	0	3381	1599	1649	1723	1524	0	1840	1538
Satd: Flow (RTOR)		4.3				73			-257			118
Volume (vph)	0	0	0	113	402	73	477	240	253	73	334	120
Peak Hour Factor	.0.92	0.92	0.92	1.00	0.78	1.00	0.91	1.00	0.86	0.76	0.93	0.87
Heavy Vehicles (%)	2%	2%	2%	5%	6%	1%	4%	2%	6%	3%	2%	5%
Lane Group Flow (vph)	0.	. 0	- 0	. Ö.	628	73 .	368	-396	294	0	.455	138
Turn Type	towan was read the electric	Some of Application	iga ay na wasaayoo ah	Prot	derighter hand a perfect of the first	Perm	Split	محسنے باہ شاہلاتھے کوٹ می	Perm	Split	#ss	Perm
Protected Phases				3			##.}- <mark>,6</mark> ;	6		2	2	
Permitted Phases		rode rez	introfferez ere	energen er e	Night Sprikling	8	#6-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12-02-12	ingeriebischer (d.	6	tensen star.	000000000000000000000000000000000000000	2
Total Split (s)	0.0	0.0	0.0	24.0	24:0	24.0	⊞32.0	32.0	32.0	24.0	24.0	24.0
Act Effct Green (s)	enelydddoloc.	raHeteogeligwigh	(Selftellent) (Francisco)	0447624026556555	20.1	20.1	23.2	23.2	23.2	Signification of the control of the	20.1	20.1
Actuated g/C Ratio					0.27	0.27	0.31	0.31	0.31		0.27	0.27
v/c Ratio	MERCENES CALL	3,407,724,984,96	4-5). J. 18855b.	aniewski	0.70	0.15	0.73	0.75	0.46		0.93	0.28
Uniform Delay, d1			Transfers	PERO	24.9	0,0 6.6	23.2	23.4	2.3		26.9 56.2	3.0
Delay LOS	arang par pakasa	e superiora	agent carren	nek Delicki	26.3	0.0 A	23.3	23.5 C	4.2 A		36.Z E	7.1 A
Approach Delay					. С 24.2		$\mathbf{c}_i, \mathbf{c}_i$	ى 18.1		WO SEE AR		
Approach LOS				Marke 10	24.2 C		anas Ka	10.1 B		(tali zane) e	44.0 D	5000年本語
Queue Length 50th (ft)			ini sereni		146	0	158	172	12		ات 218	7
Queue Length 95th (ft)	Puntos Prayers		(1998) P.		176	-	256	274	. 56		#413	47
Internal Link Dist (ft)		1008			4892			1196	克克斯 (基础)		806	
50th Up Block Time (%)			ing part		. 745			4.5050				
95th Up Block Time (%)				es a difference			\$1921\$1324£1	47.00 0				
Turn Bay Length (ft)		5				200			100	第 25900	张档对约	
50th Bay Block Time %		uans vigingisis				Chedypart 2 star.		31%	reconsideration of the second second	rapatitist out wat		AC 10 0000000000000000000000000000000000
95th Bay Block Time %								43%				
Queuing Penalty (veh)			ne september	90 04.00 E. S. M.	merophicalistics (VIII)	ower area a suggest	en den virillikokene allakira (k.	108	and the second of the second o	Marie Marie (Marie Marie M Marie Marie Ma	e arrende i i reirig in elegislekte	eg : -uzállejúllastalásásás
Intersection Summary		100										
Cycle Length: 80												

Actuated Cycle Length: 75.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

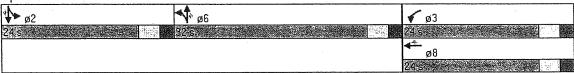
Intersection Signal Delay: 26.6

Intersection LOS: C

Intersection Capacity Utilization 72.6% ICU Level of Service C
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Park Avenue & St. John Street



	۶		¥	1	4 -	4	4	1	<i>></i>	-	1	4
Lane Group	EBL	EBT.	EBR	WBL	WBT.	WBR	NBL	NBT	NBR *	SBL	SBT-	SBR
Lane Configurations		413			414	7	7	ĵ»		P)	1>	
Total Lost Time (s)	4.0	4.0	4.0	: 4.0	4.0	4:0	4.0	4.0	4.0	4:0	4.0	4.0
Satd. Flow (prot)	0	3049	0	0	3146	1384	1624	1655	0	1608	1641	0
Fit Permitted		0.884			0.833		0.595			0.233		二年發達
Satd. Flow (perm)	0	2706	0	0	2639	1384	1017	1655	0	394	1641	0
Satd. Flow (RTOR)		: 14				: 105		9			111	
Volume (vph)	34	288	32	62	352	101	86	200	38	114	213	34
Peak Hour Factor	1.00	0.91	1.00	0.86	0.86	0.96	- 1.00	0.81	1.00	0.88	0.95	0.80
Heavy Vehicles (%)	7%	4%	10%	0%	3%	5%	0%	1%	3%	1%	2%	0%
Lane Group Flow (vph)	; O	382	0	0	481	105	: - 86	285	0.0	-130	266	0
Turn Type	Perm	Control of the state of the sta	er der reite abbeit web inte	Perm	Mary month contractions	Perm	pm+pt	renge bygolytheedern Bullet a vyo	4.746-031828¥CAQU~ ∪	pm+pt	en program, an garing p	and the second second
Protected Phases		4			8		*****1*	6		5	2	THE ST
Permitted Phases	4	Sept. German ov., C. 14	processor and the second	8	ath and a financial addition a second	8	6	man for an introduction	- apr	2		
Total Split (s)	45.0	45.0	0.0	45.0	45.0	45.0	10.0	30.0	0.0	15.0	35.0	0:0
Act Effct Green (s)	THE REST PRINCIPLE	16.4	and a season de enterprise	programme and the second	16.4	16.4	16.8	15.2		17.4	17.7	
Actuated g/C Ratio		0.32		ritariya Tarihi	0.32	0.32	0.30	0.30		0.33	0.35	
v/c Ratio	PARENT CONTRACTOR OF PEREN	0.43	Complete Co. Complete See Manager Co.	e erg. m.somans	0.57	0.20	0.21	0.57	. The regression, co.	0.38	0.46	The State of Contraction
Uniform Delay, d1		13.7			15.0	∂.0	13.3	-14.2		12.4	12.9	
Delay	er tale i bathoric e el com	15.0	TANK STATES STATES STATES	an and contain include the	16.3	4.2	17.7	17.3	erromorrom en en en	16.4	16.4	stated modest-25
LOS	Milia	B			B .	ΙA	В	i⊸ iB		B	Ан. Б В 5	
Approach Delay	Building Str. Company 1 July	15.0	Pulling (/ Charlettermortermore	mi Makara dan samasan	14.2	printer variable of the	a te front to the state of	17.4			16.4	***************************************
Approach LOS	3067 1007	B.			. ∴B			- B			B	7 1 Aug 1 4
Queue Length 50th (ft)		47	,10,111-12-12-12-12-12-12-12-12-12-12-12-12-		65	0	20	72		31	67	
Queue Length 95th (ft)		101			126	30	59	149		83	163	
Internal Link Dist (ft)	- W. (1995)	4892			1568			1184			904	- Carrier Sala
50th Up Block Time (%)									HALLAND ST TALLAND ST		A CAP LLEED I
95th Up Block Time (%))	A SECURITY SECURE AND ADDRESS OF THE SECURITY	and the second	, you you to 2 at 1 at 1 at 1			pro no spiritor in transcription	a comment of the comment				400 / 1 · 14.1 mm
Turn Bay Length (ft)						150	125			75		
50th Bay Block Time %	AND THE PROPERTY OF SHEET	- A State or grown on a different			The second secon	manufacture services (1995)		The state of the second state of the state o			4%	
95th Bay Block Time %								::17%:	APTE SUPPLY	14%	41%	
Queuing Penalty (veh)		Salas seriam tropped 195	THE RESERVE THE PROPERTY OF THE PARTY OF THE	-	1			7		18	26	The second secon
Intersection Summary												

Cycle Length: 90

Actuated Cycle Length: 51:1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0:57

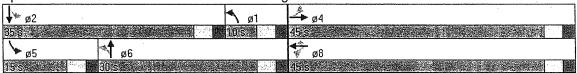
Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 65.2%

ICU Level of Service B

Splits and Phases: 17: Park Avenue & Deering Avenue



	♪		-	A .	>	4				
Movement	EBL	EBT	WBT=\	NBR	SBL	SBR-=			127.77	
Lane Configurations		र्स	î	A	M					
Sign Control		Free	Free		Stop					
Grade	long himtory manyets, etc.	0%	0%	NATION KINGS OF STANKS LITTLE	0%	recubing shift he wing observing sections	e Designation of the State of the Land Association and Associa	in the contract of the second fields of the contract of the co	tuto iz distanzano az	Wilderford County Company and
Volume (veh/h)	68	729	337	25	11/1	0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	- Kindarova, Brigos, South	suri i Mariela (1960).	as a ser of himmun	. Novi oo singinga
Hourly flow rate (veh/h)	68	729	337	25	1.1	0	And the second of the second o			
Pedestrians Lane Width (ft)	a Lateratia	alkithesitifor	点。全长的 3 65有88	数据的 有部位	ariantal arthritis	. WALESTANDO SANT	ngarawa sa lingi	rtu alta sa hiire u		
Walking Speed (ft/s)		多种圆型	ibuatist.	THAT'S						
Percent Blockage			3 4.533.394.05	Wil kerin Elen	elektroniko etak	Newebor (Cli	: 1984;7100;1400.08	ja ja kreja ji g	ાં કોઈ કોઈ જ ાઈ. જા	- V 1945 1946
Right turn flare (veh)				F-1245						rs, 1500 (156)
Median type		第3 8世纪		k#{\K\\	None					NATALY IS
Median storage veh)	ARCE SAMPLE	阿森特里 54.45 美				SACCHIECE CALCUMENT	MARANET E PATRIME PAR	and the state of t	na ni Awarantania	1999 - ALBARITATI
Upstream signal (ft)										i di i
pX, platoon unblocked	nanasi Tugʻirligaginin zilindi	ggode vincenteens segginer.	28 250 LOCAL 0-15-400 TOLOCAL	udania <u>nia</u> kaominina ny kaominina dia	AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	superiore and the second second	Bereinste gegen street in the heather of the	ing there is an independence of the	regetar i perminenti olegit estiti	. Common relieve du Depris Mess
vC, conflicting volume	362				1214	350				
vC1, stage 1 conf vol	CONTRACT IS AGREED AND AND ASSAULT	STRANGE OF STREET OF SEC.	e nadalah pake kake bergerapa pangan ber	Barren arangan kara 2014 b	naga, ngangaga bakang tanggaya.	generalitation () in the first		MES INTERNATIONAL SANCACI	of the extension was a marketonical	in write
vC2; stage 2 conf vol										
vCu, unblocked vol	362		nesessanneses		1214	350		DI BISHO YA KARBITARIYA	main-francisco	
tC; single (s)	4.1				6.4	.6.2				
tC, 2 stage (s) tF (s)	2.2	Salata Salata			3.5	3,3				
p0 queue free %	94	33,73,62,94			99	ري. 100				
cM capacity (veh/h)	1208				191	698				
And the property of the proper	Selected that December 14									
Direction, Lane #	EB1	ALL INVESTIGATION OF COMMENTS	SB 1							
Volume Total Volume Left	797 ⁻ 68	362					的复数 有可以			
Volume Right	- 00 - 00	0 25	1 							
cSH	1208	1700	191							
Volume to Capacity	0.06	0.21	0.01							
Queue Length (ft)	4	0	0	SECTION SECTION		Machine and Albertain	Section of the sectio	an on a the promise of a highway of	ASTRAGAS PROPERTY (AND)	en and the property of the second second
Control Delay (s)	1.4	0.0	24.0							
Lane LOS	Ā	personal of American	Ċ		A SECTION OF THE PARTY OF THE P	and the same of th	A .			
Approach Delay (s)	1.4	0.0	STATE OF THE PROPERTY OF THE PARTY OF THE PA							
Approach LOS			Ç							
Intersection Summary										
Average Delay		eronen meteleki kelebenen in filia di	1.0							
Intersection Capacity Ut	ilization		74.7%	1	CU Leve	el of Servi	ce	·····C		

	ⅉ		*	•	4		4	1	<i>></i>	-	↓	1
Movement	EBL	EBT	EBR 1	WBL-	WBT /	WBR=	NBL -	NBT	NBR :	SBL	SBT	SBR
Lane Configurations		\$			ર્લ		ሻ		7	O GLEGO SAN HOUSE	4	MEDINOGENI
Sign Control		Free			Free			Stop	的基礎的		Stop	
Grade	politic of a Protect of the Annual Control of the	0%	adural argum zanangunak	rapping garancing call	0%	oppoloationte montrés en	earth into a full #1. In the co	0%	San Bull Herasoft (454), 1 No. 14	Constitution of the co	0%	2.561 6.76 6.55 5.55
Volume (veh/h)	0	723	98	- 32	310	0	44.	0	45	5	2	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	. 0	723	- 98	32	310	0	44	0	45	5	2	16
Pedestrians						orace states						
Lane Width (ft)						FALL AL						5.5484
Walking Speed (ft/s)	Name of Artest Control (Name of Artest Artes	-PRESIDE SADS ON DURINGS	nanca considerada paramentos co	ngarienna i in Lièteann an	o dikomensiatekte	salas ar oleopara mensi A	e v a krážený ma a dal.	Walker and the first of the	victoria (Madistry	waga i waka	Newson and a	State of the Control
Percent Blockage	, Transiti					护教 数		String.		等,一般		
Right turn flare (veh)	第三人称形式 (2 ¹ 111000) (2011年)	rkal deplacement	NACH MERKENSEN	ingstarloggic teast:	Coudination and Profes	gi ngininik kusiki (kut.	24.664.484.284.570.52	Harris Livie Fire Co	elskande et oftwer	State Thibraria School	Selectronic de la California de la companione de la compa	outo i vimas
Median type								None			None	
Median storage veh)		2000 T	Control of the second				renserateri	Salfaran dariba	ganga salah Tangan sa	reinin direba	ovsál vas ligi sít	
Upstream signal (ft)		1088	147.2	0.70			0.70	0.70	0.70	0.70	0.70	
pX, platoon unblocked	_310 ⁻ -	on a company		0.72 821		87880 U.S. (198	0.72 1163	0.72 1146	0.72 - 772	0.72 1191	0.72 1195	210
vC, conflicting volume vC1, stage 1 conf vol	: 310			- 0Z I			1100	1140	. 112	1191	. แยง .	- 310
vC1, stage 1 conf vol		123733				COLUMN TO THE STREET	en en en en en	1271.5454 <i>0</i>			3050 Taliki	
vCu, unblocked vol	310	a de la companya de	as bulle	751			1227	1203	682	1266	1272	310
tC, single (s)	4.1			4.1			7.1	6.5	6:2	7.1	6.5	6.2
tC, 2 stage (s)								KARY (YA)				
tF(s)	2.2			2:2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			58	100	86	94	98	98
cM capacity (veh/h)	1262			620			104	127	324	87	.115	735
A MARKAN AND STATE AND	TO SERVICE PROPERTY AND ADDRESS.			arra-december								
Direction, Lane#	AND MEMORE AND SECTION	WB 1	NB.1.	NB 2	SB 1							
Volume Total	821	342	44	45	23							
Volume Left	0 98	32	44	0	5	STEPS SOMETHING	H440-15020-545-3015	Policia News			o Testavals	2000 A 5,477
Volume Right	TO THE PERSON NAMED IN COLUMN	. 0	101	45	16		Little vental	und sample				
cSH	1700 0:48	620 0.05	104 0.42	324 0.14	239 0:10	e Porto PARI		BANKSTE STEEN	ar tallus esas	859 Av. 67 St	MANAE Mens	用於北地村前
Volume to Capacity Queue Length (ft)	0,46 0	- U.U3 4	. ∪. 4 ∠ 45	. 0.14. 12	. U.IU 8				Ele von	SAME TO		ELL SEE
Control Delay (s)	0:0	1.7	63.1	17.9	21:7			H37749750		in tolul	Firens	256254659
Lane LOS	U.U.~	A	- 00.13 F	11.3 C	*							
Approach Delay (s)	0.0	17	40.2		21.7							
Approach LOS	****		-ю. <u>г</u> Е		C C		rge callica	attanië (4)	240 F Da-186	residente et al.	· 在下。随时的	ANTON LISTE
			METADOMORIA PROG					and a section of the				
Intersection Summary												
Average Delay	opezaken senkeni		3.7	e-manifestation				Maria Maria Maria (Para)		edikapidasis ina	a Desphissor (Biblish et la 1	(\$500/-30(\$5);68 4. \$\$\$A
Intersection Capacity Ut	ilization		60.7%		CU Leve	el of Sei	rvice		. B			

	. ♦.	-	-	4	>	4			
Movement	EBL	EBT	WBT \	NBR -	SBL	SBR			
Lane Configurations Sign Control	ካ	∱ Free	î₄ Free		₩ Stop:::				
Grade		0%	0%		0%			tik ett jog til en til er og det i 1921. Oktober fra eksektion og skrivere sektio	and the second second
Volume (veh/h) Peak Hour Factor	. 41 1.00	713 1.00	356 1.00	1.00	6 - 1.00	36 1.00			
Hourly flow rate (veh/h)	41	713	356	12	'⊈ 6 ⊬	36			
Pedestrians Lane Width (ft)									
Walking Speed (ft/s)	rozos dos estas Mangrados ross				engagologias Piengalikanskapa			ne hanne et er er er er er er er er er er. Ne hanner etter er et er er er er er er er	0.5 (4.4) (2.5) (4.5
Percent Blockage Right turn flare (veh)			la de la companya de						
Median type					None			Long the second	
Median storage veh) Upstream signal (ft)				1					
pX, platoon unblocked	2000				44F7	200			
vC, conflicting volume vC1, stage 1 conf vol	4/ 368 :				1157	362			
vC2, stage 2 conf vol	368			7.7.2.2.4	1157	362			
tC, single (s)	4.1	F 1			6.4	6.2			
tC, 2 stage (s) tF (s)	2.2		123115788	ravera c	3.5	33		- 1846-1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846-1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846 - 1846	
p0 queue free %	97				97	95			(1) 1 (1) 1 (本) (東) (本) (本) (本) (本) (本) (本) (本) (本) (本) (本
cM capacity (veh/h)	1174				207	676			
Direction, Lane # Volume Total	EB.1 41	EB 2 713	WB 1 368	SB 1 42					
Volume Left	41	0	0	6					
Volume Right cSH	0 1174	0 1700	12 1700	- 36 510					
Volume to Capacity		0.42		-0.08					
Queue Length (ft) Control Delay (s)	3 8.2	0.0	0 • 0.0	7 - 12.7					
Lane LOS	A		ates aposticano en	В					
Approach Delay (s) Approach LOS	0.4		. 0.0	12.7 B					
Intersection Summary									
Average Delay			0.7						
Intersection Capacity L	Itilization		47.5%		CU Leve	el of Service	μ		

	٨		*	(4-		•	1.	<i>></i>	-	1	4
Lane Group	«EBL»	EBT	EBR	:WBL:	WBT	WBR.	NBL	NBT	NBR	\$BL	SBT.	SBR
Lane Configurations	7	1>		J.	₽		75	1>			र्स	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4:0
Satd. Flow (prot)	1425	1551	0	1464	1549	. 0	1425	1564	0	0	1656	1411
FIt Permitted	0.512			0.284			0.390			4	0.000	
Satd. Flow (perm)	768	1551	0	438	1549	0	585	1564	0	0	0	1411
Satd. Flow (RTOR)		22			47			13				66
Volume (vph)	55	427	92	37	239	82	100	196	35	71	192	51
Peak Hour Factor	1.00	- 0.89	0.83	1.00	0.96	0,86	- 0.88	0.89	0.83	1.00	0.84	0.77
Heavy Vehicles (%)	14%	4%	21%	11%	7%	3%	14%	4%	21%	2%	2%	3%
Lane Group Flow (vph)	55	591	0	37	344	0	. 114	262	, 4.0	. 0	300	-66
Turn Type	Perm	TATE WAS A STANDARD	various de la companie de la compani	pm+pt			Perm			Perm		Perm
Protected Phases		. 4		3	# ∆ 28 #			6	r ta en Steam	6254 (N	2.	
Permitted Phases	4		~~~~	8			6	and the second second second second		2	6	2
Total Split (s)	41.0	-41.0	0:0	9.0	50.0	0.0	25.0	25.0	0.0	25.0	25.0	25.0
Act Effct Green (s)	26.3	26.3		33.1	30.5	and an America area of the contract	16.6	16.6		e landarie tana ara-ara-ara-	16.6	16.6
Actuated g/C Ratio	0.46	0.46		0.55	0.54		0.29	0.29			0.29	0.29
v/c Ratio	0.15	0.81		0.11	0.40		0.66	0.56			0.62	0.14
Uniform Delay, d1	9.2	13.1		5.6	5.6		18.2	16.6			17.9	0.0
Delay	10.7	15.5	DOMESTIC OF THESE	6.6	6.2	andromani	33.7	20.1	CONTRACTOR OF THE		21.3	6.4
LOS 🔅 💮	B	ara B∈		, A	$\cdot \cdot \cdot \cdot A$		C	$\mathbb{C}_{\mathbb{C}_{+}}$	W		· · · · C	Α
Approach Delay	r program der Lieuweiter Georgia. G	15.1	MORLES E 1240 M. H. C. L. L.	energy of the court of the court	6.3	and or taken by the con-	aron managan awan man	24.2	r targer examples	All the Control	18.6	.1.85 .00 5
Approach LOS	a de la compa	B			$\cdot:=\cdot:A$			C.			В	
Queue Length 50th (ft)	13	203	and the first of t	6	59	as States to Marianian	43	90			111	0
Queue Length 95th (ft)	; 33	331		::::16	104		#124	. 171		Jung 3	186	
Internal Link Dist (ft)	Graditions Televial No. Arts	756	anthailth Cart Februard	andiane entre	1600	FREE CONTRACTOR	e delle setti Titation in co	1360	November 1900	eres in	1184	The state of the West
50th Up Block Time (%)								Not yet		极。		
95th Up Block Time (%)	or Northern Co., No. of Property region	Gentleto a Parintal Parintal	unutari ottavo sarte 1966	er burke teta 17 <u>1 tun (o</u>	riko - Taur randereko - Kultur	no silkote vittigas.	ellereder in ener für.	BMG WEAR-LONGER	e Here are est a file of	e later e viva in .	et uite	an internal to a service.
Turn Bay Length (ft)	75						数据主动		JACON AS			
50th Bay Block Time %	akaanaka vilaban hata	37%	ST ST. BENEFISSTERSOND	ESTERNATURA DA LA COMO	1%	K Gart Sk alië, es a	dest at the transition of the color	82882 - W. Jon & 1823 1	at time to contract	stration action whe	and the same of	. n. shakki naganish
95th Bay Block Time %	K was	41%		in its like	16%			Capacian C	有犯罪的			
Queuing Penalty (veh)		21			3							

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 56.7

Control Type: Actuated-Uncoordinated

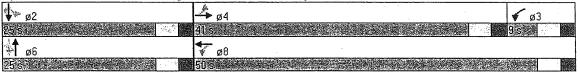
Maximum v/c Ratio: 0.81

Intersection Signal Delay: 15.9 Intersection LOS: B Intersection Capacity Utilization 79.0% ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer.

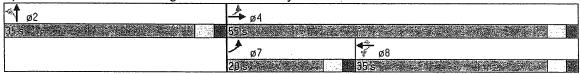
Queue shown is maximum after two cycles.

16: Congress Street & Deering Avenue Splits and Phases:



	<u> </u>		*	1	4	1	4	Ť	<i>></i>	>	1	. 4
≟ane Group	EBL	EBT	EBR	WBL	WBT⊴	WBR-	NBL	NBT	NBR	SBL	· SBT-	-SBR
Lane Configurations		ৰা			र्स	7"	ሻ	ĥ				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4:0	4.0	∴(4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	3408	0	0	1779	1553	1805	1638	0	0	0	0
Fit Permitted		0.928			0.856		0.950			rei r		
Satd. Flow (perm)	0	3169	0	0	1531	1553	1805	1638	0	0	0	0
Satd. Flow (RTOR)	Quality &	. 5	Trans.	湖底红		14		116				
Volume (vph)	15	728	20	34	321	32	23	106	177	0	Ö	0
Peak Hour Factor	0.41	0.98	0.90	0.75	0.86	1.00	0.63	0.90	0.79	0.92	0.92	0.92
Heavy Vehicles (%)	8%	5%	11%	0%	7%	4%	0%	4%	5%	2%	2%	2%
Lane Group Flow (vph)	0	802	- 0	44250	418	32	:∄:37⊦	342	0.	0	- 0	∘ . `` 0
Turn Type	pm+pt	PRODUCTION AND PROPERTY AND	day out them a standard come	Perm	or had the File to be sent to the	Perm	Perm	as the regulation of the said	The state of the s			and the second
Protected Phases	7.	4	\$85.25 m		. 8			2	diring.			
Permitted Phases	4	- Property - Comment of the second	and the second s	8		8	2					
Total Split (s)	20.0	55.0	0.0	35.0	35.0	35:0	35.0	35.0	0.0	0.0	0.0	0.0
Act Effct Green (s)		28.9			28.9	28.9	53.1	53.1				
Actuated g/C-Ratio		-0.32			0.32	0.32	0.59	0.59		HOLLY	用去機構	
v/c Ratio		0.78			0.85	0.06	0.03	0.34				
Uniform Delay, d1		27.5			28.5	-11.8	7.7	5.9				
Delay	NATION AND DESCRIPTION OF THE PROPERTY OF THE	27.0			28.1	12.7	9.4	7.0	and the second s	and reference to a second decision	service a service to the service	a der lane i lette blev y traversammen.
LOS		C		Sale of	· C	. В	A:	A				
Approach Delay		27.0			27.0			7.2				
Approach LOS 👉 🗼		∵∦C:			· FO			A				
Queue Length 50th (ft)		206			212	7	9	60				
Queue Length 95th (ft)		255			286	24	17	126				
Internal Link Dist (ft)	Satha etta eta ela jain da	776	ender - No. 25: Nov. 24 constitution	SCHEEZE SE SES	1008	en titli komit e et ama e	the state of the state of	870			1150	to the 12 marks to 2
50th Up Block Time (%		i da	la de	ladasia.			and a second					1928
95th Up Block Time (%		namana sanan ar naken k	en de en un un la cultura de la deservación de la decembra del decembra de la decembra de la decembra de la decembra del decembra de la decembra del decembra de la decembra de la decembra del decembra de la decembra del decembra de la decembra de la decembra de la decembra de la decembra del decembra de la decembra de l	escontanza de motor	energy and cases	valuent versier	a communication and a state of	201 Table 1 No.	de l'ar at			a contraction and the contraction of the contractio
Turn Bay Length (ft)						- 50	125					
50th Bay Block Time %		A. SEPRELEZINAN M. I	derive s services of streets of a	NESSACTONIANS-SPAIR	52%	ententes de la compressión de la	eliczewski i płaczpas i	I'll standation of least	udana kwa watenza	way in the amount of a	e in transportation	and TV South DV Tungsto
95th Bay Block Time %	j				52%			. 7%		影響的影響		
Queuing Penalty (veh)	ē				16	-		1				
Intersection Summary						no.						
Cycle Length: 90	A APPROPRIATE CANADAS A											Confidence Published
Actuated Cycle Length	• 90				viralie.		o bosenic Žisti		计二定程数	land of the state	とかりはも	
Offset: 0 (0%), Referer	nced to p	hase 2	NBTI a	nd 6: S	Start of (Green		Bart Co. SEATESCH.	The Marie 19	rrquais, exiliciti		た。1754年(中国語語)
Control Type: Actuated									1.178850美		Kustiisi)	
Maximum v/c Ratio: 0.8		. 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	and and course	ALLES OF SELECT	negestēsiās):	era siat Bain		和第1年上 5	ery George Strik		action that	in little by the second
Intersection Signal Del					Intersec	tion LO	s:c		10 Hers/10		# KBW41	
Intersection Capacity U			w0.00000000000000000000000000000000000				rvice C		. ALEBERT CONTRACTOR	THURST		· "是是一个"是这些是
Snlits and Phases: 0	. Congre	ee Stre	et & \/a	lev Stre	apt .							

Splits and Phases: 9: Congress Street & Valley Street



	<i>></i>		*	•	4-	4	4	†	1	1	+	1
Lane Group	EBL	EBT «	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	• ↑ ↑		7		7*		↑ \$			44	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4:0
Satd. Flow (prot)	1703	3227	0	1492	0	1583	0	3332	0	0	3438	0
FIt Permitted	0.950		in in the second	0.950							0.560	
Satd. Flow (perm)	1703	3227	0	1492	0	1583	0	3332	0	0	1957	0
Satd. Flow (RTOR)		301				210		11 j				
Volume (vph)	387	636	461	81	0	257	0	387	31	96	289	0
Peak Hour Factor	0.84	-0.90	0.87	1.00	0.92	-0.93	0.92	0.88	0.73	0.70	1.00	0.92
Heavy Vehicles (%)	6%	3%	7%	21%	2%	2%	2%	3%	48%	4%	3%	2%
Lane Group Flow (vph)	461	1237	0.	81	- 0.	≥276	0	482	0 ·	0	426	0
Turn Type	Prot			Prot	C	ustom			CI	ustom		
Protected Phases	3.	. 8	iliya gibib Karajari	7 .		4		2		.1.1	6	
Permitted Phases			•			4				1		
Total Split (s)	29,0	39.0	0.0	- 11.0	0.0	21.0	0.0	21.0	0.0	9.0	30.0	0.0
Act Effct Green (s)	24.1	32.8		7.0	- Company	13.5		21.5			30.5	
Actuated g/C Ratio	0.30	0.41		. 0.09		0.17		∉ 0.27⊹			-0.38	
v/c Ratio	0.90	0.83		0.62		0.63		0.53			0.51	
Uniform Delay, d1	26.8	15.5		36.4		``.`6.8		25.2			18:4	
Delay	36.3	15.7		44.9	errand in the strongers of the	8.4		26.2			19.6	The Part of the Pa
LOS	J. D	: B		.∵∛D.		Α.		· · · C			В	#\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Approach Delay		21.3	- Million () January	The state of the s	16.7			26.2			19.6	THE ST ST ST
Approach LOS		: C			B			······································			B	
Queue Length 50th (ft)	215	215	25,000	40		28	. ,	111			82	The contract of the contract o
Queue Length 95th (ft)	#338	291		.#102		97	4	161			124	right
Internal Link Dist (ft)		1004	eschaeth open messeranes cons	A STATE OF THE PROPERTY OF THE	776	C. C. C. Marchaelle, Ware C. J.	THE STATE OF THE S	849	THE PERSON NAMED IN COLUMN		1196	CAR DECIMAL MERCACO
50th Up Block Time (%)												
95th Up Block Time (%)												en a complete a comple
Turn Bay Length (ft)			建设									
50th Bay Block Time %												
95th Bay Block Time %						iran i						的問題
Queuing Penalty (veh)							40.00.000.000					
Intersection Summary										KG COLUMN		
Cycle Length: 80												
Cycle Length. ou	#1202 8051 0551 9	ONLINE THE PROPERTY		OMERSE CHI INDIA E	PALHOANISI GAR	atema da esembro	en positi i un un successo de la constanta de	reach Irian revise	anda anto indocen	agari sharatan daken.	POT WITH WALKER PROPERTY	il s Scolini i millacat.

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21,3

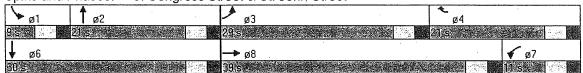
Intersection LOS: C

ICU Level of Service C

Intersection Capacity Utilization 79.8% # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Congress Street & St. John Street



	<i>•</i>	-	*	•	←	•	4	†	<i>></i>	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT:	WBR:	*NBL	NBT	NBR -	-SBL	SBT	SBR
Lane Configurations	vill Marie tetric	Mariania e Salaria de e	CARRELING AND AND AND A	SISSESSESSESSES	44	J. Service and Service	ሻ	र्स	7	na la la casta como filo	4	7
Total Lost Time (s)	4.0	4.0	*-4:0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot) Flt Permitted	0	0	0	0	3381 0.991	1599	1649 0.950	1723 0.981	1524	0	1840 0.990	1538
Satd. Flow (perm)	0	0	0	0	3381	1599	1649	1723	1524	0	1840	1538
Satd. Flow (RTOR)						73			252			114
Volume (vph)	0	0	0	113	404	73	488	244	253	73	354	120
Peak Hour Factor	0.92	0.92	√0.92⊕	1.00	0.78	1.00	0.91	1.00	0.86	0.76	0.93	0.87
Heavy Vehicles (%) Lane Group Flow (vph)	2% - 5 0	2% 0	2% ≐∵0⊹	5% - 0	6% 63 1	1% - 73	4% 376	2% 404	6% 294	3% 0	2% 477	5% 138
Turn Type	· · · · · · · · · · · · · · · · · · ·			Prot		Perm	Split	404	Perm	Split	4/7	Perm
Protected Phases		i de l'ésa		- 3	. 8	2134 X	6	<u></u> 6		2 2	-2	
Permitted Phases	dağın ili dağının sağı sırı s	the or the state of the state o	Collegener Articles	espe Myladian 1964	· Charles the Checken	8	Pr. 7 1 & 728 P. K.	2 - 497.5	6	1 Jan 2011 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ini. 이렇게 맛 때약 in	2
Total Split (s)	0.0	0.0	- 0.0	24.0	24.0	24.0	32.0	32.0	32.0	24.0	24.0	24.0
Act Effct Green (s)	Barvandari taka	SELVE SIMMONER		c/64%6443	20.1	20.1	23.4	23.4	23.4	skarnerij redel a	20.1	20.1
Actuated g/C Ratio v/c Ratio					0.27 0.70	0.27 0.15	0.31 0.74	0.31 0.76	.0,31 0.46	Sulti Fe	0.27 0.98	0.27 0.28
Uniform Delay, d1					25:0	0.13	23.3	23.5	2.7		27.5	3.6
Delay		e a transfer for the La	ş artağan 29,945 milli	anders and and	26.5	6.6	23.5	23.6	4.4	en engalen en en en H	61.8	7.6
LOS		in right			C	Α	C	中点,第二、海底器等	Ä		· Æ	A
Approach Delay	Letotokies 921 bit Laket 194	er desembles	METATURAL FAST SIGNY	esteria viltira	24.4	ia teroto e visivi ser.	land title in a second flag of the	18.3	basedand tall a distance	urais anan i ka	49.6	ar ad ro i cidan w
Approach LOS Queue Length 50th (ft)					€ 148	0	164	477	11		- D	
Queue Length 95th (ft)		11 Karisa			176		263	177 281	14 58	BARTON FRE	~239 #4 39	9 48
Internal Link Dist (ft)		1008			4892		160 430 1	1196			806	74.2-79
50th Up Block Time (%									ili e di se			
95th Up Block Time (%)					ing Schöllerender	strong two 11 themses	Society en 109864 mouens	chil has appropriate ATTIE	Charles Shake on the Walter	destinantes entre over		TO THE SECOND CONTRACTOR
Turn Bay Length (ft) 50th Bay Block Time %						200	WENT S	200	100			
95th Bay Block Time %		or Therefore			98035CH37	Wang Jara	r xuztida	32% 43%	ās star	Belinaria Belinaria	A.S. (10 755 8 1	
Queuing Penalty (veh)			SHALL SHEET		SAME SANCE	特等。但 7至24。		110	块3. 花萨		YSE TE	
Intersection Summary												
Cycle Length: 80												
Actuated Cycle Length:	75.7									a per train		
Control Type: Actuated		dinated	in male is a substant			ere il usuko		(75 SHP15 A)	NAMES PROVIDE	建建筑 学系36年		15045346
Maximum v/c Ratio: 0.9	Committee of the Commit									體的的	STEEL S	
Intersection Signal Dela		- 4-00				tion LO		ingst Mulbhada	Sistant total	ats Waghin, whois	and the second s	· San e saleke
Intersection Capacity U ~ Volume exceeds ca			thooret			el of Se	rvice C					
Queue shown is ma				ically II	mme.		的線点對				- 83 <u>- 1340 (1824)</u>	
# 95th percentile volu				ueue n	nay be I	onger.	agggavente William L	にはおは物質では、関う	water War Oak	MARINE STARFACT		
Queue shown is ma						有的基件位于 是 9	Military asia. National asia.					
Califo and Dhasses C	. Darle A		04 1-1	- 01	_1							maxa.vie
Splits and Phases: 6	: Park A	venue &	ા. Joh	in Stree) TE							

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	۶		*	•	4-	*	4	†	<i>></i>	>	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT %	NBR /	SBL	:SBT	SBR
Lane Configurations		414			41>	7	٢	1>		ሻ	1>	
Total Lost Time (s)	4:0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	3049	0	0	3144	1384	1624	1649	0	1608	1641	0
FIt Permitted		0.883			0.820		0.595			0.218		
Satd. Flow (perm)	0	2703	0	0	2599	1384	1017	1649	0	369	1641	0
Satd. Flow (RTOR)		14				105		¥410			11	
Volume (vph)	34	288	32	69	352	101	86	201	46	114	213	34
Peak Hour Factor	1.00	0.91	1.00	0.86	े0.86	0.96	1.00	0.81	1.00	+0.88	0.95	0.80
Heavy Vehicles (%)	7%	4%	10%	0%	3%	5%	0%	.1%	3%	1%	2%	0%
Lane Group Flow (vph)	0	382	, (O)	0	489	105	86	294	7 O (2)	130	266	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			8.			6	Y Militar A se	5	2. 2.	
Permitted Phases	4			8		. 8	6	I Worker I II		2		
Total Split (s)	45.0	45.0	.0.0	45.0	45.0	45.0	10.0	30.0	0.0	15.0	35,0	0.0
Act Effct Green (s)	to a facility and the same and delice and	16.8	take dakanan ki dinan kitanan an	in an Principal Phys. Bulletin	16.8	16.8	17.3	15.7	man and an artist of the section of	17.6	17.9	. To advent ours
Actuated g/C Ratio	7	0.32			0.32	0.32	0.31	0.30		20.33	0.34	
v/c Ratio	n onto reconstructions	0.43	ISS TO A STORE ASSOCIATION	TOTAL COMPLEX TO A NEW YORK	0.58	0.20	0.21	0.58	e i sa sa como e colo E	0.38	0.46	grid Pokabuticas intik
Uniform Delay, d1		13,8	To Date in	aynta.	15.2	0.0	13.5	14.4	法存款	12.6	13.2	
Delay	onal Systematical adults	15.2	Carrenvene and Links	SSS:SSS:SSSSSSSSSSSSSSSSSSSSSSSSSSSSS	16.6	4.2	17.8	17.5	stanielier sie stat	16.9	16.9	
LOS		} = B-		ng toth Etgener	∴B	A.	- B	'' ₈ - ∤ B		. В	B	
Approach Delay	a hierona askad we di	15.2	Sichur West Toeting	A. C. AMERICAN PROGRAMME - C	14.4	washing factories		17.6	and the second second	***	16.9	W
Approach LOS		B.			B			, ⊸∌. B	AL WEST		В	
Queue Length 50th (ft)	um pomenski svote Lieuvinos	48	n spill a Normandeon	tari y Goddaniae di wielin	68	0	20	76	terr or language	32	69	
Queue Length 95th (ft)		. 103			131	30	- ⊹ 59	The state of the state of		85	168	
Internal Link Dist (ft)	(Penal) bar berasan	4892	Mariatan de Mariata		1568	Markachado (1871)	epakéhanostot i estr i	1184	die wither na-hotele	and the bandaria	904	el to a vizilezidator
50th Up Block Time (%)				i italia						经济统治		
95th Up Block Time (%)		kasigipaka paka	ti seliments	nese debigg (dath	rikaline et markini et en		nina kata	Senela e la referencia	tirildi ver-ildik i	898 (N =- 1	SINDRE LIFE HILL	C. rKlass MacAnd
Turn Bay Length (ft)	3.					150	125			75.	a server and the server of	
50th Bay Block Time %	rigan 26 mengenan	Silan Adalahan	SARTS TEADS AN	90000000000000000000000000000000000000	Elisebylemoustose	inadori il lanca	. Salah salah di Lata di Panti S	- 2000000	A-Julian yeldan	56. 4 - 5 6.	6%	SHEEL SHOPPEN
95th Bay Block Time %	非特别							19%		15%	42%	
Queuing Penalty (veh)								8		20	27	
Intersection Summary							100					

Cycle Length: 90

Actuated Cycle Length: 52

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

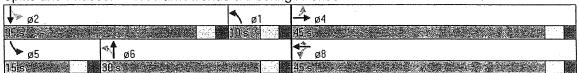
Intersection Signal Delay: 15.8

Intersection Capacity Utilization 66.0%

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 17: Park Avenue & Deering Avenue



PROFESTION CONTROL TRANSPORT CONTROL TO A CO	
Movement EBL = EBT WBT WBR SBL SBR	
Lane Configurations 4 1	
Sign Control Free Free Stop	H
Grade 0% 0% 0%	PE LESSING
Volume (veh/h) 68 838 377 25 1 0 Peak Hour Factor 0.67 0.96 0.86 1.00 1.00	
Hourly flow rate (veh/h) 101 873 438 25 1 0	Britis,
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	as- Jara
Percent Blockage	
Right turn flare (veh)	61.005.00
Median type None Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	DEPER 2018
vC, conflicting volume 463 , 1527 451	
vC1, stage 1 conf vol	William Theory
vC2, stage 2 conf.vol	
vCu, unblocked vol 463 1527 451	120125
tC, single (s) 4.1 6.2 tC, 2 stage (s)	
tF.(s) 3.5 3.3	
p0 queue free % 91 99 100	
cM.capacity (veh/h) 1108 119 613	idan.
Direction, Lane# EB1 WB1 SB1	
Volume Total 974 463 1	
Volume Left 101 0 1	H-LADER
Volume Right 0 25 0	
cSH 1108 1700 119	10 (m.) - program
Volume to Capacity 0.09 0.27 0.01	
Queue Length (ft) 8 0 1 Control Delay (s) 2.3 0.0 35.6	46745J0J
Lane LOS A E	
Approach Delay (s) 2.3 0.0 35.6	
Approach LOS E	eng (Belgie
intersection Summary	
Averagé Delay 1.6	
Intersection Capacity Utilization 89.5% ICU Level of Service D	

	A	→	*	*	4		1	†	p	b	Ţ	4
Movement	EBL	EBT:	EBR	WBL.	WBT	WBR.	NBL	NBT.	NBR:	SBL:	SBT	SBR
Lane Configurations		î.			€		1/4		7		4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	. 0	832	98	32	350	· 0	= 44	. , 0	45	5	2	16
Peak Hour Factor	0.90	0.97	0.90	0.90	0.86	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	0	858	109	36	407	0	49	0	50	6	2	18
Pedestrians			-									
Lane Width (ft)		King i		JE P	4.大学			garata.		N. J. J.	n filley	
Walking Speed (ft/s)												
Percent Blockage										To NEW		
Right turn flare (veh)												
Median type								None	Light in S	Agains 22	None	
Median storage veh)	and the property of the second	and the company of the control of th	PROVENTS SECTION A	. rand with language discussion .	and a poster or one of the first or one of a consecu-		- Water States of Statistics Conference			a to dear to the	A REPLACEMENT	The second second
Upstream signal (ft)		1088					Angre Co			inge kajan Kungalan	f (Soglary)	
pX, platoon unblocked	a in the many many magazine and	gar of manager . F vite management	· de gastigente de que especialistique de	0.68	Profession (1925 N. Stradegicus)	C. St. Aggr. Adv. J. Strate del Strate	0.68	0.68	0.68	0.68	0.68	An estimate 120 for ea
vC, conflicting volume	407			967			1409	1390	912	1440	1445	407
vC1, stage 1 conf vol	P. C.	And the second s	Popular Statement All Leader League and	regionalis de crimera qui inter arappe	Parties of the Parties of State of Stat	Annual Control of the real own or Annual	and the property of the second control of th	Secret WHITEGON on 1947		eventure Table 101F	to the second of the second of	Special village of enemand
vC2, stage 2 conf vol								期的建筑		1069		
vCu, unblocked vol	407	CONTRACTOR CONTRACTOR	Aug egtetián vægi az áközent	951	mangga agus an an agus agus agus agus agus agus agus agus	the particular to the second s	1600	1572	871	1645	1652	407
tC, single (s)	4:1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	orgenizakostkow Austrija 1967.	rigaden Wirth gerich (1957) 286 (e.c.)	The statement demonstrate	in to the bulleting of the second	ng karangan menggangnan kanada	ering coloring in the resident of graphs	int hydrogica (valuation) gargena	· ·	SCIOLIS SPERIOR SPECIAL WILLIE	Market 11. GEO MAR MESSAL	Contraction of the Contraction o	AMERICAN PERSONAL
tF (s)	2.2			2.2			- 1.3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	ART TO THE PARTY OF THE PROPERTY OF THE	A CONTRACTOR OF THE STATE OF TH	93	m sport came repetitions.	THE DESIGNATION AND THE PERSON	7	100	79	86	96	97
cM capacity (veh/h)	1163			496			53	71	240	41	- 63	648
Direction, Lane#	EB4	ANID 4	a kid a	NB.2	SB 1			A VANDESCASSIC VAL				
Volume Total	967	443	• NB-1 - 49	50	26			r in a prairie de		Course (Free		3 P. C.
"有"编码的时间的特殊的"。 "我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	NEW WINDSAW	TELEPINATE SERVICE	for the event on the Table.	Carried of Control	A PROPERTY AND A PROPERTY.	明新新						
Volume Left	0	36	49	0	6	Basada kuri Safeeta 2000	8-3-2018-3-25-5	about wet	Sur Principalitation	Ang Union and Pairs	u none busisisms:	7341.4.7552m82030
Volume Right	109	100	0	-50	18			類學识別				
cSH	1700	496	53	240	129	el casa satem	te vessus De la tiena stern	at find the story of	والإرميسيون والوالم	C.715 + G.+	ognorus, negotaj	distribution abability
Volume to Capacity	0.57	0.07	0.93	0.21	0,20						wille a	
Queue Length (ft)	0	6	102	19	18	NEW STREET	The Market State Co.	Fig. Carteson	ing of the Constant of the Con	nesia adam	(Maria he was est	
Control Delay (s)	0.0	2.1	228.2	23.9	39.7					可關於關於		
Lane LOS	TTTERM	A	F	C	E		Henry Singah	GET_FELON(#1989-1	eren evener	3455 444 (440 (4444)		huaratuta eser
Approach Delay (s)	0,0	2.1	124.9		39.7		ranco (學學科	65 24 3.553			
Approach LOS			F		Ε							
ENGRADO ANTINES ANTINE												
Intersection Summary												
Intersection Summary Average Delay			9.3									

	٨	-	*	*	4	4	4	†	<i>></i>	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT :	WBR #	NBL.	NBT'	NBR-	:SBL=	SBT	SBR
Lane Configurations	J.	1>		ሻ	1>		ሻ		۴		43	
Sign Control		Free	P. William		:Free			Stop			Stop	
Grade	Va	0%	namagaganing say PD PLF, pantagagang sa	, go dele tra sense figlinggings med selfrege i tract conclus	0%	marked. Lines and he had been added to	a trong are no re morpholyty to	0%			0%	The service state of
Volume (veh/h)	:, 4 1	713	109	14	356	12	:40	# . O . ·	10	6	0	35
Peak Hour Factor	1.00	1.00	0.60	0.60	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Hourly flow rate (veh/h)	41	713	182	23	356	12	67	0 🧎	17	6	0	35
Pedestrians								. The surgeone of				
Lane Width (ft)		HÇAŞT.										
Walking Speed (ft/s)												an again mark of
Percent Blockage	Out of the	iomia.					医静态区	Trestan.		April .		
Right turn flare (veh)	a se a Se disease		Charles in 1970	·		No. 10 to 10		28 Marchan			كالمائد والمواليدي	to cartino
Median type		3. 准备约					所吸收的	None			None	
Median storage veh)	ligiyan koleka ile olikale ili	i – Liv Sedikanda	José Binder a sea 4	an Tabata Stables	a letta delasa (la	and family beautiful substi-	tores to bounce the	edinesios susuales d	Sekrapius	a endagti nich (useWi	una indicenti de seda	Decimal Supples
Upstream signal (ft)							以 有1000000000000000000000000000000000000	3475	.+4. + 4.±3			
pX, platoon unblocked	for entropie (destination o	fotalio esta del este	NO HAVE BEHAVE A	Ministración (1221), La companya (1	were of a second and	Sand National Section	naga <u>at de com</u> en	T0-1/129294	Elizabeth Barre			SOURCE PROPERTY.
vC, conflicting volume	368	法基件基		895		Maid	1324	-1300	804.,	1220	.1385	362
vC1, stage 1 conf vol		okanis da Gazza	in strong strong	alan araba karaba	Sapawaki wakitawa	Verdalteldessender	Sering to division	## 15 15 15 15 15 15 15 15 15 15 15 15 15	ters (so heissing	Geografia Standard		residentes
vC2, stage 2 conf vol				005			4004	4000	004	4000	4005	000
vCu, unblocked vol	368 4.1	From Market		895 4.1			1324 7.2	1300 6.6	804 6.2	1220	1385 6.6	362 6.2
tC, single (s)	4.1			4.1			1.2	0.0	0,2	7.2	0.0	** 6.2
tC, 2 stage (s)	-2.2			2.2	OSTABLE		3.5	4.0	3.3	- 3.5	4.0	3.3
tF/(s) p0 queue free %	2.2 97	22 1	photos and				3.3 44	. 4.0 100	್ತಾ.ಎ 96	ം. 96	4.0 100	ຸ ອ.ຈ 95
	1174÷	gaster to	47944423V	97 - 746	56835355			149	378	140	132	- 676
cM capacity (veh/h)	1,17,4			740			110	143	,, 3/O	40	102	010
Direction, Lane#	EB.1	EB 2	WB 1	WB 2.	NB 1	NB 2.	SB 1					
Volume Total	41	895	23	368	67	17	41					
Volume Left	41	0	23	0	67	0	6					
Volume Right	0	182	~ 0	12	0	17	35					
cSH	1174	1700	746	1700	118	378	434					
Volume to Capacity	0.03	0.53	0.03	0.22	0.56	0.04	0.09					
Queue Length (ft)	3	0	2	0	68	3	8	Security and the second	And the Control of th		and the state of t	are analytical residence controls
Control Delay (s)	8.2	0.0	10.0	0.0	.69.1	15.0	14.2					
Lane LOS	A	and the state of the state of the	Α	Stationary in Manager	F	B	В	mpagnigus garda i siri s	Carlo a se resta	a considerativa di secono	Balancia o il compresso del	s angle medic year) or
Approach Delay (s)	0.4		∜.′0.6	施技术的	58.3°		14.2		部的多型		HAME!	
Approach LOS					F		В					
Intersection Summary				100								
Average Delay	ana a transfer and the	A CORPORATION STATES AND ASSESSMENT	4.1							THE REAL PROPERTY OF THE PARTY	MONES SEEN NO PORTE	
Intersection Capacity U	tilization		·65.6%		CU Lev	el of Se	rvice		B		TOTE AND	45.723.44
		en and and	za rzocki.	extend of The	verselenis)			(1747年) (1941年) (1747年) (1947年)	rus investigação	ingdere itte	eran Pilot	

30: Congress Street & EXISTING DRIVE Performance by movement

	EBL	EBT	EBR	WBL	WBT	WBR#	NBL	NBR	SBL	SBR	
Total Delay (hr)	0.0	1.0	0.3	0.0	0.1	0.0	0.2	0.0	0.0	0.0	
Delay / Veh (s)	3.9	5.3	7.3	14.8	⊹1.3	5.2	28.1 📰	9.2	14.2	4.4	
Total Stops	12	0	1	9	0	0	31	10	5	28	
Travel Dist (mi)	2.9	66.9	12.0	1.0	34.7	0.9	3.8	1.2	ೆ0.7	3:7	
Travel Time (hr)	0.1	3.3	8.0	0.1	1.3	0.0	0.4	0.1	0.0	0.2	
Avg Speed (mph)	- 20	. 20	16	13	26	18	10	16	¹⊈16 -	20	
Fuel Used (gal)	0.2	4.3	8.0	0.2	2.1	0.1	0.3	0.1	0.0	0.2	
HO Emissions (g)		9.	2	0	- 4		11.	0.	. 0	11	
CO Emissions (g)	45	180	58	6	76	5	41	8	1	21	
NOx Emissions (g)	. 2	. 19	7	1.1	. 8	12	3	. 1	ii: i≥ 0 ;	1-21	
Vehicles Entered	29	687	125	10	381	9	31	10	5	28	
Vehicles Exited	30	690	126	∦≓10.°s	381	8:	1 31 €	10	5	28	
Hourly Exit Rate	30	690	126	10	381	8	31	10	5	28	
Denied Entry Before	0.5	. 0	: 0	.0	. 0	/i - 0	: : :0 :	0.	0	. 0	
Denied Entry After	0	0	0	0	0	0	0	0	0	0	

30: Congress Street & EXISTING DRIVE Intersection Performance

	and the Total and the second of the second o
Total Delay (hr)	1.8
Delay / Veh (s)	5.0
Total Stops	96
Travel Dist (mi)	127.7
Travel Time (hr)	6.4
Avg Speed (mph)	20
Fuel Used (gal)	8.4
HC Emissions (g)	119
CO Emissions (g)	441
NOx Emissions (g)	42
Vehicles Entered	1315
Vehicles Exited	1319
Hourly Exit Rate	1319
Denied Entry Before	0
Denied Entry After	0

Intersection: 17: Park Avenue & Deering Avenue

Movement	***EB	EB)	.WB	WB -	₩B	NB.	⊵NB	∴SB.	SB		
Directions Served	LT	TR	LT	Т	R	L	TR	L	TR		
Maximum Queue (ft)	161	163	128	113	75	148	189	100	160	學。學學的發展	
Average Queue (ft)	57	66	79	67	35	43	95	55	83		
95th Queue (ft)	106	119.:	114	106	⊱ 63· ·⊦	94	156	98	145		
Link Distance (ft)	4879	4879	1614	1614			1186		931		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			3.7	i.	150	125		. 75			
Storage Blk Time (%)						0.00	0.02	0.02	0.07		
Queuing Penalty (veh)						, 0	2	- 4	- 8 i		

Intersection: 27: Congress Street & Gilman Street

Movement	: EB	-WB	ŃΒ	NB	SB		
Directions Served	TR	LT	L	R	LTR		
Maximum Queue (ft)	94	- 205	161	⊕54	52		
Average Queue (ft)	8	51	57	25	18		
95th Queue (ft)	43	144	122	51	46		
Link Distance (ft)	1007	1068	916	916	1192	Total Marie Control of the Control o	or half-quarter.
Upstream Blk Time (%	Mary Strains of Strains and Strains and Strains			17.84 <u>19</u> 17			
Queuing Penalty (veh)				an atomic and a standard		Company of the Compan	Lighten Market
Storage Bay Dist (ft)							
Storage Blk Time (%)					Normal and Automotive		agent, an and the s
Queuing Penalty (veh)							

Intersection: 30: Congress Street & EXISTING DRIVE

Movement	E (EB)	EB	WB-	- NB	NB	SB	
Directions Served	L	TR	L	L	R	LR	
Maximum Queue (ft)	- 50	22	50	69	31	47	
Average Queue (ft)	11	1	11	23	10	24	
95th Queue (ft)	37	- 8	36	53	31	45	
Link Distance (ft)	468	468	470	644	644	698	The state of the s
Upstream Blk Time (%)					46.46		
Queuing Penalty (veh)							
Storage Bay Dist (ft)		ly.				de d	
Storage Blk Time (%)	and the second of the		and a second district to the second second second	consultation and Mail 1899 and	na in in managan nawasan an annas	THE STATE OF THE S	and the state of t
Queuing Penalty (veh)							

Nework Summary

Network wide Queuing Penalty: 128

4	٠		*	€.	4-	4	4	†	<i>></i>	1	1	4
Lane Group	EBL	EBT	EBR.	WBL:	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĥ		βĹ	ĥ		ሻ	₽			र्स	7
Total Lost Time (s)		4.0	4.0	: 4.0	4,0	4.0	4.0	4.0	4.0	4:0	4.0	4.0
Satd. Flow (prot)	1624	1622	0	1624	1590	0	1518	1651	0	0	1644	1454
Fit Permitted	0.274			0.162			0.485				0,533	
Satd. Flow (perm)	469	1622	0	277	1590	0	775	1651	0	0	895	1454
Satd. Flow (RTOR)		16	影響等		39	n kalib		15		e Verenius se La Soja, Seu Si		104
Volume (vph)	57	432	97	20	336	133	162	289	37	108	159	81
Peak Hour Factor	1,00	0.93	1.00	0.75	1.00	0.93	0.82	-0.88	0.67	0.93	1.00	0.78
Heavy Vehicles (%)	0%	3%	1%	0%	3%	2%	7%	1%	3%	3%	1%	0%
Lane Group Flow (vph)	- 57°	562	0	. 27	479	0.	198	-383	0	0.	275	104
Turn Type	Perm	, , , , , , , , , , , , , , , , , , , ,		pm+pt			pm+pt			Perm		Perm
Protected Phases	31 37 1 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	4		3	8		211	- ∜`∙6⊹			2	
Permitted Phases	4			8			6			2	and the same of the same	2
Total Split (s)	27.0	27.0	0.0	8.0-	35.0	0.0	9.0	35.0	0.0	26:0	26.0	26.0
Act Effct Green (s)	23.2	23.2		28.7	26.1		31.1	31.1			22.1	22.1
Actuated g/C Ratio	∉.0.36	0.36		0:41	0.40		0.48	0:48			-0.34	0.34
v/c Ratio	0.34	0.96		0.14	0.73		0.46	0.48			0.91	0.19
Uniform Delay, d1	:17.0	21.9		12.4	14.3		13.6	12.5			22.5	0.0
Delay	18.6	49.2		13.6	15.4		14.4	12.4			53.1	4.5
LOS	· B	D.		В	В		В.	. В			. D	A
Approach Delay		46.3			15.3			13.1	_		39.8	
Approach LOS		D			В	Art.		- :: B			, D	
Queue Length 50th (ft)	15	191		5	142		40	83			95	0
Queue Length 95th (ft)	52	#447		16	243	r Ziggeren Martin	i 85	178			#260	. 22
Internal Link Dist (ft)		860			1600		and the second of the second	1344	enacino de la casa	and different control	1200	reaction and the section of
50th Up Block Time (%												
95th Up Block Time (%	o)					As and the second of the secon			. ve. il ver mentali i chanazi i	I WEET Manus P V	or for other affects and	- wassawang n satisfasi
Turn Bay Length (ft)	75		有数表数	- 75			A STATE OF THE					发生运动
50th Bay Block Time %		41%	· nuo i anti- io - c	standards (1975)	34%	esercial in a supplementary of	victorio de piero suevici di ci	est springered as ever	2-2015-90-11- 22 -1-4-	unulia i successo co	esas volv. Vendor ved	a e Prosident i i Britisher
95th Bay Block Time %	o de la companya de l	62%			41%					编数·kij		
Queuing Penalty (veh)		29			10							
Intersection Summary								1				
Cycle Length: 70												

Actuated Cycle Length: 65.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 28.4

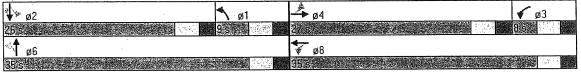
Intersection LOS: C

Intersection Capacity Utilization 83.1% ICU Level of Service D

95th percentile volume exceeds capacity, queue may be longer.

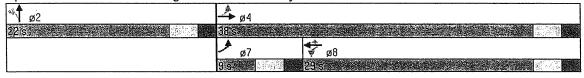
Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Street & Deering Avenue



	A		7	1	4	A.	1	†	p	\	Į.	4
Lane Group	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		41>	-2-15-01-00-00-00-0-1-00		4	7	ሻ	\$	American Conversion (Conversion)	elektris philipper (1991) alg	a to a constant of the second	of a disso is not being
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4:0
Satd. Flow (prot)	0	3475	0	0	1825	1553	1805	1695	0	0	0	0
Fit Permitted	486-ar	0.928			0.878		0.950			907 Pet 17		
Satd. Flow (perm)	0	3231	0	0	1612	1553	1805	1695	0	0	0	0
Satd. Flow (RTOR)		17				7-31	(\$400.47)	74	1.5 2.000 pm		8 114 Alba	
Volume (vph)	21	501	32	64	440	30	58	146	118	0	0	0
Peak Hour Factor	0.79	.0.98	1.00	1.00	0.96	0.58	0.79	0.91	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	3%	0%	4%	4%	0%	1%	8%	2%	2%	2%
Lane Group Flow (vph)	∄±0	570	0	- 0	522	52	73	299	ં ⊈ુ 0 ⊦	- 0	0 -	0
	pm+pt			Perm		Perm	Perm					
Protected Phases	7	4				10 19 19 . 61 14 14 14 14 14 14 14 14 14 14 14 14 14 1		2	经特殊 的			
Permitted Phases	4			8		8.	2					
Total Split (s)	∮9.0≀	- 38.0 ≒	0.0	-29,0	29.0	29.0	_ 22.0		0.0	. 0.0	0.0	0.0
Act Effct Green (s)	na etter om manera ada satur baser	22.7		h. carling Africa - manuscrapher and of	22.7	22.7	29.3	29.3				
Actuated g/C Ratio		0.38			0.38	0.38	0.49	0.49				
v/c Ratio	Sarah Mariya kesti kas	0.46	D14.1.00076.6096477104.	NATIONAL CONTRACTOR AND CONTRACTOR	0.86	0.09	0.08	0.35	ors words a retrem and s	o caramo fronte de Nabel o arte	wetnami samo samo samo	CALABORE WAS A LANGUAGE
Uniform Delay, d1		13.6			17.1	4.8	8.2	6.9				
Delay	HIGH THE COLOR OF COLOR	13.3	ercentera com	The subsection of the subsecti	20.6	6.3	9.5	8.0		WWW.S. LINE FOR	STATES AND VICE OF	SEFORESCHER LENGTSPRE
LOS		B			C	A	: A	Ā				
Approach Delay	era partera e	13.3	elegas verbacilism	and valuebase	19.3	oraniemosoka	hemens are	8.3		esumpessaren 2021a -	Terlettade (1990-1991)	en rouseuus onto
Approach LOS		В			B			A.				
Queue Length 50th (ft)	Mary Crant Cot 3	70			156	4	14	49		etano de portana	ene also energy designed	Autobiedlikelijkie
Queue Length 95th (ff)		107			#308	11	29	97				
Internal Link Dist (ft)		776	4.0049.00 4 8		968	electrical	as to respect to the second	870			1150	
50th Up Block Time (%)					THE SEA						A Subst	3 7 7 7 7 7 7 7
95th Up Block Time (%)			Siaria Signal			理学をおより	125			**************************************	Entertag e n	
Turn Bay Length (ft) 50th Bay Block Time %	Medical				43%	, 50	120					
95th Bay Block Time %			siefre n eg	165 - S W. 2165	43% 51%	ens oral	Warani Pila		Da-idhagaa	dadisələrini bəylə		Kafilanin
Queuing Penalty (veh)		A Property of			24			正意教: 30%	H7电槽MES	TARKETA C		
•					24							
intersection Summary												
Cycle Length: 60												
Actuated Cycle Length:												
Offset: 0 (0%), Referen				nd 6:, S	Start of C	Green						
Control Type: Actuated		nated										
Maximum v/c Ratio: 0.8		Stad John St. Spr. Wilder	Negativa Rillingsterent and service	and the state of t	TEST CONSIDERATION	TOTAL STREET	Contraction	Establish management and a sec-	E-AND THEORETICS HANDS IN THE COM-	BENGELSHAN SHIP	المستندة الواضوارين والم	BEECK-MINAL STATE
Intersection Signal Dela					Intersec							
Intersection Capacity U			eligida periode de la composition della composit		ICU Lev			This was with white week	angas ki kappanan manan	Takki finantorea ese atricio	and a special contract	ie w przej wierzegowia wiele ik w be
# 95th percentile volu					nay be I	onger.						
Queue shown is ma	ximum :	after two	cycles.									

Splits and Phases: 9: Congress Street & Valley Street



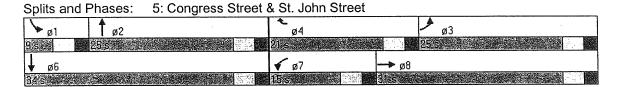
J. Congress offeet a								A			1	J
	<i>></i>		*	1	4		1	Ť	1	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR:	NBL	NBT	NBR /	SBL	SBT	SBR
Lane Configurations	3/2	↑ \$		ħ		7		† ‡			44	. Collet Marin Mr. Derman
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0 /	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1787	3295	0	1626	0	1615	0	3502	0	0	3527	0
一、一种的方式、1990年度的工程的概念。如果有限的基本。如果是有一种的工作。	0.950			0.950							0.623	
Satd. Flow (perm)	1787	3295	0	1626	0	1615	0	3502	0	0	2210	0
Satd, Flow (RTOR)		- 235	Table Special			171		5				
Volume (vph)	389	451	391	125	0	378	0	678	33	70	454	C
Peak Hour Factor	0.94	0.89	1:00	0:87	0.25	0.95	0.92	0.89	1.00	1.00	0.95	0:92
Heavy Vehicles (%)	1%	2%	3%	11%	0%	0%	0%	2%	13%	0%	2%	0%
Lane Group Flow (vph)	414	898	0	144	0	398	. 0	795	0	0	548	
Turn Type	Prot			Prot	C	ustom	,,		CI	ustom		
Protected Phases	3	!⊹8∵		7.		4		2		1	6	
Permitted Phases		F1. 4 . 7 . 7 / F . 5 / F 1 / F . 5	1 Section of Children of Head Section .	A STATE OF THE PARTY OF THE PAR		4				1		
Total Split (s)	25.0	31.0	0:0	15.0	0.0	21.0	0.0	25.0	0.0	9.0	34.0	0,0
Act Effct Green (s)	20.5	25.6	en With et al. Committee of the	10.6	Societ (182 ma2014 Sporter), sellenter i Sporter	15.6	and the ASS, This print proces is been sufficiently de-	31.9	- Tagle o complete and representations of the		31.9	
Actuated g/C Ratio	0.26	0.32		0.13		0.20		0.40			0.40	
v/c Ratio	0.90	0.74	CES A CONTRACTOR SELECTION AND	0.67		0.88	20.000	0.57			0.62	
Uniform Delay, d1 🔻 🖖	28.8	17.4		33.1		17.5		18.6			19.2	
Delay	42.0	17.5	(Color 20 Alex	37.5	and the second s	25.2	C TOPPER OF THE SEC SHEET	19.5			20.5	
LOS	D	· B		D.		C.		B.			C	
Approach Delay	OCATOTTE: BENNYGERN BAS	25.2	State of the state	Cultural of State Senting of the Association	28.4	CO-PRODUCTION COMMISSION NAMED	ARREST WALLANDS	19.5	No. 7 Philips 7 To Principle State S		20.5	MARKET TO CONTRACT
Approach LOS	的表现的	C C			- C			- B	Charles III		er i⊬-C	
Queue Length 50th (ft)	198	149	Oliv Master State (1994)	69	or unsernance meditioned	110	THE REAL PROPERTY OF PERSONS	164	THE REPORT OF THE PARTY OF THE	part management to men,	116	er a Landon entito
	#360	. 213		#135		#262	54 15 3	218		Pik na	173	
Internal Link Dist (ft)	STATE OF THE PARTY	1004	Consideration of the Constitution of the Const	and the first of t	776	SSBackgoon Service (Spain, or	the state of the s	849	contracts of combined Risabadh	three control of the section of	1196	erne verser mener
50th Up Block Time (%)			,									
95th Up Block Time (%)			National services of the ser	SN 250 MARINE PROPERTY	Park Sales Sales Sales Control	Sylvanic Whet the state of the	Attacher mer state de la constitución de la constit	THE STATE OF THE S	a com a vera colora e como de la colora de la	Krawen Arterio, la ma-	ne Saletinia aperili Mestaliki	t Liv Joyaf as a Mada (
Turn Bay Length (ft)												
50th Bay Block Time %	ense ekonomikata	PUDGARAN TAN TERRET	en area and an area and	and the supplemental states and	HANGEL NEAPPERATURE	Mentago enterdirenti de de	hda, a ki di sisti (* dia Marina.	es e gostas presidento per a	100 PER TENTE - 2 POR SIN	EPPERENCE OF THE OU	eggith a transfer of the service under the	Constitution and employed
95th Bay Block Time %										ter.		
Queuing Penalty (veh)	A CONTROLLEGIS		· 图844年8月8日日	entropolicas (***)	CO GANTARBATANASA	Submitted States of the Control of t		Contaments Andurable	1 ESPON LORNE SPIRE LIGHT	general de la como de	(Assume assue that	nere et preferen vene
• • • • • • • • • • • • • • • • • • • •						i (Santa)				21755255		
Intersection Summary												
Cycle Length: 80	HEROTE STORE CASHES AND AND AND	iga ng philippo ng katapa kataba makan kat	Laining processing the interess of		engerige des	in description of the second	energy of the state of the	recessioners		MARKENSAN ANDERSAND	BESTERATOR SACRAS	and Charleston
Actuated Cycle Length:												
Offset: 0 (0%), Referen			NBT ar	nd 6:SBT	, Start	of Gree	n	n Filippo Martin Colonia de Santo		ESPONINGES - PA	enimenten ve	NICHEMBY DINE
Control Type: Actuated	-Coordii	nated										

Maximum v/c Ratio: 0.90

Intersection Signal Delay 23:5 Intersection LOS C
Intersection Capacity Utilization 85.2% ICU Level of Service D

195th percentile volume exceeds capacity, queue may be longer.

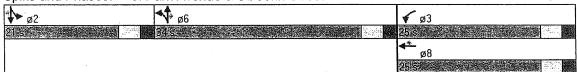
Queue shown is maximum after two cycles.



	≯	-	*	1	4	1	•	†	<i>></i>	1	+	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT:	NBR:	SBL	SBT	SBR
Lane Configurations					44	7	ď	र्स	74		र्स	7
Total Lost Time (s)	4.0	4.0	. 4:0	4:0	4:07	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	0	0	,0	3504	1599	1681	1746	1568	0	1872	1583
Flt Permitted					0.989		0.950	0.981			0.994	
Satd. Flow (perm)	0	0	0	0	3504	1599	1681	1746	1568	0	1872	1583
Satd. Flow (RTOR)						199			115			. 45
Volume (vph)	0	0	0	174	678	141	846	382	168	35	289	102
Peak Hour Factor	0.92	0:92	0.92	0.88	1.00	0.71	1.00	1.00	0.83	0.83	1.00	0.87
Heavy Vehicles (%)	2%	2%	2%	5%	1%	1%	2%	1%	3%	0%	1%	2%
Lane Group Flow (vph)	. 2 0	0.	0	- 0	876	199	595	633	202	. 0	331	117
Turn Type	work beginner . No No.	en de la company de la comp	و کورد دی کارت در انتخاب در این د	Prot	unt barin (hagiring) ayan terrinda	Perm	Split	Security Strategy VIII	Perm	Split	وراد الإفتار بالنظامة بالمشاري النجا	Perm
Protected Phases				3	. 8		: 6 :	6		2,	2	
Permitted Phases	nation of the contract of the	a di Salah di Marangan di Kabangan di Kaba	L'A compositue a citale	Section discussion in	a.undrui S.E. Jahren	8	American Company	o le oMassas	6	Har contact	Therefore the source	2
Total Split (s)	0.0	0.0	0.0	25.0	25.0	25:0	34.0	34.0	34.0	21.0	21.0	21.0
Act Effct Green (s)	CATALONIO CATALONIO DE SENTE	remosternikowi.	- - 	renderes la colo	21.0	21.0	30.0	30.0	30.0	runt notwie state	16.5	16.5
Actuated g/C Ratio		Transition of the	The Lates		0.26	0.26	0.38	0.38	0.38	fag.fu	0.21	0.21
v/c Ratio	ternan separahan	Sahir kabupatèn Kus Suh	of the Alberta Carolina	1245 was nister	0.95	0.35	0.94	0.96	0.30	and the section of th	0.85	0.32
Uniform Delay, d1	183				28.7	The state of the state of the state of	-23,8	- 24.2	7.1	34.25	30.3	16.1
Delay			COMMON PAR		43.6	4.0	42.6	46.4	8.1	600 0 000000000000000000000000000000000	40.0	17.6
LOS					D	A	, D	D	· A		. D.	В
Approach Delay	051A5-461981		8958 2 883888		36.2	nanana kantun	erasancande	39.4	endiki kupat kana		34.1	25.750 - 75.200 25.750 - 75.200
Approach LOS		1		7 (88.8)	D	•		D.			, C	
Queue Length 50th (ft)	CIRCLE CONFISCIO	eresta e		urana tarah	226	0	296	320	28		159	30
Queue Length 95th (ff)		1008	and the second		#346 4636	⇒ 20	#514	#547 1196	63		#296 806	71
Internal Link Dist (ft)	36 355 4 653	1006			4030			1190	10700175	acari	800	
50th Up Block Time (%) 95th Up Block Time (%)			100			4.	A Septimina		Jan. T	APOLIAL.		
Turn Bay Length (ft)	95 TOP (1951)	on The Special S				200			.100			
50th Bay Block Time %			51.00		12%		C. Hessel	44%	- 100°			
95th Bay Block Time %					× 37%		(55%	2.12			
Queuing Penalty (veh)	de Landon.				48	1.25		100				No. of the last of
· · · · · · · · · · · · · · · · · · ·					10		-0.					
Intersection Summary												
Cycle Length: 80		Parincipal del del del del				的是这次为37个1000多年。	rigita (apparatus	Name and the	PS ASSESSMENT OF THE PARTY OF T	nerika kanangan dan		elagani kend
Actuated Cycle Length:						Stewarts.						
Control Type: Actuated-		ainated	-072/2011/474/2015 ¹⁵	andri saser	neantaine	en e		n seeds to	Tujar Kirl		oesatwaanowal	n-referension
Maximum v/c Ratio: 0:9												
Intersection Signal Dela		Voc.				tion LO		188628141Kod	4)名在 新 2階級数	sentiteteler.	en kinnen monte den	
Intersection Capacity U				200100	as you will have they will be	el of Se	rvice D		如物的性	加加速		
# 95th percentile volui	me exce	eds ca	pacity, c	queue r	nay be l	onger.						



Queue shown is maximum after two cycles:



	١	-	*	•	4	•	4	1	<i>></i>	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	⊮\$BR
Lane Configurations		414			41	7	ሻ	1>		ሻ	₽	er, manager track A. June 4
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	3168	0	0	3201	1425	1624	1617	0	1624	1617	0
Fit Permitted		0,791			0.862	9.	0:613			0.200		
Satd. Flow (perm)	0	2523	0	0	2773	1425	1048	1617	0	342	1617	0
Satd. Flow (RTOR)		9				307		. 15			. 17	at .
Volume (vph)	46	274	21	67	540	270	90	263	67	97	174	49
Peak Hour Factor⊨	0.89	0.89	1.00	0.88	0.80	0.88	88.0	1.00	0.95	1.00	0.95	0.98
Heavy Vehicles (%)	0%	1%	4%	1%	1%	2%	0%	3%	0%	0%	3%	0%
Lane Group Flow (vph)		- 381	' 0	0	751	307	102	334	0	97	233	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			8		1	6		5	2.	way objectively.
Permitted Phases	4			8		8	6			2		and the second of the second
Total Split (s)	45.0	45.0	-0.0	45.0	45.0	45.0	10.0	30.0	0.0	.15.0	35.0	0:0
Act Effct Green (s)		25.4			25.4	25.4	20.2	18.5		15.5	16.1	s controlle on france of \$2 tems.
Actuated g/C Ratio		0.40			, 0.40	0.40	*0.31	0.29		0.24	0.25	
v/c Ratio		0.38			0.68	0.41	0.24	0.69	Marcol States Inc. 19	0.36	0.55	orienta i cua dell'ar lectric docta y
Uniform Delay, d1		12.9			15,4	0.0	. 17:4	18.8		18.6	- 18.8	
Delay	na aominin'i Nobel no divin	14.6	HANGTHIS NAMES NOTE WITH BURNES	na mendera da managan de como esta esta esta esta esta esta esta esta	17.1	2.2	22.6	22.8		23.7	23.3	CASSES FOR SELECTION TO AN
LOS		' B			B	A	C	C		C	C	
Approach Delay	· de . W como efficio e Liberalica e	14.6	ne control and the second of the second	· in the walking a property of the	12.7	Pendinanan weeks frances wh	eriamones ráma mason	22.8	-entition of the contract of t	womm	23.5	Tarabastana kalendara
Approach LOS		,			, - ; B			· C		in de la company	: C	
Queue Length 50th (ft)		56	Las A Service is approximately to the	ania e transcanda de la compresa de	132	0	32	117	unts atherical views of out-	33	80	o weloviator o avecano
Queue Length 95th (ft)		101,			186	41	82	255	3	81	172	
Internal Link Dist (ft)	premeen alephorael to	4636	Referensieren er Politike	THE STREET, THE POST AND THE RE	1568			1200	ADMID NUMBER PROCESS	encontentario de la	904	europate e Referencia
50th Up Block Time (%						1						
95th Up Block Time (%)	ktineri heis somotifitisatnah	national new years and a second	ia maa lalawaa in esta esta esta esta esta esta esta esta	Englischer utschlieben ein	denist for Mariables		VERNINGSPITTS LINE (ARTHUR)	December van destablenden de	eNobrekerswahabab. 06	entring of Valuation	erranden en erilar
Turn Bay Length (ft)		ž,				150	125			. 75		
50th Bay Block Time %			METER TOWN	wardto Rayand			STEPRESION STANDARDOS	5%	nak Britan perikisiski ke	ente Warawa	13%	Wisher State of Sales Pe
95th Bay Block Time %					14%			39%		12%	43%	
Queuing Penalty (veh)					22			22		13	27	
Intersection Summary												
Management of the Control of the Con		n august military a grant property and and	CHANGE CONTRACTOR	- ANTONIA SANTANIA		en aur all et	numer planting by	A THE PARTY OF THE PARTY	ro-accessor and the second second	And the second second section in	ALL THE PROPERTY OF THE PARTY O	TOTAL STORE TO PERSONS

Cycle Length: 90

Actuated Cycle Length: 63.6

Control Type: Actuated-Uncoordinated

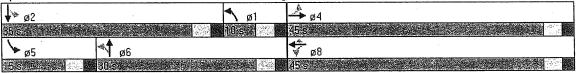
Maximum v/c Ratio: 0:69 Intersection Signal Delay: 16.6

Intersection Capacity Utilization 74:5%

Intersection LOS: B

ICU Level of Service C-

Splits and Phases: 17: Park Avenue & Deering Avenue



	▶	>	4		1	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	Vindrantification and according	4	^	e fickada de Landousto filasso.	¥	Carrier Control of Con	
Sign Control		Free			Stop		
Grade Volume (veh/h)	70	0% - 669	0% - 587	53	0% -5:-	27	
Peak Hour Factor	1.00	1.00	1.00	1.00	ر 1.00	1.00	
The body and the control of the cont	79	669	587	53	5	27	
Pedestrians	en uni serie e a caracterization de la caracteristica de la caracteristi		2041 14 Debted Dates (1921)	See Characterization			der eine eine Verlagen in der State von der der Verlag von der Verlag von der Verlag von der Verlag von der Ve
Lane Width (ft)				i i			
Walking Speed (ft/s) Percent Blockage	zanterios sur s		61503 C20043 C20	Tarina de America		英克斯拉斯利亚阿德纳巴斯利尔德斯 。这种社会与普及斯克尔·克里尔尔尔斯里尔	医细胞溶解 的复数人名英格兰 医乳腺 医乳腺性 医皮肤 电波线电影
Right turn flare (veh)							
Median type	Art market	- 100 August 100			None		
Median storage veh)	68/52/2017 (28 4- 5)		i delikari				
Upstream signal (ft)			ing property.				
pX, platoon unblocked				ne viscopitaci de la	THE THE THE THE THE THE	en e	edek distably when the commence of the construction of particular manifestation
vC, conflicting volume vC1, stage 1 conf vol	640				1440	614	
vC1, stage 1 conf vol							
vCu, unblocked vol	640				1440	614	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)	range of the state	ers Track of Parish Made Made Market			and the second second second	water make a managara a ang a magani a an an an ar an	town to the control of the control o
tF(s)	2.2				3.5	3.3	# 1 (1.27 st) # 1 (1.27 st)
p0 queue free % cM capacity (veh/h)	92 - 954				96 135	95 496	新疆的1000年度1900年2月2日 - 1000年 10
The first transfer to the companies of t					. ၊ဝပ	490	
Direction, Lane #	EB/19	一些是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一	SB1		La como		
Volume Total Volume Left	748 79	640 0	32				
Volume Right	, s	53	5 27	100			
cSH	954	1700	350				
Volume to Capacity	80.0	0.38	0.09		and the		
Queue Length (ft)	7	0	7	ZICTARIS CIDAGATURO 4 PROPERTO		antenera menera antenera antenera da menera de la composição de la composição de la composição de la composição Carro Margolia Calabria, artificação de la composição de la composição de la composição de la composição de la	As and section in a section of the first of the section of the sec
Control Delay (s) Lane LOS	2.1	0.0	16.3				
Approach Delay (s)	A 2.1		C 16.3		7 5 4 2		
Approach LOS	W# 5 :10	U .U			1/40.X0		
Intersection Summary	dica.						
Average Delay			1.5				
Intersection Capacity U	ilization		87:0%	i de la	: :Ulleve	of Service	
	enederal Peril V.S.	altaringen		(petroling) 高級政策	Manager of the State of the Sta	MENT AND THE TOTAL OF THE STATE OF THE STAT	59726カンデル9本のアクト82年開発で設置。

27. Congress officer	A			<u>_</u>	<u></u>	A		A	Sh.	(1	<i>j</i>
	<i></i>		*	•			7	1		>	+	4
Movement	EBL	EBT	EBR	WBL	SOUTH STONE SHOWS	WBR •	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations	Bachsteine de Robertstein	}	MOVERNOUS NAMES OF	reintropografierendia	4		ሻ ምርያውያ ሲያመር መመር መ	20 020 03868451	ji Kuadaniya irka	er - Saltes of La	4	, 化进行工作设置 形型
Sign Control		Free:		Sept 10 to 1	Free			Stop		据的生态	Stop	
Grade	edia resona	0%	*************		0%			0%	sus kan-i	Alama Ala	0%	
Volume (veh/h)	0.4	686	19	32	542	4 00	30	编 j 0。	60	1.00	4 00	16
Peak Hour Factor Hourly flow rate (veh/h)	1.00 0	1.00 686	1.00 19	1.00 32	1.00 542	1.00 0	1.00 30	1.00 0	1.00 60	1.00	1.00 4	1.00 16
Pedestrians	U	್ರರಿಂಗ್ನ		1,104				THE R. U.S.	. 00	je 1 ₂₀ i ∠ 200.		10
Lane Width (ft)		TO HELD								ridistristri.		
Walking Speed (ft/s)	isati dalahal				in/haveau. 122	Litale est 1000	de sa dinois	NAMBAR AR I	S. Marcolle (Sp. 7)	des de la compani	\$76日,才数64多6	2.200000000000000000000000000000000000
Percent Blockage		1.6										
Right turn flare (veh)		MAN 2012 2014 11 14 14 14 14 14 14 14 14 14 14 14 1	(ACHEROMETER SANDO) C	a en en en en en en en en	a cera acabar delegad		atherage and arrest	STANDARD STANDARD	daent narge e an ae	808-1000cm 170-77	emeseka (milily sabia)	Jan-1916 Martin Co
Median type								None			None	
Median storage veh)									- Carrier Street Street Street Street		to the set of a set to	deliberate and other a
Upstream signal (ft)		1048	NAME OF									
pX, platoon unblocked	aktoju ospovene energe den francisku osp	on an cuntralist Pla	Parint Cronstant Pa	0.80	laknesississas häleesissa	Sanctine School Sanction (Cont.)	0.80	0.80	0.80	0.80	0.80	Paragraphy (Charles
vC, conflicting volume	542		ini.	705			1320	1302	696	1362	1311	542
vC1, stage 1 conf vol		n Tanaga a a a a	TERRETORIS.		(2011)	7 7 7 2 P. C. Y. S.		(1969-2017-65T	renistra	1982 154 I 1861	seenlatic	9007.200.EEE
vC2, stage 2 conf vol	542			630		3.00	1400	1378	619	1453	1390	542
vCu, unblocked vol tC, single (s)	542 4.1			/ 4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			1,2170						1,0.2		*. : 9.9	
tF (s)	2.2			2.2			3.5	∮ ≑ 4.0	3.3	- 3.5	4.0	3.3
p0 queue free %	100			96			65	100	85	97	96	97
cM capacity (veh/h)	1037			764			86	112	392	72	110	544
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	705	574	30	60	ا بات 22							
Volume Left	0	32	30	0	2	(Contagna)	KELET AND					Mark 1985
Volume Right	19.	0.	- 0	60	_ 16							
cSH	1700	764	86	392	235	2 52 124 157 157	BETSTERNE ENTED	en e		54 (45) (14) (14) (14) (14) (14) (14) (14) (14	Makarin verseins	
Volume to Capacity	0.41	0.04	0.35	0.15	0:09							
Queue Length (ft)	0	3	34	13	8	SEARCH CONTRACTOR SEARCH CONTRACTOR CONTRACTOR	MAKESTAN STREET, STREE				The state of the s	The the second s
Control Delay (s)	0.0	1.1	67.5	The second secon	21.9							
Lane LOS	e table (green de production of the formation	A	F	C	C	Parket State Commence	recordination and the	norgani obsessitu saa	renderation and the second	elan ak-res grijaka di kom	is and another constraint to the	nniaureciaeaea
Approach Delay (s)	0.0	="1,1	33.0	166	21.9							To a service of the s
Approach LOS			D		С							
Intersection Summary												16.76
Average Delay			3.0									
Intersection Capacity U	Utilization		71.1%		ICU Lev	el of Se	rvice		C			
A STATE OF THE PROPERTY OF THE										-		•

	≯	-	4-		-	4						
Movement	EBL	EBT	WBT 1	NBR =	SBL	SBR						
Lane Configurations	ሻ	Ŷ	ĵ >		¥					and the second s		APRIL S
Sign Control	***	Free	Free		Stop							400 to 1140 to 1140 to
Grade		0%	0%		0%							
Volume (ven/h)	87	572	581	34	21	98						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	al e roden	News and Service West of	erenda halish	For the South	Addison-structure	Provide
Hourly flow rate (veh/h)	: 87	572	581	34	21	98	450.540		Water St.		的第二字字章	
Pedestrians Lane Width (ft)	ing Thijo kal	ari yelar	Agriakūt,ikul	adas wa		i i	· Lagar	akati neda	do Leigh ar	i Daur I Alba	988 J. S. (1834)	145
Walking Speed (ft/s)			机混合物									
Percent Blockage					43448773			Track - 5		Line Alserie	5363322233	14 76
Right turn flare (veh)			ioecenia ini				(38.41) 南部の地で	「胸を光灯」。 15			. 190,979 921.11	i kiri
Median type					None							# 17 M
Median storage veh)	rista de Propinsion de Principa de				P. S.	iko Zapienzy spiritożnych mieks	Peppelator (privilent and incl.)	gundefüggen kunger für	econy againg payment	1 14.13 (A.M.)	i prava a na sala na s	7
Upstream signal (ft)											a de la Production de la Company Esta de la Company	
pX, platoon unblocked	rugenylik kitarnegyengka mengandak	the trade of the second section to the second	.vo.c.047.4640405050505049869	di Melendo par como	spiritija jauniju intenderensja	registernik dan Aras sas	adago, a arangan aren o	m forms the estates of entires	a walansasan arras i in c	K 157 Set i Zer SSS. A	onother "Débassies descrite	dis varyumi
vC, conflicting volume	615				1344	598			1965 - 1965 1866 - 1965			
vC1, stage 1 conf vol		NATIONAL PROPERTY.						(96):202:31332 <u>1</u>				h kara
vC2, stage 2 conf vol vCu, unblocked vol	615				1344	598						
tC; single (s)	41				64	6.2			In Sales		salas estado estado de Servicios estados esta	
tC, 2 stage (s)			A 11 THE PERSON			35 Y. C. W.			1 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
tF (s)	2.2				3.5	3.3				godo hagedo. Domodonio	10 10 10 10 10 10 10 10 10 10 10 10 10 1	
p0 queue free %	91				86	80	lead the Evolution	Seminari Medikan Kanada	Diserted English (EPV) 2 (F)	19 och #E2422411 2 x 8 *Color	, Paragain Carrest 1960	AND SHAPE
cM capacity (veh/h)	965	- T			1152	502						
Direction, Lane #	EB 1	ER 2	WRi	SB1								
Volume Total	87	572	615	119								Market Services
Volume Left	87	0	0	21				III TERAMENAA LO			nerekten i m ater	PARTARE
Volume Right	. 0	0	34	98								
cSH	965	1700	1700	357	ue e experimental de la composition de	anderson were an area		s administration of the con-	1996/2012 24:15:00 22:00	# VP VIEW V TO THE COURT	P. Galdellings, A. Herzelle, Balland	
Volume to Capacity	0.09	-0.34	0.36	0.33						解的影響		
Queue Length (ft)	7	0	0	36	water and the second	rvan servada das reins	omanieko ibioako	derskillelafalkisi hallari	oftware Willewicker	 Card maker field will all 	r Para belga sagarifik ilan ya kabig	2590-039
Control Delay (s)	9.1	0.0	0.0	20.0								
Lane LOS	A 12	on contract	~ ^ ^	C 20.0	detail areas	orași posecul		868 7 00 (20)	e energyeten			
Approach Delay (s) Approach LOS	s,		UU									
•	eliskistojesi ja constitute	Appending the second of the second of				rigina y p iego arazurroa n	STATE OF THE PARTY	Marie Caracia Antonio	e Marie San Harrison States and	STF 20162011800114640114	erroren errore	Addinatives of
Intersection Summary												
Average Delay		TATALLA SING IN	2.3	Managara (San 18	en e		egyperapriya in	SAMO CARLES	egas (CAC) (Se IIAE)	and the below where the la	1984 (1989) # #1098#	e e e e e e e e e e e e e e e e e e e
Intersection Capacity U	uuzation		54.7%		CU Leve	el of Sen	vice :		L. A.			

	•		*	•	-	•	4	†	/	-	†	1
Lane Group	V EBL 1	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR:	SBL	SBT	SBR
Lane Configurations	إو	^}		ሻ	ĵ.		ሻ	\$			ર્લ	7"
Total Lost Time (s)	4:0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	:4.0	4.0
Satd. Flow (prot)	1624	1622	0	1624	1590	0	1518	1651	0	0	1644	1454
Fit Permitted	0.270			0.156	透透的學生	据经数	0.485				0.533	
Satd. Flow (perm)	462	1622	0	267	1590	0	775	1651	0	0	895	1454
Satd. Flow (RTOR)		. 16			. ⊹ 39∜		14464	15	5.新酒类			108
Volume (vph)	70	438	97	20	339	133	162	289	37	108	159	84
Peak Hour Factor	1.00	0.93	1.00	0.75	1.00	0.93	0.82	0.88	0.67	-0,93	1.00	0.78
Heavy Vehicles (%)	0%	3%	1%	0%	3%	2%	7%	1%	3%	3%	1%	0%
Lane Group Flow (vph)	ACCOUNT OF MARKET PARTY OF THE	-568	0.5	27	482	0.	- :198`	383	10 S	0 -	275.	108
Turn Type	Perm	the of the contract of the contract of	tuat Turperter July Arabeth 11 dece	pm+pt	and the second section to the second	to the Nation September 1990.	pm+pt	iola with the receive	Silver of Substant fold Start	Perm	entares astable estado	Perm
Protected Phases		4 -		- 3	. 8) 15 P (1994)		6			2	
Permitted Phases	4	TO THE SECOND SE		8	SENDER FOR I I A OF THE OWN	oderský kulton kertikolitis	6	White States a dailying	STREET VALUE SELFERE	2	, reinaria esta	2
Total Split (s)	27.0	27.0	0.0	.:∴8:0	35.0	. 0.0	9.0	35.0	0.0	26.0	26:0	,26.0
Act Effct Green (s)	23.2	23.2	reconstruitable over displace	28.7	26.2	nemanne le commune	31.1	31.1	osaski odnovnosa i svoko	danaraha awa ka	22.1	22.1
Actuated g/C Ratio	0.36	. 0.36 ∈		0.41	0.40		0.48	0.48			0.34	0.34
v/c Ratio	0.43	0.97	erren i suscicioni lides	0.14	0.73	etter val der trede	0.46	0.48	figit since testing from the	mas kortes	0.91	0.19
Uniform Delay, d1	17.6	22.0		12.4	14.4		13.6	12.6			22.6	0.0
Delay	19.5	51.1	reconstitutes and l	13.7	15.5	NEROVALED (V [†] 198	14.4	12.4	THE REPORT OF THE PARTY	acquificant on Price	53.1	4.4
LOS	B'	D.	Prints	/ - B	. B	的形象	B.	B	研集经济		D	A
Approach Delay	mendes des Thakeneses	47.7	EVE-Person EMPACCATOR	essivettues poi at	15.4	enaro erest de san	an en	13.1	A SERVI SUL DA	eschiolenti sullationne	39.4	Cago location
Approach LOS	e de suite.	D.			В		Depart	A B		An Arm to L	D OF	
Queue Length 50th (ft)	19	194		5	143	2 成本 15 未2000年)	40	84	sardistinia (k.)	välustivaet. Se	95	0 6654
Queue Length 95th (ff)	#65	#452		16	245	75 iyi	. 85	178			#260	22
Internal Link Dist (ft)	Skatak in Classica ia	860	Sikis lehali yak		1600	natur Vitar	eralis outes	1344	a i randorik	water state	1200	5 7 19 10 20 20 20 1
50th Up Block Time (%				Mail Side		Pilant	\$49.0° c1/			Tak leak		
95th Up Block Time (%		9-96-272-46- 96 -759		·	Rouseses (1.13	FIS NEWS FRAN	地間第一公 許・特	Maria Parina de Po	GRasti videsk	Karra i	ales alesas	TERMANDE
Turn Bay Length (ft)	75)	CATEGORY THE PROPERTY CHANGES		- 75	240/		SW. M.S		过程 344 77	Plant. 3		
50th Bay Block Time %		42%		en wie recht	34%	ining pagagain			Marana ang Palana Marana ang Palana			
95th Bay Block Time 9		62% 36			41% 10		neris et				2017	
Queuing Penalty (veh)		30			10	-						
Intersection Summary		166										

Cycle Length: 70

Actuated Cycle Length: 65:3

Control Type: Actuated-Uncoordinated

Maximum V/c Ratio 0.97

Intersection Signal Delay: 28.9

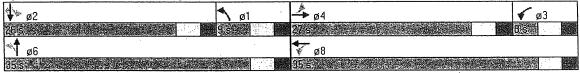
Intersection Capacity Utilization 90.1% ICU Level of Service E

Intersection LOS: C -

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles:

16: Congress Street & Deering Avenue Splits and Phases:



	۶	>	*	•	←	4	1	†	<i> </i>	>	↓	4
Lane Group	JEBL	(EBT	EBR.	WBL	WBT*	WBR*	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्सी			ર્લ	7	7	₽				
Total Lost Time (s)	4:0	4.0	4:0	:4:0	4.0	4.0	4.0	4.0	-4.0	4:0	4.0	4.0
Satd. Flow (prot)	0	3503	0	0	1824	1553	1805	1682	0	0	0	0
Fit Permitted		0.893			0.845		0.950					
Satd. Flow (perm)	0	3134	0	0	1552	1553	1805	1682	0	0	0	0
Satd. Flow (RTOR)						37		85			不可解	
Volume (vph)	21	533	0	90	504	43	58	146	134	0	0	0
Peak Hour Factor	0:79	- 0.98	1.00	1.00	0.96	-0.58	-0.79	0.91	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	3%	0%	4%	4%	0%	1%	8%	2%	2%	2%
Lane Group Flow (vph)	F650	571	∜ ⊹ 0		615	74	73	318	0	-0	0	0
Turn Type	pm+pt	The state of the second		Perm		Perm	Perm			·		
Protected Phases	7	1 - July 4 - F			8			2	海路数 字			
Permitted Phases	4	. Notes to the company of the	the part of thirds in a land.	8		8	2					
Total Split (s)	9.0	38.0	0.0	29.0	29.0	29.0	22.0	22.0	0.0	0.0	0.0	0,0
Act Effct Green (s)		25.0		The second second	25.0	25.0	27.0	27.0				
Actuated g/C Ratio		0.42			0.42	0.42	0.45	0:45				
v/c Ratio	,	0.44			0.95	0.11	0.09	0.40				
Uniform Delay, d1		12.5			-16.9	5.2	9.4	7.8				
Delay		12.8			36.4	6.6	9.7	8.2				
LOS		В		P	· · · · D	A	×ΓΑ	Α				
Approach Delay		12.8			33.2			8.5				
Approach LOS		\mathbb{R}^{n} , \mathbb{R}^{n}			C			A	18			
Queue Length 50th (ft)		74			205	8	14	51				
Queue Length 95th (ft)		111			#401	15		- 103				
Internal Link Dist (ft)		776			968			870	And the second second		1150	-71 to 1840 Ward
50th Up Block Time (%				1,540				(1911年的			可能测度等	
95th Up Block Time (%	s)				and the same of the same	mineral come a continuo con mo	The second second	. I Maria Maria de Augusta de la composición dela composición de la composición de la composición dela composición de la composición dela composición dela composición de la composición dela composición dela composición dela composición dela composición dela composición dela composi	100	. mem e la		
Turn Bay Length (ft)						- 50	125					
50th Bay Block Time %					47%							S. o Woodaash SoS
95th Bay Block Time %			rylysja Pyroge	Herrio.	54%			- 2%				
Queuing Penalty (veh)					.37							
Intersection Summary									184			
Cycle Length: 60			THE BUTCH PROPERTY.		ACTUAL DESCRIPTION OF THE PERSON OF THE PERS	ASSET A SECURITION OF SECURITI			March 12 Comment	TELESCOPE TELESCOPE		CLACON COLUMN CONTRACTOR CONTRACT
	NGA PATRICION	Auforoantenousus as	ingo presentanyon.	ekengrilinterer dis open	MANAGER POLICE AND	endingueses dans	takontopa Antonia	and the second of	rawan senagan ka	DESCRIPTION AND	NAMES OF STREET	Salar Sa

Actuated Gycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green

Control Type: Actuated=Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 20.3 Intersection LOS: C

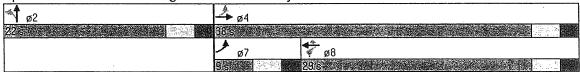
Intersection Capacity Utilization 76.5%

ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Congress Street & Valley Street



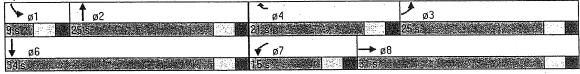
5: Congress Street &	51. JC	<u> </u>	361								77/2	./2.00-1
	≯		*	1	4	•	4	†	*	-	1	4
Lane Group	EBL	EBT	EBR	WBL:	WBT:	WBR.	NBL:	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† \$	I Secondary Company Company	7	AND AND THE PARTY	7	SESSION PROPERTY AND A SESSION OF THE PERSON	† }			44	
Total Lost Time (s)	_4:0	4.0	4:0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1787	3299	0	1626	0	1615	0	3502	0	0	3524	0
	0.950			0.950						A STORY	0.594	
Satd. Flow (perm)	1787	3299	0	1626	0	1615	0	3502	0	0	2108	0
Satd. Flow (RTOR)		217				171		5	atam ayanda. Marin da	はまる		
Volume (vph)	389	472	391	150	0	417	0	678	33	81	454	0
Peak Hour Factor	0.94	0.89	1:00	0.87	∞0.25	0.95	0.92	0.89	1.00	1.00	0.95	0.92
Heavy Vehicles (%)	1%	2%	3%	11%	0%	0%	0%	2%	13%	0%	2%	0%
Lane Group Flow (vph)	414	921	. 0	172	THE PERSON NAMED IN	439	0	795	SA 5 955 / "F + D 43 541.	0	559	0
Turn Type	Prot			Prot	C	ustom	ent de l'acception	Gasta dinada, Paura Katalia	CI Company	ustom	yandanan atau <u>tan</u> i	Viscos conollecto
Protected Phases	3	8.		2 7		. 4	建分类	2		1	6	
Permitted Phases	galagyakan yan hadi, adapatan	enterbenantials insuls in softense	Teacadasidikich ist ist in baks	LT Blood Sell is - Tomber 1984	nosta esta difense	4		entrat og kogstavi:	la those an <u>droisin</u> e agic	1 bandania ina-	- a statement	inc entire an
Total Split (s)	25.0	31.0	0.0	.15.0	0.0	21.0	0.0	25.0	0,0	9.0	34.0	0.0
Act Effct Green (s)	20.5	26.3		10.8	企 ▼明確なお用すめに収録	16.6	**************************************	30.9	kan persanan dan sak	A SERVER PROPERTY.	30.9	amentalikannesi
Actuated g/C Ratio	0.26	0.33		0:14		0.21		0.39	- 		0.39	
v/c Ratio	0.90	0.75	\$200 BR\$670-94	0.78	SUPERBANCIS SERVA	0.93		0.59	enilaaiskistan	\$2000 BEEFE	0.69	Lagra zanea
Uniform Delay, d1	THE RESIDENCE OF SHARE	17.8		33.4		18.8		19.3			20.5	
Delay	42.0	18.1	takaring paga	45.5		37.1	Barren eres e	19.9	rieu Streie	and the second	21.5 C	viziletus u
LOS	₩.:D	B		D		D-		B			ں 21.5	
Approach Delay		25.5	STATEMENT STATE		39.5 D	etako selek	Serbiu Falaton	19.9 B	isa Kanastist		2۱.۵	
Approach LOS	400	-		0.4	يل ويدي	136	Marin Carl	164		979.45	ت 122	49000000000000000000000000000000000000
Queue Length 50th (ft)	198	- 226	aridan sila	84 #1 7 4		#313		218	A CADAMA		182	
Queue Length 95th (ft) Internal Link Dist (ft)	#360	1004		#114	776	#3 IS		849	4 7554197.	1885 E (Salt)	1196	一种 使制
50th Up Block Time (%)		1004		1885 Sec. 77	770							NAMED
95th Up Block Time (%)						energy (PHILE T			
Turn Bay Length (ft)	PERSONAL PROPERTY.							Page 75	2.85		in in the	
50th Bay Block Time %						¥ S					TO LIZERONA.	
95th Bay Block Time %				MARKET &					at Figer			
Queuing Penalty (veh)		(以2012年1月1日)	[1] (4) (4) [1] [1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2	CENT NO. 18 NO.		\$6**\G10457F*		elinga tengga e	cidado a cidrosculos	MUNICIPAL CO.	- 61. 0.70 (dw.284)	Production and specific
, , ,												
Intersection Summary												
Cycle Length: 80		UNITED SERVICES		PERSONAL TOAL	0.2585.00850	eccentrates est	tribani sari de	\$455@98%055@ee2*		erene ze izok	enevanana	ALCONO CUSTO DE
Actuated Cycle Length:				10.00	F 011							美数型
Offset: 0 (0%), Referen				เน ช:58	ı, ətart	oi Gree						
Control Type: Actuated		iate0.⊪			JP/4 W	e Gestination			Never His			
Maximum v/c Ratio: 0.9	transfer from the banks of community of the second				Intersec	tion LO	S. O.					
Intersection Signal Dela				not activities lateral	TO THE RESIDENCE	rel of Se	大学の 一日 一日 日本				MARKET TO	

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: Congress Street & St. John Street

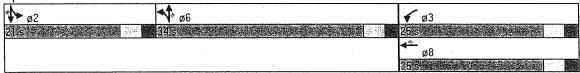
Intersection Capacity Utilization 87.8%



ICU Level of Service D

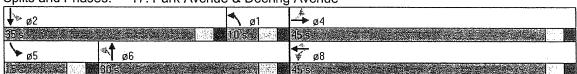
)	>	*	*	4-	*	4	Î	<i>p</i> -	\	Į.	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		29. ing menongo district	Mark the many the Land	Call of the State	414	7	ሻ	ર્ન	*	773.495-24.201.501.501.501.	ા	<u>*************************************</u>
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	0	0	0	3504	1599	1681	1744	1568	0	1872	1583
FIt Permitted					0.989		0:950	0.980			0.994	克克斯 斯
Satd. Flow (perm)	0	0	0	0	3504	1599	1681	1744	1568	0	1872	1583
Satd. Flow (RTOR)				Marie Sala		199			1111			40
Volume (vph)	0	0	0	174	691	141	879	388	168	35	300	102
Peak Hour Factor	0.92	0.92	0.92	.0.88	1.00	0.71	1.00	1.00	0.83	0.83	1.00	0.87
Heavy Vehicles (%)	2%	2%	2%	5%	1%	1%	2%	1%	3%	0%	1%	2%
Lane Group Flow (vph)	- 20	0,	- / O	(i) iO	. 889	199	614	653	202	0	342	117
Turn Type	Carrier Carrier New York Carrier	ontel alto benato co	and the first in the first	Prot	Marithus services to the	Perm	Split	gapat a felicines in a	Perm	Split	vir adictes e	Perm
Protected Phases		eranie za	105146	3	::::::8 <u>:</u>		6	66		2	2	
Permitted Phases	doedana a			and an effect		8	ologia kenara	ika ostabasik	6	10. W. S.	an assession	2
Total Split (s)	0.0	0.0	0,0	25.0	25.0	25.0	34.0	34.0	34.0	21.0	21.0	21.0
Act Effct Green (s)	ar e se eligible de la perio	HPRETONESSATION	and take the following		21.0	21.0	30.0	30.0	30.0	satian udah d	16.7	16.7
Actuated g/C Ratio v/c Ratio		(Pagarettija (d. 1915) Market Alemani	- 11 12 14 14 14 14 14 14 14 14 14 14 14 14 14		0.26	0.26	⊚0.38 0.97	0.38	0.38	AIR STO	0.21	0.21
Uniform Delay, d1	deletas Stegania	CHARLE-SIGN	ZPAPTAPTA		0.96 28.9	0.35 - 0.0	24.4	0.99 24.8	0.31 7.4	enstavava a	0.87 30.4	0.32 - 17.2
Delay		enada" (Ligital)			46.4	4.0	49.0	54.0	8.4	/對解答外表	43.1	17.2 18.5
LOS					40.4 D	4.0 A	49.0 D	34.1 D	0.4 (A		43.1 D	10.3 - B
Approach Delay					38.6			45.7			36.8	
Approach LOS					::		and the second	D	ka a ka		00.0 D	
Queue Length 50th (ft)		Janes Maria		Brate HEVEL	231	0	311	335	30	21072207567235	166	32
Queue Length 95th (ft)					#353	- 20	#536		65	est a rebession	#309	73
Internal Link Dist (ft)	PRINCE CHEMISTERS	1008		Parket Tarraka (1970)	4636	in the lands with worker	STORESTONE REPORTS	1196	2. 6. 3.4.3.5.46.4.2.6.6.8	metric supers a succession.	806	K-KSEKI-SIMESTA
50th Up Block Time (%)												
95th Up Block Time (%)	Strongstrotument at with	errigit productivi a communi	arat gara venen iner ine g	an Charles and the contract of the	ALCOMOTO THE PROPERTY OF THE PARTY.	owner with water	PERSONAL CONTRACTOR	mage at 1988, tage to be a con-	ti filozofia ag-divirti promatici	er er frank fr	en market en	no rustini makana a
Turn Bay Length (ft)						200			100			10
50th Bay Block Time %					13%			45%				
95th Bay Block Time %					38%			· 55%				
Queuing Penalty (veh)					50			101		•		
Intersection Summary					10.7							
Cycle Length: 80	and an instrument											
Actuated Cycle Length:	79.7											
Control Type: Actuated-	Uncoord	dinated										
Maximum v/c Ratio: 0.9	的工作的。由于他们用户基础中的任务											
Intersection Signal Dela		ing the first of t	• s mluigiddinishedae of Proc	and the second second second		tion LO		z obsornacjani osklav sv	area e a Company	ultinover destrict in the	estro es oscircostribe	ant organizaci melebbera
Intersection Capacity U	Carried and a second of the second	A CALL SO THE WILLIAM		CHARLES THE COLUMN	Carrier Sent Server 1 2,5141 4	el of Se	rvice D				产品的	
# 95th percentile volu					nay be l	onger.			aristi oproessimat.	Marialo VIA	SECTION AND SECURIS	
 Queue shown is max 	ximum a	itter two	cycles		表表表 型							
Splits and Phases: 6	Park A	venue 8	St Joh	nn Stree	et							

Splits and Phases: 6: Park Avenue & St. John Street



	<u> </u>		_	_	4	4	4	· •	<i>p</i>	1	L	1
Lane Group	EBL	- For	v Coo	wai.	MAZIDTE	Webs.	V KIDI	NOT	· NIDIO	en!	V COT	
Lane Configurations	e jedlej	्राध्य संक्रे	EBR	VVDL	WBT⊪ 4†	WBR *	NBL ነ	€TBN 4	NBR /	《SBL》 ኝ	SBT	SBK
Total Lost Time (s)	4.0	4.0	°≠ 4.0°	4.0	∙нт - 4.0	r 4.0	ր - 4.0	⊬ 4.0	4:0	1 4.0	1≽ 4.0	
Satd. Flow (prot)	4.0 0	3168	4.U 0	4.U 0	3201	1425	1624	4.0 1612	4.0 0	- 4.0 1624	4.0 1617	4.0
Flt Permitted		0.790	(100 - 100 -		0.857	1423	0.613	1012	villeinik	0.200	1017 1448 #123	0
Satd. Flow (perm)	0	2520	0	0	2757	1425	1048	1612	0	342	1617	7.417.44 0
Satd. Flow (RTOR)		2020			2131 63100 74	307	1040	1012		34Z	1017	U
Volume (vph)	46	274	21	70	540	270	90	263	80	97	174	49
Peak Hour Factor	::10:89	0.89	1.00	:0.88	0.80	0.88	- 0.88	- 203 - 1.00 ⊆	0.95	- 1.00	70:95	્.0.98
Heavy Vehicles (%)	0%	1%	4%	1%	1%	2%	0.00	3%	0.93	0%	3%	0%
Lane Group Flow (vph)	% 0 /0	381	- 0	. 70 	755	307	i 102	347	0 /8		233	0 78
Turn Type	Perm	AND THE LIST OF		Perm	TIME YYE	A COLOR MEDICAL PROPERTY OF THE PERSON OF TH	pm+pt	MAYALES	化环烷物 化电影电影	pm+pt		****** Y
Protected Phases	STITI	∆			8	or contract	PHI PL	6		5 5	9	a y way
Permitted Phases	4	mader plant in		8	HOLENSKY II	8	6	PARTITION.		2		e Setele
Total Split (s)	.45.0	45.0	0.0	45.0	45.0	45.0	10.0	30.0	0.0	15.0	35.0	0.0
Act Effct Green (s)	e e e e e e	25.9	TALLEY CLARK		25.9	25.9	20.9	19.2	> = 9.9.4	15.7	16.4	MANAGE AND
Actuated g/C Ratio		0.40			-0.40	0.40	0.31	0.30	eren za	0.24	0.25	
v/c Ratio		0.38	1017 EAST 75	roles viels	0.69	0.41	0.23	0.71		0.37	0.55	14,014,1810,150
Uniform Delay, d1		13.1			15.8	0:0	17.5	18.8		18.9	19.1	Facilità
Delay	KIN MIKANTINI NY	14.8			17.4	2.2	22.7	24.0	Marka William	24.2	23.8	
LOSÍ		В			B	···A	C	 C		 ∵ C.	C	
Approach Delay	EBLTSON CONTRACTOR	14.8	BERSS ASTUUR	TRAGE SEMEST	13.0		41 BANKA AKAM	23.7			23.9	
Approach LOS		.∉B		1927 billion og Stoffer og som	∴ B		militaria.	C			. C	25.55
Queue Length 50th (ft)	Productive Colors	58	Sarat Barbara	and the first of the state of the transfer	138	0	32	124	3 \$64-400 (81 (64 v.)	34	83	A CONTRACTOR
Queue Length 95th (ft)		101			. 187	41	82	#272	表示控制 。	82	173	
Internal Link Dist (ft)	Trans menticitiza esta filozofia	4636	Striff or Tellischunderich	and Greek storing Aller.	1568	elebber in Konte verschiebereit	Maria de la composição de La composição de la composição	1200	uzegraenk fytr a tem.	indiana alemana and	904	(1996) to [14] (199 48) 1 884
50th Up Block Time (%)		7.00									
95th Up Block Time (%))	concentration Art respectively.	Sales Applications and Analysis	e Park (Berker) (K. K. Jackson) (F. F.	andre subsequently in the professor	AND CONTRACTOR	engriggescher gewone	ar agailtí la calangan	SAVERSPESES	Manufallan (1995)	ing matala sa nambang talap	reconstructions
Turn Bay Length (ft)		je T	151 (2.74p)			150	: 125			75		
50th Bay Block Time %			and the control	an gan yang an an an an an an an	1%	esse (1930 en 1947) : Vilher (1944 filmer 1970)	weekings out the contract to the	8%	7.1400 (1.15) (1.15) (1.15) (1.15) (1.15) (1.15)	7*************************************	15%	and property and controlled and to
95th Bay Block Time %			e Polyada		14%	aren en e California		41%		12%	43%	
Queuing Penalty (veh)				and the second second second second	22			25	on making the transition	14	28	
intersection Summary									4-150			
Cycle Length: 90												
Actuated Cycle Length:	64.7		POTENTIAL			V 70 V 52 V	MARKET SERVICES			Vateraute		0455511927 6
Control Type: Actuated		dinatod										
Maximum v/c Ratio::0.7		umaleu				ve geran		fineric			72年李波區	
Intersection Signal Dela					Intersec	tion I O	Ç∙ B	teres in				A SECTION
Intersection Capacity U		75 50/		SINGLE Many of the second of the control of the	enco contrato e accuma consenso concesso de	to the beauty of the broad of the party of the	ervice C	PEN SER	ertagen.		je doktobil	e Territor
# 95th percentile volu							,iyi05-0	而在在時間論	357人5分散晚晚			
Queue shown is ma					TAGETA	ongon.	MATERIA.	WILLEYS.		47.15 July 1877	ry tresper	
The second of the second second			ادماماري	经包括不及的基本证明	MED 经营产	WASHINET	RATE CONTROL		reselvati	godfi Hilliagi.	1000円の開発機能	中门的影響觀

Splits and Phases: 17: Park Avenue & Deering Avenue



	<i>></i> *	-	4		1	4					
Movement	EBL	EBT	WBT a	WBR	SBL	SBR					
Lane Configurations	SURESHA PERSONAL PROPERTY CONTRACTOR	ર્લ	٦		¥			POPULATION AND COMMISSIONS AND			
Sign Control		Free	Free	Narali	Stop						
Grade	en de en de como	0%	0%	ars barrer a charge at	0%	Americans (Nover 1911), cla		111. a. 10 a.C. 11.		The second second second second	
Volume (veh/h)	er 100 to been wheth value of the first	717	690	53	5.	27					
Peak Hour Factor Hourly flow rate (veh/h)	1.00 79	1.00 - 717	1.00 690	1.00 - 53	1.00 5	1.00	XIII STATEMBUS A		Europasia Montalo espera	PENDERMAN	
Pedestrians	, r. r. 9 ,	产生1/2	เลือด	ု့ ၃၁		27					
Lane Width (ft)	174452		6-17-75 37 2		A tribit			机议表的机			
Walking Speed (ft/s)				erandometer.			energeories (section)	(1) 19 14 14 14 14 14 14 14 14 14 14 14 14 14			
Percent Blockage			reas Alaries Service		装排放	ale chie de la comp	48.01 (Fr. 1			5.32/35	
Right turn flare (veh)	en o transctione	s of the STATES of BASIS LOSS	No Complete St	ale destruit de la constant	Control of the section of	Marie Transfer of Million (dustrial de la company			Same disaster	
Median type		A Springer Seg			None						
Median storage veh) Upstream signal (ft)	orowenski										
pX, platoon unblocked		6 7 MEZ 1886									
vC, conflicting volume	743		1.2		1592	716		100			
vC1, stage 1 conf vol	1289F244 F. FE-1285V 646 (1-5/16)	i, refresiona vialendo il finazioni		i ingleti i stancologica ett			PARTALLER SERVICE IN A				
vC2, stage 2 conf vol											
vCu, unblocked vol	743 4.1				1592	716	and the contract of the contract of	Lengthyly i senting arguet	gundit dah karish autoro	S = 0.750e14 of Philippoint Geograph	
tC, single (s) tC, 2 stage (s)	4.1				6.4	6.2					
tF (s)	2.2				3.5	3.3	siri sigisla.				
p0 queue free %	91			1. 化生态的 化二氢甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	95	94		260500000000491 5 2			1
cM capacity (veh/h)	873				-109:	433	www.				
Direction, Lane #	EB 1	WB 1	SB 1	n with the						7.5	e constant
Volume Total	796	743	32						r Kerendan di	THE STATE OF SELECTION	1
Volume Left	79	0	5	the bright own that he will be the	Control of Control	an Markuran Amerikan Kanaran Santan Santa	mentini andre, et Pri se della et dissipiti di	THE REPORT OF STREET		an en en et der dies Sanders er er er er ein Sta te	•
Volume Right	0.	53	27								Metallin
cSH Volume to∤Capacity	873 0.09	1700 0.44	295 0.1 1		STATE OF THE		eriorateren.		rijeka, obosta		i
Queue Length (ft)	7	0.44 0	9.11								Š
Control Delay (s)	2.3	0:0	18.7							Trigger 25 2	2010
Lane LOS	A	tykiky tipologi (1238) jest til liga ja	C	nografiangalian safiind	are and restrict the second	etropolis anno 1000 (1900)	ososta, nativitata, 1412	1965 - 115 ON 11 TH (SPEEMS CO.) TV	emon Bride (Fried Fried)	or of the state of the second	*
Approach Delay (s)	f (2.3)	0.0	18.7					n is 16 Antis Antis Proposition			A CONTRACTOR
Approach LOS			С							•	
Intersection Summary											SHOWING.
Average Delay		ego yagawa cana	1.5		and the second second second	Stands Contraction of the second		an in Edigle (Ministry & State Stat	ETTE PERSON IN A SERVER STREET	eren kingerberg erente verstoren er	es.
Intersection Capacity Ut	ilization		95.0%	## 10	CU Leve	l of Servic	e i i i i i i	E			10000

	J		*	1	4	1	4	Ť	<i>></i>	1	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT:	WBR •	≥NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	S. SPIGEZ V O SACRESONS	\$		790 ALA SK 144 AL	4		ሻ		۴		4	
Sign Control		Free	tin di		Free			Stop			Stop	
Grade	THE SECTION OF STREET STREET,	0%	in Control of the Burgon (Berk)	Aleks kurgungen Proposition (1996) prop	0%	administration desired in Section 1	1 CALL PR (\$50.147)	0%	elesztosákaki⊸re Hez	and statements	0%	C. Albert and stolen S
Volume (veh/h)	- O	734	19	≟⊹32 <i>/</i> ∘	-:645		30	is 0 -	60	- 2	4	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (veh/h)	0	734	19	32	645	0 0	30	0	60	h _ 2	4	116
Pedestrians						1124						
Lane Width (ft)											と表現数	
Walking Speed (ft/s)												
Percent Blockage						1.76			e de Fra		去的热	
Right turn flare (veh)												
Median type					的外域			None			None	1.36%
Median storage veh)	met d. N. or area or constitue or a	distribution for the construction of the	was a star of the constitution	Bankina delegan	unas, maan, un mah	a and their flex to be	one of the second	Succession			and the state of t	
Upstream signal (ft)		1048	Behel									er sie
pX, platoon unblocked	anana marana mata		Aprilla mara disabbah dan s	0.79	es London de la comp	ales a alexandre a	0.79	0.79	0.79	0.79	0.79	on day 2 and one descriptions.
vC, conflicting volume	645			₁753 ×			1470	1452	744	1512	1462	645
vC1, stage 1 conf vol	nigres en avenderet et egen	Northean Santa Action of	STREET TAGES - VIRGINA		u nemne da un rea a dina	Nickeld replacehouse was	reticule (Teature by) well-basel's	NATIONAL SOUTH AND A SOUTH	indre a substanta a substantina de la compansión de la compansión de la compansión de la compansión de la comp	Malesand at Strate Co. 1881 Charles	المحادثات والمرسط بالوادران	-LTTer, Tour to Principles (Ph. St. Spr.)
vC2, stage 2 conf vol		474,633 (3) 32,945								and the second		
vCu, unblocked vol	645	CONTRACTOR OF STATES		688	ACT OF BOOK ACTUALISM	CEE STRAIGN NAMES STORE	1595	1572	676	1648	1584	645
tC, single (s)	4.1			: 4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	Normal Programmer, Mp. 10	rer (no se artituentan di			ent of the contract of the state	# Administracy rocke too		eristanienski 256 ostober 1	ella Browska (20) elektronomia	niáry ven brokerovén	ar interpretation	visional resolution (CD)
tF(s)	2.2			2.2			3.5°	4.0	3.3	3:5	.4.0	3.3
p0 queue free %	100		ventre existe	96		New Colombia & Piccond	51	100	83	96	95	97
cM capacity (veh/h)	950	16 - 16 A		720		Administration	62	84	360	51	- 83	476
Direction Lane#	EB 1	WB-1	NB 1	NB 2	SB-1				- 1			
Volume Total	753	677	30	60	22	1923(1)		il olym	Fording States			
Volume Left	. 0	32	30	0	2	t marketek i. A				Mark Sound	(Arthus Pay 1997	TO REPORT
Volume Right	19	0	0	60	16					vert ver i de		
cSH	1700	720	62	360	181	Control of Control of Control	ana mpinana na 1919.	and property of the left ".	regulation of serve	en feller av inspiresse	aboth udding 2 m.s	att. Paratriales
Volume to Capacity	0.44	0.04	0.49	0.17	0.12			er etk				
Queue Length (ft)	0	3	48	15	10	randa in the second	Marie Deliveration of the	ALL ROBERT SPECTURES (C	in programment of the section	the first state of the section of th	LOCALITY CONTRACTOR STATE	
Control Delay (s)	0.0		109.6	17.0	27:6				が速度を			
Lane LOS	venenius in segulită de libri.	A	F	C	D	eco-Tootsentalfallusateleks	um merentunda 1278789	er committee a supera contract of section of	a when he was a substitute	sa e me savren da la cirilla.	an eterio"desella	ow-transformation with
Approach Delay (s)	0:0	≕ 1.2	47.9		27.6		70 S S S S	Reference.	一个可能的			
Approach LOS	.ma nonered to 6 to 9 to 50	. symmetric date of \$50	E		D	. aug 2000 (175) . 1985 W	and the second section of	AN AMERICAN TO SERVE	- mail - 1 - 1 - 1 - 1			
Intersection Summary												
the state of the s			3.7									
Average Delay	111221122		3.1 82.7%	Mas en	OTHER SE	ar of of	Billage day	18850-70a	desember.		Hollie Hari	STREETHER.
Intersection Capacity Ut	mzauon		oz.1%.		CU Leve	3 OI 26	vice		\mathbf{P}_{i}	質問 原金元	5.性神经阴	

	<i>></i>		*	1	+-	4	4	†	<i>P</i>	1	Ţ	1
Movement	EBL	EBT	EBR .	WBL	WBT	WBR	NBL.	NBT:	NBR =	SBL	SBT	SBR
Lane Configurations	7	₽		ሻ	₽		1/2		7		₩	
Sign Control		Free			Free		ipi ii	Stop			Stop-	
Grade		0%			0%			0%			0%	
Volume (veh/h)	⊯87	√572 🕏	∞, 4 8∵	. 46:	√581	34	103	0	19	21	0	98
Peak Hour Factor	1.00	1.00	0.60	0.60	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Hourly flow rate (veh/h)		″ 572 🍦	∮ 80 ∤	10	581	⊹:34⊹	172	0.5	32	21	* O	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage							1,64					
Right turn flare (veh)												
Median type	100 PM						靠进行	None		表现在不 Andress	None	
Median storage veh)	and the state of the state of the state of			Maria Mariana are								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	615			652			1485	1421	612	1396	1444	598
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	615			652			1485	1421	612	1396	1444	598
tC, single (s)	.4:1		1994 z 174	4.1			1.7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							_					
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.0
p0 queue free %	91			99			0	100	94	80	100	80
cM capacity (ven/h)	965			935			∹:76	123	493	. 103	- 119	502
Direction, Lane#	EB1	EB2	WB 1	WB2	NB 1	NB.2	SB 1					
Volume Total	87	652	10	615	172	32	* 119 ⁴	12.7%				
Volume Left	87	0	10	0	172	0	21	Course (Almandrator	eleterische Aufreit von 1881 in	mandalan, permandahan	e i esta annice de la	
Volume Right	0.5	- 80,	4 10	34	0.	32	98	114				and surface
cSH	965	1700	935	1700	76	493	298		enieralatei Ameter dana	SKOTOGRADSFEE BYGGE	TO SPENDEDOVETNIKES	SECTION AND ADDRESS.
Volume to Capacity.	0.09	0.38	0.01	0.36	2.25	0.06	0.40				7 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Queue Length (ft)	7	0	1	0	399	5	46	CONTROL VIA CO	CHEET NEW TREET WITH THE	是\$P\$	war tundensken.	Teres (1992) Calaba
Control Delay (s)	. 9.1		- 8,9	0.0		12.8	24.9					
Lane LOS	Α		Α	eronalendario della	F	В	C		ien grandar i institu	15.000, 2012 OUT (FG) 977	randering gares is a	
Approach Delay (s)	1.1		0.1		582.5		24.9			224275233	学學學學	
Approach LOS	re-transferent ATAC Transfer	18052545 (2166) (865	T-01-20-20-20-20-20-20-20-20-20-20-20-20-20-	arabik warangares	F	~ ####################################	C	er englich Jahren	s, saga kefing kitag ka Bilakila	enigh h (Beb) i naind	n artistusius sinistiis	eran et stetstetskijge
		ANTON TOWNS CONTRACT	47.92 Marks 1898								The state of the s	
Intersection Summary												
Average Delay	ang Siri John, Silah James Kanasanan Kanasan	o doctor in the conservation	72.5	elegge persent a loc	n. No. 28 N. State	Andright March 1981	states to be a control.	erania ana-erana are-	- PERSONAL PROPRIES	September 1	e a ji giyedanan wa	egranización interior
Intersection Capacity U	tilization		64.5%	Sec. 10	CU Leve	el of Sei	vice 🗀		B			

Baseline

30: Congress Street & EXISTING DRIVE Performance by movement

	EBL	EBT/#	EBR	WBL	WBT.	WBR:	NBL	NBR.	SBL	SBR	
Total Delay (hr)	0.2	0.5	0.1	0.0	0.4	0.1	1.1	0.0	0.2	0.7	
Delay / Veh.(s)	7.7	2.9	5.9	- 1.8 ≇	2.5	5.2	37.1	5.3	37.6	23.7	
Total Stops	46	0	0	0	0	2	108	20	20	110	
Travel Dist (mi)	6.2	46:0	4.0	0.3	47.7	3.4	14.6	2.7	. 2.2	12.1	
Travel Time (hr)	0.4	2.1	0.3	0.0	2.0	0.2	1.7	0.1	0.3	1.3	
Avg Speed (mph)	1.5	22	15	20	24	17	9	· 19	7	10	
Fuel Used (gal)	0.6	4.3	0.4	0.0	2.7	0.2	1.5	0.4	0.3	1.4	
HC Emissions (g)	2 1	8	1	. : 0 .	- ≨ 6 :	11	5	1.1	341	5	
CO Emissions (g)	71	281	36	1	107	22	207	33	26	174	
NOx Emissions (g)	6	27	4	. 0.	11	2	: 17	2	3	13	
Vehicles Entered	79	594	51	3	575	40	107	. 20	-20	112	
Vehicles Exited	79	599	51	3-	576	40	110	20	- 22	114	
Hourly Exit Rate	79	599	51	3	576	40	110	20	22	114	
Denied Entry Before	0./	0.0	0.0	0	- %-0	0.5	1.1	, 0	0	0 -	
Denied Entry After	0	0	0	0	0	0	0	0	0	0	

30: Congress Street & EXISTING DRIVE Intersection Performance

	Total Company of the
Total Delay (hr)	3.3
Delay / Veh (s)	74
Total Stops	306
Travel Dist-(mi)	139.2
Travel Time (hr)	8.4
Avg Speed (mph)	
Fuel Used (gal)	11.7
HC Emissions (g)	29
CO Emissions (g)	958
NOx Emissions (g)	84.
Vehicles Entered	1601
Vehicles Exited	1614
Hourly Exit Rate	1614
Denied Entry/Before	
Denied Entry After	0

Intersection: 17: Park Avenue & Deering Avenue

Movement	(EB	⊭EB∘	∗WB	WB	·WB	NB:	NB.	SB	SB		
Directions Served	LT	TR	LT	Т	R	L	TR	L	TR		
Maximum Queue (ft)	126	144	148	151	171	151	281	100	173		
Average Queue (ft)	52	49	101	73	61	49	114	41	80	er terminen somme mogel eroret	may rite, and Company of Complete
95th Queue (ft)	90	95	145	128	116	1111	190	77	154		
Link Distance (ft)	4623	4623	1614	1614	er Stemmer in a selected filter of the filte	e y messeggi at his mine is n	1202	Michigan was marked and and	931	annana ya uni apirini an	· · · · · · · · · · · · · · · · · · ·
Upstream Blk Time (%)							32000200				
Queuing Penalty (veh)			it me and analysis in an	THE MARKET WAS TO	talle stomberson s	THE RESERVE OF THE PERSON OF T	The second of the second	100 stg 012 01 P 1 2 P	1. March 10. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Control of the second	、「TINITAPINAY A TINKAB .
Storage Bay Dist (ft)			a whi		150	125		75			1366
Storage Blk Time (%)				0.00	0.00	0.00	0.05	0.00	0.09	14479 (1997)	. A HEDROOD AND MY 17700.
Queuing Penalty (veh)	HARLES IN	18-2		4.1	0	0	5 /5	0.5	8		在 以前,

Intersection: 27: Congress Street & Gilman Street

Movement '.	WB	NB	NB:	: SB	
Directions Served	LT	L	. R	LTR	
Maximum Queue (ft)	425	68	109	ु 51∋	
Average Queue (ft)	31	25	30	18	and the second s
95th Queue (ft)	134	- 52	. 66 .	-47	
Link Distance (ft)	920	926	926	1222	THE RESIDENCE OF THE PROPERTY
Upstream Blk Time (%)					
Queuing Penalty (veh)					The section of the se
Storage Bay Dist (ft)					
Storage Blk Time (%)					The state of the s
Queuing Penalty (veh)					

Intersection: 30: Congress Street & EXISTING DRIVE

Movement 2	EB	WB:	NB =	NB=	SB.					
Directions Served	L	TR	L	R	LR					
Maximum Queue (ft).	92	21	108	∄51∄	165					
Average Queue (ft)	28	1	59	14	62		er vracinistik in droaefedigidejd e	CONTROL AND COME OF THE CONTROL	26.1 (46.0.7 (47.0.0.0.4 (47.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0	AT IN HOUSE BROKE BROKESSING
95th Queue (ft)	61	.10	100	43	120				机纸纸牌	
Link Distance (ft)	362	404	716	716	576	Contraction of the contraction o	a detection by a comment of the property of the state of		erear metabolici	and the control of th
Upstream Blk Time (%)										
Queuing Penalty (veh)			The second second	and the same of the same	my, na , promise a na na na na na na	months and the providence and the second of	no distance in the recoverable	THE COURT COURT OF STREET PROPERTY.	Te to figure out in the resemble of the	US. Machinery September 1997 to 1997
Storage Bay Dist (ft)										
Storage Blk Time (%)								and a second of the proper desired of the first		CATALOGRAPHIC STREET AND THE PROPERTY OF THE PROPERTY OF
Queuing Penalty (veh)										

Nework Summary

Network wide Queuing Penalty: 237

Appendix C

Collision Diagrams
Trip Generation Counts

SHEET_/_OF_2 LOCATION ST. JOHN STREET FROM CONGRESS STREET A STREET TO NODE NO(S) 07181-67182 TOWN PORTLAND 8-4-03 DATE PREPARED __ YEARS REVIEWED 2000-2002 UNION STATION PLAZA 26 KINATZ 1 10-24 FTC 2 2 IMPLC 5-31 2 TAPTUE 1-11 CONGRESS GREYHOUND BUGGY D'ANGELO'S BUS STATION SHUP 239 X 235 EQUIV. PROP. DAMAGE ACC/YEAR 16 ACCIDENTS 2.57 .ACC/MEV. CRITICAL RATE FACTOR SYMBOLS LIGHT L DAWN (MORNING) 4. DARK (ST. LIGHTS ON) 7. OTHER 3. DUSK (EVENING) 6. DARK (ST. LIGHTS OFF) 2. DAYLIGHT 5. DARK (NO ST. LIGHTS) PEDESTRIAN -PP FATAL ACCIDENT BACKING - HCCD REAR END ROAD SURFACE DECHAR-HELLIE/WOHR E L DRY
L DRY
L DRY
L DRY
L DRY
SUBJECT
SUBJECT L DRY OBJECT HEAD ON -H4 ·**••**•• SIDE SWIPE : VEHICLE MOVING I TURNING DICYCLE -[8] IO OTHER APPARENT CONTRIBUTING FACTORS - HUMAN OVERTURN -O CHANGE LANE ANIMAL 2. FAIL TO YILD, RIGHT OF WAY'S IELEGAL UNSAFE SPEED
3. DISPEGARD TRAFFIC CONTROL DEVICE
10. PASSING
7. IMPROPER PASS-OVERTAKING PARKED VEHICLE CONTROL WEATHER F = FOG S = SHOW R . RAIN C . CLEAR SL - SLEET a a arond XW . CROSS WINDS VEHICLLAR 42 DEFECTIVE TIRE/FAILURE
43 DEFECTIVE LIGHTS
44 DEFECTIVE STEERING
50 OTHER VEHICLE DEFECT **INJURIES** 4L DEFECTIVE BRAKES
44. DEFECTIVE SUPPRISON K · FATAL A · INCAPACITATING B . NON-INCAPACITATING C . POSSIBLE INLIRY OR FACTOR INJURIES ROAD SURFACE OTHER LIGHT ACF REPORT NO. DATE TIME AB Ц DARK-4 21:32 WET-Z 025019 12-13-02 4 16:13 DAY-Z DRY-1 0 22494 10-24-02 DAY-Z 2 15:15 DR4-1 022823 10-31-02 017788 DAY-Z DRY-1 13:00 7-26-02 DRY-1 2 DAY-Z 021457 13:15 10-01-02 20:13 2 DARK-4 DR4-1 30,2 021678 10-5-02 DARK-4 WET-2 10 001316 1-11-02 19:00 DAY-Z 2 DRY-1 074210 7-30-01 15:15

SHEET 2 OF 2

				011001
LOCATION ST JOHN STE	REET FROM	A 70	CONGRESS	STREET
LOCATION		···		
TOWN ROZTLAND		I	NODE NO(S)	07181-07182
10111			, , , , , , , , , , , , , , , , , , , ,	
VENDS DEVIEWED 2000-	2002		DATE PREPA	RED 8-4-03

REPORT NO.	DATE	ПЙЕ	К	A	RIES B	С	LIGHT	ROAD SURFACE	ACF	OTHER
022637	9-13-01	15:50	_				DAY-2	DR4-1	2	
017882	6-5-01	16:25	_			-	DA4-2	DR4-1	2,14	
016054	5-17-01	15:20	_			_	DAY-Z	DR9-1	8,4	
002764	1-20-00	18:30					DARK-4	WET-Z	20,8	
00,38362	12-5-00	12:40	_				DA4-2	DR4-1	14	
00.14848	5-31-00	17:15					DAY-2	DR4-1	8	
00.31179	10-10-00	11:13				_	DAY-2	DR4-1	2,20	
00.22247	7-18-00	14:50		<u> </u>			DA4-2	WET-A	20	
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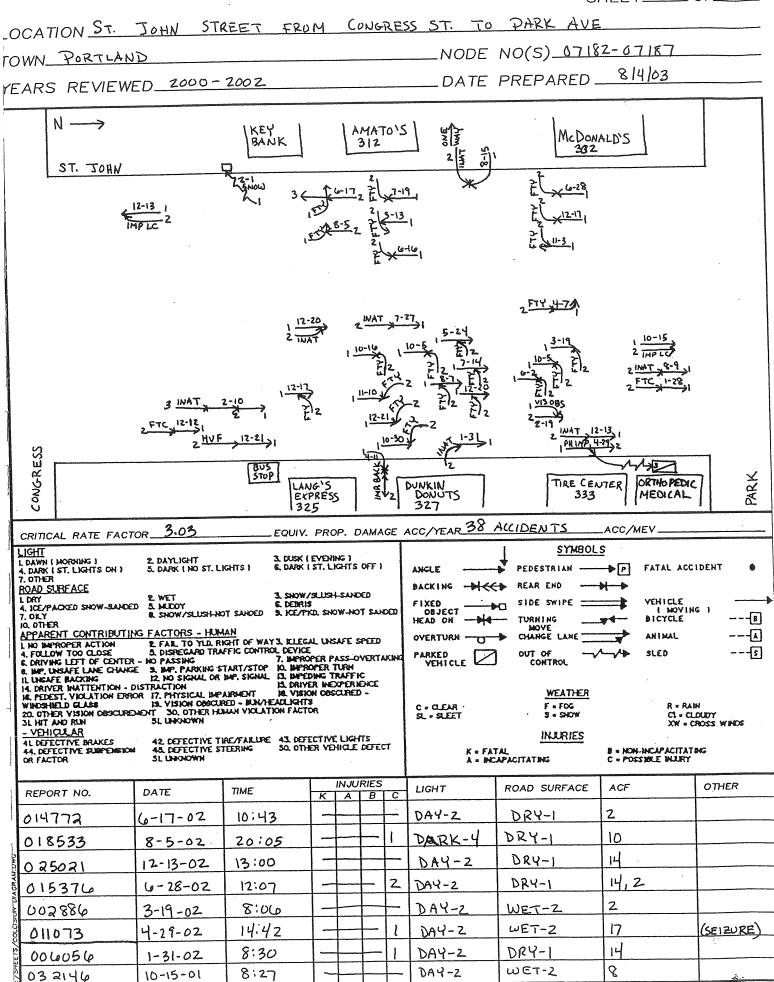
SHEET_1_OF_2_

OCATION ST.	JOHN ST	REET A	<u></u>	A		5 T	REET			
OWN_PORTI	-AND						NODE	NO(S)_071	81	-
EARS REVIEW		-a00a			·····		DATE	PREPARED.	8/6/03	
		1								
		/		NIC	N	ST	ATION PLAZ	A		
ST. JOHN STRE	ET				رکم		£17 6-10			
				(<u>}</u>	15	6-10			
					MAT	11-27	· · · · · · · · · · · · · · · · · · ·			
		[G], 11-2	. ,	4	-1					
,		PED W	10.				1-12-1			
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			1	12-13					•	
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	75	•.					·			V ->
	V									¥ - /
CRITICAL RATE FAC	TOR 1.28	EQUIV	. PRO	OP. D	ÄМА	GE /	ACC/YEAR 10	ACCIDENTS	_ACC/MEV	
LIGHT L DAWN (MORNING)	2. DAYLIGHT	3. DUSK	(EAE)	ING)		I		SYMBOL		
4. DARK I ST. LIGHTS ON) 7. OTHER ROAD SURFACE	3. DARK I NO ST. L	ights) e, dark	1 ST. L	KGH I S	OFFI		BACKING -	PEDESTRIAN	→PP FATAL ACC	IDENT •
L-DRY 4. ICE/PACKED SHOW-SAND	E WET ED S. MUDDY	S, SNOW B, DEBR J, KE/T CECHAR TO	t s			000		SIDE SWIPE =	VEHICLE (MOVIN	
7. OILY 10. OTHER APPARENT CONTRIBUT	ING FACTORS - HUN	IAN					HEAD ON -H	TURNING MOVE CHANGE LANE	BICYCLE ANIMAL	B
L NO IMPROPER ACTION 4. FOLLOW TOO CLOSE	2 FAIL TO YLD R 3. DISPEGARO TRA B _ NO PASSING	IGHT OF WAY 3, ICLE! IFFIC CONTROL DEVIC 7, MAPR	e Oper p	W22-0,		KING	PARKED PARKED	OUT OF -	And SLED	[S]
B. JAP. UNSAFE LANE CHAN	GE 3, BMP. PARKING S 12, NO SIGNAL OR	TART/STOP 10. IMP	ROPER 1	turn Raff k	c .		VEHICLE L	CONTROL		
14. DRIVER INATTENTION - 16. PEDEST, VIOLATION ER WINDSHIELD GLASS	ror 17, physical IMP 19 vigion oracij	AIRMENT 18. VIS BFD = BUNNEAULIGH	ion obs Ts	CURED		-	C • CLEAR ·	WEATHER F • FOG	R = RA	TH .
20. OTHER VISION OBSICUR 31. HIT AND RUN - VEHICULAR	5L UNKNOWN	ŕ					SL . SLET	3 = SXOW	C1 = C1 XW = C	DUDY ROSS WINDS
4L DEFECTIVE BRAKES 44. DEFECTIVE SUMPERSION OR FACTOR	42. DEFECTIVE TO 48. DEFECTIVE ST SIL UNKNOWN	re/failure 45. dei Teering 50. ott	FECTIVE HER VE	HICLE	is Defe	τ.	K = FA A = Inc	INJURIES TAL TAPACITATING	8 = NON-INCAPACITAT C = POSSIBLE INLEY	PIG
REPORT NO.	DATE	TIME	К	INJUI A	RIES B	С	LIGHT	ROAD SURFACE	ACF	OTHER
004003	3/22/02	16:50					DAY-2	DRY-1	14	
025012	12/13/02	9:30	<u> </u>				DAY-2	WET-Z	2,19	
006065	2/15/01	11:12	_			2	DAY-Z	DRY-1	2	
00.09680	3/13/00	14:56	_			_	DAY-Z	DRY-1	a	
00.12953	4/20/00	12:00	_				DAY-2	DRY-1	2	
§ 00.17749	6/10/00	14:15	 				DAY-Z	DR4-1	20,7	<u> </u>
00,21017	7/10/00	14:13	 -	<u> </u>			DAY-Z	DRY-1	14,17	0.0.1 *
00.28999	9/18/00 FLUENCE OF	PRESCRIPTI				二	DARK-4	DRY-1	16	<u> </u>

SHEET 2 OF 2

OCATION_S	T. JOHN	STREET	,	7 P		A	STREET	-		OF
OWN POR										
EARS REVIE	EWED_ 20	00 - 2 <i>0</i> 02)				DATI	E PREPARI	ED 8/6	/03
REPORT NO.	DATE	ПМЕ	T-	INJU A	RIES		LIGHT	ROAD SURFACE		OTHER
00.33935	11/2/00	17:19			1		DARK-5	DRY-1	16	
00.37626	11/28/00	15:30	<u> </u>			_		DRY-1	1 .	
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SHFFT / OF 2



SHEET 2 OF 2

OCATION ST JOHN STREET FROM CONGRESS ST. TO PARK AVE

OWN PORTLAND

NODE NO(S) 07182-07187

EARS REVIEWED 2000-2002

DATE PREPARED 814/03

REPORT NO.	DATE	ПМЕ	К	A	RIES	С	LIGHT	ROAD SURFACE	ACF	OTHER
03 0973	10-5-01	12:28	_			_	DAY-2	DRY-1	2	
030999	10-5-01	7:05	T-				DA4-2	DRY-1	2,14	
033755	10-30-01	13:06				ı	DAY-Z	DRY-1	2	
0 à 7205	8-7-01	18:40	-			_	DA4-2	DRY-1	2,13	
027444	8-9-01	17:56	_				DA4-2	DRY-1	14	
025773	7-27-01	17:25	_			_	DAY-Z	024-1	14	
040045	12-17-01	16:34					Dusk-3	ICE-9	2,13	
041182	12-21-01	13:37	_	· ·			DAY-Z	DR4-1	2	
039534	12-13-01	13:00	_				DA4-2	WET-Z	10	
1040949	12-20-01	10:40					DAY-Z	DRY-1	2	
040041	12-17-01	15:30	-	<u> </u>		_	DUSK-3	5NOW-3	3	
040944	12-20-01	19:25				E	DARK-4	DR4-1	14	
024754	7-19-01	8:15		<u> </u>	-		DAY-Z	DR4-1	14,2	
012445	4-7-01	13:10		-	<u> </u>	li	DAY-2	DRY-1	2	
009174	3-13-01	7:30		$oxed{\bot}$	<u> </u>	\vdash	DAY-2	5x0W-3	14.	
012809	4-11-01	8:00			lacksquare	\vdash	DAY-Z	DRY-1	11,14	
006379	2-19-61	12:14		$oldsymbol{\perp}$		\vdash	DAY-Z	DR4-1	20	
004146	2-1-01	20:20		\bot	\vdash	\vdash	DARK-4	WET-Z	14	R,S
00.40021	11-3-00	17:30		_	\vdash	\vdash	DARK-4	DR4-1	2	
00.39268	12-12-00	13:03		\perp	- 1	<u> -</u>	DAY-Z	DRY-1	4	
00.34708	11-10-00	19:10		\pm	\perp	\pm	DARK-4	WET-Z	2	
00.40449	12-21-00	13:11		\perp	\downarrow	\downarrow	- DAY-2	DRY-1	30	
00.18313	6-16-00	11:58		\downarrow	\pm	\pm	DA4-2	DRY-1	20,2	
00.21544	7-14-00	11:50		\pm	+	+	DA4-2	DRY-1	2,14	
00.16103	5-24-00	16:27		_	\dagger	士	DAY-2	WET-Z	26,2	
00.05875	2-10-00	12:50		+	\pm	1	DAY-Z	WET-2	14	
00.17012	6-2-00	17:10		+	11	上	DAY-2	DRY-1	20	
00.04561	1-28-00	16:45		\pm	\pm	\pm	- DAY-Z	ICE-4	14	
00.31703	10-16-00	15:35		\pm	士	2	DAY-Z	WET-Z	10	
00. 75205	8-15-00	22:19		\pm	+	+	- DARK-6	WET-Z	14	
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OCATION ST		TREET	A	,	<u> </u>	4KI			 אר	
OWN PORTL							NODE	NO(S)_071	011100	
EARS REVIE	NED_2000	- 2002 ·					DATE	PREPARED.	814103	
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ΛN	TOP 1.01				2,0	2 MATT S	2 SPAR 4-14-1-5 SPAR 4-14-15 SPAR 4-14-15 SPAR 4-14-15 SPAR 4-14-15 SPAR 4-14-15 SPAR 4-15 SPAR	ACCIDENTS	MEC MEV	N
CRITICAL RATE FACE LIGHT L DAWN (MORNING) 4. DARK (ST. LIGHTS ON) 7. OTHER ROAD SURFACE	2. DAYLIGHT 5. DARK I NO ST. L	J. DUSK ICHTS) & DARK	EVEN ST. L	ing i	OFF)	\exists	ANGLE -	SYMBOL PEDESTRIAN -		CIDENT •
L DRY 4. ICE/PACKED SNOW-SAM 7. OR.Y 10. OTHER APPARENT CONTRIBUT L NO IMPROPER ACTION 4. FOLLOW TOO CLOSE 6. DRIVING LEFT OF CENT 8. IMP. UNSAFE LANE CHA	R. SHOW/SLUSH-N FING FACTORS - HUN E FAIL TO YLD. R 5. DISREGARD TRU ER - HO PASSING NGF 9. MIP. PARKING S	IGHT OF WAY'S, ICLEG UFFIG CONTROL DEVICE 7, IMPRO TART/STOP 10, IMPR	S KO. SH AL UN E OPER P OPER	ow-ho safe s pass-o turn	T SAN PEED VERTA		OBJECT HEAD ON OVERTURN PARKED VEHICLE	SIDE SWIPE TURNING MOVE CHANGE LANE DUT OF CONTROL	VEHICLE I MOVII BICYCLE ANIMAL A-/A- SLED	B A S
IL UNSAFE BACKING 14. DRIVER INATTENTION EI IR. PEDEST, VIOLATION EI WINDSHIELD GLABS 20. OTHER VISION OBSCU 31. HIT AND RUN - VEHICULAR 41. DEFECTIVE BRUKES	- DISTRACTION RROR 17. PHYSICAL IMP 18. VISION OBSCU REMENT 30. OTHER HA 51. UNKNOWN 42. DEFECTIVE T	RED = BUNNHEADLIGHT MAIN VIOLATION FACT IRE/FAILLIRE 43, DEF	ER INE OH OB! 3 OR ECTIVI	Doperi Scuret E Ligh	ENCE)		C • CLEAR · SL • SLEET	WEATHER F = FOG S = SHOW INJURIES		IH LOUDY CROSS WINDS
44, DEFECTIVE SUMPERSON OR FACTOR	SL UNKNOWN	TEERING 50, OTI-	EK VE	niu£	TET E	- 1	K = FA A = HC	TAL CAPACITATING	B = NON-INCAPACITAT C = POSSIBLE INLIRY	
REPORT NO.	DATE	ПМЕ	К	INJU A	RIES	c	LIGHT	ROAD SURFACE	ACF	OTHER
020871	9-18-02	15:00	<u> </u>				DAY-Z	DRY-1	14	
013971	5-21-02	22:00	_				DARK-4	DRY-1	14	
009381	2-27-02	22;21	<u> </u>			E	DARK-4	WET-Z	2,5	
011415	5-5-02	00:58	_	_	ı	_	DARK-4	DRY-1	ή	0.U.I.
001809	1-14-02	12:28	_				DAY-Z	WET-Z	14	
002797	3-16-02	12:36	_	\vdash			DAY-2	WET-Z	8	
003115	1-16-02	19:35	T-	-	-	F	DARK-4	DRY-1	14	
E 0 0 1 1 1 1 1	2-14-12	11.: 40	-				DAY-2	NPU-1	114	

SHEET 2 OF 2

LOCATION ST. JOHN STREET AT PARK AVENUE

TOWN PORTLAND NODE NO(S) 07187

YEARS REVIEWED 2000-2002 DATE PREPARED 8/4/03

005360 012958 012958 012356 009060 003547 022238 034313 034313 033731 038044 018748	8-7-01 2-9-01 4-13-01 4-6-01 3-12-01 1-27-01 7-8-01 11-4-01 10-30-01 12-3-01 (6-13-01 11-2-00 7-27-00 1-22-00	17:28 12:45 16:50 19:38 15:20 10:00 19:40 15:15 14:50 9:35 15:00 16:34 11:38					DAY-2	DRY-1 1CE-9 DRY-1 WET-Z WET-Z DRY-1 DRY-1 DRY-1 DRY-1	14 30 4,14 16 2 15,14 14 8,14 4	
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	7-27-00	1		1	<u></u>		DA4-2	DR4-1	31	
00.23046		11:38		\vdash			Dusk-3	DR4-1	8,20	
	1-22-00		_	igsqcup		<u> </u>	DAY-Z	WET-Z	30	
00.03773		15:17			<u> </u>	1	DAY-Z	DRY-1	19	
00.09781	3-14-00	9:00	_			_	DAY-2	DRY-1	7	
- 1	3-21-00	9:20				$oxed{\bot}$	DAY-2	DRY-1	4	
00.13400	4-24-00	9:13			<u> </u>	1	DAY-Z	DRY-1	30,41	
00.14671	5-7-00	9:34	<u> -</u>	$oxed{\bot}$	<u> </u>	L	DAY-Z	DRY-1	5,14	
06.14744	5-8-00	14:21		1		\vdash	DA4-2	DRY-1	5,10	
00.20778	7-7-00	9:40		1		\vdash	DA4-2	DR4-1	5	
00, 21300	7-12-00	17:58		\pm		\vdash	DAY-2	DRY-1	5	
00.32431	9-19-00	19:19		\vdash	_		DARK-4	DR4-1	3,31	
00.34355	11-7-00	14:04		\perp	\vdash	\vdash	DAY-2	DR4-1	30	
00.40051	11-25-00	23:30		\pm	\vdash	$oldsymbol{\pm}$	DARK-4	011-7	31	
00.38243	12-4-00	12:57		上	3		DA4-2	DRY-1	5	
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COLLISION DIAGRAM SHEET / OF 1 OCATION CONGRESS STREET WEYMOUTH STREET AT NODE NO(S) 07245 PORTLAND DATE PREPARED 8/4/03 YEARS REVIEWED 2000-2002 アトつのアトリ IMP. TURN 2 INATT 11-26 TTANI 14-24 CONGRESS ſΝ EQUIV. PROP. DAMAGE ACC/YEAR & ACCIDENTS CRITICAL RATE FACTOR 1.00 .ACC/MEV. SYMBOLS LIGHT L DAWN (MORNING) 4. DARK (ST. LIGHTS ON) 7. OTHER 3. DUSK (EVENING) 6. DARK I ST. LIGHTS OFF) 2 DAYLIGHT 5, DARK I NO ST. LIGHTS I FATAL ACCIDENT PEDESTRIAN -→PP ANGLE BACKING - NCCO ROAD SURFACE DECHARACTECH DEL MONZ E L DRY 4. ICE/PACKED SHOW-SANDED S. MILDOY E. DEBRIS
5. MILDOY E. DEBRIS
7. ORLY
8. SHOW/SLUSH-NOT SANDED S. ICE/PKD, SHOW-NOT SANDED VEHICLE SIDE SWIPE = MICYCLE OBJECT HEAD ON -FB TURNING IO, OTHER APPARENT CONTRIBUTING FACTORS - HUMAN APPARENT CONTRIBUTING FACTORS - HUMAN

L NO MARROPER ACTION 2. FALL TO YILL RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED

4. FOLLOW TOO CLOSE 5. DISPEGLARO TRAFFIC CONTROL DEVICE

6. DRIVING LEFT OF CENTER - NO PASSING 7. MARROPER PASS-OVERTAKING

8. MP. UNSAFE LANE CHANGE 3. MP. PARKING START/STOP 10. MARROPER TRAFFIC 12. NO SIGNAL OR MP. SIGNAL 13. MAPEDING TRAFFIC 14. PRIVER MATTENTION - DISTRACTION 13. DRIVER INEXPERIENCE 14. PRIVER INEXPERIENCE 14. PRIVER INEXPERIENCE 15. VISION OSSCURED -ANIMAL OVERTURN -CHANGE LAKE -[3] PARKED OUT OF SLED VEHICLE CONTROL IL UNGAFE BACKING

14. DRIVER INATTENTION - DISTRACTION

15. DRIVER

16. DRIVER INATTENTION - DISTRACTION

16. PEDEST. VIOLATION ERROR IT. PHYSICAL IMPAIRMENT

17. PHYSICAL IMPAIRMENT

18. VISION OBSCURED - MUNIFIABLIGHTS

20. OTHER VISION OBSCUREDENT

30. OTHER HAMAN VIOLATION FACTOR

31. LINCHOWN WEATHER F . FOG R . RAIN C . CLEAR CI . CLDUDY S. . SIFET XW - CROSS WINDS VEHICLAR INJURIES 42 DEFECTIVE TIME/FAILURE 41 DEFECTIVE LIGHTS 43 DEFECTIVE STEERING 50 OTHER VEHICLE DEFECT 4L DEFECTIVE BRAKES 44. DEFECTIVE SUMPERSION OR FACTOR K . FATAL A . INCAPACITATING 8 · HON-INCAPACITATING C · POSSEKE BULRY SL UNKNOWN INJURIES OTHER ROAD SURFACE ACF TIME LIGHT DATE REPORT NO. AB \overline{c} 14 14:35 DA4-2 DRY-1 7-17-02 017205 DAY-2 DRY-1 10 016142 6-25-02 15:50 14 l DR4-1 DUSK-3 037065 11-26-01 16:15 31 DA4-2 DRY-1 7-4-01 18:43 021029 DRY-1 16:49 DAY-2 020215 16-26-01 3 DA4-2 DR4-1 9-22-00 15:30 00,29319

DAY-2

DAY-Z

4-9-00

10-7-00

16:32

9:35

00.12087

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DRY-1

DRY-1

SHEET_L_OF_/ OCATION PARK AVENUE MARSTON STREET ST. JOHN FROM To NODE NO(S) 07187- 67188 OWN PORTLAND DATE PREPARED 8/4/03 'EARS REVIEWED 2000 - 2002 ÎΝ PARK 1MP.1C 2 MALCZ 10-24 IMP. TURNS 7-6 IMATTZ EINATT 2 (5-7) STTAMI de7-7-INTTZ 6-27 NS-15 5 JOHN MARSTON FAIRFIELD INN ACCIDENTS ACC/MEV_ 1.13 EQUIV. PROP. DAMAGE ACC/YEAR_ CRITICAL RATE FACTOR_ SYMBOLS LIGHT L DAWN (MORNING) 4. DARK I ST. LIGHTS ON) 7. OTHER 3. DUSK (EVENING) 6. DARK I ST. LIGHTS OFF I 2. DAYLIGHT 5. DARK I NO ST. LIGHTS I ANCI F PEDESTRIAN -----DP FATAL ACCIDENT REAR END BACKING - DICCO ROAD SURFACE L DRY
4. ICE/PACKED SHOW-SANDED
5. MILDOY
6. SHOW/SLUSH-HOT SANDED
7. OILY
8. SHOW/SLUSH-HOT SANDED
9. ICE/PKO, SHOW-HOT SANDED DECHAR-HELLIS WORL E ·••a VEHICLE SIDE SWIPE = FIXED I MOVING 1 TURNING BICYCLE ---B IO, OTHER MOYE APPARENT CONTRIBUTING FACTORS - HUMAN ---A APPARENT CONTRIBUTING FACTORS - TUMBEN

L NO MARROPER ACTION 2. FALL TO YLD. RIGHT OF WAY 3. KLEGAL UNSAFE SPEED

4. FOLLOW TOO CLOSE

5. DIRVEGARD TRAFFIC CONTROL DEVICE

6. DRIVING LEFT OF CENTER - NO PASSING

7. MARROPER PASS-OVERTAKING

8. MP. DIRSAFE LANE CHANGE

12. HO SIGNAL OR MP. SIGNAL

14. DRIVER MATTENTION - DISTRACTION

14. DRIVER MATTENTION - DISTRACTION

15. MILERAL UNSAFE SPEED

16. DRIVER MATTENTION - DISTRACTION

17. MILERAL UNSAFE SPEED

18. MARROPER PASS-OVERTAKING

18. MARROPER TURN

19. MILERAL UNSAFE SPEED

19. MARROPER PASS-OVERTAKING

10. MARROPER TURN

10. MARROPER TURN

11. MARROPER MATTENTION - DISTRACTION

12. MO SIGNAL OR MP. SIGNAL

13. MILERAL UNSAFE SPEED

14. MARROPER PASS-OVERTAKING

15. MARROPER PASS-OVERTAKING

16. MARROPER PASS-OVERTAKING

17. MARROPER TURN

18. MARROPER MATTENTION - DISTRACTION

19. MARROPER MATTENTION - DISTRACTION - DISTRACTI OVERTURN -O CHANGE LANE AHIHAL -[5] PARKED VEHICLE **DUT OF** SIFD CONTROL IL LYISAFE BACKING
IZ. HO SIGNAL OR IMP. SIGNAL IZ. IMPEDIN
14. DRIVER INATTENTION - DISTRACTION
IA. PEDEST, VOLATION FROOR 17. PHYSICAL IMPAIRMENT IS. VISION
WINDSHED GLASS
12. VISION OBSCUREDWENT 30. DTHER HAMAN VIOLATION FACTOR IS VISION OSSCURED -WEATHER F . FOG S . SHOW C . CLEAR . R = RAIN ct . aroupy S . S. SEFT JL HIT AND RUN SI LINKHOWN XX . CROSS WHOS - VEHICLAR 42 DEFECTIVE TIRE/FAILURE
43 DEFECTIVE LIGHTS
43 DEFECTIVE STEERING
50 OTHER VEHICLE DEFECT
51 LINONOWN INJURIES 4L DEFECTIVE BRAKES
44. DEFECTIVE SUBPENSION 8 · NON-INCAPACITATING C · POSSIBLE INJERY K . FATAL A . INCAPACITATING OR FACTOR INJURIES OTHER TIME LIGHT ROAD SURFACE ACF REPORT NO. DATE AB 8 DUSK-3 DR4-1 17:28 022493 10-24-02 18:38 DRY-1 10 7-6-02 ١ Dusk-3 014235 15:40 DAY-2 ICE-9 006066 11-31-02 8 11:20 DAY-2 DR4-1 5-13-01 015693 DAY-Z DRY-1 13:17 5-7-01 015162 14 20:54 DRY-1 7-7-01 DARK-4 0 22139 14 DAY-2 14:19 DRY-1 6-27-00 00.19309 10,8 DARK-4 WET-2 00.06303 22:30 2-12-00

SHEET_1_OF_Z_

OCATION CON	GRESS S-	TREET	A-	7	G	161	HAN STR	REET			
OWN PORTL							NODE	NO(S)O	8991		
EARS REVIEW		2002					DATE	PREPARED.	8/4/	03	
	OP	2 2 1 -1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2-1-1	0-5 ;	1 4	2		12-12-16 1-29 1-29 1-2-72-16		CONGRE	ΞSS
CRITICAL RATE FAC	-5 P -885. P 	EQUIV	l 3:	1-9-20 X	Z Z	S. IN	ACC/YEAR 15	ACC	ACC/ME	······································	ΛN
LIGHT L DAWN (MORNING) 4. DARK (ST. LIGHTS ON) 7. OTHER ROAD SURFACE L DRY 4. ICE/PACKED SHOW-SAND 7. OILY 10. OTHER APPARENT CONTRIBUT! L NO IMPROPER ACTION 4. FOLLOW TOO CLOSE 6. DRIVING LEFT OF CENTE 8. BIPL USSAFE LANE CHAN 11. UNSAFE BACKING 14. DRIVER INATTENTION - 14. PRIVER INATTENTION - 14. PRIVER INATTENTION - 14. PRIVER INATTENTION - 14. PRIVER INATTENTION - 15. PRIVER INATTENTION - 16. PEDEST. VIOLATION BESCHE 20. OTHER VISION OBSICHE 31. HIT AND RUN VEHICULAR 41. DEFECTIVE BRUKES 44. DEFECTIVE SUMPERISO OR FACTOR	2. DAYLIGHT 5. DAYK I NO ST. L 2. WET 2. SHOW/SLUSH-N 2. FAIL TO YLD, R 3. DISPEGARD TRI R - NO PASSING E. 9, MAP, PARKING: S 12, MO SIGNAL OR DISTRACTION IOR IT, PHYSICAL IMP IR, VISION OBSCU DIENT JO, OTHER HA 51, LINDNOWN 42. DEFECTIVE T	GHTS 1 G. DARK 3. SHOW, 6. DERRI 5. DERRI 6. DERRI 6. DERRI 7. BAPR 6. DERRI 7. BAPR 6. DERRI 7. BAPR 6. DERRI 7. BAPR 6. DERRI	I EVENILI I ST. LI I	NG) ICHTS I-SAND W-HO W-HO WAFE S ASS-O TURN RAFFI XOPERI	OFF 1 XED IT SANG SPEED VERTA C ENCE	KING	ANGLE BACKING NO FIXED OBJECT HEAD ON OVERTURN PARKED VEHICLE C - CLEAR SL - SLEET	SIDE SWIPE TURNING MOVE CHANGE LANE OUT OF CONTROL WEATHER F - FOG S - SHOW INJURIES	# P F	FATAL ACCI VEHICLE I MOVING BICYCLE ANIMAL SLED R = RAH CI = CLI XW = CF	
			T	INJU	RIES		LIGHT	ROAD SURFACE	ACF		OTHER
REPORT NO.	DATE	TIME	K	Α	В	С			 . 		
024667	12-12-02	7:38	\vdash				DAY-2	SNOW-8	14		
017429	7-22-02	10:36	\vdash				DAY-Z	DRY-1	14		
0 22545	9-11-01	15:45	-				DAY-2	DRY-1	14		
015956	5-16-01	8:17	-			1	DAY-2	DRY-1	4		
017468	4-1-01	17:30	+			1	DAY-2		1		
001104	1-9-01	17:35		I.			DARK-4	WET-2	1-		
030990	10-5-01	9:00	+			1	DAY-2	DRY-1	2		

SHEET 2 OF 2

DCATION_CO								E NO(S)	08991	
ARS REVIE	WED_200	0-2002					DATI	E PREPAREI	D 814/0	>3
EPORT NO.	DATE	TIME	T	INJUI			LIGHT	ROAD SURFACE	ACF	OTHER
0.23105	7-27-00	B:04	1-			-	DAY-Z	WET-Z	12,14	
00.11234	3-20-00		1_				DAY-2	DRY-1	2	
00.09780	3-14-00		1_			_	DAY-2	DRY-1	2	
81050,00	2-21-00	· ·	-			_	D44-2	WET-2	2,	
00,32131	10-20-00		_	-		-	DAY-2	DRY-1	4,14	
00, 23241	7-29-00	i	_		-1	_	DA4-2	DRY-1	10	
00.30677	10-5-00	1	_		1	-	DARK-4	WET-2	20	
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TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & 11 WITH LINK DETAIL STUDY PERIOD: FROM MONTH 01 YEAR 2000 TO MONTH 12 YEAR 2002

INPUT COMMENTS

RTE 1 / RTE 25 AREA TOWN: PORTLAND

INPUT DATA

DISTANCE	000000000000000000000000000000000000000
EXCLUDE	000000000000000000000000000000000000000
LAST E NODE	0724 07184 07170 07170 03025 03024 03024 03164 0953 0953 0053 00183 03183
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TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY I

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ACCIDENT-RATES LINK NODE 0.00 112.61 250.45 404.53 404.53 1183.09 1183.99 1185.11 1185.11 1185.91 120.26 100.00 ANNUAL M ENT-VEHS ANNUAL HM VEH-MILES MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION PERCENT INJURY 0.00 ACCIDENTS B C PD ACCIDENT SUMMARY INJURY K A LINK TOTAL U/R BRACKETT ST BRAMHALL ST WESTERN PROM CHARLES ST STREET NAME OR ROUTE # DEERING AVE ST $_{
m ST}$ BRACKETT ST STCONGRESS BRAMHALL PARK AVE JOHN 0 7184 0 71183 0 71183 0 71183 0 71183 0 7182 0 72245 0 72245 0 72242 03033 09531 09531 03037 03164 03036 09532 09531 07181 07182 07187 07187 HIGH NODE 09446 07243 07243 03016 03016 03033 03015 03015 03029 03029 09531 09530 07180 03040 07182 07169 07169 07246 07245 07244 07243 07242 07241 07241 07170 LOW TINACC30 COUNTY TOWN# 05170

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SUBTOTALS

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MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY I

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TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY II - CHARACTERISTICS

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TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY II - CHARACTERISTICS

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TRAFFIC CONTROL DEVICE	TRAFFIC SIG STOP/GO	TRAFFIC SIG FLASHING OVERHEAD FLASHERS	ALL WAY STOP STOP SIGN/OTHER	VIET GIGN	CURVE SIGN OFFICER /SCHOOL PAT	SCHOOL BUS STOP ARM	R/R CROSSING DEVICE	NO PASSING ZONE	NON BEHEO BEHEO	UNKNOWN	14808	TOTO	
CONSTRUCTION BARRICADES 2 TRAFFIC SIGNAL	R/R CROSSING 0 LIGHT POLE 0	UTILITY POLE 0	MAIL BOXES	OTHER POLES/POSTS FIRE PLUG/PARK METER 0	TREE/SHRUBBERY 1	MEDIAN SAFETY BARRIER 0	BRIDGE PIERS	FENCING NOT BARRIER 0	CULVERT HEADWALL	EMBANKMENT/DITCH	ROCK OUTCROPPING/LEDGE 0	OTHER	UNKNOMN

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ROAD

TRAFFIC CONTROL DEVICES

LEVEL STRAIGHT	7/7
LEVEL CURVED	7)
ON GRADE STRAIGHT	101
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TOP OF HILL STRAIGHT	17.
TOP OF HILL CURVED	7
BOTTOM OF HILL STRAIGHT	
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TOTAL	47.

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MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY II - CHARACTERISTICS

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TOTAL

TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY II - CHARACTERISTICS

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TINACC30			WEATHER	CROSS WINDS	(0)				הסוות/ תוגנים	SAIND/ DOST	(0)	<u> </u>					CLOUDY	(83)	000					OTHER		(2)				

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ROAD SURFACE TOTALS

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TINACC30

MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

ACCIDENT SUMMARY INPUT

TYPE OF STUDY: NODES AND LINKS TYPE OF REQUEST: ACCIDENT I & 11 WITH LINK DETAIL STUDY PERIOD: FROM MONTH 01 YEAR 2000 TO MONTH 12 YEAR 2002

INPUT COMMENTS

RTE 1 / RTE 25 AREA TOWN: PORTLAND

INPUT DATA

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MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

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MAINE DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING, ACCIDENT RECORDS SECTION

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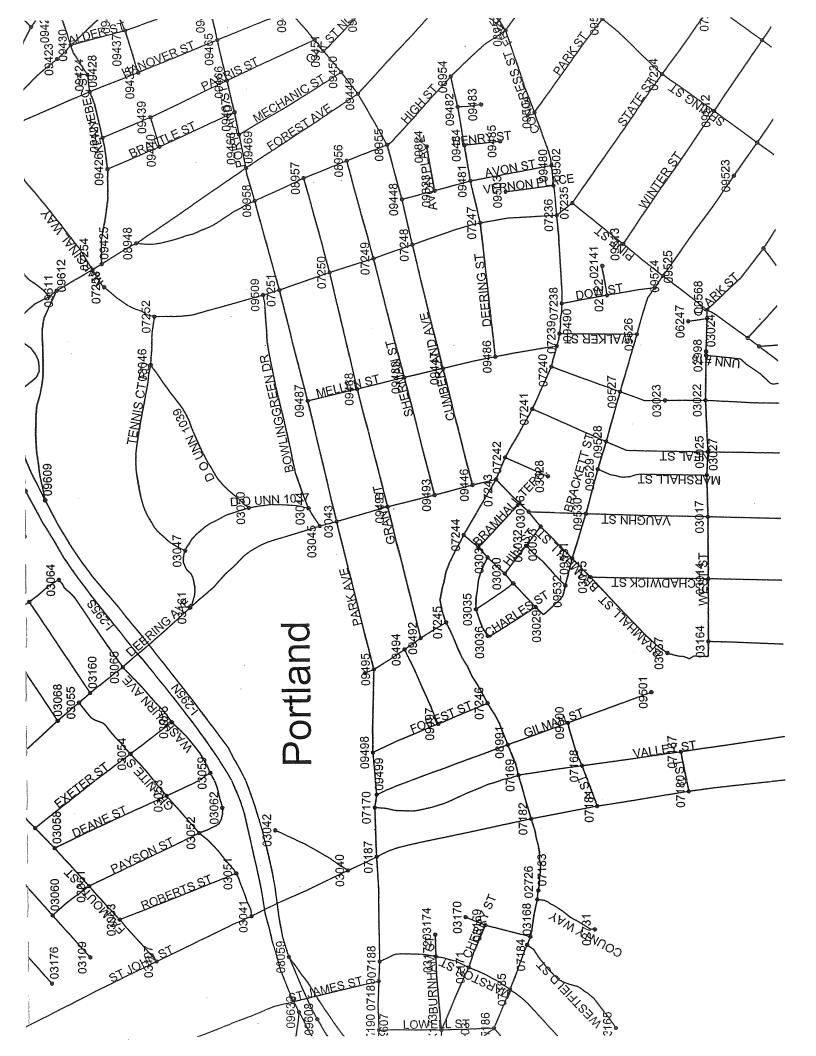
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TOTALS-

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ocation: Portland, Maine bunted by: E. Bartlett

Gray, ME 04039 (207) 657-6910 FAX 657-6912 File Name: ShuttleLotPM

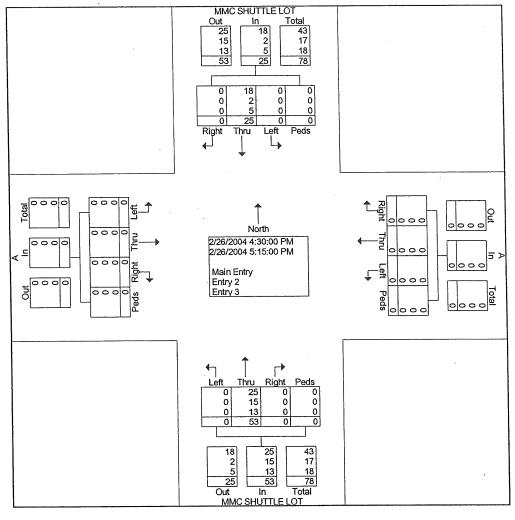
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Factor	1.0	1.0	1.0	1.0		. 1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	21
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
Total	0	10	0	0	10	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	35
05:00 PM	0	7	0	0	7	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	27
05:15 PM	0	8	0	0 -	8	0	0	0	0	0	0	8	0	0	8	0	0	0	Ü	0	16
Grand Total	0	25	0	0	25	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	78
Apprch %	0.0	100. 0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100. 0	0.0	0.0		0.0	0.0	0.0	0.0		
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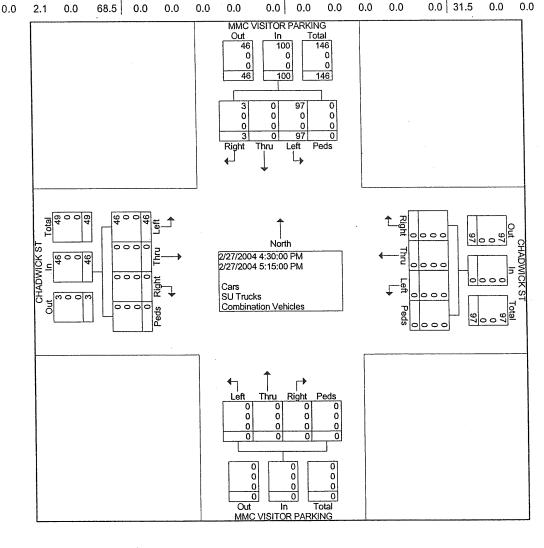
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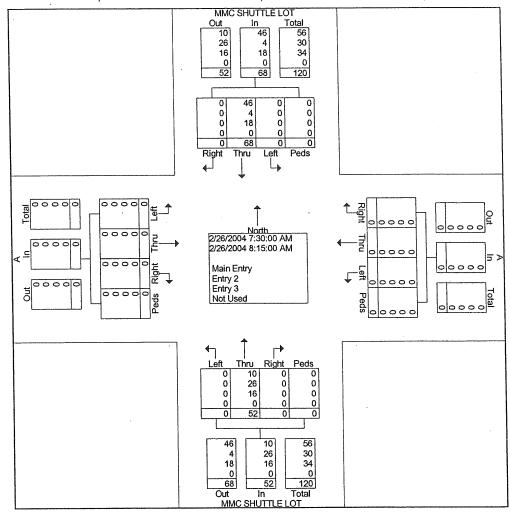
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07:30 AM	0	40	0	0	40	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	65
07:45 AM	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	47
Total	0	63	0	0	63	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	112
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
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15 Shaker Road Gray, ME 04039

(207) 657-6910 FAX 657-6912

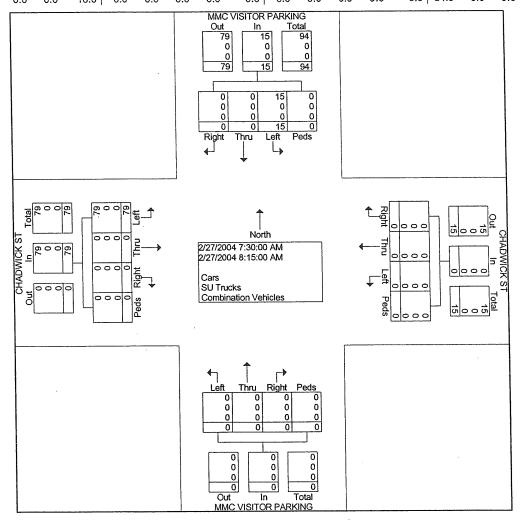
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07:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	28_
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	37	0	0	0	37	42
08:00 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	25
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	23	Ü	Ü	O	23	27
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JN: Project Description: Project Location: Date:

317

MMC Portland, ME Dec-03

Gorrill-Palmer Consulting Engineers, Inc. P.O. Box 1237 15 Shaker Road Gray, Maine 04039

Hospital Land Use Code (LUC) 610

Beds (X):

480

Range of Rates (Max):

	Santra and To Table 7	Trip Ends	Direction	nal Split	Directional Distribution		
Time Period	ITE Trip Rate	Trip Ends	IN	OUT	IN	OUT	
Weekday	T = 32.83(X)	15758	50%	50%	7879	7879	
AM Peak Hour of Generator	T = 1.88(X)	902	65%	35%	587	316	
PM Peak Hour of Generator	T = 2.51(X)	1205	39%	61%	470	735	
Saturday	T = 21.04(X)	10099	50%	50%	5050	5050	

JN: Project Description: Project Location: Date:

317

MMC Portland, ME Dec-03

Gorrill-Palmer Consulting Engineers, Inc. P.O. Box 1237 15 Shaker Road Gray, Maine 04039

Hospital Land Use Code (LUC) 610

Beds (X):

490

Range of Rates (Max):

		Trin Frale	Direction	nal Split	Directional Distribution		
Time Period	ITE Trip Rate	Trip Ends	IN	OUT	IN	OUT	
Weekday	T = 32.83(X)	16087	50%	50%	8043	8043	
AM Peak Hour of Generator	T = 1.88(X)	921	65%	35%	599	322	
PM Peak Hour of Generator	T = 2.51(X)	1230	39%	61%	480	750	
Saturday	T = 21.04(X)	10310	50%	50%	5155	5155	

Date:

Project Description:
Project Location:

317 MMC

Portland, ME Dec-03

Gorrill-Palmer Consulting Engineers, Inc. P.O. Box 1237 15 Shaker Road Gray, Maine 04039

Hospital Land Use Code (LUC) 610

Difference Between 490 Beds and 480 Beds

Range of Rates (Max):

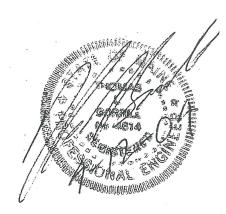
		Tulu Fuele	Direction	nal Split	Directional Distribution		
Time Period	ITE Trip Rate	Trip Ends	IN	OUT	IN	OUT	
Weekday	T = 32.83(X)	328	50%	50%	164	164	
AM Peak Hour of Generator	T = 1.88(X)	19	65%	35%	12	7	
PM Peak Hour of Generator	T = 2.51(X)	25	39%	61%	10	15	
Saturday	T = 21.04(X)	210	50%	50%	105	105	

Bramhall Campus
Parking Study
Maine Medical Center
Portland, Maine

Prepared for Maine Medical Center 22 Bramhall Street Portland, Maine, 04102

December 2003 Revised April 2004

Prepared by





Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

(207) 657-6910 FAX (207) 657-6912

15 Shaker Road., Gray, ME 04039

E-Mail: mailbox@gorrillpalmer.com

I. Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

Gorrill-Palmer Consulting Engineers, Inc. has been retained by Maine Medical Center to complete a parking inventory for the Bramhall campus of the Maine Medical Center to evaluate the adequacy of the parking supply upon completion of the proposed Charles Street Project planned at the Maine Medical Center in Portland. The proposed Obstetrics and Newborn Center will be bordered by Charles, Ellsworth, and Wescott Streets. The proposed building will consist of a total floor area of approximately 192,000 s.f. However, all of the functions proposed for the new center already exist within the campus but are crowded and do not meet current industry layout standards. Maine Medical Center is also planning to expand the existing parking garage at the corner of Gilman and Congress Streets by constructing a 512 space addition to the north. The location of the site is shown in Figure 1 of Appendix A.

A parking inventory was completed on Wednesday, June 17, 2000 from 6:00 AM to 4:00 PM in anticipation of this project. Although the study was completed in 2000, no material level of change has taken place at Maine Medical Center that would affect the findings of that study. Our findings are summarized below:

- 1. The current total off-street parking supply for Maine Medical Center was determined to be 2,146 parking spaces. The proposed expansion to the Gilman Street garage will be 512 spaces increasing the off street supply to 2,658 spaces.
- 2. The maximum off-street parking demand was 1,770 parking spaces, or 82 percent of the supply.
- 3. The total on-street parking supply in the vicinity of Maine Medical Center was determined to be 495 parking spaces.
- 4. The maximum demand for on-street parking was 318 parking spaces, or 64 percent of the supply. Approximately 57 of these parking spaces were filled by vehicles with MMC parking stickers. In addition, Gorrill-Palmer Consulting Engineers, Inc. estimates another 25 percent of the on-street parking is affiliated with MMC. Therefore, the current on-street parking demand associated with MMC is estimated to be 137 parking spaces or 28 percent of the current supply. This peak demand occurred form 8 to 9 AM. The overall peak demand for MMC occurred from 11 AM to noon at which time there on-street usage by MMC is estimated at 116 spaces.
- 5. The overall parking demand is anticipated to increase by 38 spaces due to the project. This will result in a total maximum demand of 1,924 spaces in the 11 AM to noon peak hour for MMC.
- 6. The total forecast MMC parking demand of 1,924 spaces represents 72% of the proposed 2,658 off-street supply proposed for MMC. This demand rate is

- below the recommended industry standard that the demands not exceed 85 percent of the supply to allow for circulation and finding the remaining parking spaces.
- 7. Although Maine Medical Center's forecast parking supply falls within the recommended range, Gorrill-Palmer Consulting Engineers, Inc. recognized some areas where improvements could be made. Based on these observations, we recommend the following improvements:
 - The Visitor's Lot is overcrowded, causing visitors to park in walkways and driveways, and making it difficult to maneuver a vehicle through the lot. Gorrill-Palmer Consulting Engineers, Inc. recommends that visitors be allowed to park in the proposed parking lot expansion and signs should be posted at the entrance to the Visitor's Lot, directing traffic to this location when the Visitor's Lot is full. In addition, Gorrill-Palmer Consulting Engineers, Inc. recommends that patients be directed to park in the proposed garage in their pre-visit materials.
 - The majority of on-street parking is currently one-hour parking. In addition, many visitors are disregarding parking regulations and are parking in one-hour parking spaces for extended periods of time. Recently installed meters on Bramhall Street have helped alleviate this issue significantly. Gorrill-Palmer Consulting Engineers, Inc. recommends that strict enforcement of parking regulations be undertaken for all on-street locations and consideration be given to additional meters.

II. Introduction

Gorrill-Palmer Consulting Engineers, Inc. has been retained by Maine Medical Center to complete a parking inventory for the Bramhall campus of the Maine Medical Center to evaluate the adequacy of the parking supply upon completion of the proposed Charles Street Project planned at the Maine Medical Center in Portland. The proposed Obstetrics and Newborn Center will be bordered by Charles, Ellsworth, and Wescott Streets. The proposed building will consist of a total floor area of approximately 192,000 s.f. However, all of the functions proposed for the new center already exist within the campus but are crowded and do not meet current industry layout standards. Maine Medical Center is also planning to expand the existing parking garage at the corner of Gilman and Congress Streets by constructing a 512 space addition to the north. The location of the site is shown in Figure 1 of Appendix A.

The area studied by Gorrill-Palmer Consulting Engineers, Inc. includes the following off-street locations:

- Ramp Parking Garage off Gilman Street
- Medical Office Building (MOB) Lot
- St. John Street Lot (Union Station)
- Visitor's Lot
- Admitting Lot
- Emergency Lot
- Medical Students Lot
- Gilman Street Lot
- MMC Development Office Lot
- MRI Center Lot (Dana Center)

The study area also includes the following on-street locations:

- Chadwick Street (Bramhall to West)
- West Street (Vaughan to Western Promenade)
- Western Promenade (Bramhall to Carroll)
- Vaughan Street (West to Bramhall)
- Brackett Street (Vaughan to Bramhall)
- Bramhall Street (Vaughan to Western Promenade)
- Gilman Street (s/o Congress Street)
- Congress Street (Bramhall to Gilman)
- Crescent Street
- Ellsworth Street
- Hill Street
- Ramp (Gilman to Charles)

A map of the study area is included in Appendix B.

III. Data Collection

Gorrill-Palmer Consulting Engineers, Inc. surveyed the study area discussed above to determine the parking supply for each of the locations. Inventory sheets were then drawn up with each space marked separately on the inventory sheet. On Wednesday, June 17, 2000, Gorrill-Palmer Consulting Engineers, Inc. completed a parking inventory of the locations mentioned above. Although the study took place in 2000, no material level of change has taken place at Maine Medical Center that would affect the findings of the study. The inventory took place from 6:00 AM to 4:00 PM. Each lot and street was checked every hour to determine whether or not the parking spaces were occupied. When a space was occupied, the license plate was recorded in the corresponding space on the inventory sheet.

After completing the inventory, the data was compiled and analyzed. The supply and demand were calculated and compared for each location for each hour of the study. A discussion of the supply versus demand for each lot is included in the following sections.

IV. Parking Supply

Gorrill-Palmer Consulting Engineers, Inc. surveyed the lots and streets mentioned in the introduction of this report to determine the supply for each location. In areas where parking spaces were striped, the number of spaces was counted and recorded. In areas where metered parking was set-up, the number of meters and vehicles per meter were counted and recorded. In areas where there were no stripes or meters, the length of the space available for parking was measured. Assuming that an average vehicle requires 25 feet to parallel park, the number of feet of curb side parking was divided by 25 to determine the number of vehicles which could park in a given location. A discussion of the supply determined by Gorrill-Palmer Consulting Engineers, Inc. for each of the locations mentioned in the introduction is included below.

Off-street

Currently, based on data furnished by Maine Medical Center and data collected by Gorrill-Palmer Consulting Engineers, Inc., there are approximately 2,146 off-street parking spaces for the hospital. The locations of these spaces are shown in the table below and are discussed in more detail in the following paragraphs. After completion of the development, a total of 2,658 off-street parking spaces will be available for Maine Medical Center with the addition of a 512 car garage adjacent to the existing garage.

Off-street Parking Supply						
Location	Number of Available Spaces					
Ramp Parking Garage	1225					
MOB Lot	207					
St. John Street Lot (Union Station)	283					
Visitor's Parking Lot	329.					
Admitting	8					
Emergency	16					
Medical Students Lot	24					
Gilman Street Lot	. 30					
MMC Development Office Lot	10					
MRI Lot (Dana Center)	14					
Proposed Garage	512					
Total Available Spaces	2,658					

Ramp Parking Garage

The Ramp Parking Garage is located on the west side of Maine Medical Center and contains 1,225 parking spaces for Maine Medical Center medical staff and volunteers. Sixteen parking spaces on level G are used for valet parking only by the emergency room. Parking in this garage requires a permit. A permit for this garage also allows for parking in the Medical Office Building (MOB) Lot and St. John Street Lot when the Ramp Parking Garage is full.

Proposed Expansion to the Ramp Parking Garage

A 512 car expansion to the Ramp parking garage is proposed with access from Congress Street and Crescent Street.

MOB Lot

The MOB Lot is located at the corner of Congress Street and Forest Street, across from the Ramp Parking Garage. This garage contains a total of 434 parking spaces. It is divided by chains and posts into two parking areas, each with its own entrance. The lower levels contain 207 parking spaces for Maine Medical Center employees. A permit is required to park in this section of the lot. The two top levels contain 227 parking spaces and are used by private physicians at the Medical Office Building and their patients. These parking spaces are not currently available for use by Maine Medical Center employees.

St. John Street Lot (Union Station)

St. John Street Lot, listed as a source of parking in the table above, is located behind Goodwill, off Saint John Street. It is used by Goodwill, Margaritas Restaurant, and Hair It Is Salon. The rear section of this lot, containing 283

parking spaces, is used by Maine Medical Center to accommodate overflow in the Ramp Parking Garage. Employees are instructed to park in this lot when the Ramp Garage is filled. The Maine Medical Center runs a shuttle from the St. John Street Lot to the hospital.

Visitor's Lot

The Visitor's Lot is located on the east side of the hospital off of Chadwick Street. This lot contains 329 parking spaces with an hourly rate of \$0.35 and a maximum payment of \$3.50 per day. This lot is used by visitors to Maine Medical Center, who are parking for a short time to visit, drop-off, or pick-up patients. It is currently the most congested off-street parking location at Maine Medical Center.

Admitting Lot

The Admitting Lot contains 8 striped parking spaces with a 15-minute time limit. The employee shuttle pick-up is also located on the curb in this lot.

Emergency Lot

The Emergency Lot is used mainly for ambulance and EMT parking, and contains 16 parking spaces. There are 10 ambulance only parking spaces in this lot. In addition, there are 6 valet parking spaces located in this lot used by emergency room patients. When these six parking spaces have been filled, valets park vehicles on level G of the Ramp Parking Garage.

Medical Students Lot

The Medical Students lot is located on the west side of Chadwick Street between West Street and Pine Street. This lot contains 24 parking spaces used by medical students at Maine Medical Center.

Gilman Street Lot

The Gilman Street Lot is located in the rear of the hospital and can be accessed from Gilman Street or from a ramp off of Charles Street. This parking lot contains 30 parking spaces used by Maine Medical Center employees. In addition, this lot contains a large area used for truck access, delivery, and pick-up.

MMC Development Office Lot

The MMC Development Office Lot is located in back of the Development Office, off of Vaughan Street. This lot contains 10 parking spaces for employees of the MMC Development Office.

MRI Center Lot

The MRI Center Lot is located at the rear of the hospital and can be accessed from Bramhall Street and requires an access card to enter. This lot contains 14 striped parking spaces used by patients of the MRI Center. In addition, there is ample space for an additional 8 vehicles to park temporarily along the curb for drop-off and pick-up of patients.

On-street

Based on data furnished by Maine Medical Center and data collected by Gorrill-Palmer Consulting Engineers, Inc., there are approximately 495 on-street parking spaces located on the following streets surrounding the hospital:

On-street Parking Supply						
Location	Number of Available Spaces					
Chadwick Street (Bramhall to West)	49					
West Street (Vaughan to Western Promenade)	44					
Western Promenade (Bramhall to Carroll)	69					
Vaughan (West to Bramhall)	61					
Brackett (Vaughan to Bramhall)	11					
Bramhall (Congress to Western Promenade)	99					
Gilman Street (s/o Congress)	51					
Congress (Bramhall to Gilman)	64					
Crescent Street	13					
Ellsworth Street	8					
Hill Street	18					
Ramp (Gilman to Charles)	8					
Total Available Spaces	495					

Chadwick Street

There are a total of 49 parking spaces on Chadwick Street between Bramhall Street and West Street. 8 of the 49 spaces are metered spaces. These spaces are located on the east side of the street between Bramhall Street and the entrance to the Visitor's Lot. The remaining spaces are all one-hour parking spaces.

West Street

West Street has a total of 44 one-hour parking spaces between Vaughan Street and the Western Promenade.

Western Promenade

The Western Promenade has a total of 69 parking spaces between Bramhall Street and Carroll Street. All of these spaces are one-hour parking. Also, a small loop

exists off the west side of the Western Promenade, which also contains one-hour parking spaces.

Vaughan Street

Vaughan Street has a total of 55 one-hour parking spaces from West Street to Bramhall Street. In addition, there are two 5-minute, handicapped parking spaces located in front of the Portland Urological Associates Building. There are also four 15-minute parking spaces located near the corner of Vaughan Street and Brackett Street.

Brackett Street

Brackett Street has a total of 11 metered parking spaces from Vaughan Street to Bramhall Street.

Bramhall Street

On the date the parking survey took place, Bramhall Street had a total of 80 one-hour parking spaces between Congress Street and Western Promenade. In addition, there were 4 handicapped spaces located near the entrance to the hospital. These spaces do not have a posted time limit. Since the date of the data collection, the City has added 15 one-hour, metered parking spaces on Bramhall Street across from the MRI Center (Dana Center) lot. Theses meters have significantly improved access to these spaces.

Gilman Street

Gilman Street has 25 one-hour parking spaces located on the west side of the street. There are an additional 26 parking spaces on the east side of the street, which do not have a posted time limit. Many of these parking spaces are used by Maine Medical Center employees who enter through the rear of the hospital through the Gilman Street Lot.

Congress Street

Congress Street has a total of 64 parking spaces with varying time limits. There are seven 2-hour parking spaces located between Gilman Street and Forest Street. There are four 15-minute parking spaces located at the corner of Weymouth Street and Congress Street. There are 28 one-hour parking spaces located on the north side of the street, and four one-hour parking spaces on the south side of the street. The remaining 21 parking spaces on the south side of the street do not have a posted time limit.

Crescent Street

Crescent Street has 13 one-hour parking spaces located mainly on the west side of the street.

Ellsworth Street

At the time of the study, Ellsworth Street contained 16 one-hour parking spaces. The proposed development will involve the removal of 8 of these parking spaces, leaving 8 one-hour parking spaces on this street. The vehicles currently using this street to park and visit Maine Medical Center will be reassigned to the proposed garage.

Hill Street

Hill Street contains 18 one-hour parking spaces. These spaces are used by residents on this street and MMC visitors.

Ramp

The ramp, located between Gilman Street and Charles Street on the west side of the hospital, has 8 parking spaces on the east side of the ramp. These parking spaces are used by Maine Medical Center employees. No-parking signs are posted for two of these spaces. However, several vehicles parked in these spaces throughout the day and no tickets were noticed on the vehicles.

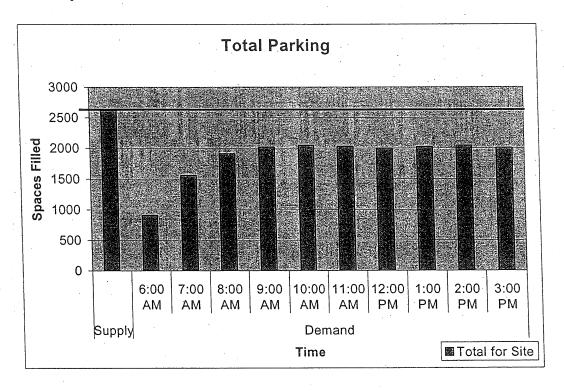
V. Parking Demand

On Wednesday, June 17, 2000, Gorrill-Palmer Consulting Engineers, Inc. completed the parking inventory of the lots mentioned in the table above, as well as the streets surrounding the hospital. Although this study was conducted in 2000, no material level of change has taken place at Maine Medical Center that would affect the findings of this study. The inventory took place from 6:00 AM to 4:00 PM. Each lot and street was checked every hour to determine whether or not each parking space was occupied. If a space was occupied, the license plate was recorded in the corresponding space on the inventory sheet.

After completing the inventory, the data was compiled and analyzed. The demand was then determined for each location for each hour. The demand for the off-street and on-street parking was also calculated for each hour. A summary of the parking supply versus demand is shown in the following table.

			1.0		Par	king Dema	nd Summai	У			erion de la companya
Location	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00-AM	11:00 AM	.12:00 PM	1:00 PM	-2:00 PM	3:00 PM
MOB Lot	207	21	86	147	160	166	168	170	170	167	152
Ramp Garage	1225	528	944	1028	1033	1013	1019	983	982	983	1013
All Garages	1432	549	1030	1175	1193	1179	1187	1153	1152	1150	1165
St. John Street Lot	283	12	88	. 153	171	183	187	188	191	187	172
Visitor's Lot	329	73	112	184	266	307	312	325	331	331	301
Small Lots	102	33	52	82	81	73	84	70	79	·74	78
Off-street	2146	667	1282	1594	1711	1742	1770	1736	1753	1742	1716
On-street	495	243	277	318	309	305	261	263	268	302	288
Total for Site	2641	910	1559	1912	2020	2047	2031	1999	2021	2044	2004

The following table summarizes the total supply and demand for each hour of the inventory for the entire site.

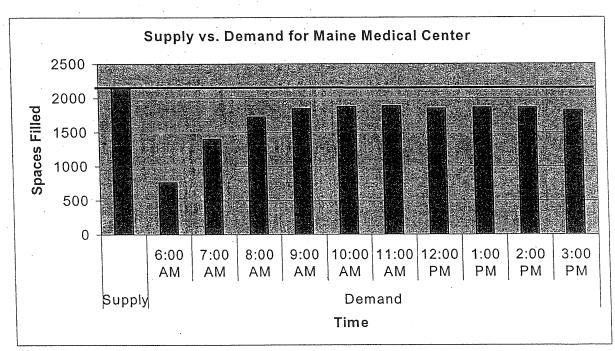


The highest demand for the hospital was determined to occur at 10:00 AM, when there is a demand of 2,047 spaces or 78 percent of the supply. However, this observed parking demand includes vehicles that are not associated with the Maine Medical Center. While conducting our survey, Gorrill-Palmer Consulting Engineers, Inc. also noted whenever a MMC sticker was placed on a vehicle parked on the street. The following table summarizes the number of parking spaces filled by vehicles with a MMC sticker.

Street	Supply:			7.75 (A-1)	i.N	ümber (f Stickei	S	lies,		
		6:00	7:00	8:00	ئے۔ 00:9:	10:00	11:00; AM.	12:00	1:00	2:00	3:00 €
Chadwick	49	5	6	5	6	7	5	5	3	3	3
West	44	3	3	3	4	3	5	4	4	4	3
Vaughan	61	6	6	6	6	6	4	4	3	· 3	2
Brackett	11	0	0	0	0	0	0	0	0	0	0
Bramhall	. 99	10	14	15	12	13	10	10	10	10	10
Gilman	51	8	11	12	14	15	15	17	16	16	11
Congress .	64	4	4	4	3	3	3	3	2	2	3
Crescent	13	2	2	2 ·	3	2	.1	0	1	1	1
Ellsworth	16	1	3	3	4	4	3	2	2	2	0 .
Hill	18	1	1	1	1	1	2	1	1	1	0
Western Promenade	69	1	2	3	3	3	3	2	2	2	1
Total	495	41	52	54	56	57	51	48	44	44	34

As shown in the table above, the current on-street parking demand for vehicles with MMC stickers is approximately 57 parking spaces or 18 percent of the onstreet demand. MMC stickers are placed only on vehicles belonging to employees of the Maine Medical Center. Therefore, in order to determine the offstreet demand for MMC, these vehicles should be added to the off-street demand calculated above. In addition, Gorrill-Palmer Consulting Engineers, Inc. estimates that an additional 80 parking spaces or 25 percent of the total on-street parking demand is due to MMC patients, visitors and staff. This number must also be added to the off-street parking to determine the actual off-street parking demand. The following table and chart summarize the current off-street parking demand with these numbers added.

Location	Supply		- East	2022		. Den	and .	外层的			
		6:00	7.00	8.00	- 9:00	10:00	41.00	12:00	1.00	2.00	3:00
		AM 2	- AM	AM	AM)	: AM	AM	PM	≫PM.™	建 PM 等	PM.
Off-street	2146	667	1282	1594	1711	1742	1770	1736	1753	1742	1716
MMC Stickers On-street	N/A	41	52	54	56	57	51	48	44	44	34
Visitors On-street	N/A	61	70	80	77	76	65	. 66	67	76	72
Total	2146	769	1404	1728	1844	1875	1886	1850	1864	1862	1822



As shown in the previous table, the actual Maine Medical Center parking demand is currently 1,886 parking spaces or approximately 88 percent of the parking supply.

Future Demand

The current off-street parking demand was estimated to be 1,886 parking spaces, or 88 percent of the supply as discussed above. Maine Medical Center continues its efforts to decompress the Bramhall campus by redirecting outpatients from the Bramhall campus to its Brighton, Scarborough and Falmouth campuses. The relocation of patient activity from the Bramhall campus to the other campuses helps alleviate parking demand and congestion at Maine Medical Center's main campus, which are ongoing concerns. Routine outpatient activity is redirected toward satellite campuses to free up Maine Medical Center's clinical resources for inpatient demand due Maine Medical Center's role as Maine tertiary care center. Currently, Maine Medical Center plans to move its endoscopy and outpatient surgery facilities to the Scarborough and Brighton Campuses. This will result in a reduction of 7,500 to 8,000 patient visits per year. Although we can not take credit for this relocation, it is an illustration of the Maine Medical Center's continuing commitment to decompress the Bramhall campus.

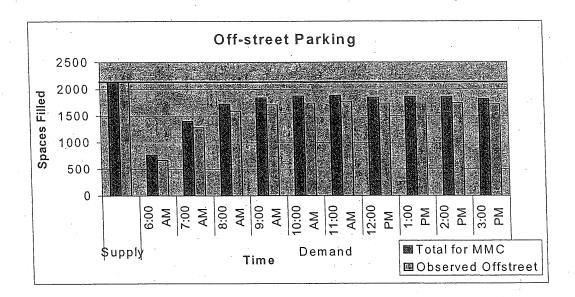
The proposed Obstetrics and Newborn Center will consist of a total floor area of approximately 192,000 s.f. However, all of the functions proposed for the new center already exist within the campus but are crowded and do not meet current industry layout standards. Based on information furnished by MMC, the inpatient population is expected to grow from 480 to 490 patients or 2% between 2003 and 2005 (1% per year). The outpatient activity has been proportional to the inpatient activity in the last decade. This does not necessarily reflect the national trend, which generally shows outpatient increasing more than inpatient, because a significant portion of the increase in outpatient activity has been shifted away from the Bramhall campus to the Brighton and Scarborough campuses as discussed above.

The staffing load is driven by the number of patients and is therefore not expected to increase, however we have assumed a 2% increase to be conservative.

The overall parking demand on campus will be forecast to increase by 2%, or 38 spaces. Thus, the total demand is forecast to be 1,924 spaces upon completion of the expansion.

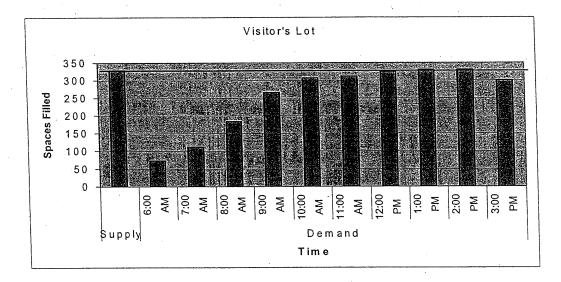
Off-Street

The following table summarizes the current supply and hourly parking demand for all off-street parking:



Visitor's Lot

The following graph summarizes the supply and hourly demand for the Visitor's Lot:

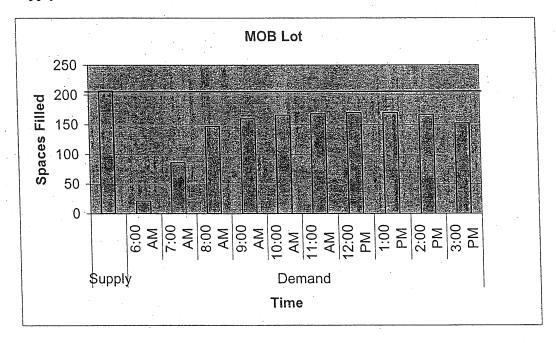


The supply for the Visitor's Lot was determined to be 329 parking spaces. However, the highest demand for the Visitor's Lot was found to be 331 parking spaces. This level of demand occurred between 1:00 PM and 3:00 PM. During this time, cars were parked illegally in the driveways and walkways. This made

maneuvering a vehicle through the lot difficult and forced pedestrians to walk around vehicles parked in crosswalks. Often times, cars would queue at the entrance to the Visitor's Lot, waiting for a car to leave so that they might enter. This queue of cars often backed up traffic attempting to drive down Chadwick Street. It is therefore, the opinion of Gorrill-Palmer Consulting Engineers, Inc. that Maine Medical Center is not meeting its parking demand for visitors. Gorrill-Palmer Consulting Engineers, Inc. recommends posting signs at the entrance to the visitor's lot directing traffic to the proposed addition to the parking garage. This may reduce the queuing of cars on Chadwick Street and prevent vehicles from parking in walkways and driveways. In addition, Gorrill-Palmer Consulting Engineers, Inc. recommends that patients be directed to park in the proposed garage on Congress Street in their pre-visit materials.

MOB Lot

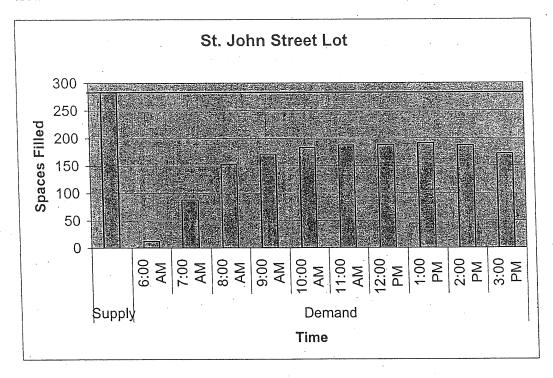
Gorrill-Palmer Consulting Engineers, Inc. also determined that the MOB lot is currently less than 82 percent full at its peak. Gorrill-Palmer Consulting Engineers, Inc. recommends Maine Medical Center take steps to encourage more employees to park in this lot. The following table summarizes the hourly parking supply and demand of the MOB Lot.



St. John Street Lot

The maximum demand for the St. John Street Lot was 191 parking spaces, or 67 percent of the supply. Currently, Maine Medical Center runs a shuttle from the St. John Street Lot to the hospital for its employees. It is the recommendation of Gorrill-Palmer Consulting Engineers, Inc. that Maine Medical Center encourage its employees to park in this lot and take advantage of this service. The following

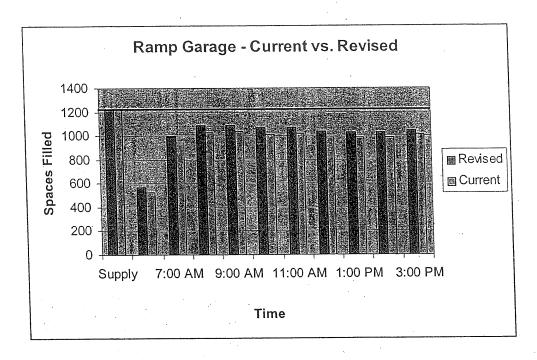
table summarizes the hourly parking supply and demand for the Saint John Street Lot.



Ramp Parking Garage

The maximum demand for the Ramp Parking Garage was 1,033 parking spaces, or 84 percent of the supply. Although this high demand would seem to preclude additional vehicles in this parking garage, the peak for this lot occurs early in the day, between 8:00 and 9:00 AM, while there is a turnover of staff at Maine Medical Center. Between the hours of 1:00 and 3:00 PM, this garage is only approximately 80 percent full, leaving 242 empty spaces. Adding the employee vehicles, which currently park on the street, would increase the parking demand for this lot to only 1,089 parking spaces or 88 percent of the supply. Gorrill-Palmer Consulting Engineers, Inc. therefore, feels that Maine Medical Center should encourage its employees to park in this garage rather than on the street.

The following table summarizes the hourly parking supply and demand for the Ramp Garage in its current condition and with the improvements recommended by Gorrill-Palmer Consulting Engineers, Inc.



MRI Center Lot

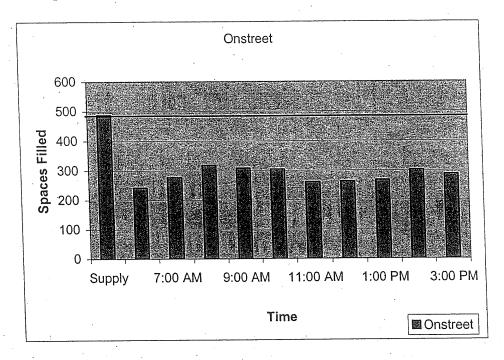
Currently, the rear lot off of Bramhall Street is striped for 14 spaces for patients. However, there is enough space along the curb for an additional 8 vehicles to park temporarily for drop-off.

Proposed Parking Garage

As mentioned above, Maine Medical Center is not currently meeting the parking demand for its visitors in the off-street lots. The surrounding neighborhood is concerned that a large number of visitors and patients are using on-street parking. The proposed garage on Congress Street, with 512 parking spaces, is anticipated to relieve overcrowding in the visitor's lot and provide an additional parking area for Maine Medical Center visitors. The addition of this garage will raise the total Maine Medical Center parking supply to 2,658 parking spaces. Currently, the total demand for Maine Medical Center is 1,886 spaces or 71 percent of the future supply after completion of the garage. Typically, no more than 85 percent occupancy is desired in order to allow for circulation and finding remaining parking spaces. With its proposed improvements, Maine Medical Center will meet this criterion.

On-Street

The following graph summarizes the supply and hourly parking demand for onstreet parking:



Western Promenade

Currently, the Western Promenade contains enough space for 69 parking spaces. Throughout the day, no more than 30 percent of these spaces were filled.

Ellsworth Street

With its close proximity to the entrance to the hospital, Ellsworth Street is one of the most frequently used parking areas for visitors to Maine Medical Center. Ellsworth Street contains enough space for 16 vehicles to park legally in one-hour parking spaces. However, eight of these parking spaces will be lost due to construction. In addition, many vehicles remained parked in these spaces for well over the time limit without being ticketed. In addition, there are several curb-side locations which are marked as no-parking zones for bus stops, fire hydrants, etc. Throughout the day, particularly during peak parking times for the Visitor's Lot, visitors parked in these no-parking zones. It is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that strict enforcement of parking regulations combined with the increased supply proposed as part of this project should reduce this problem.

Chadwick Street

Chadwick Street contains enough curb-side space for 20 vehicles to park legally. However, between the hours of 12:00 and 3:00 PM, when the Visitor's Lot is full, several vehicles were seen parked illegally across driveways and fire hydrants along this street. It is therefore, the opinion of Gorrill-Palmer Consulting Engineers, Inc. that strict enforcement of parking regulations should be upheld for Chadwick Street. In addition, signs should be posted near the entrance of the Visitor's Lot, directing traffic toward the new parking garage. Patients should also be instructed to park in the new garage in their pre-visit materials.

Bramhall Street

Bramhall Street contains enough curb-side space for 84 vehicles to park legally in one hour parking spaces. However, many vehicles were observed parking for several hours at a time. In addition, this street seemed to be a favorite for vehicles with MMC parking stickers and visitors to the Maine Medical Center. It is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that strict enforcement of parking regulations combined with the increased supply proposed as part of this project, should reduce this problem.

Gilman Street

Currently, the majority of the west side of Gilman Street is used by Maine Medical Center employees with MMC parking stickers. These spaces do not have a time limit and are therefore often preferred over parking in the St. John Street Lot and riding the shuttle. This greatly reduces the number of on-street parking spaces available for residents and patrons to facilities on Gilman Street. MMC should strongly encourage its employees to avoid parking on this street and to park in the proposed expansion to the Ramp Garage or the St. John Street Lot.

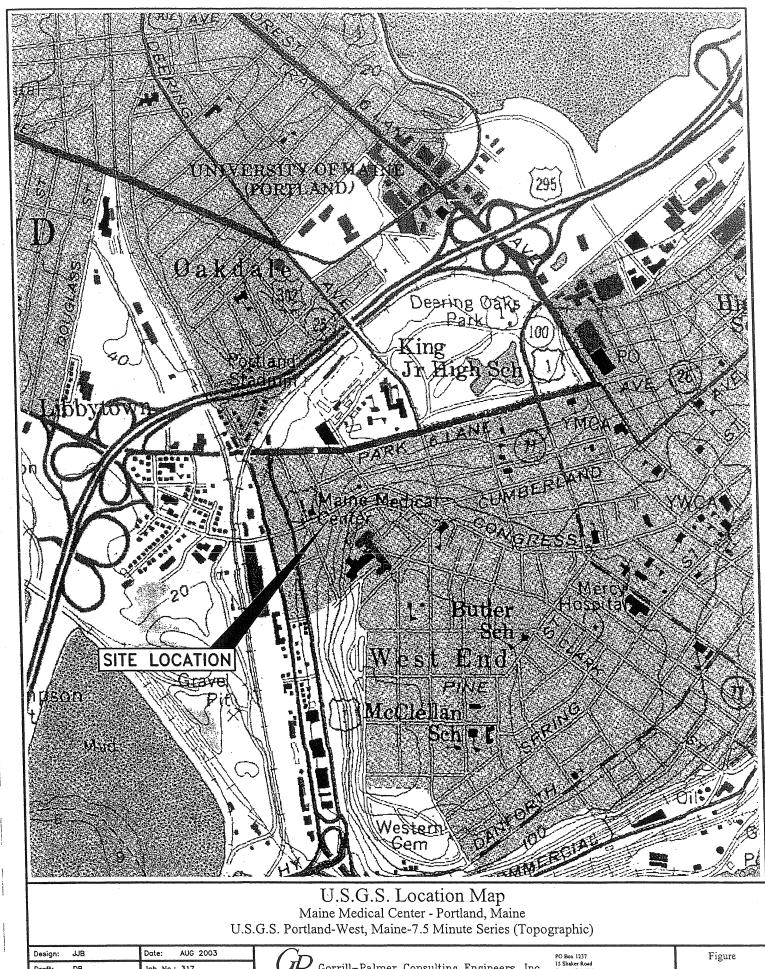
VI. Conclusions

The following is a summary of the findings of Gorrill-Palmer Consulting Engineers, Inc.

- 1. The current total off-street parking supply for Maine Medical Center was determined to be 2,146 parking spaces. The proposed expansion to the Gilman Street garage will be 512 spaces increasing the off street supply to 2,658 spaces.
- 2. The maximum off-street parking demand was 1,770 parking spaces, or 82 percent of the supply.
- 3. The total on-street parking supply in the vicinity of Maine Medical Center was determined to be 495 parking spaces.
- 4. The maximum demand for on-street parking was 318 parking spaces, or 64 percent of the supply. Approximately 57 of these parking spaces were filled by vehicles with MMC parking stickers. In addition, Gorrill-Palmer Consulting Engineers, Inc. estimates another 25 percent of the on-street parking is affiliated with MMC. Therefore, the current on-street parking demand associated with MMC is estimated to be 137 parking spaces or 28 percent of the current supply. This peak demand occurred form 8 to 9 AM. The overall peak demand for MMC occurred from 11 AM to noon at which time there on-street usage by MMC is estimated at 116 spaces.
- 5. The overall parking demand is anticipated to increase by 38 spaces due to the project. This will result in a total maximum demand of 1,924 spaces in the 11 AM to noon peak hour for MMC.
- 6. The total forecast MMC parking demand of 1,924 spaces represents 72% of the proposed 2,658 off-street supply proposed for MMC. This demand rate is below the recommended industry standard that the demands not exceed 85 percent of the supply to allow for circulation and finding the remaining parking spaces.
- 7. Although Maine Medical Center's forecast parking supply falls within the recommended range, Gorrill-Palmer Consulting Engineers, Inc. recognized some areas where improvements could be made. Based on these observations, we recommend the following improvements:
 - The Visitor's Lot is overcrowded, causing visitors to park in walkways and driveways, and making it difficult to maneuver a vehicle through the lot. Gorrill-Palmer Consulting Engineers, Inc. recommends that visitors be allowed to park in the proposed parking lot expansion and signs should be posted at the entrance to the Visitor's Lot, directing traffic to this location when the Visitor's Lot is full. In addition, Gorrill-Palmer

Consulting Engineers, Inc. recommends that patients be directed to park in the proposed garage in their pre-visit materials.

The majority of on-street parking is currently one-hour parking. In addition, many visitors are disregarding parking regulations and are parking in one-hour parking spaces for extended periods of time. Recently installed meters on Bramhall Street have helped alleviate this issue significantly. Gorrill-Palmer Consulting Engineers, Inc. recommends that strict enforcement of parking regulations be undertaken for all on-street locations and consideration be given to additional meters.



 Design:
 JJB
 Date:
 AUG 2003

 Draft:
 DB
 Job No.:
 317

 Checked:
 JJB
 Scale:
 None

 File Name:
 317-LOCMAP.DWG

Gorrill-Palmer Consulting Engineers, Inc.

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E-Mail: mailbox@gornillpalmer.co

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MEMORANDUM

TO:

Rick Seeley

FROM:

Paul Gray, VP of Planning

DATE:

April 14, 2004

RE:

Anticipated uses of Bramhall Lot and Existing and Proposed Garages

We have been asked by Tom Errico about the uses of the various major parking lots/garages.

Existing Major Lots/Garages

Our Bramhall campus parking will focus on the Bramhall Visitor Lot and the existing and proposed garages. The Bramhall Visitor Lot has 329 spaces, the existing garage has 1,225 spaces and the proposed garage has 512 spaces. Currently only visitors to the campus can use the Bramhall Visitor Lot. The existing garage is used by employees, volunteers and medical staff.

Future Use

The new garage will be used primarily by visitors to the campus coming to see in-patients in the Richards, Bean and Charles Street Building since this garage is the closest facility to these three buildings. Visitors will be directed to use this garage as part of the preadmission materials patients receive. The Bramhall Visitor Lot will be used primarily by outpatients who are coming for lab tests, x-rays or clinic visits since these programs are located on the same side of the campus as the Bramhall Visitor lot. These patients will also receive pre-visit materials directing them to park in the Bramhall Visitor Lot. The existing garage will continue to be used primarily by employees, volunteers and medical staff.

We also lease 200+ spaces off St. John Street in the surface lots behind the office buildings adjacent to the shopping plaza. As the demand for the new garage stabilizes, we intend on an incremental basis to move employees from the St. John lot to the new garage. However, we will not move employees if it has the potential to over subscribe the new garage.

Separation of Traffic

The effect of using the Bramhall Visitor Lot for outpatients and using the new garage for visitors to inpatient units will be to impact significantly the volumes of traffic which actually has to come up to the campus since the new garage users will enter the garage on Congress Street. We believe this will be a very positive development. New garage traffic will enter and exit on Congress Street rather than coming up to the campus and leaving via the Western Prom neighborhood street. The design of the new garage entrance and the distribution of visitors using the garage during the day should minimize the potential for stacking of cars on Congress Street.

AH.4

MEMORANDUM

TO:

Rick Seeley

FROM:

Paul Gray, VP of Planning

DATE:

April 14, 2004

RE:

Building Addition and Traffic Volume

We have been asked by Tom Errico why a 192,000 sq. ft. building addition generates such a minimal increase in traffic volume.

The 192,000 sq. ft. addition breaks down as follows:

30,000	Sq. ft. mechanical penthouse
29,000	Sq. ft. unfinished basement
126,000	Sq. ft. 4 floor building
7,000	Sq. ft. sub-basement/circulation
192,000	Sq. ft. Total

The programs moving into the new addition (labor/delivery, high risk antepartum mothers, neonatal intensive care, normal newborn nursing and post-partum mothers) are currently located on the second floor of the Bean and Richards Building. MMC delivers approximately 2,300 babies annually and this number is projected to increase to 2,500 by 2010, i.e. less than one additional delivery per day. While we will be adding beds to these programs, (which require additional space) the primary driver of the increase in the space is the change in the space required to meet today's standard of care. For example:

Neonatal intensive care units like our existing unit (designed in 1982) has 60 sq. ft. per infant... today's standard is 100 sq. ft. per infant Today we have 18 private and 7 semi-private post delivery rooms for mothers... the new facility will have 36 private rooms.

These are only two examples.

The overall traffic study was based on an increase in our average daily census (number of patients in beds on any given day... not the total number of beds) from 480 to 490. As it turns out, those projections are high. Continued reductions in our length of stay and slower growth in admissions now suggest an average daily census of around 430 – 440. This lower census will decrease the average number of vehicle trips to the campus. Another factor (not directly considered in the traffic analysis) is MMC's continuing efforts to relocate programs and services to other MMC campuses that do not need to be on the Bramhall campus. Examples include the current urgent care center (First Care) on the Brighton Campus with 20,000 visits annually and radiation therapy for cancer on the Scarborough Campus with 16,000 visits. MMC is also planning (subject to

State approval) to relocate from Bramhall over 5,000 outpatient surgery patients to Scarborough and 5,000 outpatient endoscopy patients to Brighton.

It is this combination of a stable if not declining inpatient population and continued efforts to relocate programs to other campuses which leads us to the minimal increase in volume of Bramhall traffic even with the new addition. The space vacated for the new addition will not add materially to traffic volume either since it will be used for intensive care beds or relocation of existing beds in older portions of the hospital. Intensive care patients are already in the hospital, but we need more of those beds to serve them during a portion of their stay.

From: Peter Murray [mailto:pmurray@law.harvard.edu]

Sent: Monday, March 22, 2004 8:54 AM

To: Rick Seeley

Cc: ldu@portlandmaine.gov; lRedRaina@yahoo.com; SCSMedia@aol.com;

<u>vandam@vandamdesign.com</u>; <u>oldmayor@aol.com</u>; <u>oresti@northcountryassociates.com</u>; pmurphy@maine.rr.com; 98pwm@att.net; debbym@attglobal.net; <u>damory@dwmlaw.com</u>;

balser@mmc.org; mryan@mmc.org; pmurray@law.harvard.edu

Subject: Maine Medical Center Contract Zone Request

Dear Mr. Seeley -

This follows a meeting of the Western Prom Neighborhood Association on Thursday, March 18, at which we discussed Maine Medical Center's request for a Contract Zone in connection with the proposed addition to its West End facilities in Portland. What follows, however, are the thoughts and suggestions of the undersigned, and do not necessary represent the official position of the WPNA.

Patrick Murphy mentioned an upcoming workshop meeting of the Planning Board to discuss the proposed contract zone. Unfortunately it will not be possible for me to be at this particular meeting. Please accept these written comments in lieu of my personal participation in the workshop.

Two of the aspects of the MMC proposal that would have the greatest potential negative impact on the neighborhood in which we live (at 89 West Street) are 1) the proposal to operate a heliport atop the existing parking garage and 2) the loss of housing resulting from their construction of a second large parking structure.

Based on the presentation made by MMC at the 3/18 meeting and other information shared with WPNA to date, we understand that MMC would like to operate the heliport for the incoming helicopter flights that are currently landing at the Portland Jetport. Currently there are about 200 helicopter flights per year. According to Mike Ryan, this number is likely to double if the heliport is approved. 400 flights per year would mean more than one flight per day landing in our neighborhood. Somewhat disturbingly the impression left by Mike's presentation is that all of the incoming flights with potential MMC patients would be routed to the heliport and the airport would be used only as a backup.

Needless to say, in some cases a patient's condition can be so serious that landing at the hospital rather than the airport can make a significant medical difference - perhaps even life or death. We and all the other residents of the Western Prom would welcome the helicopter in such an emergency situation, even in our own front yards, if it could mean saving a life. We are glad to endure the increased noise and danger in the place where we have our homes if it means that lives will be saved.

On the other hand, the Western Prom area is one of Portland's most well established residential neighborhoods. Ordinarily daily aircraft operations are inconsistent with residential areas. There is no question but that the attendant noise and danger will tend to degrade the quality of residential life in a large part of the neighborhood. The neighborhood residents should be expected to make this sacrifice, if it means that lives will be saved. However to the extent that helicopter transport is not a matter of life or death it seems reasonable to request that the contract zone be drawn to minimize unnecessary degradation of our neighborhood. To that end, it is requested that the contract zone be drawn to permit helicopter landings at MMC only when it is deemed medically necessary to land directly at the MMC helipad rather than the Portland Jetport.

MMC has suggested that the criteria for allowing helicopter transport in the first place will adequately protect the neighborhood from excessive helicopter usage when not medically necessary. This position, however, is not reassuring. First of all, there are some 200 flights a year currently landing at the Jetport. While it might make a life or death difference for some of these patients to come directly to the hospital, it seems likely that for most of them the Jetport is currently sufficing and would suffice

in the future. Currently the helicopter use authorization criteria are sufficient to allow transport via the airport, so we can only assume that they will continue to do so. It is easy to imagine cases where helicopter transport is authorized because the patient is located in some remote area where it would be difficult to operate an ambulance to pick up the patient, or on an island, and not because of extreme urgency at the Portland end of the movement. These latter flights should terminate at the Jetport so that the patient could be brought to MMC via MEDCU as is currently the case.

It is also requested that the contract zone require MMC to record certain key information about each helicopter landing at the heliport as they take place such as the location of origin of the transport, the diagnosis of the patient at time of transport, the diagnosis at MMC, the treatment, and a specific statement of the reason why landing at the heliport instead of the airport was deemed to be medically necessary. Of course such records should preserve patient confidentiality. However it should be possible to record and maintain the key items of information that would be necessary to determine whether MMC or its helicopter service is abiding by the terms of the contract zone. Apparently consideration is being given to establishing a joint community-MMC committee to monitor helicopter issues. If the information collected about the flights were made available to this committee, the committee could either reassure the area residents that the level of helicopter traffic is indeed medically necessary or raise any discrepancies with MMC. Without some kind of reporting, enforcement of any limitation on flights would be difficult, if not impossible.

Needless to say, helicopter landings to save lives are one thing, and helicopter traffic for other purposes is another. It is therefore requested that the contract zone specifically prohibit any helicopter operations for purposes other than bringing seriously sick or injured patients to the hospital under circumstances where transport to the heliport rather than the jetport is medically necessary. The heliport should not be available for VIP family members, corporate tycoons, hospital visitors, political personalities, or others.

Mike Ryan indicated at the meeting that the helicopter flight paths would approach MMC from the north and would not fly over the adjacent Western Prom neighborhood. By approaching from the northwest, the helicopter would be operating over commercial and mixed residential uses mainly at the foot of Bramhall Hill rather than the purely residential area at the top of the hill. It is requested that the Planning Board and its staff to investigate the extent to which specific flight path and minimum height restrictions can be a part of the zone and to include such requirements in the zone so as to minimize noise and danger to our neighborhood.

Because it is hard to anticipate all of the possible ramifications of regular helicopter operations in our neighborhood, and to foresee the ways in which reasonable controls might minimize those ramifications, it is requested that the contract zone specifically provide that the terms and conditions of the zone will be provisional for the first 12 months, subject to further consideration and additional zone provisions based on the experience of the first 12 months. At the end of the first 12 months the Planning Board canreview the history of operations in the first year with the aid of the records (or summaries) suggested above. If everything has gone smoothly, then there should be no problem in making the zone permanent. However if there are problems, we would at least have a chance to deal with them before it is too late.

Provisions such as these should not interfere in any way with Maine Medical Center's operation of a heliport for those patients who really need to land at the hospital rather than the nearby Jetport. We reiterate our and our neighbors' willingness to share in the burden of helicopter operations when they are necessary to save lives and help seriously injured patients. However the neighborhood residents should not be asked to sacrifice the quality of life in one of Portland's most well established residential neighborhoods merely for convenience or to save the cost of a MEDCU trip from the airport.

While suggesting the foregoing as a good middle ground, there may be other solutions that the Planning Board or MMC might suggest to complement these proposals. Undoubtedly all of the neighborhood residents will be receptive to a real dialogue on this issue.

On the housing issue, it appears that MMC has, over the years, appropriated several buildings that once were houses for administrative purposes, and now proposes to tear down two more houses for its new garage. The necessity of losing this housing is understandable. On the other hand, MMC is under a legal duty to replace this housing. It appears to be considering fulfilling this duty by buying a couple of units in a housing development that some developer is constructing any way elsewhere in the city. Such a compliance is not in the spirit of this requirement. It is requested that MMC be required to replace the housing be either reconverting some space that is not currently being used for housing or by construction of additional new housing in the Western Prom-Parkside neighborhoods.

Can you please put me on the mailing list for future communications, notices, etc. concerning this project?
Written communications should be sent to:
89 West Street
Portland, ME 04102
pmurray@law.harvard.edu

Thank you very much for your consideration and that of the Planning Board,

Sincerely,

Peter L. Murray



To: Rick Seeley

Cc: Katherine Earley; Tom Gorrill

Subject: Maine Medical Center -- Bramhall Campus Expansion

Rick--

I have reviewed the April 12, 2004 Gorrill-Palmer Consulting Engineers, Inc. letter responding to my comments; the Revised April 2004 Traffic Impact Study; and the Revised April 2004 Parking study and offer the following comments.

- 1. I continue to be concerned about the level of traffic that will exist in the Congress Street/Valley Street area following expansion of the project and construction of the I-295 Connector. With the removal of the Danforth Street via-duct, its seems possible that traffic destined to the western promenade portion of the City will utilize Valley Street and Congress Street to access that area. I would agree that future travel pattern is difficult to predict. However, in an effort to ensure that reasonable traffic conditions will be provided in the future, I would suggest that the applicant conduct traffic counts and analysis at the Congress Street/Valley intersection following construction of both the Hospital Expansion and the I-295 Connector.
- 2. The evaluation of the Congress Street/Deering Avenue intersection should account for an exclusive pedestrian phase, the extreme grade on Deering Avenue, and the fact that the Deering Avenue approach does not operate in the field as a two-lane approach (during some cycles it does and others it does not). I would also note that the lag phase for Congress Street is not controlled with the appropriate signal head and should be accounted for in the evaluation. The applicant should also implement signal improvements to ensure MUTCD compliance.
- The Congress Street/Valley Street intersection operates off the same controller as the Congress Street/St. John intersection and therefore should be evaluated as such. Additionally, the intersection should account for an exclusive pedestrian phase. The westbound Congress Street approach lanes assignment should be modified to represent existing conditions or a shared left/through lane and a shared through/right lane.
- 4. The Congress Street/St. John Street intersection should be evaluated assuming that it operates with the Congress Street/Valley Street intersection and has an exclusive pedestrian phase.
- 5. The intersection of Park Street and St. John Street has a movement that operates at an unacceptable level of service following project build-out and mitigation strategies should be recommended.
- 6. The intersection of Park Avenue/Deering Avenue should be evaluated with an exclusive pedestrian phase.
- 7. The applicant should identify specific recommendations that are to be implemented at the Garage entrance on Congress Street. This should include lanes, storage requirement, and onstreet parking loss.
- 8. Final recommendations should include the development of revised traffic signal timing plans to be implemented by the applicants traffic signal contractor.

Please call me if you have any questions or comments.

Thomas A. Errico, P.E. Senior Transportation Engineer Wilbur Smith Associates 59 Middle Street Portland, Maine 04101 (207) 871-1785 (207) 871-5825 fax

AH. 6

From: John Peverada [mailto:JBP@portlandmaine.gov]

Sent: Tuesday, April 20, 2004 4:08 PM

To: Rick Seeley

Cc: <u>Idu@ci.portland.me.us</u>; <u>AQJ@portlandmaine.gov</u>; <u>GLT@portlandmaine.gov</u>

Subject: MMC Revised Parking Plan

Rick, I have reviewed the revised parking plan you gave me last Wednesday. Some of my earlier questions have been resolved, but most of my comments remain the same.

Why does the report include on street parking spaces as part of the supply?

Is the hospital going to be required to continue to run a shuttle from the St. John St. Lot?

Has the hospital verified that every employee has an off street parking space?

What is the hospital going to do to encourage their employees NOT to park on the street? One suggestion may be to stagger the start and stop times of the shifts, so employees can exit the garage quicker.

I fully agree with Gorrill Palmers recommendation to have the hospital install better directional signage for visitor parking. I also agree with their recommendation that patients be directed to park in the proposed garage in their pre-visit materials. This was discussed during their approval 1998, but as far as I know it was never implemented.

Finally, I am hopeful that the following will become conditions of approval for this project:

- 1.The hospital will allow snow ban parking in the new garage at reasonable rates from 7:00PM to 7:00AM
- 2. The garage will be available to residents nights and weekends
- 3. During construction, all subcontractors will be required to park off site.
- 4. The City will approve prototypes of newly proposed directional signage. Done
- 5. The hospital will show the City prototypes of newly proposed literature on parking to be sent to patients with their pre-visit materials.
- 6. The hospital shall verify that each employee has an off street parking space provided.
- 7. The hospital will provide off street parking for all of their vendors/sub contractors, alleviating the need for them to purchase on street occupancy permits and tying up valuable on street parking spaces needed by residents and for turnover parking.
- 8. The hospital shall be required to continue to run a shuttle from the St. John St. Lot, and verify that they have a long term lease for this lot and any other lot that they do not own.

Rick, please feel free to share my comments with the Planning Board or MMC staff. If you have any questions or concerns, I can be reached at 874-8444. Thanks

AH. 8

City of Portland Code of Ordinances Sec. 14-57 Land Use Chapter 14 Rev.03-24-04

Any person being the owner or occupant of, having control of or the use of any building or premises or part thereof, who violates any of the provisions of this article, shall be guilty of an offense.

(Code 1968, § 602.26.D; Ord. No. 157-76, 4-21-76)

Sec. 14-58. Reserved. Sec. 14-59. Reserved.

DIVISION 1.5. CONDITIONAL OR CONTRACT ZONING

Sec. 14-60. Authority and purpose.

Pursuant to 30-A M.R.S.A. Section 4503(9), conditional or contract zoning is hereby authorized for rezoning of property where, for reasons such as the unusual nature or unique location of the development proposed, the city council finds it necessary or appropriate to impose, by agreement with the property owner or otherwise, certain conditions or restrictions in order to ensure that the rezoning is consistent with the city's comprehensive plan. Conditional or contract zoning shall be limited to where a rezoning is requested by the owner of the property to be rezoned. Nothing in this division shall authorize either an agreement to change or retain a zone or a rezoning which is inconsistent with the city's comprehensive plan.

(Ord. No. 31-85, 7-15-85; Ord. No. 88-88, 7-19-88; Ord. No. 62-89, 7-17-89)

Sec. 14-61. Notice and hearing.

The planning board shall conduct a public hearing prior to any property being rezoned under this division. Notice of this hearing shall be posted in the city clerk's office at least fourteen (14) days prior to the public hearing and shall be published in a newspaper of general circulation within the city at least two (2) times, the date of the first publication to be at least seven (7) days prior to the hearing. Notice shall also be sent to the owners of all property abutting the property to be rezoned at their last known address. This notice shall contain a copy of the proposed conditions and restrictions, with a map indicating the property to be rezoned.

City of Portland Code of Ordinances Sec. 14-61 Land Use Chapter 14 Rev.03-24-04

(Ord. No. 31-85, 7-15-85)

Sec. 14-62. Conditions and restrictions.

Conditions and restrictions imposed under the authority of this division shall relate only to the physical development and operation of the property and may include, by way of example:

- (a) Limitations on the number and types of uses permitted;
- (b) Restrictions on the scale and density of development;
- (c) Specifications for the design and layout of buildings and other improvements;
- (d) Schedules for commencement and completion of construction;
- (e) Performance guarantees securing completion and maintenance of improvements, and guarantees against defects:
- (f) Preservation of open space and buffers, and protection of natural areas and historic sites;
- (g) Contributions toward the provision of municipal services required by the development; and
- (h) Provisions for enforcement and remedies for breach of any condition or restriction.

(Ord. No. 31-85, 7-15-85)

Secs. 14-63. Reserved. Secs. 14-64. Reserved. Secs. 14-65. Reserved.

DIVISION 2. R-1 RESIDENTIAL ZONE*

^{*}Editor's note--Ord. No. 532-84, adopted May 7, 1984, repealed Div. 2, s; § 14-66-14-69, and enacted a new Div. 2, §§ 14-66-14-71. The division was formerly derived from Code 1968, § 602-2.2A-D; Ord. No. 499-74, § 2, adopted Aug. 19, 1974; Ord. No. 610-82, § 1, adopted July 7, 1982; and Ord. No. 88-83, §§ 1, 2, adopted Aug. 3, 1983.

Att.9

Maine Medical Center and Neighborhoods Meeting Tuesday, March 30, 2004 4:00 – 6:00 pm

Purpose: to review the progress on "next step" items due to be done by 3/30, to look at what people learned from the Planning Board workshop and identify anything that should go on a future Committee agenda, to hear the key issues and workshop agenda items identified by the Planning staff and to set the future work of the group

Desired Outcomes:

A check off of next steps which have been completed

A list of future work for the Committee based on what people learned from the Planning Board Workshop

A list of the issues identified by the Planning Board and the agendas for the next Planning Board workshops

An agreement on what the Committee should work on next

A list of next steps

Agenda:

- 4:00pm Meeting introduction: review purpose, outcomes, agenda and ground rules
- 4:10 What has been accomplished so far on the next steps designed to be done by 3/30?
- 4:30 Discussion of the 3/24 Planning Board workshop. What did you hear as the key issues or questions? What should this group be working on in the future as a result?
- 5:00 What did the Planning Board staff identify as the key issues and the Planning Board schedule in their meeting with MMC today (3/30)?
- 5:30 What should this committee work on at its next meeting?
- 5:45 Wrap up: check on any basket items, next steps and meeting evaluation
- 6:00 Adjourn

Next Steps from previous two meetings Recruit people from other neighborhoods					
Check with Parkside N. A. re representative				3/11	
Check with Western Prom	Patrick	ζ.		3/18	
Valley / Gilman area	Steve			3/15	
Libbytown / Oakdale: Paul Oulette	Mike			3/15	
Steve Perazone, Vinal Thompson		Paul		3/15	
Set up meeting schedule (weeks between Pla Board meetings; then quarterly)	anning	Paul		3/15	
Talk with MMC Board		Paul		3/17	
Report to Neighborhood Associations	Steve, Sam, I	Raina Patrick		3/11 3/17	
Inform commercial corridor (Architectural Salvage, La Bodega)		Paul		3/15	
More work on the pedestrian way in the from of existing garage	nt	Hank/I	Mike	2 wks.	
Re-examine the triangle; beefing up landsca	ping	Hank/I	Mike	2 wks.	
Finish research and design on pedestrian conbetween Crescent and Congress, the and Congress, a whole pedestrian plan			Mike		
provide an update			2 wks.		
Talk with the City re plan for the pedestrian coordinate with the City's sidewalk plan	way;	Paul		3/23	
Bring housing developments to the Neighbor Council	orhood	Paul	at	Spring on NC n	
Prepare an assessment of recently acquired Residential buildings that won't be torn dow	/n	Mike		3/23	
Present revised housing replacement	t plan to)	Paul		3/30
the Neighborhood Council					
See if life Flight can lease quieter helicopter	rs	Mike		3/30	
Need to come back to the suggestion which includes "compensate" and agree on		Paul		future r	ntg.

what it means; put on future agenda

Talk with METRO about the bus stops and bring ideas back to Council; coordinate	Mike/Hank	3/30
with the sidewalk and connector plans		
Link with the Fairfield Inn re revitalization efforts in the area	Paul	3/30

Maine Medical Center and Neighborhoods Meeting Tuesday, March 30, 2004 4:00 – 6:00 pm

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5:30 What should this committee work on at its next meeting?

5:45 Wrap up: check on any basket items, next steps and meeting evaluation

6:00 Adjourn

Ground Rules:

Cell phones off or on vibrate

Listen and hear people out

Be succinct

Don't repeat

Be constructive

Check in to get everyone's opinion

Disagree with ideas not people

Stay on the topic

<u>Present were</u>: Patrick Murphy, John Orestis, Anne Pringle, Raina Rippel, Steven Scharf, George Silverman, Sam Van Dam, Paul Gray, Hank Dunn and Alex Jaegerman

Next steps from 3/8 and 3/15 updated and reorganized

Commercial corridor

Inform commercial corridor (Architectural

Paul

4/15

Salvage, La Bodega)

Link with the Fairfield Inn re revitalization

Paul

4/15

efforts in the area

These two haven't been done yet, but will be by 4/15

Pedestrian walkways along Congress and connecting to the campus

More work on the pedestrian way in the front

Hank/Mike

of existing garage and new garage

Hank reported that they are working on the suggestions made at the previous meetings and will bring the new plans back to the group

Re-examine the triangle; beefing up landscaping Hank/Mike 2 wks.

> Hank reported that they are working on the suggestions made at the previous meetings and will bring the new plans back to the group

Finish research and design on pedestrian connector Hank/Mike

between Crescent and Congress, the upper campus

and Congress, a whole pedestrian plan

provide an update

2 wks.

Sam spoke to the importance of the connection between the campus and Congre ss Street. Hank said that they were working on "way finding elements" and looking for ideas on "public way common elements". Sam suggested lighting and an outside consultant such as Peter Monroe. Hank said that further design developments would come back to the group. Anne suggested that the hospital check on an ADA requirements relative to the walk way.

Talk with the City re plan for the pedestrian way;

Mike

3/23

3/30

coordinate with the City's sidewalk plan

This job was reassigned to Mike and Hank

Talk with METRO about the bus stops and

Mike/Hank

bring ideas back to Council; coordinate

with the sidewalk and connector plans

Mike and Paul will talk with METRO after they have some suggestions to make to METRO about bus stop locations and amenities.

Housing

Bring housing developments to the Neighborhood Paul

Spring 04

Council(relative to reconverting offices to residential)

at an NC mtg.

Paul indicated that this item will come later after the more immediate issues are settled

Prepare an assessment of recently acquired

Mike

3/23

Residential buildings that won't be torn down

This refers to the buildings on Crescent Street and has not been done yet. The buildings are in pretty bad condition.

Present revised housing replacement plan to

Paul

before 4/27

the Neighborhood Council

The Hospital is working on an opportunity to partner with another organization to do part of their housing replacement responsibility. He doesn't have a final agreement from the other organization yet, but it would be in the neighborhood. Either this will be ready by 4/27 or they will have a "plan B" ready.

Helicopters

See if life Flight can lease quieter helicopters

Mike

3/30

Mike has spoken with Life Flight. When they replace the helicopters they have, they will upgrade to newer, quieter technology. But that won't be for more than a year.

Others next steps

Need to come back to the suggestion which

Paul

future mtg.

includes "compensate" and agree on what it means; put on future agenda

Completed Next Steps:

Recruit people from other neighborhoods

1001010 000010 1101101 11010		
Check with Parkside N. A. re representativesSteve	/ Raina	done
Check with Western Prom	Patrick	done
Valley / Gilman area	Steve	done
Libbytown / Oakdale: Paul Oulette	Mike	done
Steve Perazone, Vinal Thompson	Paul	3/15

Scheduling

Set up meeting schedule (weeks between Planning Paul done

Board meetings; then quarterly)

The group will email Pam with their available dates in April for another meeting. Then the next Planning Board meeting will be 4/27 and the group will meet again on May 3.

Reporting to other groups

Talk with MMC Board Paul done Report to Neighborhood Associations Steve, Raina done Sam, Patrick done

Report from the meeting of the City and MCC Planning Staffs

Schedule of Planning Board workshops:

4/27 Workshop to continue presentation of new information and gathering questions:

traffic

landscaping and external signage contract for contract zone consistence of the plans with the City's comprehensive plan

Planning Board walk through of the site and talk with Life Flight and pilot

5/11 Workshop to respond to questions and work on details

Bob Miller will do a peer review on the helicopter noise study; scope to be determined

The City staff has a number of questions to which MMC will respond on the construction schedule, storm water, traffic and the parking study.

There was discussion of some right of way issues associated with the street widenings both in front and on Gilman Street.

Key issues raised by the City Staff:

Clarification of the long term master plan for MMC including the Vaughan St. lot

Scope of the contract zone

Helipad – noise and safety

Garage and landscaping

Traffic, especially on Congress Street

Utility plant: what is it; will it need expansion; architecture

Consistency with the City's plan

Housing replacement

Need to start the process of defining the contract zone area and conditions

Comments from the Neighborhood representatives on the workshop and the issues:

The Planning Board's questions were very similar to the neighbor's

Need for a MMC master plan; concern that there isn't time for a thorough master plan How does it fit with the City's comprehensive plan?

Need to see some "compensation" for the change in quality of life in changes in the parking lot.

Contract zoning needs to include parameters around the area and density

Need to agree on principles of development on the "campus" as well as the area

Next meeting

<u>Date</u>: everyone will send his/her availability to Pam, who will find the date with the best attendance

<u>Agenda</u>: What are the core principles that are important to the Council for the contract zone?

<u>Send</u> ideas: Because not everyone will be able to make the next meeting given the complicated travel and work plans for much of the group, people are invited to share via email their thoughts on the core principles for the contract zone. Pam will collate these and make sure that they are part of the discussion at the meeting.

Next Steps

What	Who	When
Send available dates in April to Pam	Everyone	immediately
Notes for 3/30	Pam	4/1
Send any ideas or suggestions on the core principles for the contract zone to everyone and Pam will collate them	everyone	before next mtg

Next Steps from previous two meetings					
Recruit people from other neighborhoods Check with Parkside N. A. re representatives Check with Western Prom	sSteve / Patrick			3/11 3/18	
Valley / Gilman area	Steve			3/15	
Libbytown / Oakdale: Paul Oulette	Mike			3/15	
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Talk with METRO about the bus stops and bring ideas back to Council; coordinate with the sidewalk and connector plans	Mike/Hank	3/30
Link with the Fairfield Inn re revitalization efforts in the area	Paul	3/30

Att. 10

Maine Medical Center and Neighborhoods Meeting Monday, March 8, 2004 4:00 – 6:00 pm

Present: Patrick Murphy, Raina Rippel, Steven Scharf, Sam Van Dam, Paul Gray, Mike Ryan and Hank Dunn.

Meeting Summary: MMC staff and neighborhood representatives met to look at the responses and next steps for the suggestions of the neighbors about the MMC plans.

Paul outlined the suggestion to create an ongoing MMC Neighborhood Association Council. The group agreed with the plan and suggested that there be a subcommittee to deal with helicopter issues that include other potentially affected neighborhoods. The neighborhood representatives agreed to check with their respective Associations and various committee members took assignments for recruiting members and setting a meeting schedule. (See next steps under the section on Neighborhood Council.) It was agreed that the current representatives would most likely be the people to continue representing their associations for the time being.

Paul presented the suggestions for a pedestrian walk way from Crescent to Congress. There is still research to be done on the right of way and the possibility of running it horizontally across another person's land part way down the hill. The group added suggestions on integrating the walk way with the hospital campus and with an overall pedestrian plan. Mike and Hank will continue to work on the project and update the group in two weeks.

Next, the group looked at the new designs for the façade of the new garage. The neighbors reacted positively to the new arrangement for stacking cars in the garage, the wider entrances with better pedestrian visibility, the new materials, lights and banners on the façade. They suggested, in addition, that the existing door in the tower "disappear", that there be trees on the street side of the lower sidewalk including the existing garage and that the landscaping in the triangle be beefed up. Next steps include work on those ideas and coordinating the sidewalk plans with the City. (See notes for complete list of next steps.)

On the Utility Building, the neighbors reacted positively to the new exterior patterns, but suggested that the street trees be good sized. There were also suggestions on working with the City on the revitalization of the Congress Street retail area and on advertising Congress Street businesses within the hospital to encourage use of the area.

The Committee agreed to meet again on March 15 from 4-6 to finish with the suggestions on housing and any others suggestions not yet discussed.

The meeting adjourned at 6:00pm.

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AH.S

To: Rick Seeley

Cc: Katherine Earley; Tom Gorrill

Subject: Maine Medical Center -- Bramhall Campus Expansion

Rick--

I have reviewed the April 12, 2004 Gorrill-Palmer Consulting Engineers, Inc. letter responding to my comments; the Revised April 2004 Traffic Impact Study; and the Revised April 2004 Parking study and offer the following comments.

- I continue to be concerned about the level of traffic that will exist in the Congress Street/Valley Street area following expansion of the project and construction of the I-295 Connector. With the removal of the Danforth Street via-duct, its seems possible that traffic destined to the western promenade portion of the City will utilize Valley Street and Congress Street to access that area. I would agree that future travel pattern is difficult to predict. However, in an effort to ensure that reasonable traffic conditions will be provided in the future, I would suggest that the applicant conduct traffic counts and analysis at the Congress Street/Valley intersection following construction of both the Hospital Expansion and the I-295 Connector.
- 2. The evaluation of the Congress Street/Deering Avenue intersection should account for an exclusive pedestrian phase, the extreme grade on Deering Avenue, and the fact that the Deering Avenue approach does not operate in the field as a two-lane approach (during some cycles it does and others it does not). I would also note that the lag phase for Congress Street is not controlled with the appropriate signal head and should be accounted for in the evaluation. The applicant should also implement signal improvements to ensure MUTCD compliance.
- 3. The Congress Street/Valley Street intersection operates off the same controller as the Congress Street/St. John intersection and therefore should be evaluated as such.

 Additionally, the intersection should account for an exclusive pedestrian phase. The westbound Congress Street approach lanes assignment should be modified to represent existing conditions or a shared left/through lane and a shared through/right lane.
- 4. The Congress Street/St. John Street intersection should be evaluated assuming that it operates with the Congress Street/Valley Street intersection and has an exclusive pedestrian phase.
- 5. The intersection of Park Street and St. John Street has a movement that operates at an unacceptable level of service following project build-out and mitigation strategies should be recommended.
- 6. The intersection of Park Avenue/Deering Avenue should be evaluated with an exclusive pedestrian phase.
- 7. The applicant should identify specific recommendations that are to be implemented at the Garage entrance on Congress Street. This should include lanes, storage requirement, and onstreet parking loss.
- 8. Final recommendations should include the development of revised traffic signal timing plans to be implemented by the applicants traffic signal contractor.

Please call me if you have any questions or comments.

Thomas A. Errico, P.E. Senior Transportation Engineer Wilbur Smith Associates 59 Middle Street Portland, Maine 04101 (207) 871-1785 (207) 871-5825 fax

AH. 6

From: John Peverada [mailto:JBP@portlandmaine.gov]

Sent: Tuesday, April 20, 2004 4:08 PM

To: Rick Seeley

Cc: <u>Idu@ci.portland.me.us</u>; <u>AQJ@portlandmaine.gov</u>; <u>GLT@portlandmaine.gov</u>

Subject: MMC Revised Parking Plan

Rick, I have reviewed the revised parking plan you gave me last Wednesday. Some of my earlier questions have been resolved, but most of my comments remain the same.

Why does the report include on street parking spaces as part of the supply?

Is the hospital going to be required to continue to run a shuttle from the St. John St. Lot?

Has the hospital verified that every employee has an off street parking space?

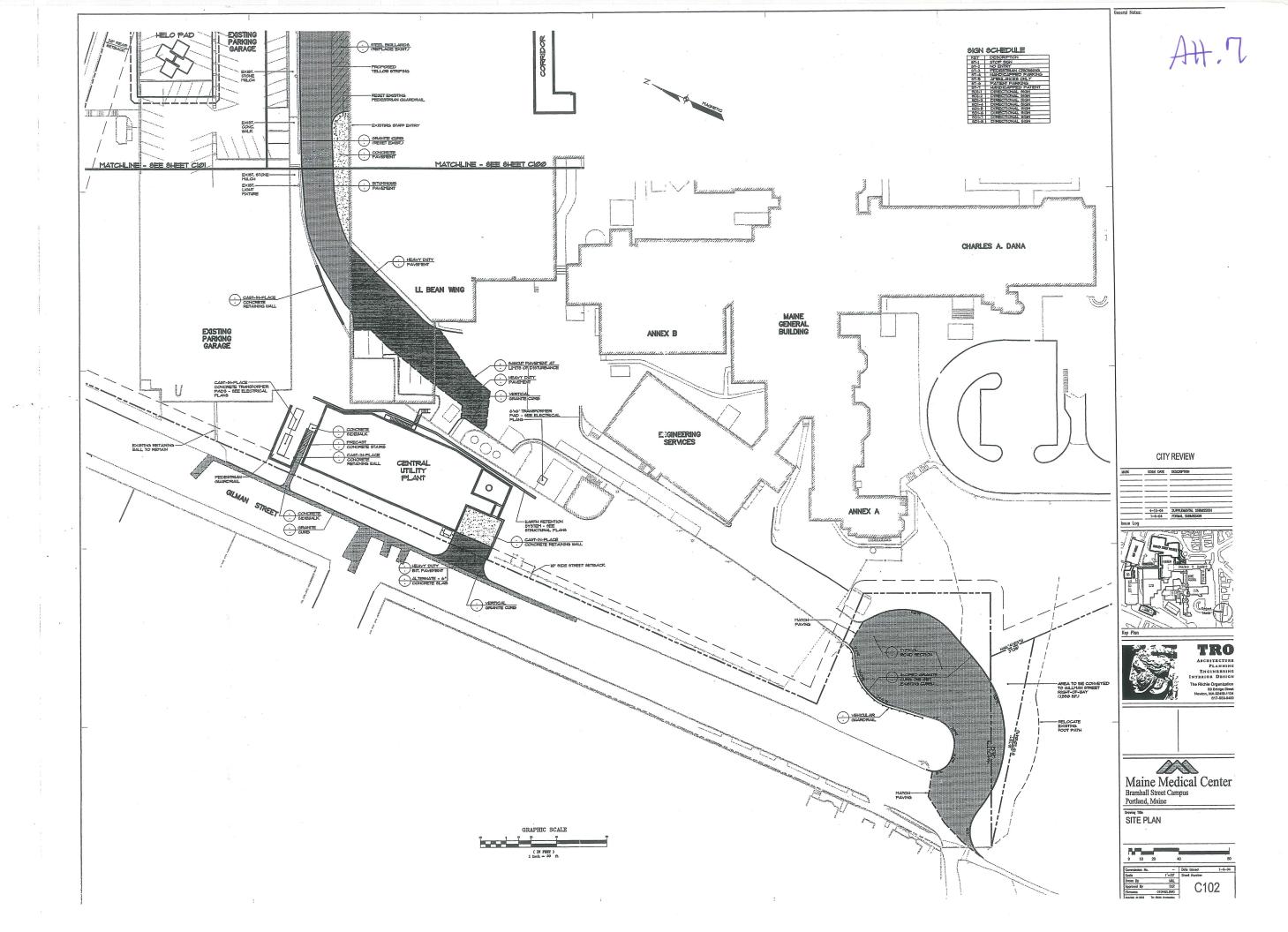
What is the hospital going to do to encourage their employees NOT to park on the street? One suggestion may be to stagger the start and stop times of the shifts, so employees can exit the garage quicker.

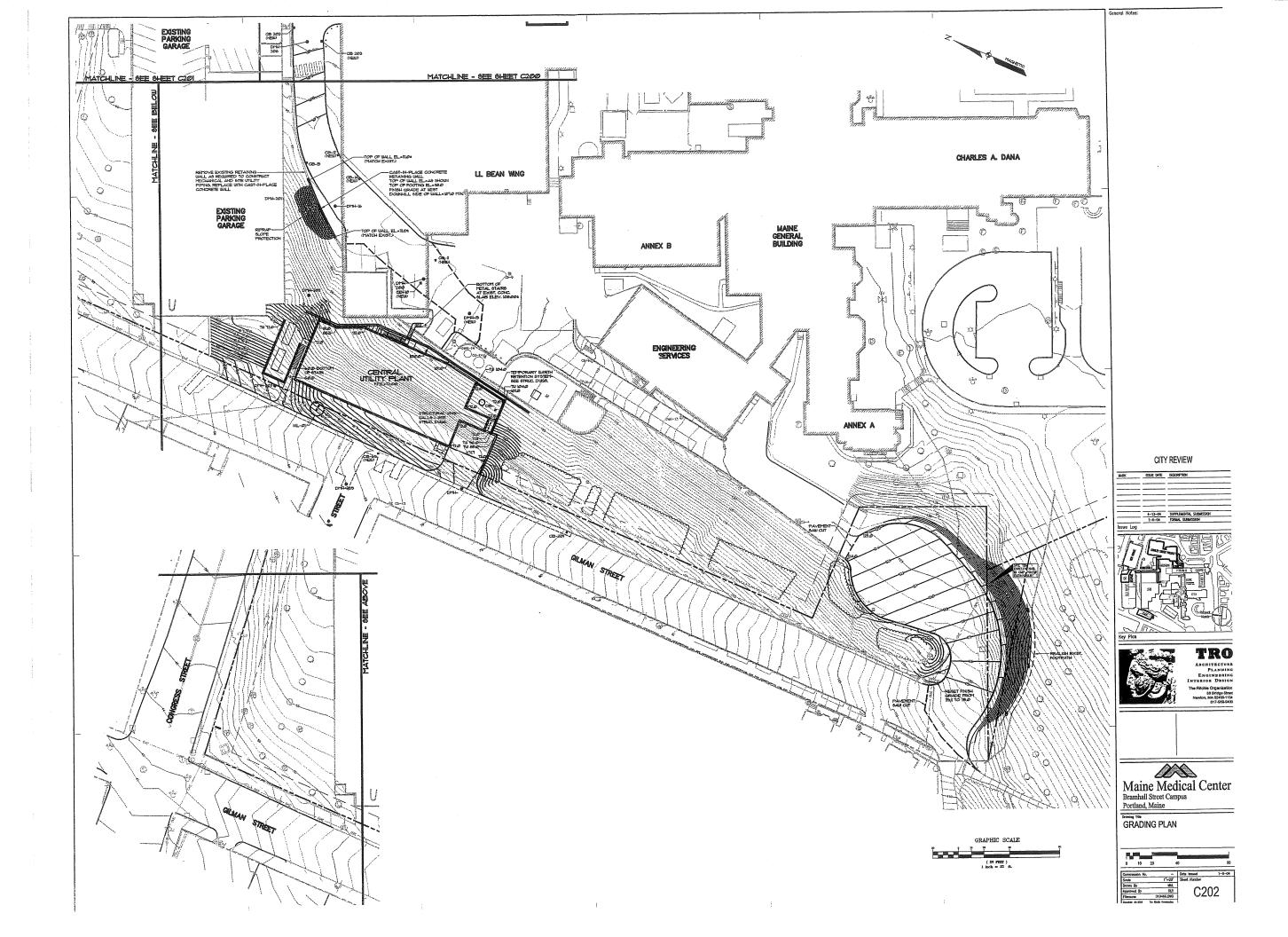
I fully agree with Gorrill Palmers recommendation to have the hospital install better directional signage for visitor parking. I also agree with their recommendation that patients be directed to park in the proposed garage in their pre-visit materials. This was discussed during their approval 1998, but as far as I know it was never implemented.

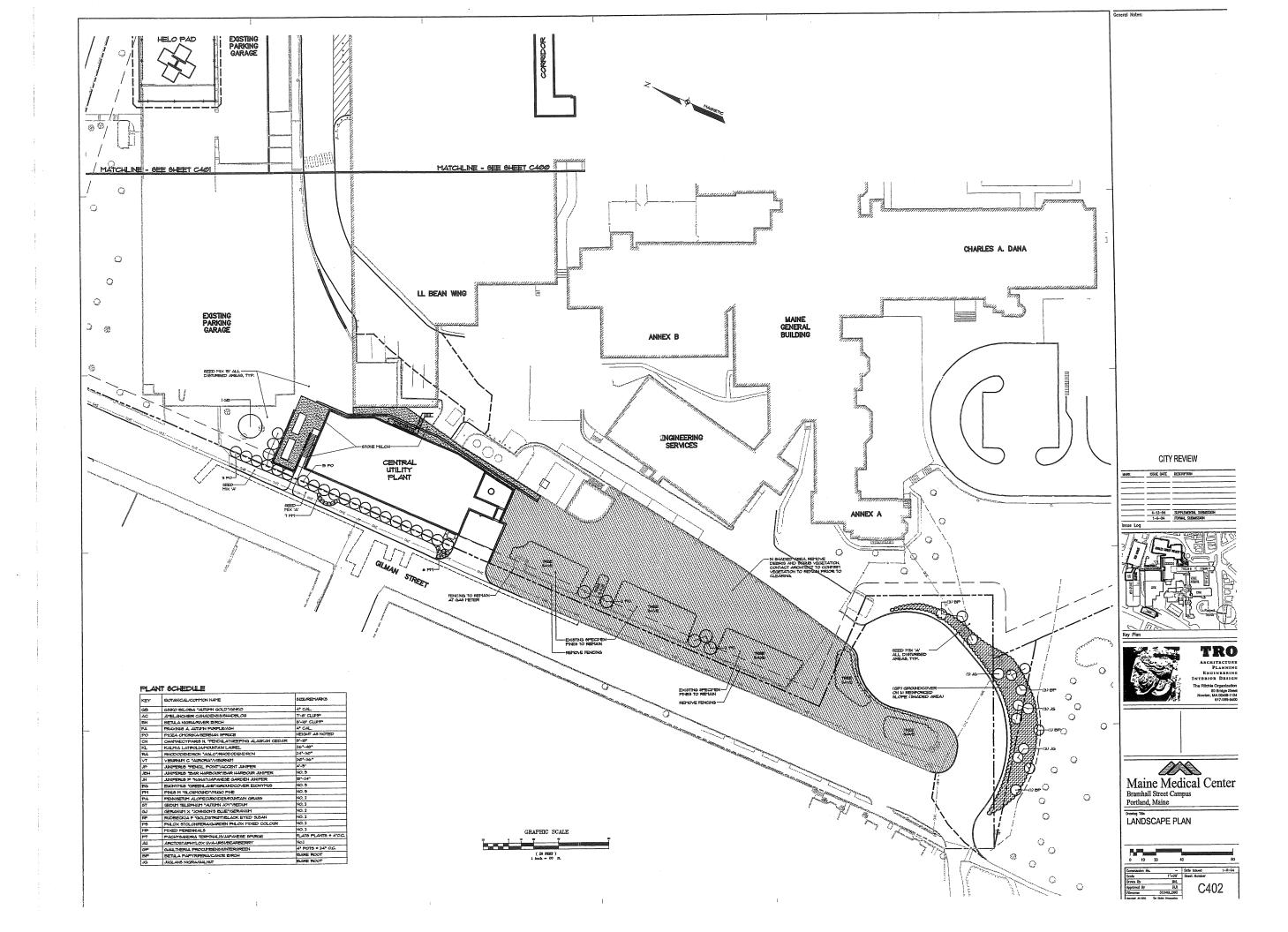
Finally, I am hopeful that the following will become conditions of approval for this project:

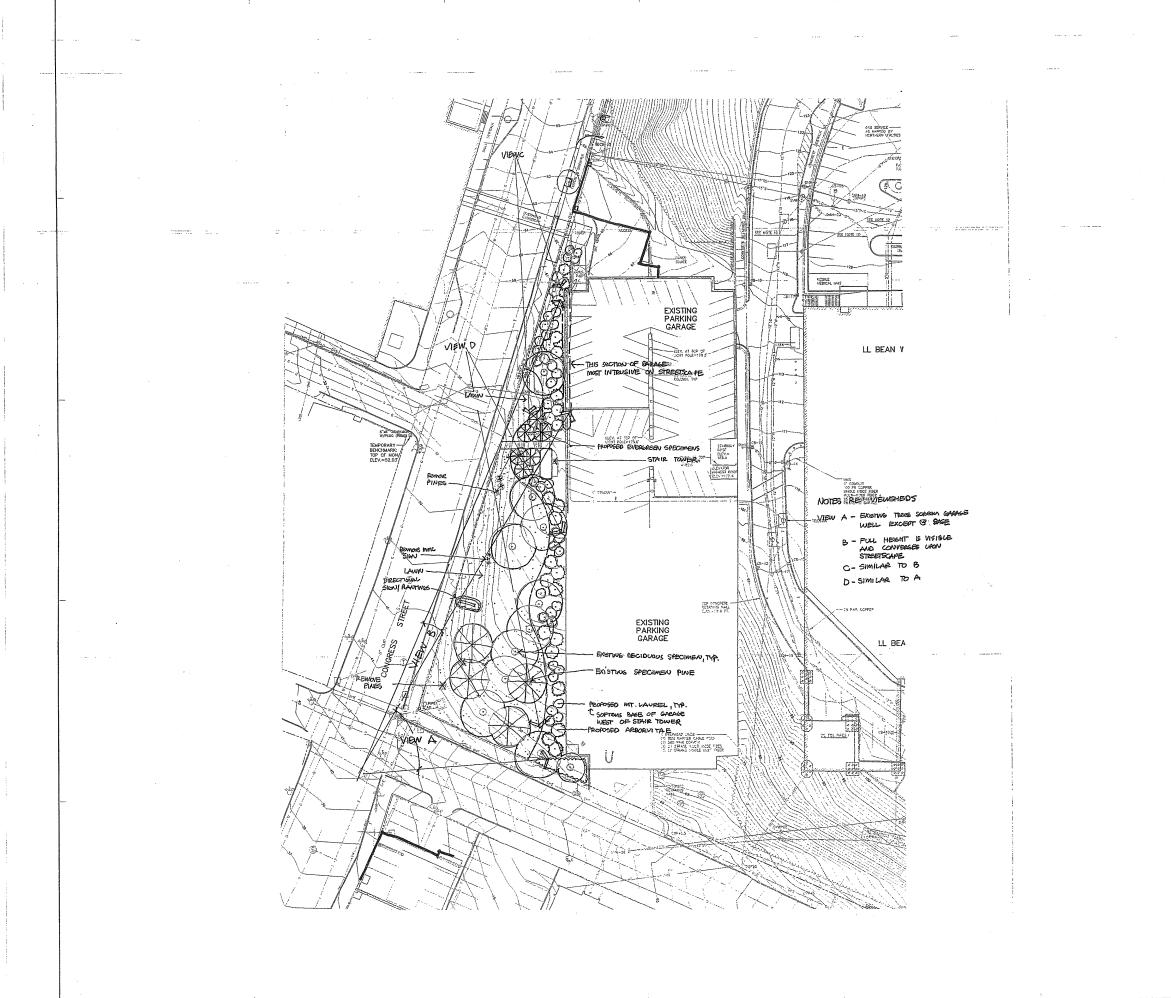
- 1. The hospital will allow snow ban parking in the new garage at reasonable rates from 7:00PM to 7:00AM
- 2. The garage will be available to residents nights and weekends
- 3. During construction, all subcontractors will be required to park off site.
- 4. The City will approve prototypes of newly proposed directional signage. Done
- 5. The hospital will show the City prototypes of newly proposed literature on parking to be sent to patients with their pre-visit materials.
- 6. The hospital shall verify that each employee has an off street parking space provided.
- 7. The hospital will provide off street parking for all of their vendors/sub contractors, alleviating the need for them to purchase on street occupancy permits and tying up valuable on street parking spaces needed by residents and for turnover parking.
- 8. The hospital shall be required to continue to run a shuttle from the St. John St. Lot, and verify that they have a long term lease for this lot and any other lot that they do not own.

Rick, please feel free to share my comments with the Planning Board or MMC staff. If you have any questions or concerns, I can be reached at 874-8444. Thanks









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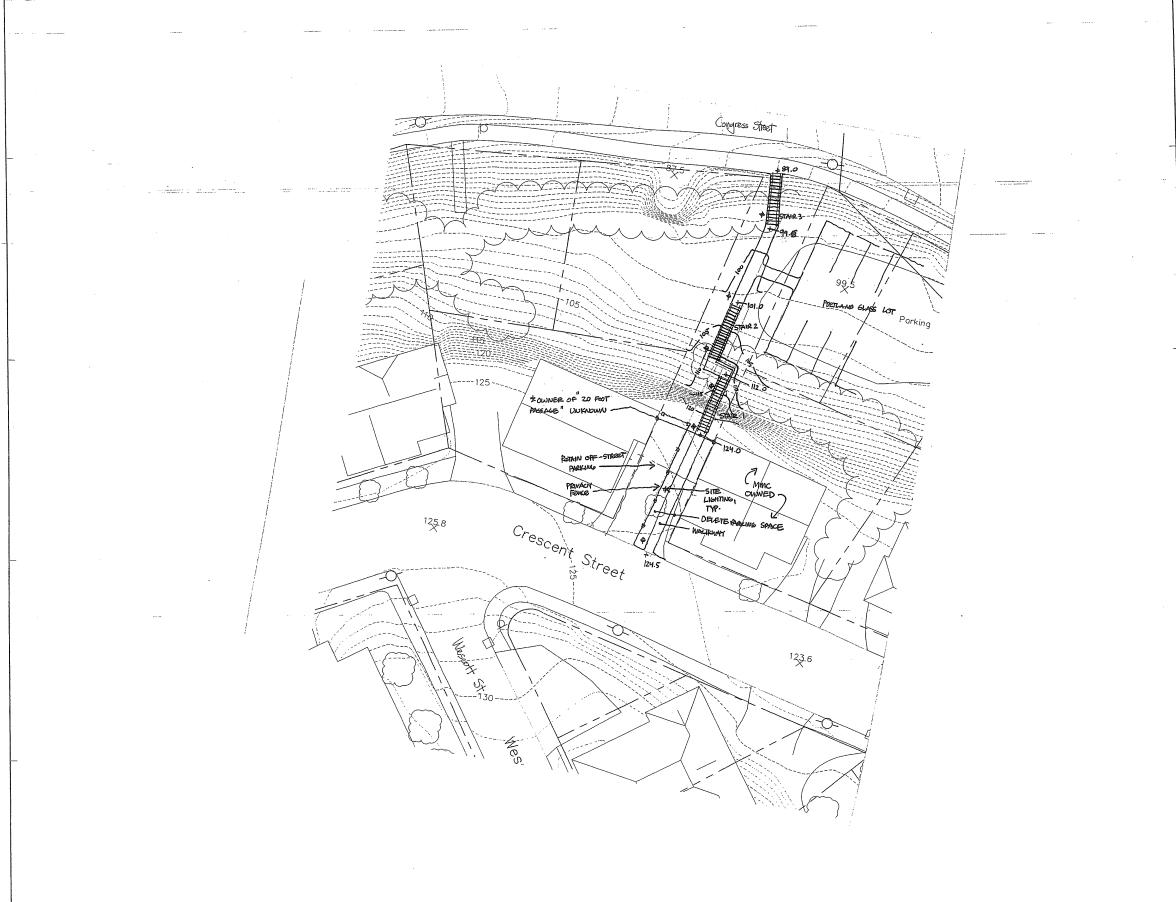
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Commission No. — Date Issues 5-14-02

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Maine Medical Center
Bramhall Street Campus
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AH. 8

City of Portland Code of Ordinances Sec. 14-57 Land Use Chapter 14 Rev.03-24-04

Any person being the owner or occupant of, having control of or the use of any building or premises or part thereof, who violates any of the provisions of this article, shall be guilty of an offense.

(Code 1968, § 602.26.D; Ord. No. 157-76, 4-21-76)

Sec. 14-58. Reserved. Sec. 14-59. Reserved.

DIVISION 1.5. CONDITIONAL OR CONTRACT ZONING

Sec. 14-60. Authority and purpose.

Pursuant to 30-A M.R.S.A. Section 4503(9), conditional or contract zoning is hereby authorized for rezoning of property where, for reasons such as the unusual nature or unique location of the development proposed, the city council finds it necessary or appropriate to impose, by agreement with the property owner or otherwise, certain conditions or restrictions in order to ensure that the rezoning is consistent with the city's comprehensive plan. Conditional or contract zoning shall be limited to where a rezoning is requested by the owner of the property to be rezoned. Nothing in this division shall authorize either an agreement to change or retain a zone or a rezoning which is inconsistent with the city's comprehensive plan.

(Ord. No. 31-85, 7-15-85; Ord. No. 88-88, 7-19-88; Ord. No. 62-89, 7-17-89)

Sec. 14-61. Notice and hearing.

The planning board shall conduct a public hearing prior to any property being rezoned under this division. Notice of this hearing shall be posted in the city clerk's office at least fourteen (14) days prior to the public hearing and shall be published in a newspaper of general circulation within the city at least two (2) times, the date of the first publication to be at least seven (7) days prior to the hearing. Notice shall also be sent to the owners of all property abutting the property to be rezoned at their last known address. This notice shall contain a copy of the proposed conditions and restrictions, with a map indicating the property to be rezoned.

City of Portland Code of Ordinances Sec. 14-61 Land Use Chapter 14 Rev.03-24-04

(Ord. No. 31-85, 7-15-85)

Sec. 14-62. Conditions and restrictions.

Conditions and restrictions imposed under the authority of this division shall relate only to the physical development and operation of the property and may include, by way of example:

- (a) Limitations on the number and types of uses permitted;
- (b) Restrictions on the scale and density of development;
- (c) Specifications for the design and layout of buildings and other improvements;
- (d) Schedules for commencement and completion of construction;
- (e) Performance guarantees securing completion and maintenance of improvements, and guarantees against defects;
- (f) Preservation of open space and buffers, and protection of natural areas and historic sites;
- (g) Contributions toward the provision of municipal services required by the development; and
- (h) Provisions for enforcement and remedies for breach of any condition or restriction.

(Ord. No. 31-85, 7-15-85)

Secs. 14-63. Reserved. Secs. 14-64. Reserved. Secs. 14-65. Reserved.

DIVISION 2. R-1 RESIDENTIAL ZONE*

*Editor's note--Ord. No. 532-84, adopted May 7, 1984, repealed Div. 2, s; § 14-66-14-69, and enacted a new Div. 2, §§ 14-66-14-71. The division was formerly derived from Code 1968, § 602-2.2A-D; Ord. No. 499-74, § 2, adopted Aug. 19, 1974; Ord. No. 610-82, § 1, adopted July 7, 1982; and Ord. No. 88-83, §§ 1, 2, adopted Aug. 3, 1983.

Att. 9

Maine Medical Center and Neighborhoods Meeting Tuesday, March 30, 2004 4:00 – 6:00 pm

Purpose: to review the progress on "next step" items due to be done by 3/30, to look at what people learned from the Planning Board workshop and identify anything that should go on a future Committee agenda, to hear the key issues and workshop agenda items identified by the Planning staff and to set the future work of the group

Desired Outcomes:

A check off of next steps which have been completed

A list of future work for the Committee based on what people learned from the Planning Board Workshop

A list of the issues identified by the Planning Board and the agendas for the next Planning Board workshops

An agreement on what the Committee should work on next A list of next steps

Agenda:

- 4:00pm Meeting introduction: review purpose, outcomes, agenda and ground rules
- 4:10 What has been accomplished so far on the next steps designed to be done by 3/30?
- 4:30 Discussion of the 3/24 Planning Board workshop. What did you hear as the key issues or questions? What should this group be working on in the future as a result?
- 5:00 What did the Planning Board staff identify as the key issues and the Planning Board schedule in their meeting with MMC today (3/30)?
- 5:30 What should this committee work on at its next meeting?
- 5:45 Wrap up: check on any basket items, next steps and meeting evaluation
- 6:00 Adjourn

Next Steps from previous two meetings Recruit people from other neighborhoods		_		
Check with Parkside N. A. re representatives		Raina	3/11	
Check with Western Prom	Patrick		3/18	
Valley / Gilman area	Steve		3/15	
Libbytown / Oakdale: Paul Oulette	Mike		3/15	
Steve Perazone, Vinal Thompson		Paul	3/15	
Set up meeting schedule (weeks between Pla Board meetings; then quarterly)	anning	Paul	3/15	
Talk with MMC Board		Paul	3/17	
Report to Neighborhood Associations	Steve, I Sam, Pa		3/11 3/17	
	Jain, 1	attick	3/1/	
Inform commercial corridor (Architectural Salvage, La Bodega)		Paul	3/15	
More work on the pedestrian way in the from of existing garage	nt	Hank/Mike	2 wks.	
Re-examine the triangle; beefing up landsca	aping	Hank/Mike	2 wks.	
Finish research and design on pedestrian co between Crescent and Congress, the and Congress, a whole pedestrian plan				-
provide an update		2 wl	cs	
provide an apaate		2 771	XO.	
Talk with the City re plan for the pedestriar coordinate with the City's sidewalk plan	ı way;	Paul	3/23	
Bring housing developments to the Neighborn Council	orhood	Paul	Spring at an NC 1	
Prepare an assessment of recently acquired Residential buildings that won't be torn down		Mike	3/23	
Present revised housing replacemen	nt plan to) Pau	1	3/30
the Neighborhood Council				
See if life Flight can lease quieter helicopte	ers	Mike	3/30	
Need to come back to the suggestion which includes "compensate" and agree or		Paul	future	mtg.

what it means; put on future agenda

Talk with METRO about the bus stops and bring ideas back to Council; coordinate with the sidewalk and connector plans

Link with the Fairfield Inn re revitalization efforts in the area

Mike/Hank 3/30

Paul 3/30

Maine Medical Center and Neighborhoods Meeting Tuesday, March 30, 2004 4:00 - 6:00 pm

Meeting Notes:

Purpose: to review the progress on "next step" items due to be done by 3/30, to look at what people learned from the Planning Board workshop and identify anything that should go on a future Committee agenda, to hear the key issues and workshop agenda items identified by the Planning staff and to set the future work of the group

Desired Outcomes:

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5:30 What should this committee work on at its next meeting?

5:45 Wrap up: check on any basket items, next steps and meeting evaluation

6:00 Adjourn

Ground Rules:

Cell phones off or on vibrate
Listen and hear people out
Be succinct
Don't repeat
Be constructive
Check in to get everyone's opinion
Disagree with ideas not people
Stay on the topic

<u>Present were</u>: Patrick Murphy, John Orestis, Anne Pringle, Raina Rippel, Steven Scharf, George Silverman, Sam Van Dam, Paul Gray, Hank Dunn and Alex Jaegerman

Next steps from 3/8 and 3/15 updated and reorganized

Commercial corridor

Inform commercial corridor (Architectural Paul 4/15

Salvage, La Bodega)

Link with the Fairfield Inn re revitalization Paul 4/15

efforts in the area

These two haven't been done yet, but will be by 4/15

Pedestrian walkways along Congress and connecting to the campus

More work on the pedestrian way in the front Hank/Mike 2 wks.

of existing garage and new garage

Hank reported that they are working on the suggestions made at the previous meetings and will bring the new plans back to the group

Re-examine the triangle; beefing up landscaping Hank/Mike 2 wks.

Hank reported that they are working on the suggestions made at the previous meetings and will bring the new plans back to the group

Finish research and design on pedestrian connector Hank/Mike

between Crescent and Congress, the upper campus

and Congress, a whole pedestrian plan

provide an update 2 wks.

Sam spoke to the importance of the connection between the campus and Congre ss Street. Hank said that they were working on "way finding elements" and looking for ideas on "public way common elements". Sam suggested lighting and an outside consultant such as Peter Monroe. Hank said that further design developments would come back to the group. Anne suggested that the hospital check on an ADA requirements relative to the walk way.

Talk with the City re plan for the pedestrian way; Mike 3/23 coordinate with the City's sidewalk plan

This job was reassigned to Mike and Hank

Talk with METRO about the bus stops and Mike/Hank 3/30

bring ideas back to Council; coordinate with the sidewalk and connector plans

Mike and Paul will talk with METRO after they have some suggestions to make to METRO about bus stop locations and amenities.

Housing

Bring housing developments to the Neighborhood Paul Spring 04

Council(relative to reconverting offices to residential) at an NC mtg.

Paul indicated that this item will come later after the more immediate issues are settled

Prepare an assessment of recently acquired

Mike

3/23

Residential buildings that won't be torn down

This refers to the buildings on Crescent Street and has not been done yet. The buildings are in pretty bad condition.

Present revised housing replacement plan to

Paul

before 4/27

the Neighborhood Council

The Hospital is working on an opportunity to partner with another organization to do part of their housing replacement responsibility. He doesn't have a final agreement from the other organization yet, but it would be in the neighborhood. Either this will be ready by 4/27 or they will have a "plan B" ready.

Helicopters

See if life Flight can lease quieter helicopters

Mike

3/30

Mike has spoken with Life Flight. When they replace the helicopters they have, they will upgrade to newer, quieter technology. But that won't be for more than a year.

Others next steps

Need to come back to the suggestion which

Paul

future mtg.

includes "compensate" and agree on what it means; put on future agenda

Completed Next Steps:

Recruit people from other neighborhoods

Check with Parkside N. A. re representativesSteve /	'Raina	done
Check with Western Prom	Patrick	done
Valley / Gilman area	Steve	done
Libbytown / Oakdale: Paul Oulette	Mike	done
Steve Perazone, Vinal Thompson	Paul	3/15

Scheduling

Set up meeting schedule (weeks between Planning Paul

done

Board meetings; then quarterly)

The group will email Pam with their available dates in April for another meeting. Then the next Planning Board meeting will be 4/27 and the group will meet again on May 3.

Reporting to other groups

Talk with MMC Board

Paul

done

Report to Neighborhood Associations

Steve, Raina Sam. Patrick done done

Report from the meeting of the City and MCC Planning Staffs

Schedule of Planning Board workshops:

4/27 Workshop to continue presentation of new information and gathering questions:

traffic

landscaping and external signage contract for contract zone consistence of the plans with the City's comprehensive plan

Planning Board walk through of the site and talk with Life Flight and pilot

5/11 Workshop to respond to questions and work on details

Bob Miller will do a peer review on the helicopter noise study; scope to be determined

The City staff has a number of questions to which MMC will respond on the construction schedule, storm water, traffic and the parking study.

There was discussion of some right of way issues associated with the street widenings both in front and on Gilman Street.

Key issues raised by the City Staff:

Clarification of the long term master plan for MMC including the Vaughan St. lot

Scope of the contract zone

Helipad – noise and safety

Garage and landscaping

Traffic, especially on Congress Street

Utility plant: what is it; will it need expansion; architecture

Consistency with the City's plan

Housing replacement

Need to start the process of defining the contract zone area and conditions

Comments from the Neighborhood representatives on the workshop and the issues:

The Planning Board's questions were very similar to the neighbor's

Need for a MMC master plan; concern that there isn't time for a thorough master plan How does it fit with the City's comprehensive plan?

Need to see some "compensation" for the change in quality of life in changes in the parking lot.

Contract zoning needs to include parameters around the area and density

Need to agree on principles of development on the "campus" as well as the area

Next meeting

<u>Date</u>: everyone will send his/her availability to Pam, who will find the date with the best attendance

Agenda: What are the core principles that are important to the Council for the contract zone?

<u>Send</u> ideas: Because not everyone will be able to make the next meeting given the complicated travel and work plans for much of the group, people are invited to share via email their thoughts on the core principles for the contract zone. Pam will collate these and make sure that they are part of the discussion at the meeting.

Next Steps

What	Who	When
Send available dates in April to Pam	Everyone	immediately
Notes for 3/30	Pam	4/1
Send any ideas or suggestions on the core principles for the contract zone to everyone and Pam will collate them	everyone	before next mtg

Next Steps from previous two meetings Recruit people from other neighborhoods Check with Parkside N. A. re representative Check with Western Prom Valley / Gilman area Libbytown / Oakdale: Paul Oulette Steve Perazone, Vinal Thompson	esSteve / Patrick Steve Mike			3/11 3/18 3/15 3/15 3/15	
Set up meeting schedule (weeks between P Board meetings; then quarterly)	lanning	Paul		3/15	
Talk with MMC Board		Paul		3/17	
Report to Neighborhood Associations	•	Raina Patrick		3/11 3/17	
Inform commercial corridor (Architectural Salvage, La Bodega)		Paul		3/15	
More work on the pedestrian way in the front of existing garage	ont	Hank/I	Mike	2 wks.	
Re-examine the triangle; beefing up landso	aping	Hank/	Mike	2 wks.	
Finish research and design on pedestrian construction between Crescent and Congress, the and Congress, a whole pedestrian plan provide an update			Mike 2 wks		
•			Z WKS		
Talk with the City re plan for the pedestria coordinate with the City's sidewalk plan	in way;	Paul		3/23	
Bring housing developments to the Neighl Council	oorhood	Paul	a	Spring t an NC	
Prepare an assessment of recently acquired Residential buildings that won't be torn do		Mike		3/23	
Present revised housing replaceme the Neighborhood Council	nt plan t	0	Paul		3/30
See if life Flight can lease quieter helicopt	ters	Mike		3/30	

Need to come back to the suggestion which includes "compensate" and agree on what it means; put on future agenda

Talk with METRO about the bus stops and bring ideas back to Council; coordinate with the sidewalk and connector plans

Link with the Fairfield Inn re revitalization efforts in the area

Paul future mtg.

Mike/Hank 3/30

Att. 10

Maine Medical Center and Neighborhoods Meeting Monday, March 8, 2004 4:00 – 6:00 pm

Present: Patrick Murphy, Raina Rippel, Steven Scharf, Sam Van Dam, Paul Gray, Mike Ryan and Hank Dunn.

Meeting Summary: MMC staff and neighborhood representatives met to look at the responses and next steps for the suggestions of the neighbors about the MMC plans.

Paul outlined the suggestion to create an ongoing MMC Neighborhood Association Council. The group agreed with the plan and suggested that there be a subcommittee to deal with helicopter issues that include other potentially affected neighborhoods. The neighborhood representatives agreed to check with their respective Associations and various committee members took assignments for recruiting members and setting a meeting schedule. (See next steps under the section on Neighborhood Council.) It was agreed that the current representatives would most likely be the people to continue representing their associations for the time being.

Paul presented the suggestions for a pedestrian walk way from Crescent to Congress. There is still research to be done on the right of way and the possibility of running it horizontally across another person's land part way down the hill. The group added suggestions on integrating the walk way with the hospital campus and with an overall pedestrian plan. Mike and Hank will continue to work on the project and update the group in two weeks.

Next, the group looked at the new designs for the façade of the new garage. The neighbors reacted positively to the new arrangement for stacking cars in the garage, the wider entrances with better pedestrian visibility, the new materials, lights and banners on the façade. They suggested, in addition, that the existing door in the tower "disappear", that there be trees on the street side of the lower sidewalk including the existing garage and that the landscaping in the triangle be beefed up. Next steps include work on those ideas and coordinating the sidewalk plans with the City. (See notes for complete list of next steps.)

On the Utility Building, the neighbors reacted positively to the new exterior patterns, but suggested that the street trees be good sized. There were also suggestions on working with the City on the revitalization of the Congress Street retail area and on advertising Congress Street businesses within the hospital to encourage use of the area.

The Committee agreed to meet again on March 15 from 4-6 to finish with the suggestions on housing and any others suggestions not yet discussed.

The meeting adjourned at 6:00pm.

Detailed notes:

Present: Patrick Murphy, Raina Rippel, Steven Scharf, Sam Van Dam, Paul Gray, Mike Ryan and Hank Dunn.

Purpose: to look at the responses and next steps for the suggestions of the neighbors about the MMC plans

Desired Outcomes:

A list of next steps for the suggestions outlined at the last meeting A list of next steps

Agenda:

4:00pm	Meeting introduction: review purpose, outcomes, agenda and ground rules
4:10	What are the appropriate next steps for resolving the suggestions? (See
	Paul's memo circulated in advance)
5:45	Wrap up: check on any basket items, next steps and meeting evaluation
6:00	Adjourn

Ground Rules:

Cell phones off or on vibrate Listen and hear people out Be succinct Don't repeat Be constructive Check in to get everyone's opinion Disagree with ideas not people Stay on the topic

Comments and next steps for suggestions in Paul's memo:

Neighborhood Association Proposal

Comments

Have a sub-committee on helicopter issues which includes other potentially impacted neighborhoods such as Libbytown and Woodfords/Oakdale

Paul anticipates sending regular updates on construction events (consider email notification mechanism)

Next Steps		
Recruit people from other neighborhoods		
Check with Parkside N. A. re representatives	Steve / Raina	3/11
Check with Western Prom	Patrick	3/18
Valley / Gilman area	Steve	3/15
Libbytown / Oakdale: Paul Oulette	Mike	3/15
Steve Perazone, Vinal Thompson	Paul	3/15

Set up meeting schedule (weeks between Planning Board meetings; then quarterly)	Paul	3/15	
Talk with MMC Board	Paul	3/17	
Report to Neighborhood Associations	Steve, Raina Sam, Patrick	3/11 3/17	
Inform commercial corridor (Architectural Salvage, La Bodega)	Paul	3/15	
Congress Street Garage, Traffic and Utility Building Comments Make the existing door in the tower "disappear" Put street side trees in the lower sidewalk area to create an esplanade, including existing garage area At the utility building, use sizable street trees Work with the City on revitalization of the retail corridor Have advertising in MMC for the Congress Street businesses			
Next Steps More work on the pedestrian way in the front of existing garage	Hank/Mike	2 wks.	
Re-examine the triangle; beefing up landscaping	Hank/Mike	2 wks.	
Finish research and design on pedestrian connector between Crescent and Congress, the upper campus and Congress, a whole pedestrian plan provide an update			
Talk with the City re plan for the pedestrian way; coordinate with the City's sidewalk plan	Paul Paul	3/23	
Next steps: Meet on 3/15 from 4-6 to complete today's agenda and possibly talk about the Planning Board meeting on 3/23 Send out agenda for 3/15 Pam 3/11			

Notes from 3/8 meeting

<u>Basket:</u> Feel strongly about not starting construction work before 7:00am