Technical Appendix (Volume II)

Dirigo Plaza Mixed-Use Commercial Development
Westbrook Arterial, Larrabee Road and Main Street

Westbrook, ME

Prepared for:

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TECHNICAL APPENDIX (VOLUMES I & II)

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MANUAL TURNING MOVEMENT COUNTS
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PUBLIC TRANSPORTATION SCHEDULES
FIELD INTERSECTION INVENTORY SHEETS
VEHICLE TRAVEL SPEED DATA
MAINE DOT ACCIDENT PRINTOUTS
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CAPACITY ANALYSIS WORKSHEETS
TRAFFIC SIGNAL WARRANT ANALYSIS

TECHNICAL APPENDIX (VOLUME II)

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PUBLIC TRANSPORTATION SCHEDULES

Weekend Schedules

4 Westbrook
Brighton Avenue and Woodford Street — M4

SATURDAY

OUTBOUND Departs				INBOUND Arrives/Departs						Arrives
METRO PULSE (Elm St.)	Rosemont/ Brighton	Rosemont/ Woodford	Hanna-ford	Westbrook Pointe Apts	Saco/ Quimby	Hanna-ford	Shaw's	Rosemont/ Brighton	Rosemont/ Woodford	METRO PULSE (Elm St)
5:45 M		5:57	6:07		6:15 M				6:30	6:45
6:15 B	6:25				6:45 M	6:50		7:00		7:15
6:45 M		6:57	7:07	7:15	M				7:30	7:45
7:15 B	7:25				7:45 M	7:50		8:00		8:15
7:45 M		7:57	8:07		8:15 B				8:30	8:45
8:15 B	8:25				8:45 M	8:50		9:00		9:15
8:45 M		8:57	9:07	9:20	M		9:35		9:42	10:05
9:15 B	9:25				9:50 M	9:55	10:05	10:12		10:35
9:45 M		9:57	10:07		10:20 B		10:35		10:42	11:05
10:15 B	10:25				10:50 M	10:55	11:05	11:12		11:35
10:45 M		10:57	11:07	11:20	M		11:35		11:42	**12:05**
11:15 B	11:25				11:50 M	11:55	**12:05**	**12:12**		**12:35**
11:45 M		11:57	**12:07**		**12:20** B		**12:35**		**12:42**	**1:05**
12:15 B	**12:25**				**12:50** M	**12:55**	**1:05**	**1:12**		**1:35**
12:45 M		**12:57**	**1:07**	**1:20**	M		**1:35**		**1:42**	**2:05**
1:15 B	**1:25**				**1:50** M	**1:55**	**2:05**	**2:12**		**2:35**
1:45 M		**1:57**	**2:07**		**2:20** B		**2:35**		**2:42**	**3:05**
2:15 B	**2:25**				**2:50** M	**2:55**	**3:05**	**3:12**		**3:35**
2:45 M		**2:57**	**3:07**	**3:20**	M		**3:35**		**3:42**	**4:05**
3:15 B	**3:25**				**3:50** M	**3:55**	**4:05**	**4:12**		**4:35**
3:45 M		**3:57**	**4:07**		**4:20** B		**4:35**		**4:42**	**5:05**
4:15 B	**4:25**				**4:50** M	**4:55**	**5:05**	**5:12**		**5:35**
4:45 M		**4:57**	**5:07**	**5:20**	M		**5:35**		**5:42**	**6:05**
5:15 B	**5:25**				**5:50** M	**5:55**	**6:05**	**6:12**		**6:35**
5:45 M		**5:57**	**6:07**		**6:20** B		**6:35**		**6:42**	**7:00**
6:15 M	**6:25**				**6:45** M	**6:50**	**6:55**	**7:02**		**7:20**
6:45 M		**6:57**	**7:05**	**7:15**	M				**7:32**	**7:50**
7:20 M	**7:30**				**7:50** M	**7:55**		**8:05**		**8:25**
8:25 M		**8:37**			**8:55** M	**9:00**	**9:05**		**9:10**	**9:30**
9:30 M	**9:40**		**9:50**		**10:00** M			**10:15**		**10:30**
10:45 M		**10:57**		**11:15**		M	**11:20**		**11:30**	**11:45**

Westbrook Woodford Street — M4

SUNDAY

OUTBOUND Departs			INBOUND Arrives/Departs				Arrives
METRO PULSE (Elm St.)	Woodford's Corner	Hanna-ford	Saco/ Quimby	Hanna-ford	Brighton/ Riverside	Rosemont/ Woodford	METRO PULSE (Elm St)
9:40 M	9:47	10:00	10:10 M		10:17	10:25	10:45
10:45 M	10:52	11:05	11:10 M		11:17	11:25	11:45
11:45 M	11:52		**12:15** M	**12:20**	**12:25**	**12:30**	**12:50**
12:50 M	**12:57**	**1:10**	**1:20** M		**1:27**	**1:35**	**1:50**
3:00 M	**3:07**		**3:30** M	**3:35**	**3:40**	**3:45**	**4:05**
4:05 M	**4:12**	**4:25**	**4:40** M		**4:47**	**4:55**	**5:15**
5:15 M	**5:22**		**5:45** M	**5:50**	**5:55**	**6:00**	**6:15**

M - *Main Street* B - *Brown Street*

Saturday trips alternate between Woodford St. and Brighton Ave. to and from Rosemont Corner. Sunday all trips use Woodford Street.

Schedule Changes: Effective Beginning January 11, 2015

To determine specific route, check the letter(s) next the time against the key at the bottom of the schedule. Routes marked (M) travel via Main Street and those marked (B) travel via Brown Street in Westbrook.

BEFORE YOU RIDE GUIDE

METRO's eight routes travel throughout the Greater Portland area with service to Portland, Westbrook, Falmouth and the Maine Mall area of South Portland. There are hundreds of bus stops located throughout our service area. All buses have bike racks and are wheelchair accessible (weight limits vary and are posted on buses).

Look for a METRO bus stop. It's a good idea to arrive five minutes before the bus is due to arrive. Look for the route number on the sign. The same number will be displayed on the bus. Use a hand motion to signal the bus driver to stop. Pull the cord when you are near your destination. Deposit exact fare into the fare box and/ or show bus operator acceptable fare.

The METRO PULSE, located next to the Elm Street Garage, between Congress and Cumberland Ave. in Portland, is a convenient place to wait for the next bus and purchase Regional Monthly Passes and TenRide tickets.

METRO buses #2-#7 stop here (M-SA).
Routes #1 and #8 stop along Congress Street.

Regional Monthly Passes (for travel on METRO and South Portland Bus Service) and TenRide Tickets available along this route at the METRO Pulse - Elm Street in Portland, Westbrook City Hall, Shaw's (Riverside) and Hannaford (Westbrook).

For fare information, visit www.gpmetrobus.com or call 207-774-0351.

METRO
Greater Portland Transit District

gpmetrobus.com | 207-774-0351

Schedule Changes: Effective Beginning January 11, 2015

4 Westbrook
Brighton Avenue — M4

Schedule Changes: Effective Beginning January 11, 2015

MONDAY - FRIDAY

OUTBOUND Departs				INBOUND Arrives/Departs						Arrives
METRO PULSE (Elm St.)	Rosemont Corner	Brighton/ Riverside	Hanna-ford	IDEXX	Saco/ Quimby	Hanna-ford	Shaw's	Rosemont Corner	METRO PULSE (Elm St.)
5:25 B	5:32	5:37		5:55	M			6:10	6:30
5:45 M	5:52	5:57			6:15 B			6:30	6:45
6:15 M	6:25	6:30	6:38	6:55	B		7:15	7:20	7:45
6:45 M	6:55	7:00	7:08		7:25 B		7:45	7:50	8:15
7:15 B	7:25	7:30		7:55	M	8:05	8:15	8:20	8:45
7:45 M	7:55	8:00	8:08		8:25 B		8:45	8:50	9:15
8:15 B	8:25	8:30			8:55 M	9:05	9:15	9:20	9:45
8:45 M	8:55	9:00	9:08		9:25 B		9:45	9:50	10:15
9:15 M	9:25	9:30	9:38	9:55	B		10:15	10:20	10:45
9:45 B	9:55	10:00			10:25 M	10:35	10:45	10:50	11:15
10:15 M	10:25	10:30	10:38		10:55 B		11:15	11:20	11:45
10:45 B	10:55	11:00			11:25 M	11:35	11:45	11:50	**12:15**
11:15 M	11:25	11:30	11:38		11:55 B		**12:15**	**12:20**	**12:45**
11:45 B	11:55	**12:00**		**12:25**	M	**12:35**	**12:45**	**12:50**	**1:15**
12:15 M	**12:25**	**12:30**	**12:38**		**12:55** B		**1:15**	**1:20**	**1:45**
12:45 B	**12:55**	**1:00**			**1:25** M	**1:35**	**1:45**	**1:50**	**2:15**
1:15 M	**1:25**	**1:30**	**1:38**		**1:55** B		**2:15**	**2:20**	**2:45**
1:45 B	**1:55**	**2:00**			**2:25** M	**2:35**	**2:45**	**2:50**	**3:15**
2:15 M	**2:25**	**2:30**	**2:38**	**2:55**	B		**3:15**	**3:20**	**3:45**
2:45 B	**2:55**	**3:00**		**3:25**	M	**3:35**	**3:45**	**3:50**	**4:15**
3:15 M	**3:25**	**3:30**	**3:38**		**3:55** B		**4:15**	**4:20**	**4:45**
3:45 B	**3:55**	**4:00**			**4:25** M	**4:35**	**4:45**	**4:50**	**5:15**
4:15 M	**4:25**	**4:30**	**4:38**		**4:55** B		**5:15**	**5:20**	**5:45**
4:45 B	**4:55**	**5:00**		**5:25**	M	**5:35**	**5:45**	**5:50**	**6:15**
5:15 M	**5:25**	**5:30**	**5:38**	**5:55**	B		**6:15**	**6:20**	**6:45**
5:45 B	**5:55**	**6:00**			**6:20** M	**6:30**	**6:40**	**6:45**	**7:05**
6:15 M	**6:25**	**6:30**			**6:45** M			**7:00**	**7:20**
6:45 M	**6:55**	**7:00**	**7:08**		**7:25** M		**7:35**	**7:40**	**7:55**
7:20 M	**7:30**	**7:35**			**7:50** M	**7:55**		**8:05**	**8:25**
8:25 M	**8:35**	**8:40**			**8:55** M	**9:00**		**9:10**	**9:30**
9:30 M	**9:40**	**9:45**	**9:52**		**10:00** M			**10:15**	**10:30**
10:45 M	**10:55**	**11:00**		**11:15**		M	**11:20**	**11:30**	**11:45**

M - *Main Street* B - *Brown Street*

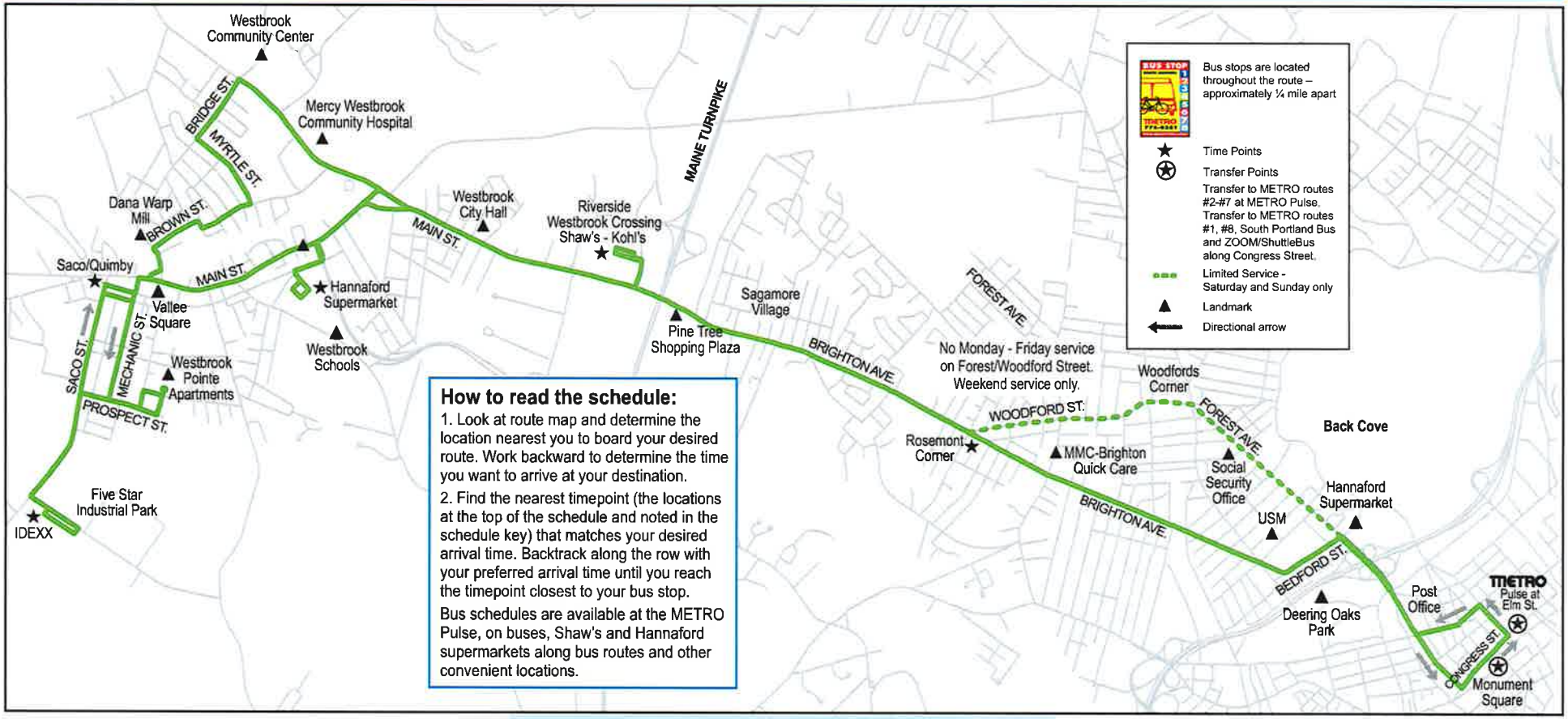
All Monday-Friday trips run to and from Westbrook via Brighton Avenue.

Trips that provide service to IDEXX stop first at Westbrook Pointe Apartments.

Schedule subject to change.

Schedules, route map and information. ▶

METRO Route #4



How to read the schedule:

1. Look at route map and determine the location nearest you to board your desired route. Work backward to determine the time you want to arrive at your destination.
2. Find the nearest timepoint (the locations at the top of the schedule and noted in the schedule key) that matches your desired arrival time. Backtrack along the row with your preferred arrival time until you reach the timepoint closest to your bus stop.

Bus schedules are available at the METRO Pulse, on buses, Shaw's and Hannaford supermarkets along bus routes and other convenient locations.

A Quick Glimpse at METRO Route #4

Outbound to Westbrook

Route #4 Outbound departs METRO Pulse (Elm Street) heading toward Forest Avenue via Oxford and Portland Streets with continued service to Westbrook via Bedford Street and Brighton Ave (M-F). Routes travel into Westbrook with service indicated on schedule. Trips that provide service to IDEXX stop at Westbrook Pointe Apartments first.

Inbound to Portland

Route #4 Inbound provides service from Westbrook locations to Portland, via Brighton Avenue and Bedford Monday - Friday or via Brighton or Woodford Streets Sa/Su, with routes indicated on schedule.

NEW — Route 4 Service Changes Effective January 11, 2015:

- **New Schedule Times - Monday – Friday and Saturday**
- **Easier-to-read schedules with new time points.**
- **Commuter schedules better coordinate with arrival times into Portland/return to Westbrook.**
- **Outbound service to Shaw's changed.**

Please see schedules for specific inbound and outbound route information.

METRO Route #4 (M4) Highlights

Post Office (Portland), Deering Oaks Park, Portland Housing Authority, USM, Maine Medical Center - Brighton Campus, Woodford Congregational Church, Rosemont Corner, Breakwater School, Hall School, Pine Tree Shopping center, Sagamore Village, Barron Center, Shaw's/Kohl's-Riverside Crossing, Westbrook City Hall, Westbrook Housing, Westbrook Community Center, Hannaford Supermarket, Police Department, Public Works, Mercy/Westbrook Community Hospital, Dana Warp Mill, Westbrook Pointe Apartments, IDEXX, Five Star Industrial Park and many more locations.

METRO ROUTE 4 Westbrook BRIGHTON AVENUE

MONDAY THROUGH FRIDAY
OUTBOUND TO WESTBROOK

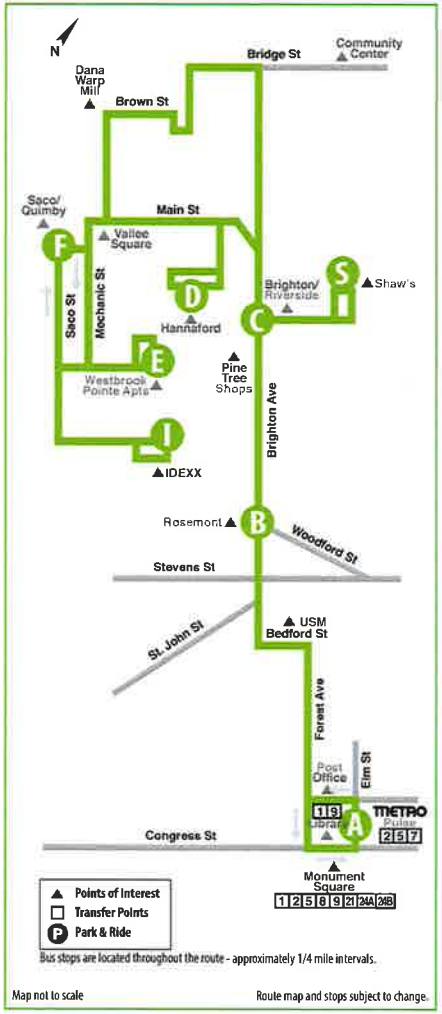
METRO Pulse Elm St (A)	M/B	Rosemont Corner (B)	Brighton Riverside (C)	Hannaford (D)	Idexx (I)	Saco Quimby (F)
5:10	B	5:17	5:22		5:45	
5:45	M	5:55	6:00			6:15
6:15	M	6:20	6:25		6:45	
6:45	M	6:55	7:00	7:08		7:20
7:15	B	7:25	7:30		7:55	
7:45	M	7:55	8:00	8:08		8:20
8:15	B	8:25	8:30			8:50
8:45	M	8:55	9:00	9:08		9:20
9:15	M	9:25	9:30	9:38	9:55	
9:45	B	9:55	10:00			10:20
10:15	M	10:25	10:30	10:38		10:50
10:45	B	10:55	11:00			11:20
11:15	M	11:25	11:30	11:38		11:50
11:45	B	11:55	12:00		12:25	
12:15	M	12:25	12:30	12:38		12:50
12:45	B	12:55	1:00			1:20
1:15	M	1:25	1:30	1:38		1:50
1:45	B	1:55	2:00			2:20
2:15	M	2:25	2:30	2:38	2:55	
2:45	B	2:55	3:00		3:25	
3:15	M	3:25	3:30	3:38		3:50
3:45	B	3:55	4:00			4:20
4:15	M	4:25	4:30	4:38		4:50
4:45	B	4:55	5:00		5:25	
5:15	M	5:25	5:30	5:38	5:55	
5:45	B	5:55	6:00			6:20
6:15	M	6:25	6:30			6:45
6:45	M	6:55	7:00	7:08		7:20
7:20	M	7:30	7:35			7:50
8:25	M	8:35	8:40			8:55
9:30	M	9:40	9:45	9:52		10:00
10:45	M	10:55	11:00	11:05	11:15	

M - Route travels via main St. in Westbrook.
B - Route travels via Brown St in Westbrook.
All trips servicing Idexx will service Westbrook Pointe Apartments on the outbound.

MONDAY THROUGH FRIDAY
INBOUND TO DOWNTOWN PORTLAND

Idexx (I)	Saco Quimby (F)	M/B	Hannaford (D)	Shaw's (S)	Rosemont Corner (B)	METRO Pulse Elm St (A)
5:45		M			6:00	6:15
	6:15	B		6:35	6:40	7:00
6:45		M			7:10	7:30
	7:25	B		7:45	7:52	8:10
7:55		M	8:05	8:15	8:22	8:40
	8:25	B		8:45	8:52	9:10
	8:55	M	9:05	9:15	9:22	9:40
	9:25	B		9:45	9:52	10:10
9:55		B		10:15	10:22	10:40
	10:25	M	10:35	10:45	10:52	11:10
	10:55	B		11:15	11:22	11:40
	11:25	M	11:35	11:45	11:52	12:10
	11:55	B		12:15	12:22	12:40
12:25		M	12:35	12:45	12:52	1:10
	12:55	B		1:15	1:22	1:40
	1:25	M	1:35	1:45	1:52	2:10
	1:55	B		2:15	2:22	2:40
	2:25	M	2:35	2:45	2:52	3:10
2:55		B		3:15	3:22	3:40
3:25		M	3:35	3:45	3:52	4:10
	3:55	B		4:15	4:22	4:40
	4:25	M	4:35	4:45	4:52	5:10
	4:55	B		5:15	5:22	5:40
5:25		M	5:35	5:45	5:52	6:10
5:55		B		6:15	6:22	6:40
	6:20	M	6:30	6:40	6:47	7:05
	6:45	M			7:00	7:20
	7:25	M			7:40	7:55
	7:50	M	7:55		8:05	8:25
	8:55	M	9:00		9:10	9:30
	10:00	M			10:15	10:30
11:15		M			11:30	11:45

M - Route travels via Main St. in Westbrook.
B - Route travels via Brown St. in Westbrook
Service for Westbrook Pointe Apartments will be performed on the outbound Idexx trip.



METRO ROUTE 4 Westbrook BRIGHTON AVENUE

SATURDAY
OUTBOUND TO WESTBROOK

METRO Pulse Elm St (A)	M/B	Rosemont Corner (B)	Brighton Riverside (C)	Hannaford (D)	Westbrook Pointe Apts (E)	Saco Quimby (F)
5:45	M	5:55	6:00	6:07		6:15
6:15	B	6:25	6:30			6:45
6:45	M	6:55	7:00	7:07	7:15	
7:15	B	7:25	7:30			7:45
7:45	M	7:55	8:00	8:07		8:15
8:15	B	8:25	8:30			8:45
8:45	M	8:55	9:00	9:07	9:20	
9:15	B	9:25	9:30			9:45
9:45	M	9:55	10:00	10:07		10:15
10:15	B	10:25	10:30			10:45
10:45	M	10:55	11:00	11:07	11:20	
11:15	B	11:25	11:30			11:45
11:45	M	11:55	12:00	12:07		12:15
12:15	B	12:25	12:30			12:45
12:45	M	12:55	1:00	1:07	1:20	
1:15	B	1:25	1:30			1:45
1:45	M	1:55	2:00	2:07		2:15
2:15	B	2:25	2:30			2:45
2:45	M	2:55	3:00	3:07	3:20	
3:15	B	3:25	3:30			3:45
3:45	M	3:55	4:00	4:07		4:15
4:15	B	4:25	4:30			4:45
4:45	M	4:55	5:00	5:07	5:20	
5:15	B	5:25	5:30			5:45
5:45	M	5:55	6:00	6:07		6:15
6:15	M	6:25	6:30			6:45
6:45	M	6:55	7:00	7:05	7:15	
7:20	M	7:30	7:35			7:50
8:25	M	8:35	8:40			8:55
9:30	M	9:40	9:45	9:50		10:00
10:45	M	10:55	11:00	11:05	11:15	

M - Route travels via Main St. in Westbrook.

SUNDAY
OUTBOUND TO WESTBROOK

METRO Pulse Elm St (A)	M/B	Rosemont Corner (B)	Brighton Riverside (C)	Hannaford (D)	Saco Quimby (F)
8:15	B	8:25	8:30		8:45
9:00	M	9:10	9:15	9:20	9:30
9:45	B	9:55	10:00		10:15
10:30	M	10:40	10:45	10:50	11:00
11:15	B	11:25	11:30		11:45
12:00	M	12:10	12:15	12:20	12:30
12:45	B	12:55	1:00		1:15
1:30	M	1:40	1:45	1:50	2:00
2:15	B	2:25	2:30		2:45
3:00	M	3:10	3:15	3:20	3:30
3:45	B	3:55	4:00		4:15
4:30	M	4:40	4:45	4:50	5:00
5:15	B	5:25	5:30		5:45
6:00	M	6:10	6:15	6:20	6:30
6:45	M	6:55	7:00		7:10

SATURDAY
INBOUND TO DOWNTOWN PORTLAND

Westbrook Pointe Apts (E)	Saco Quimby (F)	M/B	Hannaford (D)	Shaw's (C)	Rosemont Corner (B)	METRO Pulse Elm St (A)
	6:15	M			6:30	6:45
	6:45	M	6:50		7:00	7:15
7:15		M			7:30	7:45
	7:45	M	7:50		8:00	8:15
	8:15	M			8:30	8:45
	8:45	M	8:50		9:00	9:15
9:20		M		9:35	9:42	10:05
	9:50	M	9:55	10:05	10:12	10:35
	10:20	B		10:35	10:42	11:05
	10:50	M	10:55	11:05	11:12	11:35
11:20		M		11:35	11:42	12:05
	11:50	M	11:55	12:05	12:12	12:35
	12:20	B		12:35	12:42	1:05
	12:50	M	12:55	1:05	1:12	1:35
1:20		M		1:35	1:42	2:05
	1:50	M	1:55	2:05	2:12	2:35
	2:20	B		2:35	2:42	3:05
	2:50	M	2:55	3:05	3:12	3:35
3:20		M		3:35	3:42	4:05
	3:50	M	3:55	4:05	4:12	4:35
	4:20	B		4:35	4:42	5:05
	4:50	M	4:55	5:05	5:12	5:35
5:20		M		5:35	5:42	6:05
	5:50	M	5:55	6:05	6:12	6:35
	6:20	B		6:35	6:42	7:00
	6:45	M	6:50	6:55	7:02	7:20
7:15		M			7:32	7:50
	7:50	M	7:55		8:05	8:25
	8:55	M	9:00	9:05	9:10	9:30
	10:00	M			10:15	10:30
11:15		M			11:30	11:45

B - Route travels via Brown St. in Westbrook.

SUNDAY
INBOUND TO DOWNTOWN PORTLAND

Saco Quimby (F)	M/B	Hannaford (D)	Shaw's (S)	Rosemont Corner (B)	METRO Pulse Elm St (A)
8:50	M	8:55	9:05	9:10	9:25
9:35	M		9:50	9:55	10:10
10:20	M	10:25	10:35	10:40	10:55
11:05	B		11:20	11:25	11:40
11:50	M	11:55	12:05	12:10	12:25
12:35	M		12:50	12:55	1:10
1:20	M	1:25	1:35	1:40	1:55
2:05	B		2:20	2:25	2:40
2:50	M	2:55	3:05	3:10	3:25
3:35	M		3:50	3:55	4:10
4:20	M	4:25	4:35	4:40	4:55
5:05	B		5:20	5:25	5:40
5:50	M	5:55	6:05	6:10	6:25
6:35	M		6:50	6:55	7:10
7:15	M			7:30	7:45

VEHICLE TRAVEL SPEED DATA

Accurate Counts

978-664-2565

Location : Main Street EB
Location : West of Riverside Street
City/State: Westbrook, ME
EB

6846SPDEBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	0	0	5	10	4	0	0	0	0	0	0	0	0	19	36	38
01:00	**0**	**0**	**0**	3	**7**	**2**	1	0	**0**	**0**	0	0	0	0	13	37	41
02:00	0	0	2	2	6	2	1	0	0	0	0	0	0	0	13	37	41
03:00	**0**	**0**	**0**	1	7	6	1	1	**0**	**0**	0	0	0	0	16	39	45
04:00	0	1	5	5	14	20	6	0	0	0	0	0	0	0	51	39	42
05:00	**0**	**0**	3	13	35	39	8	2	**1**	**0**	0	0	0	0	101	39	43
06:00	3	3	5	30	99	110	42	10	1	0	0	0	0	0	303	40	44
07:00	**3**	**6**	**13**	**62**	**185**	**212**	**51**	**11**	1	0	0	0	0	0	**544**	39	43
08:00	**10**	9	26	97	184	138	43	**13**	1	**1**	0	0	0	0	522	39	43
09:00	**1**	**5**	**27**	109	**178**	92	24	0	**2**	0	0	0	0	0	438	37	40
10:00	3	5	51	**159**	**192**	85	16	3	0	0	0	0	0	0	514	36	39
11:00	**9**	**14**	**70**	**149**	**156**	**85**	**19**	**2**	**1**	0	**0**	**0**	0	0	505	36	39
12 PM	5	**21**	**55**	**187**	**220**	107	20	3	1	0	0	0	0	0	**619**	36	39
13:00	**5**	9	**30**	132	**217**	**113**	26	2	**5**	**0**	**0**	0	0	0	539	37	41
14:00	6	7	33	115	211	110	**36**	4	1	0	0	0	0	0	523	38	42
15:00	**2**	**13**	**27**	134	**183**	**126**	35	**17**	0	**0**	0	0	0	0	537	38	43
16:00	**10**	15	50	144	198	110	30	5	2	0	0	0	0	0	564	37	41
17:00	**3**	**10**	**44**	**142**	216	**138**	30	**7**	**1**	**1**	**0**	0	0	0	592	38	41
18:00	1	5	38	140	167	88	15	2	1	0	0	0	0	0	457	37	39
19:00	**0**	**6**	**20**	**84**	**115**	**71**	**19**	**1**	0	**0**	**0**	**1**	0	0	317	38	41
20:00	0	2	8	59	67	42	11	1	0	0	0	0	0	0	190	38	41
21:00	**0**	**0**	**2**	23	50	**44**	**14**	**4**	0	0	0	0	0	0	137	39	43
22:00	0	0	2	14	30	18	9	0	0	0	0	0	0	**1**	74	39	42
23:00	**0**	1	**0**	**4**	**17**	9	**1**	**0**	**0**	**0**	**0**	**0**	**0**	0	32	37	39
Total	61	132	511	1813	2764	1771	458	88	18	2	0	1	0	1	7620		
Percent	0.8%	1.7%	6.7%	23.8%	36.3%	23.2%	6.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	10:00	10:00	07:00	07:00	08:00	09:00	08:00					07:00		
Vol.	10	14	70	159	192	212	51	13	2	1					544		
PM Peak	16:00	12:00	12:00	12:00	12:00	17:00	14:00	15:00	13:00	17:00		19:00		22:00	12:00		
Vol.	10	21	55	187	220	138	36	17	5	1		1		1	619		

Accurate Counts

978-664-2565

Location : Main Street EB
Location : West of Riverside Street
City/State: Westbrook, ME
EB

6846SPDEBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	0	1	6	12	5	0	0	0	0	0	0	0	0	24	36	38
01:00	**0**	**0**	**1**	**3**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9	37	39
02:00	0	0	1	2	4	3	2	0	0	0	0	0	0	0	12	40	43
03:00	**0**	**0**	**1**	**2**	9	2	**1**	**0**	**0**	**0**	0	0	0	0	15	36	**41**
04:00	0	2	0	5	5	13	6	0	1	0	0	0	0	0	32	41	44
05:00	**1**	**1**	**3**	**13**	**42**	**34**	**13**	**0**	**0**	**0**	**0**	0	0	0	107	39	42
06:00	**15**	0	8	26	97	102	43	7	1	**1**	0	0	0	0	300	40	44
07:00	**1**	8	**13**	84	**207**	**162**	**55**	**13**	**2**	**0**	**0**	**0**	0	0	545	39	43
08:00	2	20	35	152	184	117	30	4	2	0	0	0	0	0	546	38	41
09:00	**6**	**12**	**28**	**120**	**162**	**113**	**34**	3	**0**	**0**	0	0	0	0	478	38	41
10:00	8	10	47	151	193	94	20	4	0	0	0	0	0	0	527	37	39
11:00	**4**	**24**	**56**	**156**	**184**	**95**	34	3	**0**	0	**1**	0	0	0	**557**	37	41
12 PM	**14**	**21**	64	**204**	**223**	105	22	3	0	0	0	0	0	0	**656**	36	39
13:00	**8**	**18**	**67**	**181**	**191**	93	15	2	**0**	**0**	0	0	0	**0**	575	36	39
14:00	6	15	59	133	195	99	24	5	2	0	0	0	0	0	538	37	40
15:00	**9**	**16**	**54**	127	**182**	**115**	27	3	**1**	**0**	**0**	0	0	**0**	534	**37**	**40**
16:00	3	18	66	170	191	114	26	**9**	1	**1**	0	0	0	0	599	37	41
17:00	**4**	**14**	52	172	222	**100**	**28**	5	0	**0**	**0**	**0**	**0**	**0**	597	**37**	**40**
18:00	0	6	44	145	167	95	19	1	0	0	0	0	0	0	477	37	39
19:00	**0**	**2**	**15**	94	116	72	18	3	1	**0**	**0**	**0**	**0**	0	321	38	41
20:00	0	0	13	51	84	53	7	3	0	0	0	0	0	0	211	37	39
21:00	**0**	**0**	**7**	22	60	33	6	**2**	**3**	0	0	0	0	0	133	38	43
22:00	0	0	0	13	42	42	17	1	0	0	0	0	0	0	115	40	43
23:00	**0**	**0**	**2**	5	26	20	7	2	**0**	0	0	0	0	0	62	39	44
Total	81	187	637	2037	2800	1684	454	73	14	2	1	0	0	0	7970		
Percent	1.0%	2.3%	8.0%	25.6%	35.1%	21.1%	5.7%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	11:00	11:00	11:00	07:00	07:00	07:00	07:00	07:00	06:00	11:00				11:00		
Vol.	15	24	56	156	207	162	55	13	2	1	1				557		
PM Peak	12:00	12:00	13:00	12:00	12:00	15:00	17:00	16:00	21:00	16:00					12:00		
Vol.	14	21	67	204	223	115	28	9	3	1					656		

Accurate Counts

978-664-2565

Location : Main Street EB
Location : West of Riverside Street
City/State: Westbrook, ME
EB

6846SPDEBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	2	0	6	12	9	2	1	0	0	0	0	0	0	32	39	43
01:00	0	1	1	2	21	6	2	0	0	0	0	0	0	0	33	37	40
02:00	0	0	0	3	4	7	1	0	1	0	0	0	0	0	16	39	51
03:00	0	0	0	2	4	4	0	1	0	0	0	0	0	0	11	39	47
04:00	0	2	0	4	8	7	7	0	0	0	0	0	0	0	28	41	44
05:00	2	2	2	11	12	16	3	2	0	0	0	0	0	0	50	39	44
06:00	0	2	2	19	36	64	27	2	0	0	0	0	0	0	152	41	43
07:00	1	3	13	43	50	66	24	6	0	1	0	0	0	0	207	39	44
08:00	0	2	20	56	102	81	24	5	1	0	1	0	0	0	292	39	43
09:00	0	3	30	120	171	81	30	2	2	0	0	0	0	0	439	38	42
10:00	0	5	41	149	200	92	21	6	0	0	0	0	0	0	514	37	40
11:00	7	19	41	171	214	82	21	5	0	1	0	0	0	0	561	36	39
12 PM	3	22	73	148	192	90	16	5	0	0	0	0	0	0	549	36	39
13:00	0	13	73	191	160	85	14	4	2	0	0	0	0	0	542	36	39
14:00	0	5	45	128	183	99	21	1	1	1	0	0	0	0	484	37	39
15:00	2	1	44	134	184	93	23	4	1	0	0	0	0	0	486	37	40
16:00	1	5	49	134	165	78	19	3	0	0	0	0	0	0	454	37	39
17:00	0	5	33	130	162	91	28	3	1	0	0	0	0	0	453	38	41
18:00	0	3	21	101	133	80	34	2	1	0	0	0	0	0	375	38	42
19:00	2	2	26	83	118	71	11	5	1	0	0	0	0	0	319	37	40
20:00	1	1	6	45	87	49	12	4	1	0	0	0	0	0	206	38	42
21:00	1	1	7	23	55	39	11	1	0	0	0	0	0	0	138	38	42
22:00	0	0	6	20	59	28	7	3	0	0	0	0	0	0	123	38	42
23:00	0	0	1	11	20	23	8	0	0	0	0	0	0	0	63	39	43
Total	20	99	534	1734	2352	1341	366	65	12	3	1	0	0	0	6527		
Percent	0.3%	1.5%	8.2%	26.6%	36.0%	20.5%	5.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	11:00	11:00	10:00	09:00	07:00	09:00	07:00	08:00				11:00		
Vol.	7	19	41	171	214	92	30	6	2	1	1				561		
PM Peak	12:00	12:00	12:00	13:00	12:00	14:00	18:00	12:00	13:00	14:00					12:00		
Vol.	3	22	73	191	192	99	34	5	2	1					549		
Grand Total	162	418	1682	5584	7916	4796	1278	226	44	7	2	1	0	1	22117		
Percent	0.7%	1.9%	7.6%	25.2%	35.8%	21.7%	5.8%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 41 MPH

Statistics

10 MPH Pace Speed : 26-35 MPH
Number in Pace : 13500
Percent in Pace : 61.0%
Number of Vehicles > 30 MPH : 14271
Percent of Vehicles > 30 MPH : 64.5%
Mean Speed(Average) : 32 MPH

Accurate Counts

978-664-2565

Location : Main Street WB
Location : West of Riverside Street
City/State: Westbrook, ME
WB

6846SPDWBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	0	3	4	12	16	1	1	0	0	0	0	0	0	37	38	40
01:00	**0**	**0**	1	6	**10**	5	2	**0**	0	0	0	0	0	0	24	38	41
02:00	0	1	4	8	10	6	0	1	0	0	0	0	0	0	30	37	39
03:00	**0**	**0**	1	3	5	3	0	0	0	0	0	0	0	0	12	37	39
04:00	1	2	4	14	12	5	1	1	0	0	0	0	0	0	40	36	40
05:00	**0**	5	7	28	30	13	3	**0**	0	0	0	0	0	0	86	36	39
06:00	**5**	11	30	38	53	37	15	1	0	0	0	0	0	0	190	38	42
07:00	**0**	13	**75**	**77**	**130**	73	**28**	**3**	0	0	0	0	0	0	399	38	41
08:00	2	27	68	89	149	**79**	10	3	0	0	0	0	0	0	427	36	39
09:00	**2**	**33**	79	**74**	155	67	9	1	**0**	0	0	0	0	0	420	36	39
10:00	0	34	90	130	187	64	8	0	0	0	0	0	0	**1**	514	34	38
11:00	**4**	**40**	**110**	**163**	**226**	58	9	2	**0**	**0**	0	0	0	0	**612**	**34**	38
12 PM	2	38	**172**	179	197	72	14	1	0	0	0	0	0	0	675	34	38
13:00	**2**	**42**	136	155	**210**	75	**18**	**0**	0	0	**0**	0	0	0	638	34	39
14:00	3	31	120	140	220	**114**	13	0	**1**	0	0	0	0	0	642	36	39
15:00	**0**	**27**	**105**	195	**275**	**109**	18	**4**	**0**	0	**0**	0	0	0	733	35	39
16:00	8	43	171	**272**	249	63	17	0	0	0	**0**	0	0	0	**823**	34	38
17:00	**31**	**67**	**172**	233	228	**64**	11	2	**0**	**0**	0	0	0	**1**	809	34	37
18:00	1	28	112	131	210	64	15	2	0	0	0	0	0	0	563	34	39
19:00	**0**	**19**	**83**	79	202	**80**	9	1	**0**	**1**	0	0	0	0	474	36	39
20:00	0	15	43	83	150	58	8	1	0	0	0	0	0	0	358	36	39
21:00	**0**	5	36	39	105	53	5	3	**0**	0	**0**	0	0	0	246	37	39
22:00	0	3	13	21	62	24	4	1	0	0	0	0	0	0	128	37	39
23:00	**0**	1	7	21	46	26	2	0	**0**	**0**	0	0	0	0	103	37	39
Total	61	485	1642	2182	3133	1228	220	28	1	1	0	0	0	2	8983		
Percent	0.7%	5.4%	18.3%	24.3%	34.9%	13.7%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	11:00	11:00	11:00	11:00	08:00	07:00	07:00						10:00	11:00		
Vol.	5	40	110	163	226	79	28	3						1	612		
PM Peak	17:00	17:00	12:00	16:00	15:00	14:00	13:00	15:00	14:00	19:00				17:00	16:00		
Vol.	31	67	172	272	275	114	18	4	1	1				1	823		

Accurate Counts

978-664-2565

Location : Main Street WB
Location : West of Riverside Street
City/State: Westbrook, ME
WB

6846SPDWBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	0	1	9	29	10	0	0	0	0	0	0	0	0	49	36	38
01:00	**0**	**0**	**4**	**6**	**13**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**38**	**43**
02:00	0	2	1	6	5	7	2	0	0	0	0	0	0	0	23	38	42
03:00	**0**	**0**	**2**	**4**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**34**	**36**
04:00	3	1	2	8	11	4	2	0	0	0	0	0	0	0	31	36	41
05:00	**2**	**6**	**13**	**12**	**29**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**	**34**	**38**
06:00	2	12	31	23	52	40	6	1	0	0	0	0	0	0	167	37	39
07:00	**1**	**18**	**70**	**64**	**121**	**95**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**399**	**38**	**42**
08:00	1	17	59	95	191	84	15	2	0	0	0	0	0	0	464	36	39
09:00	**6**	**29**	**82**	**106**	**136**	**70**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**447**	**36**	**39**
10:00	2	**34**	110	**134**	176	67	15	0	0	0	0	0	0	0	538	35	39
11:00	**4**	**30**	**123**	**118**	**200**	93	13	**2**	**1**	0	0	0	0	0	**584**	36	39
12 PM	1	47	188	204	205	84	6	**4**	0	0	0	0	0	0	739	34	38
13:00	**0**	**35**	**200**	**196**	**188**	**63**	**12**	**0**	**0**	0	0	0	0	0	694	34	38
14:00	3	32	164	202	235	71	8	1	0	0	0	0	0	0	716	34	38
15:00	**5**	**48**	**145**	**256**	**238**	**98**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**800**	**34**	**38**
16:00	**14**	41	172	**265**	**243**	62	11	2	0	0	0	0	0	0	**810**	34	37
17:00	**0**	**27**	**180**	**189**	**234**	**106**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**750**	**35**	**38**
18:00	2	28	114	129	188	66	11	1	0	0	0	0	0	0	539	34	38
19:00	**0**	**25**	**115**	**110**	**175**	**59**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**489**	**34**	**38**
20:00	0	16	76	75	133	48	5	2	**1**	0	0	0	0	0	356	35	38
21:00	**0**	**7**	**35**	**54**	**134**	**66**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**304**	**37**	**39**
22:00	0	6	15	37	90	39	8	0	0	0	0	0	0	0	195	37	39
23:00	**0**	**1**	**13**	**23**	**77**	**29**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**148**	**37**	**39**
Total	46	462	1915	2325	3111	1279	194	25	3	2	0	0	0	0	9362		
Percent	0.5%	4.9%	20.5%	24.8%	33.2%	13.7%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	11:00	10:00	11:00	07:00	07:00	07:00	01:00						11:00		
Vol.	6	34	123	134	200	95	24	6	1						584		
PM Peak	16:00	15:00	13:00	16:00	16:00	17:00	13:00	12:00	20:00	15:00					16:00		
Vol.	14	48	200	265	243	106	12	4	1	1					810		

Accurate Counts

978-664-2565

Location : Main Street WB
Location : West of Riverside Street
City/State: Westbrook, ME
WB

6846SPDWBC

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	1	4	10	39	27	5	1	0	0	0	0	0	0	87	38	41
01:00	0	0	7	7	36	15	3	0	0	0	0	0	0	0	68	37	39
02:00	0	1	2	12	25	8	3	0	0	0	0	0	0	0	51	37	40
03:00	0	1	3	8	7	3	2	1	0	0	0	0	0	0	25	38	44
04:00	1	1	6	9	9	2	0	0	0	0	0	0	0	0	28	33	36
05:00	0	2	4	7	21	11	0	0	0	0	0	0	0	0	45	36	38
06:00	0	8	9	12	21	12	2	1	0	0	0	0	0	0	65	37	39
07:00	2	14	34	29	55	45	8	3	1	0	0	0	0	0	191	38	41
08:00	0	14	73	41	105	52	10	1	1	0	0	0	0	0	297	36	39
09:00	1	16	78	74	151	72	9	1	0	0	0	0	0	0	402	36	39
10:00	1	24	100	111	174	68	9	3	1	0	0	0	0	0	491	35	39
11:00	2	36	131	137	217	74	8	0	0	0	0	0	0	0	605	34	38
12 PM	0	39	166	164	200	60	11	0	0	0	0	0	0	0	640	34	38
13:00	0	55	152	148	217	61	7	1	0	0	1	0	0	0	642	34	38
14:00	0	39	155	132	186	75	10	3	1	0	0	0	0	0	601	34	38
15:00	0	30	124	111	196	78	9	2	0	0	0	0	0	0	550	35	38
16:00	1	31	113	98	168	90	12	4	0	1	0	0	0	0	518	36	39
17:00	0	31	93	112	181	75	13	1	0	0	0	0	0	0	506	35	39
18:00	0	10	93	78	165	60	15	4	0	0	0	0	0	0	425	36	39
19:00	1	19	74	103	140	45	3	1	0	0	0	0	0	0	386	34	38
20:00	0	20	66	55	123	45	7	0	0	0	0	0	0	0	316	35	39
21:00	0	5	38	35	102	45	7	0	0	0	0	0	0	0	232	36	39
22:00	0	14	21	32	77	40	1	2	0	0	0	0	0	0	187	36	39
23:00	0	5	15	27	79	39	3	0	1	0	0	0	0	0	169	37	39
Total	9	416	1561	1552	2694	1102	157	29	5	1	1	0	0	0	7527		
Percent	0.1%	5.5%	20.7%	20.6%	35.8%	14.6%	2.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	11:00	11:00	11:00	08:00	07:00	07:00						11:00		
Vol.	2	36	131	137	217	74	10	3	1						605		
PM Peak	16:00	13:00	12:00	12:00	13:00	16:00	18:00	16:00	14:00	16:00	13:00				13:00		
Vol.	1	55	166	164	217	90	15	4	1	1	1				642		
Grand Total	116	1363	5118	6059	8938	3609	571	82	9	4	1	0	0	2	25872		
Percent	0.4%	5.3%	19.8%	23.4%	34.5%	13.9%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 30 MPH
85th Percentile : 35 MPH
95th Percentile : 39 MPH

Statistics

10 MPH Pace Speed : 26-35 MPH
Number in Pace : 14997
Percent in Pace : 58.0%
Number of Vehicles > 30 MPH : 13216
Percent of Vehicles > 30 MPH : 51.1%
Mean Speed(Average) : 30 MPH

Accurate Counts

978-664-2565

Location : Larrabee Road NB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
NB

6846SPDNBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6	38	39
01:00	**2**	**0**	**0**	2	2	2	0	0	0	0	0	0	0	0	8	37	39
02:00	0	0	0	4	4	0	0	1	**1**	**1**	0	0	0	0	11	51	57
03:00	**0**	**0**	**1**	3	5	2	0	0	**0**	**0**	0	0	0	0	11	35	38
04:00	0	0	1	5	9	8	1	0	0	0	0	0	0	0	24	38	39
05:00	**0**	**3**	**8**	6	33	15	4	1	0	0	0	0	0	0	70	38	41
06:00	0	2	2	13	58	73	9	1	0	0	0	0	0	0	158	39	41
07:00	**0**	**5**	2	**21**	**151**	**200**	27	2	0	0	0	0	0	0	**408**	39	41
08:00	0	3	4	21	101	168	**34**	4	1	0	0	0	0	0	336	39	43
09:00	**0**	1	5	9	**117**	**141**	24	**5**	0	0	0	0	0	0	302	39	42
10:00	**4**	2	5	21	137	142	26	3	0	1	0	0	0	0	341	39	42
11:00	**1**	**1**	**4**	**19**	138	150	33	4	**0**	**0**	0	0	0	0	350	39	42
12 PM	0	3	**13**	15	122	174	38	3	**1**	0	0	0	0	0	369	39	43
13:00	**0**	**3**	**4**	18	115	139	35	2	**0**	0	0	0	0	0	316	39	43
14:00	**2**	3	7	**23**	125	146	19	2	1	**1**	0	0	0	0	329	39	41
15:00	**0**	**1**	**3**	**11**	**136**	**171**	37	1	**1**	1	0	0	0	0	362	39	42
16:00	1	**6**	5	23	**140**	**190**	37	**4**	0	0	0	0	0	0	**406**	39	42
17:00	**1**	**6**	**5**	**13**	120	181	**40**	**0**	**0**	**0**	0	0	0	0	366	39	42
18:00	1	4	3	15	91	86	15	1	0	0	0	0	0	0	216	39	41
19:00	**1**	**1**	**3**	**12**	**64**	**50**	**8**	**0**	**0**	**0**	**0**	0	0	0	139	38	40
20:00	0	1	1	12	30	24	3	0	0	0	0	0	0	0	71	38	39
21:00	**0**	**0**	**1**	**3**	28	15	2	**0**	0	**0**	**0**	0	0	0	49	38	39
22:00	0	0	0	4	16	4	0	0	0	0	0	0	0	0	24	35	38
23:00	**0**	**1**	**1**	2	8	1	1	0	0	0	0	0	0	0	14	34	41
Total	13	46	78	275	1752	2086	393	34	5	4	0	0	0	0	4686		
Percent	0.3%	1.0%	1.7%	5.9%	37.4%	44.5%	8.4%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	05:00	07:00	07:00	07:00	08:00	09:00	02:00	02:00					07:00		
Vol.	4	5	8	21	151	200	34	5	1	1					408		
PM Peak	14:00	16:00	12:00	14:00	16:00	16:00	17:00	16:00	12:00	14:00					16:00		
Vol.	2	6	13	23	140	190	40	4	1	1					406		

Accurate Counts

978-664-2565

Location : Larrabee Road NB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
NB

6846SPDNBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	1	3	2	8	5	1	0	0	0	0	0	0	0	20	38	40
01:00	0	0	1	1	5	0	0	0	0	0	0	0	0	0	7	33	34
02:00	0	0	0	3	3	2	1	0	0	0	0	0	0	0	9	39	42
03:00	0	0	0	1	7	1	1	0	0	0	0	0	0	0	10	37	42
04:00	0	1	0	4	4	5	1	0	0	0	0	0	0	0	15	38	41
05:00	1	6	6	6	26	16	6	0	0	0	0	0	0	0	67	38	42
06:00	0	2	6	10	69	82	8	1	0	0	0	0	0	0	178	38	40
07:00	0	5	9	39	126	188	27	3	0	0	0	0	0	0	397	39	41
08:00	0	2	6	31	162	140	32	4	2	0	0	0	0	0	379	39	42
09:00	1	5	10	30	123	129	22	3	0	0	0	0	0	0	323	39	42
10:00	0	6	6	27	124	150	21	2	0	0	0	0	0	0	336	39	41
11:00	1	3	5	27	106	155	25	0	0	0	0	0	0	0	322	39	41
12 PM	0	3	6	41	154	183	28	3	0	0	0	0	0	0	418	39	41
13:00	0	0	5	23	142	150	27	1	0	0	0	0	0	0	348	39	41
14:00	0	3	8	15	156	175	33	4	0	0	0	0	0	0	394	39	42
15:00	5	3	7	17	137	186	36	5	0	0	0	0	0	0	396	39	42
16:00	1	6	7	19	118	180	43	3	0	0	0	0	0	0	377	39	43
17:00	1	2	7	5	109	159	37	2	0	0	0	0	0	0	322	39	43
18:00	0	3	7	16	92	83	21	1	0	0	0	0	0	0	223	39	42
19:00	0	4	0	14	73	43	3	1	0	0	0	0	0	0	138	38	39
20:00	0	3	0	6	61	41	2	1	0	0	0	0	0	0	114	38	39
21:00	0	2	2	17	37	14	5	0	0	0	0	0	0	0	77	37	41
22:00	0	0	0	7	23	11	2	0	0	0	0	0	0	0	43	37	39
23:00	0	0	0	1	10	6	2	0	0	0	0	0	0	0	19	39	42
Total	10	60	101	362	1875	2104	384	34	2	0	0	0	0	0	4932		
Percent	0.2%	1.2%	2.0%	7.3%	38.0%	42.7%	7.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	05:00	09:00	07:00	08:00	07:00	08:00	08:00	08:00						07:00		
Vol.	1	6	10	39	162	188	32	4	2						397		
PM Peak	15:00	16:00	14:00	12:00	14:00	15:00	16:00	15:00							12:00		
Vol.	5	6	8	41	156	186	43	5							418		

Accurate Counts
978-664-2565

Location : Larrabee Road NB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
NB

6846SPDNBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	0	0	3	10	6	0	1	0	0	0	0	0	0	20	38	45
01:00	1	1	0	0	5	3	1	0	0	0	0	0	0	0	11	38	42
02:00	0	0	0	2	4	0	1	0	0	0	0	0	0	0	7	34	43
03:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7	38	39
04:00	0	0	0	3	4	4	1	0	0	0	0	0	0	0	12	38	41
05:00	0	0	0	2	12	4	0	0	0	0	0	0	0	0	18	36	38
06:00	0	0	0	13	31	27	4	0	0	0	0	0	0	0	75	38	40
07:00	0	0	4	8	40	44	10	2	0	0	0	0	0	0	108	39	43
08:00	1	2	4	3	82	88	12	4	0	0	0	0	0	0	196	39	42
09:00	2	2	0	6	83	122	23	6	0	0	0	0	0	0	244	39	43
10:00	1	1	2	15	98	150	32	4	0	0	0	0	0	0	303	39	43
11:00	1	0	3	11	130	181	31	1	2	0	0	0	0	0	360	39	42
12 PM	0	1	3	6	132	166	30	2	0	0	0	0	0	0	340	39	42
13:00	0	1	1	14	108	163	23	1	1	0	0	0	0	0	312	39	42
14:00	0	2	2	9	82	148	21	1	0	0	0	0	0	0	265	39	42
15:00	0	1	3	6	92	138	25	2	0	0	0	0	0	0	267	39	42
16:00	0	0	0	10	59	123	21	0	2	0	0	0	0	0	215	39	42
17:00	0	1	1	15	67	101	14	4	0	0	0	0	0	0	203	39	42
18:00	0	1	1	4	56	60	21	2	0	0	0	0	0	0	145	40	43
19:00	0	1	1	17	56	40	7	0	0	0	0	0	0	0	122	38	40
20:00	3	0	1	9	41	29	4	0	0	0	0	0	0	0	87	38	39
21:00	0	0	1	10	35	19	2	0	0	0	0	0	0	0	67	37	39
22:00	0	0	0	4	29	7	1	0	0	0	0	0	0	0	41	36	39
23:00	0	2	0	4	17	7	1	0	0	0	0	0	0	0	31	37	39
Total	9	16	27	175	1276	1633	285	30	5	0	0	0	0	0	3456		
Percent	0.3%	0.5%	0.8%	5.1%	36.9%	47.3%	8.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	07:00	10:00	11:00	11:00	10:00	09:00	11:00						11:00		
Vol.	2	2	4	15	130	181	32	6	2						360		
PM Peak	20:00	14:00	12:00	19:00	12:00	12:00	12:00	17:00	16:00						12:00		
Vol.	3	2	3	17	132	166	30	4	2						340		
Grand Total	32	122	206	812	4903	5823	1062	98	12	4	0	0	0	0	13074		
Percent	0.2%	0.9%	1.6%	6.2%	37.5%	44.5%	8.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 39 MPH
95th Percentile : 42 MPH

Statistics

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 10726
Percent in Pace : 82.0%
Number of Vehicles > 35 MPH : 6999
Percent of Vehicles > 35 MPH : 53.5%
Mean Speed(Average) : 36 MPH

Accurate Counts

978-664-2565

Location : Larrabee Road SB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
SB

6846SPDSBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	0	0	3	4	3	0	0	0	0	0	0	0	0	10	37	39
01:00	**0**	**0**	**0**	2	7	3	**0**	**0**	**0**	**0**	0	0	0	0	12	37	39
02:00	1	0	0	1	3	1	0	0	0	0	0	0	0	0	6	35	38
03:00	**0**	**0**	**0**	1	2	2	0	1	0	0	0	0	0	0	6	45	48
04:00	0	0	1	4	5	4	0	0	0	0	0	0	0	0	14	37	39
05:00	**1**	**0**	3	9	8	10	0	0	0	0	0	0	**0**	0	31	37	39
06:00	0	1	2	12	50	35	6	0	0	0	0	0	0	0	106	38	40
07:00	**1**	**2**	**10**	**25**	83	**81**	16	0	**0**	**1**	0	0	0	0	219	39	41
08:00	0	3	8	41	74	79	**18**	1	0	0	0	0	0	0	224	39	42
09:00	**1**	**4**	**5**	**47**	108	66	10	**1**	**0**	0	0	0	0	0	242	38	39
10:00	**2**	3	**14**	**68**	144	67	12	**3**	0	0	0	0	0	0	313	37	39
11:00	**0**	**4**	**13**	**48**	**154**	**96**	18	2	0	**0**	0	0	0	0	**335**	38	40
12 PM	0	6	10	86	175	109	24	**3**	0	0	0	0	0	0	413	38	41
13:00	**1**	**4**	**13**	**51**	**175**	91	17	2	**0**	0	0	0	0	0	354	38	40
14:00	0	8	11	51	156	97	14	1	0	0	0	0	0	0	338	38	39
15:00	**2**	**4**	**8**	**86**	**212**	**97**	**15**	2	**0**	**0**	**0**	0	0	0	426	37	39
16:00	**28**	**28**	30	134	245	**124**	17	3	0	**1**	0	0	0	0	610	37	39
17:00	**15**	**22**	**42**	**148**	**264**	118	**30**	2	**0**	0	**0**	0	0	0	**641**	**37**	39
18:00	1	2	4	37	126	72	15	0	**1**	0	0	0	0	0	258	38	41
19:00	**0**	**3**	6	31	92	52	8	**1**	**0**	**0**	**0**	0	0	0	193	38	39
20:00	0	1	3	21	60	44	12	0	0	0	0	0	0	0	141	38	42
21:00	**0**	**0**	**2**	**6**	**28**	35	5	**0**	**0**	**0**	**0**	**0**	0	0	76	39	41
22:00	0	0	0	5	25	20	3	0	0	0	0	0	0	0	53	38	40
23:00	**1**	**0**	**0**	**4**	15	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	30	38	41
Total	54	95	185	921	2215	1314	242	22	1	2	0	0	0	0	5051		
Percent	1.1%	1.9%	3.7%	18.2%	43.9%	26.0%	4.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	10:00	10:00	11:00	11:00	08:00	10:00		07:00					11:00		
Vol.	2	4	14	68	154	96	18	3		1					335		
PM Peak	16:00	16:00	17:00	17:00	17:00	16:00	17:00	12:00	18:00	16:00					17:00		
Vol.	28	28	42	148	264	124	30	3	1	1					641		

Accurate Counts

978-664-2565

Location : Larrabee Road SB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
SB

6846SPDSBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	1	0	2	7	2	1	0	0	0	0	0	0	0	13	37	41
01:00	0	1	0	3	1	1	0	0	0	0	0	0	0	0	6	35	38
02:00	0	0	1	3	0	5	0	0	0	0	0	0	0	0	9	38	39
03:00	0	0	1	1	6	0	0	0	0	0	0	0	0	0	8	34	34
04:00	0	0	2	7	3	7	1	0	0	0	0	0	0	0	20	38	40
05:00	1	3	3	8	25	10	2	0	0	0	0	0	0	0	52	37	39
06:00	0	4	0	16	56	37	9	0	0	0	0	0	0	0	122	38	41
07:00	0	3	12	33	104	73	11	2	0	0	0	0	0	0	238	38	40
08:00	2	3	10	58	122	59	13	2	0	0	0	0	0	0	269	37	40
09:00	1	3	10	36	126	66	16	0	0	1	0	0	0	0	259	38	41
10:00	0	5	18	57	132	83	12	0	1	0	0	0	0	0	308	38	39
11:00	0	1	22	70	165	78	8	1	0	0	0	0	0	0	345	37	39
12 PM	0	1	16	85	213	116	16	0	0	0	0	0	0	0	447	37	39
13:00	0	7	13	65	200	89	27	2	0	0	0	0	0	0	403	38	41
14:00	0	7	20	73	153	121	19	1	0	0	0	0	0	0	394	38	40
15:00	3	5	34	74	230	101	18	1	0	0	0	0	0	0	466	37	39
16:00	4	22	29	108	249	134	16	2	0	0	0	0	0	0	564	37	39
17:00	9	19	39	104	219	119	13	2	0	1	0	0	0	0	525	37	39
18:00	0	4	6	40	119	88	14	1	0	0	0	0	0	0	272	38	40
19:00	0	2	3	40	81	58	14	2	0	0	0	0	0	0	200	38	42
20:00	0	5	1	16	73	42	5	0	0	0	0	0	0	0	142	38	39
21:00	1	3	1	14	31	32	11	0	0	0	0	0	0	0	93	39	42
22:00	0	1	0	8	25	23	2	2	0	0	0	0	0	0	61	38	42
23:00	0	0	0	5	21	12	0	0	0	0	0	0	0	0	38	37	39
Total	21	100	241	926	2361	1356	228	18	1	2	0	0	0	0	5254		
Percent	0.4%	1.9%	4.6%	17.6%	44.9%	25.8%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	11:00	11:00	11:00	10:00	09:00	07:00	10:00	09:00					11:00		
Vol.	2	5	22	70	165	83	16	2	1	1					345		
PM Peak	17:00	16:00	17:00	16:00	16:00	16:00	13:00	13:00		17:00					16:00		
Vol.	9	22	39	108	249	134	27	2		1					564		

Accurate Counts

978-664-2565

Location : Larrabee Road SB
Location : North of Westbrook Arterial
City/State: Westbrook, ME
SB

6846SPDSBA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	0	1	4	11	7	1	0	0	0	0	0	0	0	24	38	39
01:00	0	1	1	2	10	2	0	0	0	0	0	0	0	0	16	34	37
02:00	0	0	0	3	4	5	2	0	0	0	0	0	0	0	14	39	43
03:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	35	38
04:00	0	0	0	1	5	1	0	0	0	0	0	0	0	0	7	34	38
05:00	0	1	2	6	6	5	0	0	0	0	0	0	0	0	20	37	39
06:00	0	0	1	2	14	7	0	0	0	0	0	0	0	0	24	37	39
07:00	0	1	1	17	32	35	5	0	0	0	0	0	0	0	91	38	40
08:00	0	7	6	10	65	35	8	1	0	0	0	0	0	0	132	38	41
09:00	1	2	2	29	100	55	13	0	0	1	0	0	0	0	203	38	41
10:00	0	8	10	33	147	95	18	0	0	0	0	0	0	0	311	38	40
11:00	0	0	2	46	145	89	19	3	0	0	0	0	0	0	304	38	41
12 PM	2	2	9	47	163	86	15	0	0	0	0	0	0	0	324	38	39
13:00	0	5	7	58	138	101	15	3	1	0	0	0	0	0	328	38	40
14:00	0	3	3	32	143	115	10	0	0	0	0	0	0	0	306	38	39
15:00	0	2	5	41	110	90	10	0	0	0	0	0	0	0	258	38	39
16:00	0	0	1	26	133	83	14	3	0	0	0	0	0	0	260	38	41
17:00	1	2	4	39	102	79	20	1	0	2	0	0	0	0	250	39	42
18:00	0	1	3	22	88	35	10	4	0	0	0	0	0	0	163	38	42
19:00	0	1	2	18	71	45	5	0	0	1	0	0	0	0	143	38	39
20:00	0	1	0	12	39	26	5	0	0	0	0	0	0	0	83	38	40
21:00	0	2	1	10	28	24	4	1	1	0	0	0	0	0	71	39	43
22:00	0	0	2	9	33	19	2	0	0	0	0	0	0	0	65	37	39
23:00	0	0	1	1	8	14	3	0	0	0	0	0	0	0	27	39	42
Total	4	39	64	469	1599	1054	179	16	2	4	0	0	0	0	3430		
Percent	0.1%	1.1%	1.9%	13.7%	46.6%	30.7%	5.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	11:00	10:00	10:00	11:00	11:00		09:00					10:00		
Vol.	1	8	10	46	147	95	19	3		1					311		
PM Peak	12:00	13:00	12:00	13:00	12:00	14:00	17:00	18:00	13:00	17:00					13:00		
Vol.	2	5	9	58	163	115	20	4	1	2					328		
Grand Total	79	234	490	2316	6175	3724	649	56	4	8	0	0	0	0	13735		
Percent	0.6%	1.7%	3.6%	16.9%	45.0%	27.1%	4.7%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	27 MPH
50th Percentile :	33 MPH
85th Percentile :	38 MPH
95th Percentile :	40 MPH

Statistics

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	9899
Percent in Pace :	72.1%
Number of Vehicles > 35 MPH :	4441
Percent of Vehicles > 35 MPH :	32.3%
Mean Speed(Average) :	33 MPH

Accurate Counts

978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
EB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	0	0	0	0	4	6	7	6	2	1	0	0	0	26	54	59
01:00	1	0	0	0	3	5	5	7	1	0	0	0	0	0	22	48	49
02:00	0	0	0	0	0	3	6	7	5	0	1	0	0	0	22	52	54
03:00	0	0	0	0	0	5	8	10	3	2	1	0	0	0	29	52	58
04:00	0	0	0	0	3	9	20	21	13	1	1	0	0	0	68	51	54
05:00	0	1	0	0	1	7	31	49	50	5	2	0	0	0	146	53	54
06:00	4	0	0	1	7	36	103	174	83	25	1	8	0	0	442	53	57
07:00	5	1	2	11	55	118	245	263	162	43	5	1	0	2	913	52	55
08:00	4	1	6	14	25	86	179	176	131	35	8	1	1	0	667	52	56
09:00	3	2	0	0	14	38	110	169	123	43	8	0	0	2	512	53	57
10:00	1	0	0	0	5	40	130	157	93	25	1	6	0	0	458	53	56
11:00	4	1	0	1	18	57	154	158	104	22	1	1	0	0	521	52	54
12 PM	2	1	3	2	9	42	127	177	112	29	10	0	0	0	514	53	57
13:00	1	2	0	5	11	29	115	158	118	34	11	0	0	0	484	53	58
14:00	2	1	0	0	28	50	122	191	112	34	2	3	0	0	545	53	56
15:00	4	0	0	1	7	60	151	199	133	38	6	4	0	0	603	53	57
16:00	3	3	0	7	14	76	177	210	107	30	2	0	1	0	630	52	55
17:00	2	0	1	6	36	74	153	215	128	27	4	3	0	3	652	52	55
18:00	1	0	0	2	3	33	116	152	58	16	3	0	0	0	384	51	54
19:00	1	0	0	1	12	28	68	98	50	12	0	0	0	0	270	52	54
20:00	0	0	0	0	3	29	65	61	34	3	0	0	0	0	195	51	54
21:00	0	1	0	0	1	11	37	37	21	1	0	0	0	0	109	51	53
22:00	0	0	0	0	1	4	18	27	25	4	1	0	0	0	80	53	56
23:00	0	0	0	0	2	7	5	13	9	3	0	0	0	0	39	53	56
Total	38	14	12	51	258	851	2151	2736	1681	434	69	27	2	7	8331		
Percent	0.5%	0.2%	0.1%	0.6%	3.1%	10.2%	25.8%	32.8%	20.2%	5.2%	0.8%	0.3%	0.0%	0.1%			
AM Peak	07:00	09:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	08:00	06:00	08:00	07:00	07:00		
Vol.	5	2	6	14	55	118	245	263	162	43	8	8	1	2	913		
PM Peak	15:00	16:00	12:00	16:00	17:00	16:00	16:00	17:00	15:00	15:00	13:00	15:00	16:00	17:00	17:00		
Vol.	4	3	3	7	36	76	177	215	133	38	11	4	1	3	652		

Accurate Counts

978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
EB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	0	0	2	0	2	9	17	7	0	2	0	0	0	39	52	60
01:00	0	0	1	0	0	4	11	4	4	2	0	0	0	0	26	52	56
02:00	0	0	0	0	0	4	8	6	4	0	1	0	0	0	23	51	54
03:00	0	0	0	0	0	5	8	11	5	2	0	0	0	0	31	52	56
04:00	0	0	0	1	1	5	10	19	19	4	0	0	0	0	59	53	56
05:00	1	0	0	0	1	8	38	57	29	7	1	0	0	0	142	52	55
06:00	2	0	0	0	16	28	117	156	79	20	4	1	1	1	425	52	56
07:00	2	0	9	20	48	139	227	267	121	37	6	1	0	1	878	51	55
08:00	2	1	0	4	11	87	181	213	95	25	8	1	0	0	628	51	55
09:00	4	0	1	0	7	46	112	156	118	39	4	0	0	0	487	53	57
10:00	4	0	0	3	9	65	119	152	79	28	3	1	0	2	465	52	56
11:00	2	0	0	2	17	81	120	136	77	39	6	0	0	0	480	53	57
12 PM	1	2	10	6	11	77	119	181	91	31	3	0	1	0	533	52	56
13:00	1	0	0	3	10	42	148	168	77	31	7	1	0	0	488	52	57
14:00	3	1	4	9	31	62	120	163	108	24	6	1	0	0	532	52	55
15:00	3	4	3	11	28	65	185	204	108	32	2	2	0	0	647	52	55
16:00	7	2	4	6	20	68	177	223	128	27	4	0	0	0	666	52	54
17:00	6	1	3	1	17	83	182	183	116	37	2	0	0	0	631	52	56
18:00	3	1	0	1	3	45	119	149	72	21	5	0	0	0	419	52	56
19:00	0	1	1	1	3	24	63	104	42	8	0	0	0	1	248	51	54
20:00	0	0	0	0	3	22	71	86	28	6	1	1	0	0	218	50	54
21:00	0	0	0	0	2	22	30	58	28	7	2	0	0	1	150	52	56
22:00	1	0	0	0	4	13	24	41	23	6	2	0	1	1	116	53	57
23:00	0	0	0	0	1	8	16	14	6	5	2	0	0	0	52	54	59
Total	42	13	36	70	243	1005	2214	2768	1464	438	71	9	3	7	8383		
Percent	0.5%	0.2%	0.4%	0.8%	2.9%	12.0%	26.4%	33.0%	17.5%	5.2%	0.8%	0.1%	0.0%	0.1%			
AM Peak	09:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00	08:00	06:00	06:00	10:00	07:00		
Vol.	4	1	9	20	48	139	227	267	121	39	8	1	1	2	878		
PM Peak	16:00	15:00	12:00	15:00	14:00	17:00	15:00	16:00	16:00	17:00	13:00	15:00	12:00	19:00	16:00		
Vol.	7	4	10	11	31	83	185	223	128	37	7	2	1	1	666		

Accurate Counts

978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
EB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	0	0	0	1	3	8	9	2	0	1	1	0	0	25	50	63
01:00	0	0	0	0	1	6	13	7	5	0	1	1	0	0	34	51	61
02:00	0	0	0	0	1	4	13	2	1	0	0	0	1	0	22	46	54
03:00	0	0	0	0	2	2	3	8	5	2	0	0	0	0	22	53	57
04:00	0	0	0	0	0	3	4	8	6	2	0	0	0	0	23	53	57
05:00	0	0	0	0	0	5	19	25	8	2	2	0	0	0	61	51	57
06:00	0	0	0	0	1	4	27	41	26	7	3	0	0	0	109	53	58
07:00	1	1	0	3	3	15	52	81	60	29	8	2	0	0	255	55	59
08:00	2	2	0	0	5	17	57	108	87	36	3	0	0	0	317	54	58
09:00	1	0	0	5	5	23	85	145	94	30	6	3	0	1	398	53	58
10:00	1	1	0	1	7	25	105	142	110	26	6	0	1	2	427	53	57
11:00	4	0	0	0	4	40	92	161	108	31	6	2	1	1	450	53	57
12 PM	3	0	0	0	7	38	101	166	102	28	2	2	0	1	450	53	56
13:00	1	0	0	0	7	38	104	170	120	45	6	1	0	2	494	54	58
14:00	4	0	1	0	1	35	95	151	120	43	5	1	0	1	457	54	58
15:00	0	1	0	0	2	17	78	129	118	46	8	1	0	1	401	54	58
16:00	2	0	0	1	4	15	67	161	109	45	8	1	1	1	415	54	58
17:00	3	0	0	0	2	20	74	108	79	32	8	3	0	0	329	54	59
18:00	1	0	0	0	9	29	77	101	54	16	2	0	0	0	289	52	56
19:00	1	0	0	0	2	13	78	90	49	12	1	0	0	0	246	52	55
20:00	2	0	1	0	1	22	53	52	41	6	2	0	0	0	180	52	54
21:00	1	0	0	0	1	16	49	43	19	7	2	1	0	0	139	52	57
22:00	0	0	0	0	5	5	31	34	15	8	0	0	1	0	99	53	57
23:00	0	0	0	1	3	4	13	22	14	2	0	1	0	1	61	52	55
Total	27	5	2	11	74	399	1298	1964	1352	455	80	20	5	11	5703		
Percent	0.5%	0.1%	0.0%	0.2%	1.3%	7.0%	22.8%	34.4%	23.7%	8.0%	1.4%	0.4%	0.1%	0.2%			
AM Peak	11:00	08:00		09:00	10:00	11:00	10:00	11:00	10:00	08:00	07:00	09:00	02:00	10:00	11:00		
Vol.	4	2		5	7	40	105	161	110	36	8	3	1	2	450		
PM Peak	14:00	15:00	14:00	16:00	18:00	12:00	13:00	13:00	13:00	15:00	15:00	17:00	16:00	13:00	13:00		
Vol.	4	1	1	1	9	38	104	170	120	46	8	3	1	2	494		
Grand Total	107	32	50	132	575	2255	5663	7468	4497	1327	220	56	10	25	22417		
Percent	0.5%	0.1%	0.2%	0.6%	2.6%	10.1%	25.3%	33.3%	20.1%	5.9%	1.0%	0.2%	0.0%	0.1%			

15th Percentile : 40 MPH
50th Percentile : 46 MPH
85th Percentile : 53 MPH
95th Percentile : 56 MPH

Statistics

10 MPH Pace Speed : 41-50 MPH
Number in Pace : 13131
Percent in Pace : 58.6%
Number of Vehicles > 45 MPH : 13603
Percent of Vehicles > 45 MPH : 60.7%
Mean Speed(Average) : 47 MPH

Accurate Counts

978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	1	0	0	0	6	8	8	6	1	1	0	0	0	31	52	57
01:00	0	0	2	0	2	2	5	6	4	2	0	0	0	0	23	53	57
02:00	0	1	1	0	0	3	6	4	5	0	0	0	0	0	20	52	54
03:00	0	0	4	0	0	4	3	10	1	0	1	0	0	0	23	49	54
04:00	0	0	3	0	0	7	11	15	6	1	0	0	0	0	43	50	54
05:00	0	0	11	0	3	4	22	28	17	4	0	0	0	0	89	52	54
06:00	0	1	19	0	1	24	85	75	29	6	2	0	0	0	242	50	54
07:00	3	5	35	1	9	68	187	158	57	10	0	0	0	0	533	49	53
08:00	7	6	31	4	15	49	147	190	61	11	2	0	0	0	523	49	53
09:00	2	3	30	1	3	24	83	126	77	13	3	1	0	0	366	52	54
10:00	0	4	35	0	3	23	98	166	64	18	1	0	0	0	412	51	54
11:00	0	9	24	3	22	46	139	124	49	11	4	1	0	1	433	50	54
12 PM	1	37	9	13	96	168	60	18	1	0	0	0	0	0	403	41	44
13:00	1	28	17	8	104	179	67	16	3	0	0	0	1	0	424	41	44
14:00	2	47	13	16	139	196	66	16	3	0	0	0	0	0	498	40	44
15:00	3	41	11	36	174	194	76	14	0	0	0	0	0	0	549	40	44
16:00	7	112	10	100	328	224	52	7	1	0	0	0	0	0	841	38	41
17:00	0	88	7	64	284	258	59	9	1	0	0	0	0	1	771	39	42
18:00	2	75	17	30	156	142	32	6	0	0	0	0	0	0	460	38	42
19:00	2	63	4	24	146	96	26	4	0	0	0	0	0	0	365	38	42
20:00	0	39	5	15	72	81	19	1	0	0	0	0	0	0	232	39	42
21:00	0	38	2	12	70	50	12	1	0	0	0	0	0	0	185	38	41
22:00	0	22	2	10	34	39	6	1	1	0	0	0	0	0	115	38	41
23:00	0	12	0	5	24	16	3	1	0	0	0	0	0	0	61	38	41
Total	30	632	292	342	1685	1903	1272	1004	386	77	14	2	1	2	7642		
Percent	0.4%	8.3%	3.8%	4.5%	22.0%	24.9%	16.6%	13.1%	5.1%	1.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	07:00	08:00	11:00	07:00	07:00	08:00	09:00	10:00	11:00	09:00		11:00	07:00		
Vol.	7	9	35	4	22	68	187	190	77	18	4	1		1	533		
PM Peak	16:00	16:00	13:00	16:00	16:00	17:00	15:00	12:00	13:00				13:00	17:00	16:00		
Vol.	7	112	17	100	328	258	76	18	3				1	1	841		

Accurate Counts
978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	9	2	8	10	18	4	1	0	0	0	0	0	0	52	39	43
01:00	**0**	**9**	**2**	**4**	8	8	**1**	**1**	**0**	**0**	**0**	**0**	**0**	0	33	**38**	**41**
02:00	0	6	3	7	9	7	5	0	1	0	0	0	0	0	38	40	44
03:00	**0**	**4**	3	**5**	6	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	24	**40**	43
04:00	0	10	2	1	16	5	4	0	0	0	0	0	0	0	38	38	42
05:00	**1**	**21**	**6**	**14**	**24**	**27**	**20**	**4**	**0**	0	**0**	**0**	**0**	0	117	**41**	**44**
06:00	0	37	7	36	88	50	24	5	1	0	0	0	0	0	248	39	43
07:00	**9**	**67**	**27**	**69**	**205**	**104**	39	12	**2**	**1**	**0**	**0**	**0**	**0**	**535**	38	43
08:00	5	**94**	13	65	192	**117**	26	11	0	0	0	0	0	0	523	38	42
09:00	**0**	**64**	26	46	**119**	90	39	7	**0**	0	0	0	**1**	0	392	39	43
10:00	1	52	19	37	132	114	34	4	0	0	0	0	0	0	393	39	42
11:00	**0**	**49**	**11**	**33**	**112**	**104**	**51**	**14**	**0**	**0**	0	0	0	0	374	40	44
12 PM	2	58	17	54	153	145	40	9	0	0	0	0	0	0	478	39	43
13:00	**5**	**61**	**21**	54	**127**	**148**	42	11	**1**	**0**	0	0	0	0	470	39	43
14:00	3	60	9	39	192	176	**52**	10	0	0	0	0	0	0	541	39	43
15:00	**1**	**90**	11	79	246	178	49	8	1	**2**	0	0	0	**1**	666	38	42
16:00	4	**120**	7	**93**	**352**	172	49	6	0	0	0	0	0	0	**803**	38	41
17:00	**4**	**102**	3	64	300	**215**	41	**12**	0	0	0	0	0	0	741	38	41
18:00	3	76	7	44	189	116	31	1	1	0	0	0	0	0	468	38	41
19:00	**4**	**52**	**5**	23	**134**	79	14	1	0	**0**	0	0	**0**	0	312	37	39
20:00	0	48	4	12	81	60	20	0	0	0	0	0	0	0	225	38	42
21:00	**0**	**56**	3	**25**	**92**	**54**	**14**	**0**	**0**	**0**	0	0	0	0	244	37	40
22:00	0	36	1	9	54	41	10	2	0	0	0	0	0	0	153	38	42
23:00	**0**	**18**	**0**	5	30	29	6	**0**	1	**0**	**0**	0	**0**	**0**	89	38	42
Total	42	1199	209	826	2871	2059	619	119	8	3	0	0	1	1	7957		
Percent	0.5%	15.1%	2.6%	10.4%	36.1%	25.9%	7.8%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	08:00	11:00	11:00	07:00	07:00			09:00		07:00		
Vol.	9	94	27	69	205	117	51	14	2	1			1		535		
PM Peak	13:00	16:00	13:00	16:00	16:00	17:00	14:00	17:00	13:00	15:00				15:00	16:00		
Vol.	5	120	21	93	352	215	52	12	1	2				1	803		

Accurate Counts

978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	15	0	6	23	17	3	0	0	0	0	0	0	0	64	38	39
01:00	0	8	1	10	11	7	1	0	0	0	0	0	0	0	38	36	39
02:00	0	7	0	1	11	7	0	0	0	0	0	0	0	0	26	37	39
03:00	0	5	3	3	4	3	2	0	0	0	0	0	0	0	20	38	42
04:00	0	9	0	1	6	5	1	0	0	0	0	0	0	0	22	37	39
05:00	0	7	0	2	3	6	5	0	0	0	0	0	0	0	23	41	43
06:00	0	20	3	4	16	26	5	3	0	0	0	0	0	0	77	39	44
07:00	1	46	10	29	51	60	31	1	1	0	0	0	0	0	230	39	43
08:00	0	53	5	10	92	72	13	13	2	0	0	0	0	0	260	39	45
09:00	3	67	6	19	115	78	31	10	3	0	0	0	0	0	332	39	44
10:00	3	61	9	19	129	111	44	8	0	0	0	0	0	0	384	39	43
11:00	3	45	10	12	114	148	57	10	0	0	0	0	0	0	399	40	44
12 PM	2	61	8	18	126	162	62	13	2	0	1	0	0	0	455	40	44
13:00	0	44	11	12	112	111	51	21	1	3	0	0	0	0	366	42	46
14:00	1	51	11	4	80	154	81	14	0	0	0	0	0	0	396	42	44
15:00	3	48	12	9	83	126	68	18	2	0	0	0	0	0	369	42	45
16:00	2	32	9	3	95	88	57	23	0	0	0	0	0	0	309	42	46
17:00	0	65	8	6	92	140	40	6	0	2	0	0	0	2	361	39	43
18:00	2	44	4	23	91	72	31	7	1	0	0	0	0	0	275	39	44
19:00	0	43	6	28	63	70	25	3	0	0	0	0	0	0	238	39	43
20:00	3	38	8	19	77	55	20	4	0	0	0	0	0	0	224	39	43
21:00	0	31	3	14	64	55	12	1	0	0	0	0	0	0	180	38	41
22:00	0	39	1	11	64	31	5	0	0	0	0	0	0	0	151	37	39
23:00	2	36	5	24	40	31	5	0	0	0	0	0	0	0	143	37	39
Total	25	875	133	287	1562	1635	650	155	12	5	1	0	0	2	5342		
Percent	0.5%	16.4%	2.5%	5.4%	29.2%	30.6%	12.2%	2.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	07:00	07:00	10:00	11:00	11:00	08:00	09:00						11:00		
Vol.	3	67	10	29	129	148	57	13	3						399		
PM Peak	15:00	17:00	15:00	19:00	12:00	12:00	14:00	16:00	12:00	13:00	12:00			17:00	12:00		
Vol.	3	65	12	28	126	162	81	23	2	3	1			2	455		
Grand Total	97	2706	634	1455	6118	5597	2541	1278	406	85	15	2	2	5	20941		
Percent	0.5%	12.9%	3.0%	6.9%	29.2%	26.7%	12.1%	6.1%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	22 MPH
50th Percentile :	34 MPH
85th Percentile :	42 MPH
95th Percentile :	47 MPH

Statistics	
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	11715
Percent in Pace :	55.9%
Number of Vehicles > 45 MPH :	1793
Percent of Vehicles > 45 MPH :	8.6%
Mean Speed(Average) :	34 MPH

Accurate Counts
978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
EB, WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/01/15	0	1	0	0	0	10	14	15	12	3	2	0	0	0	57	53	58
01:00	**1**	**0**	**2**	**0**	5	7	**10**	13	5	2	**0**	**0**	0	0	45	**50**	54
02:00	0	1	1	0	0	6	12	11	10	0	1	0	0	0	42	52	54
03:00	**0**	**0**	**4**	**0**	**0**	9	11	20	4	2	**2**	**0**	0	0	52	**50**	58
04:00	0	0	3	0	3	16	31	36	19	2	1	0	0	0	111	51	54
05:00	**0**	**1**	**11**	**0**	**4**	**11**	53	77	67	9	**2**	**0**	0	0	235	53	54
06:00	4	1	19	1	8	60	188	249	112	31	3	**8**	0	0	684	52	56
07:00	**8**	**6**	**37**	**12**	**64**	**186**	**432**	**421**	**219**	53	5	1	**0**	**2**	**1446**	51	54
08:00	**11**	7	37	**18**	40	135	326	366	192	46	10	1	**1**	0	1190	51	54
09:00	**5**	**5**	**30**	**1**	**17**	62	193	295	200	**56**	**11**	1	**0**	2	878	53	57
10:00	1	4	35	0	8	63	228	323	157	43	2	6	0	0	870	52	55
11:00	**4**	**10**	**24**	**4**	**40**	**103**	**293**	**282**	**153**	33	5	**2**	**0**	1	**954**	**51**	**54**
12 PM	3	38	12	15	105	210	187	195	113	29	10	0	0	0	917	50	54
13:00	**2**	**30**	**17**	**13**	**115**	**208**	**182**	**174**	**121**	34	**11**	0	**1**	0	908	51	55
14:00	4	48	13	16	167	246	188	207	115	34	2	3	0	0	1043	49	54
15:00	**7**	**41**	**11**	**37**	**181**	**254**	227	213	**133**	**38**	6	**4**	0	0	1152	**50**	54
16:00	**10**	**115**	10	**107**	**342**	300	**229**	217	108	30	2	0	1	0	**1471**	48	53
17:00	**2**	**88**	**8**	**70**	320	**332**	212	**224**	129	27	4	3	0	**4**	1423	48	53
18:00	3	75	17	32	159	175	148	158	58	16	3	0	0	0	844	48	52
19:00	**3**	**63**	**4**	**25**	**158**	**124**	94	**102**	**50**	**12**	**0**	0	0	0	635	48	53
20:00	0	39	5	15	75	110	84	62	34	3	0	0	0	0	427	47	52
21:00	**0**	39	2	12	**71**	**61**	49	38	21	1	**0**	0	0	0	294	47	51
22:00	0	22	2	10	35	43	24	28	26	4	1	0	0	0	195	50	54
23:00	**0**	**12**	**0**	5	26	23	8	14	9	3	**0**	0	0	0	100	48	53
Total	68	646	304	393	1943	2754	3423	3740	2067	511	83	29	3	9	15973		
Percent	0.4%	4.0%	1.9%	2.5%	12.2%	17.2%	21.4%	23.4%	12.9%	3.2%	0.5%	0.2%	0.0%	0.1%			
AM Peak	08:00	11:00	07:00	08:00	07:00	07:00	07:00	07:00	07:00	09:00	09:00	06:00	08:00	07:00	07:00		
Vol.	11	10	37	18	64	186	432	421	219	56	11	8	1	2	1446		
PM Peak	16:00	16:00	13:00	16:00	16:00	17:00	16:00	17:00	15:00	15:00	13:00	15:00	13:00	17:00	16:00		
Vol.	10	115	17	107	342	332	229	224	133	38	11	4	1	4	1471		

Accurate Counts
978-664-2565

Location : Westbrook Arterial
Location : East of Larrabee Road
City/State: Westbrook, ME
EB, WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/15	0	9	2	10	10	20	13	18	7	0	2	0	0	0	91	48	53
01:00	0	9	3	4	8	12	12	5	4	2	0	0	0	0	59	47	53
02:00	0	6	3	7	9	11	13	6	5	0	1	0	0	0	61	47	52
03:00	0	4	3	5	6	7	12	11	5	2	0	0	0	0	55	49	54
04:00	0	10	2	2	17	10	14	19	19	4	0	0	0	0	97	52	54
05:00	2	21	6	14	25	35	58	61	29	7	1	0	0	0	259	49	54
06:00	2	37	7	36	104	78	141	161	80	20	4	1	1	1	673	50	54
07:00	11	67	36	89	253	243	266	279	123	38	6	1	0	1	1413	49	53
08:00	7	95	13	69	203	204	207	224	95	25	8	1	0	0	1151	49	53
09:00	4	64	27	46	126	136	151	163	118	39	4	0	1	0	879	51	55
10:00	5	52	19	40	141	179	153	156	79	28	3	1	0	2	858	49	54
11:00	2	49	11	35	129	185	171	150	77	39	6	0	0	0	854	49	55
12 PM	3	60	27	60	164	222	159	190	91	31	3	0	1	0	1011	49	54
13:00	6	61	21	57	137	190	190	179	78	31	7	1	0	0	958	49	54
14:00	6	61	13	48	223	238	172	173	108	24	6	1	0	0	1073	49	53
15:00	4	94	14	90	274	243	234	212	109	34	2	2	0	1	1313	48	53
16:00	11	122	11	99	372	240	226	229	128	27	4	0	0	0	1469	48	53
17:00	10	103	6	65	317	298	223	195	116	37	2	0	0	0	1372	48	53
18:00	6	77	7	45	192	161	150	150	73	21	5	0	0	0	887	48	53
19:00	4	53	6	24	137	103	77	105	42	8	0	0	0	1	560	48	52
20:00	0	48	4	12	84	82	91	86	28	6	1	1	0	0	443	48	52
21:00	0	56	3	25	94	76	44	58	28	7	2	0	0	1	394	48	53
22:00	1	36	1	9	58	54	34	43	23	6	2	0	1	1	269	49	54
23:00	0	18	0	5	31	37	22	14	7	5	2	0	0	0	141	47	54
Total	84	1212	245	896	3114	3064	2833	2887	1472	441	71	9	4	8	16340		
Percent	0.5%	7.4%	1.5%	5.5%	19.1%	18.8%	17.3%	17.7%	9.0%	2.7%	0.4%	0.1%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00	08:00	06:00	06:00	10:00	07:00		
Vol.	11	95	36	89	253	243	266	279	123	39	8	1	1	2	1413		
PM Peak	16:00	16:00	12:00	16:00	16:00	17:00	15:00	16:00	16:00	17:00	13:00	15:00	12:00	15:00	16:00		
Vol.	11	122	27	99	372	298	234	229	128	37	7	2	1	1	1469		

Accurate Counts
978-664-2565

Location : Westbrook Arterial
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EB, WB

6846SPDB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/15	0	15	0	6	24	20	11	9	2	0	1	1	0	0	89	44	49
01:00	0	8	1	10	12	13	14	7	5	0	1	1	0	0	72	47	53
02:00	0	7	0	1	12	11	13	2	1	0	0	0	1	0	48	43	49
03:00	0	5	3	3	6	5	5	8	5	2	0	0	0	0	42	50	54
04:00	0	9	0	1	6	8	5	8	6	2	0	0	0	0	45	51	54
05:00	0	7	0	2	3	11	24	25	8	2	2	0	0	0	84	49	54
06:00	0	20	3	4	17	30	32	44	26	7	3	0	0	0	186	51	55
07:00	2	47	10	32	54	75	83	82	61	29	8	2	0	0	485	52	57
08:00	2	55	5	10	97	89	70	121	89	36	3	0	0	0	577	52	56
09:00	4	67	6	24	120	101	116	155	97	30	6	3	0	1	730	51	55
10:00	4	62	9	20	136	136	149	150	110	26	6	0	1	2	811	50	54
11:00	7	45	10	12	118	188	149	171	108	31	6	2	1	1	849	50	54
12 PM	5	61	8	18	133	200	163	179	104	28	3	2	0	1	905	50	54
13:00	1	44	11	12	119	149	155	191	121	48	6	1	0	2	860	51	56
14:00	5	51	12	4	81	189	176	165	120	43	5	1	0	1	853	51	55
15:00	3	49	12	9	85	143	146	147	120	46	8	1	0	1	770	52	56
16:00	4	32	9	4	99	103	124	184	109	45	8	1	1	1	724	52	57
17:00	3	65	8	6	94	160	114	114	79	34	8	3	0	2	690	51	56
18:00	3	44	4	23	100	101	108	108	55	16	2	0	0	0	564	49	54
19:00	1	43	6	28	65	83	103	93	49	12	1	0	0	0	484	49	53
20:00	5	38	9	19	78	77	73	56	41	6	2	0	0	0	404	48	53
21:00	1	31	3	14	65	71	61	44	19	7	2	1	0	0	319	47	53
22:00	0	39	1	11	69	36	36	34	15	8	0	0	1	0	250	48	53
23:00	2	36	5	25	43	35	18	22	14	2	0	1	0	1	204	46	52
Total	52	880	135	298	1636	2034	1948	2119	1364	460	81	20	5	13	11045		
Percent	0.5%	8.0%	1.2%	2.7%	14.8%	18.4%	17.6%	19.2%	12.3%	4.2%	0.7%	0.2%	0.0%	0.1%			
AM Peak	11:00	09:00	07:00	07:00	10:00	11:00	10:00	11:00	10:00	08:00	07:00	09:00	02:00	10:00	11:00		
Vol.	7	67	10	32	136	188	149	171	110	36	8	3	1	2	849		
PM Peak	12:00	17:00	14:00	19:00	12:00	12:00	14:00	13:00	13:00	13:00	15:00	17:00	16:00	13:00	12:00		
Vol.	5	65	12	28	133	200	176	191	121	48	8	3	1	2	905		
Grand Total	204	2738	684	1587	6693	7852	8204	8746	4903	1412	235	58	12	30	43358		
Percent	0.5%	6.3%	1.6%	3.7%	15.4%	18.1%	18.9%	20.2%	11.3%	3.3%	0.5%	0.1%	0.0%	0.1%			

15th Percentile : 30 MPH
50th Percentile : 41 MPH
85th Percentile : 50 MPH
95th Percentile : 54 MPH

Statistics

10 MPH Pace Speed : 41-50 MPH
Number in Pace : 16950
Percent in Pace : 39.1%
Number of Vehicles > 45 MPH : 15396
Percent of Vehicles > 45 MPH : 35.5%
Mean Speed(Average) : 41 MPH

MAINE DOT ACCIDENT PRINTOUTS

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 1

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025X**	Start Node: **18548**	Start Offset: **0**	☐ Exclude First Node
	End Node: **17169**	End Offset: **0**	☐ Exclude Last Node
Route: **0025E**	Start Node: **18541**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18542**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18542**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18543**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **66387**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18544**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18544**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18545**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18545**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18546**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18546**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18547**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18547**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18548**	End Offset: **0**	☑ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18548	0025X - 6	Int of SPRING ST WILLIAM B CLARKE DR	9	24	0	1	1	4	18	25.0	11.037	0.72	1.00	0.00
												Statewide Crash Rate:	0.65	
18547	0025X - 6.15	Int of CHURCH ST WILLIAM B CLARKE DR	2	6	0	1	0	0	5	16.7	7.012	0.29	0.29	0.00
												Statewide Crash Rate:	0.12	
18546	0025X - 6.20	Int of BRACKETT ST WILLIAM B CLARKE DR	2	12	0	0	1	3	8	33.3	7.084	0.56	0.29	1.95
												Statewide Crash Rate:	0.12	
18545	0025X - 6.28	Int of CENTRAL ST WILLIAM B CLARKE DR	2	4	0	0	1	0	3	25.0	6.718	0.20	0.29	0.00
												Statewide Crash Rate:	0.12	
18544	0025X - 6.33	Int of MECHANIC ST WILLIAM B CLARKE DR	9	19	0	0	0	2	17	10.5	6.837	0.93	1.08	0.00
												Statewide Crash Rate:	0.65	
66387	0025X - 6.40	Non Int WILLIAM B CLARKE DR	2	0	0	0	0	0	0	0.0	3.240	0.00	0.35	0.00
												Statewide Crash Rate:	0.12	
18543	0025X - 6.46	Int of SACO ST WILLIAM B CLARKE DR	9	23	0	0	0	7	15	31.8	7.379	1.04	1.07	0.00
												Statewide Crash Rate:	0.65	
18542	0025X - 6.52	Int of MAIN ST NEW GORHAM RD WILLIAM B CLARKE DR	9	15	0	0	0	4	11	26.7	7.675	0.65	1.06	0.00
												Statewide Crash Rate:	0.65	
60941	0025X - 6.55	Int of RD INV 3200793 WILLIAM B CLARKE DR	2	4	0	0	0	1	3	25.0	4.109	0.32	0.33	0.00
												Statewide Crash Rate:	0.12	
18541	0025X - 6.60	Int of CONANT ST WILLIAM B CLARKE DR	2	2	0	0	0	0	2	0.0	7.543	0.09	0.29	0.00
												Statewide Crash Rate:	0.12	
18540	0025X - 6.94	Int of CONANT ST WILLIAM B CLARKE DR	2	0	0	0	0	0	0	0.0	6.822	0.00	0.29	0.00
												Statewide Crash Rate:	0.12	
17467	0025X - 7.11	Int of CONANT ST JUNIPER LN	2	1	0	0	0	0	1	0.0	6.788	0.05	0.29	0.00
												Statewide Crash Rate:	0.12	
17169	0025X - 7.22	TL Gorham Westbrook	2	0	0	0	0	0	0	0.0	3.353	0.00	0.35	0.00
												Statewide Crash Rate:	0.12	
Study Years:	3.00	**NODE TOTALS:**		110	0	2	3	21	83	23.6	85.597	0.43	0.41	1.04

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18547	18548	3117231	0 - 0.15	0025X - 6	0.15	2	1	0	0	1	0	0	100.0	0.00491	67.87	417.12	0.00
Int of CHURCH ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18546	18547	3121644	0 - 0.05	0025X - 6.15	0.05	2	1	0	0	0	1	0	100.0	0.00176	188.94	542.85	0.00
Int of BRACKETT ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18545	18546	3140103	0 - 0.08	0025X - 6.20	0.08	2	1	0	0	0	0	1	0.0	0.00268	124.45	487.49	0.00
Int of CENTRAL ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18544	18545	3118634	0 - 0.05	0025X - 6.28	0.05	2	1	0	0	0	0	1	0.0	0.00165	201.82	551.99	0.00
Int of MECHANIC ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
66387	18544	3117233	0 - 0.07	0025X - 6.33	0.07	2	3	0	0	0	0	3	0.0	0.00227	440.90	508.96	0.00
Non Int WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18543	66387	3117232	0 - 0.06	0025X - 6.40	0.06	2	3	0	0	0	1	2	33.3	0.00389	257.19	442.71	0.00
Int of SACO ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18542	18543	2083767	0 - 0.06	0025X - 6.46	0.06	2	2	0	0	0	0	2	0.0	0.00162	411.87	554.81	0.00
Int of MAIN ST NEW GORHAM RD WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
60941	18542	3123357	0 - 0.03	0025X - 6.52	0.03	2	1	0	0	0	0	1	0.0	0.00106	313.60	614.57	0.00
Int of RD INV 3200793 WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18541	60941	2083770	0 - 0.05	0025X - 6.55	0.05	2	0	0	0	0	0	0	0.0	0.00205	0.00	522.11	0.00
Int of CONANT ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
18540	18541	3106694	0 - 0.34	0025X - 6.60	0.34	2	3	0	0	0	0	3	0.0	0.02322	43.06	293.37	0.00
Int of CONANT ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.40		
17467	18540	3119267	0 - 0.17	0025X - 6.94	0.17	2	1	0	0	0	1	0	100.0	0.01154	28.88	339.74	0.00
Int of CONANT ST JUNIPER LN				ST RTE 25											Statewide Crash Rate: 172.40		
17169	17467	192934	0 - 0.11	0025X - 7.11	0.11	2	0	0	0	0	0	0	0.0	0.00738	0.00	377.19	0.00
TL Gorham Westbrook				ST RTE 25											Statewide Crash Rate: 172.40		
18541	18542	3416747	0 - 0.08	0025E - 0.22	0.08	2	0	0	0	0	0	0	0.0	0.00221	0.00	512.56	0.00
Int of CONANT ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
18542	18543	3416750	0 - 0.06	0025E - 0.30	0.06	2	0	0	0	0	0	0	0.0	0.00162	0.00	554.81	0.00
Int of MAIN ST NEW GORHAM RD WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
66387	18544	3117234	0 - 0.07	0025E - 0.36	0.07	2	1	0	0	0	0	1	0.0	0.00227	146.97	508.96	0.00
Non Int WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
18544	18545	3119985	0 - 0.05	0025E - 0.43	0.05	2	2	0	0	0	1	1	50.0	0.00165	403.64	551.99	0.00
Int of MECHANIC ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
18545	18546	3140104	0 - 0.08	0025E - 0.48	0.08	2	2	0	0	0	2	0	100.0	0.00268	248.89	487.49	0.00
Int of CENTRAL ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
18546	18547	3123238	0 - 0.05	0025E - 0.56	0.05	2	1	0	0	0	0	1	0.0	0.00176	188.94	542.85	0.00
Int of BRACKETT ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		
18547	18548	3121637	0 - 0.15	0025E - 0.61	0.15	2	0	0	0	0	0	0	0.0	0.00581	0.00	399.83	0.00
Int of CHURCH ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.40		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
Study Years:	3.00			**Section Totals:**	1.76		23	0	0	1	6	16	30.4	0.08204	93.45	238.55	0.39
				Grand Totals:	1.76		133	0	2	4	27	99	24.8	0.08204	540.40	350.33	1.54

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18547	18548	3117231	0 - 0.15	0025X - 6	1	0	0	1	0	0	2013-11035	05/02/2013	6.14	B
18546	18547	3121644	0 - 0.05	0025X - 6.15	1	0	0	0	1	0	2012-30563	05/18/2012	6.19	C
18545	18546	3140103	0 - 0.08	0025X - 6.20	1	0	0	0	0	1	2012-38434	09/10/2012	6.23	PD
18544	18545	3118634	0 - 0.05	0025X - 6.28	1	0	0	0	0	1	2011-7217	01/31/2011	6.32	PD
66387	18544	3117233	0 - 0.07	0025X - 6.33	3	0	0	0	0	3	2011-23881	09/27/2011	6.34	PD
											2012-30550	05/28/2012	6.35	PD
											2013-14845	06/10/2013	6.35	PD
18543	66387	3117232	0 - 0.06	0025X - 6.40	3	0	0	0	1	2	2012-42418	10/27/2012	6.43	PD
											2012-32379	06/29/2012	6.44	C
											2013-19651	08/11/2013	6.45	PD
18542	18543	2083767	0 - 0.06	0025X - 6.46	2	0	0	0	0	2	2012-37333	09/01/2012	6.48	PD
											2011-23859	08/01/2011	6.48	PD
60941	18542	3123357	0 - 0.03	0025X - 6.52	1	0	0	0	0	1	2011-7561	03/30/2011	6.54	PD
18541	60941	2083770	0 - 0.05	0025X - 6.55	0	0	0	0	0	0				
18540	18541	3106694	0 - 0.34	0025X - 6.60	3	0	0	0	0	3	2013-20828	08/18/2013	6.70	PD
											2011-11085	09/26/2011	6.91	PD
											2013-34212	12/17/2013	6.93	PD
17467	18540	3119267	0 - 0.17	0025X - 6.94	1	0	0	0	1	0	2011-23733	06/19/2011	7.05	C
17169	17467	192934	0 - 0.11	0025X - 7.11	0	0	0	0	0	0				
18541	18542	3416747	0 - 0.08	0025E - 0.22	0	0	0	0	0	0				
18542	18543	3416750	0 - 0.06	0025E - 0.30	0	0	0	0	0	0				
66387	18544	3117234	0 - 0.07	0025E - 0.36	1	0	0	0	0	1	2013-2373	01/29/2013	0.42	PD
18544	18545	3119985	0 - 0.05	0025E - 0.43	2	0	0	0	1	1	2012-27669	05/04/2012	0.44	C
											2012-51119	07/03/2012	0.44	PD
18545	18546	3140104	0 - 0.08	0025E - 0.48	2	0	0	0	2	0	2012-45708	11/19/2012	0.52	C
											2013-11799	05/14/2013	0.53	C
18546	18547	3123238	0 - 0.05	0025E - 0.56	1	0	0	0	0	1	2013-32245	12/04/2013	0.59	PD
18547	18548	3121637	0 - 0.15	0025E - 0.61	0	0	0	0	0	0				
				Totals:	23	0	0	1	6	16				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	0	0	0	0	0	1	0	8
MONDAY	0	0	0	0	0	0	1	1	1	0	3	2	0	0	3	2	5	4	0	1	1	1	0	1	0	26
TUESDAY	0	0	0	0	0	0	0	4	2	1	4	2	0	1	0	1	4	5	1	0	0	0	1	0	0	26
WEDNESDAY	0	1	0	0	0	0	1	0	2	0	2	2	2	2	3	2	1	3	0	1	0	0	1	0	0	23
THURSDAY	0	0	0	0	0	0	0	1	3	1	1	0	1	0	1	1	3	4	0	0	0	0	0	0	0	16
FRIDAY	0	0	0	0	0	0	0	1	2	1	1	1	0	1	1	2	3	2	1	1	0	0	1	0	0	18
SATURDAY	0	0	0	0	0	0	0	1	0	1	2	4	0	0	0	3	4	0	0	1	0	0	0	0	0	16
Totals	0	1	0	0	0	0	2	8	10	4	14	12	3	5	9	12	21	19	2	4	1	1	3	2	0	**133**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	186
2-(Sport) Utility Vehicle	31
3-Passenger Van	4
4-Cargo Van (10K lbs or Less)	3
5-Pickup	33
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	4
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	3
17-Medium/Heavy Trucks (More than 10,000 lbs)	8
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	2

Unit Type	Total
23-Bicyclist	3
24-Witness	0
25-Other	2
Total	**279**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	31	94	12	1	0	0	138
Ran Off Roadway	1	1	0	0	0	0	2
Failed to Yield Right-of-Way	24	5	1	0	0	0	30
Ran Red Light	7	1	0	0	0	0	8
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	1	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	4	1	0	0	0	0	5
Improper Backing	1	0	0	0	0	0	1
Improper Passing	2	2	0	0	0	0	4
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	35	7	1	1	0	0	44
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	19	2	0	0	0	0	21
Unknown	6	8	1	0	0	0	15
Total	132	124	15	2	0	0	273

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	126	125	15	2	0	0	268
Physically Impaired or Handicapped	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	3	1	0	0	0	0	4
Other	1	1	0	0	0	0	2
Total	132	127	15	2	0	0	276

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	20	0	0	0	0	20
20-24	36	0	0	0	0	36
25-29	23	0	0	0	0	23
30-39	48	0	0	0	0	48
40-49	49	0	0	0	0	49
50-59	58	0	0	0	0	58
60-69	23	0	0	0	0	23
70-79	12	0	0	0	0	12
80-Over	4	0	0	0	0	4
Unknown	1	3	0	2	0	6
Total	274	3	0	2	0	279

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	5
9-Pedestrian	2
10-Pedalcycle	2
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	214
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	4
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	1
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	45
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**274**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	86
2-Traffic Signals (Flashing)	4
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	11
6-Yield Sign	4
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	24
14-Other	2
Total	**133**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	2	2
B	4	5
C	27	39
PD	99	0
Total	**132**	**46**

Road Character

Road Grade	Total
1-Level	128
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	3
5-Other	0
Total	**133**

Light

Light Condition	Total
1-Daylight	112
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	19
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**133**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	6	1	3	10
FEBRUARY	2	3	4	9
MARCH	6	7	4	17
APRIL	3	1	4	8
MAY	1	7	6	14
JUNE	4	2	4	10
JULY	4	4	1	9
AUGUST	6	4	2	12
SEPTEMBER	3	5	1	9
OCTOBER	3	4	2	9
NOVEMBER	2	6	2	10
DECEMBER	3	2	11	16
Total	**43**	**46**	**44**	**133**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	20	0	19	54	0	1	0	0	0	0	0	0	0	94
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	6	19	0	4	0	0	0	0	0	0	0	29
Pedestrians	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	2	0	0	1	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**22**	**0**	**32**	**73**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	11	0	0	0	0	0	0	0	0	0	1	12
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	77	0	0	0	0	0	0	0	0	0	3	80
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	14	0	0	0	0	0	1	0	0	0	4	19
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	3	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	7	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	0	0	0	1	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	2	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**105**	**1**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**133**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 1

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025B**	Start Node: **15061**	Start Offset: **0**	☐ Exclude First Node
	End Node: **17179**	End Offset: **0**	☐ Exclude Last Node
Route: **025BE**	Start Node: **15075**	Start Offset: **0**	☑ Exclude First Node
	End Node: **15073**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **60986**	Start Offset: **0**	☑ Exclude First Node
	End Node: **15062**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **15062**	Start Offset: **0**	☑ Exclude First Node
	End Node: **60984**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **60984**	Start Offset: **0**	☑ Exclude First Node
	End Node: **67668**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **67668**	Start Offset: **0**	☑ Exclude First Node
	End Node: **67669**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **67669**	Start Offset: **0**	☑ Exclude First Node
	End Node: **67672**	End Offset: **0**	☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 2

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025X**	Start Node: **59825**	Start Offset: **0**	☐ Exclude First Node
	End Node: **18548**	End Offset: **0**	☐ Exclude Last Node
Route: **0025E**	Start Node: **18548**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18550**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18550**	Start Offset: **0**	☑ Exclude First Node
	End Node: **18551**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **18551**	Start Offset: **0**	☑ Exclude First Node
	End Node: **63311**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **63311**	Start Offset: **0**	☑ Exclude First Node
	End Node: **59833**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **59833**	Start Offset: **0**	☑ Exclude First Node
	End Node: **67676**	End Offset: **0**	☑ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
59825	0025X - 4.11	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	2.216	0.00 Statewide Crash Rate:	0.37 0.11	0.00
67676	0025X - 4.27	Non Int WESTBROOK ARTERIAL	2	0	0	0	0	0	0	0.0	2.216	0.00 Statewide Crash Rate:	0.37 0.11	0.00
59833	0025X - 4.38	Int of LARRABEE RD WESTBROOK ARTERIAL	9	15	0	0	0	3	12	20.0	7.094	0.70 Statewide Crash Rate:	1.08 0.65	0.00
15172	0025X - 4.90	Int of RD INV 05B0261 WESTBROOK ARTERIAL	2	0	0	0	0	0	0	0.0	2.712	0.00 Statewide Crash Rate:	0.35 0.11	0.00
63311	0025X - 5.53	Int of WESTBROOK ARTERIAL WILLIAM B CLARKE DR	9	4	0	0	0	2	2	50.0	6.514	0.20 Statewide Crash Rate:	1.09 0.65	0.00
18551	0025X - 5.64	Int of ENT TO HANNAFORD WILLIAM B CLARKE DR	9	9	0	1	0	1	7	22.2	6.550	0.46 Statewide Crash Rate:	1.09 0.65	0.00
18550	0025X - 5.86	Int of STROUDWATER ST WILLIAM B CLARKE DR	9	23	0	0	0	7	16	30.4	9.346	0.82 Statewide Crash Rate:	1.02 0.65	0.00
18549	0025X - 5.95	Int of PLEASANT ST WILLIAM B CLARKE DR	2	0	0	0	0	0	0	0.0	3.658	0.00 Statewide Crash Rate:	0.34 0.12	0.00
18548	0025X - 6	Int of SPRING ST WILLIAM B CLARKE DR	9	24	0	1	1	4	18	25.0	11.037	0.72 Statewide Crash Rate:	1.00 0.65	0.00
66388	0025E - 0.82	Int of PLEASANT ST WILLIAM B CLARKE DR	2	1	0	0	0	0	1	0.0	4.111	0.08 Statewide Crash Rate:	0.33 0.12	0.00
15167	0025E - 1.86	Int of RD INV 05A0261, WESTBROOK ARTERIAL	2	0	0	0	0	0	0	0.0	3.329	0.00 Statewide Crash Rate:	0.33 0.11	0.00
Study Years: 3.00		**NODE TOTALS:**		76	0	2	1	17	56	26.3	58.783	0.43	0.62	0.70

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
67676	59825	3416008	0 - 0.16	0025X - 4.11	0.16	2	1	0	0	0	0	1	0.0	0.00709	47.02	198.76	0.00
Non Int WESTBROOK ARTERIAL				ST RTE 25											Statewide Crash Rate: 72.19		
59833	67676	3509142	0 - 0.11	0025X - 4.27	0.11	2	1	0	0	0	0	1	0.0	0.00244	136.77	259.77	0.00
Int of LARRABEE RD	WESTBROOK ARTERIAL			ST RTE 25											Statewide Crash Rate: 72.19		
59833	15172	3115943	0 - 0.52	0025X - 4.38	0.52	2	2	0	0	0	0	2	0.0	0.01410	47.27	166.78	0.00
Int of LARRABEE RD	WESTBROOK ARTERIAL			ST RTE 25											Statewide Crash Rate: 72.19		
15172	63311	3117225	0 - 0.63	0025X - 4.90	0.63	2	3	0	0	1	0	2	33.3	0.01423	70.25	166.40	0.00
Int of RD INV 05B0261	WESTBROOK ARTERIAL			ST RTE 25											Statewide Crash Rate: 72.19		
18551	63311	3117228	0 - 0.11	0025X - 5.53	0.11	2	0	0	0	0	0	0	0.0	0.00333	0.00	461.14	0.00
Int of ENT TO HANNAFORD WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.61		
18550	18551	3117227	0 - 0.22	0025X - 5.64	0.22	2	1	0	0	0	1	0	100.0	0.00618	53.91	394.15	0.00
Int of STROUDWATER ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.61		
18549	18550	3119984	0 - 0.09	0025X - 5.86	0.09	2	0	0	0	0	0	0	0.0	0.00321	0.00	465.71	0.00
Int of PLEASANT ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.61		
18548	18549	3130164	0 - 0.05	0025X - 5.95	0.05	2	0	0	0	0	0	0	0.0	0.00185	0.00	536.65	0.00
Int of SPRING ST WILLIAM B CLARKE DR				ST RTE 25											Statewide Crash Rate: 172.61		
18548	66388	3117235	0 - 0.06	0025E - 0.76	0.06	2	0	0	0	0	0	0	0.0	0.00247	0.00	498.47	0.00
Int of SPRING ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.61		
66388	18550	3119986	0 - 0.09	0025E - 0.82	0.09	2	0	0	0	0	0	0	0.0	0.00363	0.00	451.01	0.00
Int of PLEASANT ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.61		
18550	18551	3117236	0 - 0.22	0025E - 0.91	0.22	2	1	0	0	0	0	1	0.0	0.00734	45.42	377.98	0.00
Int of STROUDWATER ST WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.61		
18551	63311	3140107	0 - 0.10	0025E - 1.13	0.10	2	4	0	0	0	0	4	0.0	0.00303	440.33	472.66	0.00
Int of ENT TO HANNAFORD WILLIAM B CLARKE DR				ST RTE 25E											Statewide Crash Rate: 172.61		
15167	63311	3117224	0 - 0.63	0025E - 1.23	0.63	2	3	0	0	0	1	2	33.3	0.01710	58.49	159.08	0.00
Int of RD INV 05A0261, WESTBROOK ARTERIAL				ST RTE 25E											Statewide Crash Rate: 72.19		
15167	59833	3115936	0 - 0.52	0025E - 1.86	0.52	2	6	0	1	0	1	4	33.3	0.01731	115.54	158.61	0.00
Int of RD INV 05A0261, WESTBROOK ARTERIAL				ST RTE 25E											Statewide Crash Rate: 72.19		
59833	67676	3416009	0 - 0.11	0025E - 2.38	0.11	2	1	0	0	0	0	1	0.0	0.00244	136.77	259.77	0.00
Int of LARRABEE RD	WESTBROOK ARTERIAL			ST RTE 25E											Statewide Crash Rate: 72.19		
Study Years: 3.00				**Section Totals:**	3.62		23	0	1	1	3	18	21.7	0.10574	72.50	146.20	0.50
				Grand Totals:	3.62		99	0	3	2	20	74	25.3	0.10574	312.08	236.96	1.32

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
67676	59825	3416008	0 - 0.16	0025X - 4.11	1	0	0	0	0	1	2013-29629	11/22/2013	4.26	PD
59833	67676	3509142	0 - 0.11	0025X - 4.27	1	0	0	0	0	1	2013-25638	10/10/2013	4.30	PD
59833	15172	3115943	0 - 0.52	0025X - 4.38	2	0	0	0	0	2	2013-5528	02/25/2013	4.40	PD
											2011-11900	04/01/2011	4.75	PD
15172	63311	3117225	0 - 0.63	0025X - 4.90	3	0	0	1	0	2	2011-22218	12/31/2011	4.95	PD
											2012-30574	06/12/2012	5	B
											2011-23294	06/15/2011	5.13	PD
18551	63311	3117228	0 - 0.11	0025X - 5.53	0	0	0	0	0	0				
18550	18551	3117227	0 - 0.22	0025X - 5.64	1	0	0	0	1	0	2013-15968	07/03/2013	5.69	C
18549	18550	3119984	0 - 0.09	0025X - 5.86	0	0	0	0	0	0				
18548	18549	3130164	0 - 0.05	0025X - 5.95	0	0	0	0	0	0				
18548	66388	3117235	0 - 0.06	0025E - 0.76	0	0	0	0	0	0				
66388	18550	3119986	0 - 0.09	0025E - 0.82	0	0	0	0	0	0				
18550	18551	3117236	0 - 0.22	0025E - 0.91	1	0	0	0	0	1	2011-11935	04/29/2011	1.11	PD
18551	63311	3140107	0 - 0.10	0025E - 1.13	4	0	0	0	0	4	2012-30562	05/17/2012	1.21	PD
											2012-45596	11/13/2012	1.21	PD
											2013-18042	07/24/2013	1.22	PD
											2011-23735	06/20/2011	1.22	PD
15167	63311	3117224	0 - 0.63	0025E - 1.23	3	0	0	0	1	2	2011-7531	03/07/2011	1.75	PD
											2011-7299	02/02/2011	1.80	C
											2013-29094	11/18/2013	1.82	PD
15167	59833	3115936	0 - 0.52	0025E - 1.86	6	0	1	0	1	4	2012-49884	12/30/2012	1.88	PD
											2012-41255	09/29/2012	1.96	PD
											2011-7353	02/27/2011	2.13	PD
											2013-8162	03/22/2013	2.28	C
											2012-46620	12/01/2012	2.29	A
											2013-4605	02/13/2013	2.29	PD
59833	67676	3416009	0 - 0.11	0025E - 2.38	1	0	0	0	0	1	2011-23723	06/14/2011	2.40	PD
				Totals:	23	0	1	1	3	18				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	6
MONDAY	0	0	0	0	0	0	2	0	0	0	0	0	1	1	3	2	2	0	0	1	1	2	1	0	0	16
TUESDAY	0	0	0	0	0	0	0	0	1	2	1	3	0	1	3	4	2	2	4	2	0	0	0	1	0	26
WEDNESDAY	0	0	0	0	0	0	0	0	2	1	3	0	1	0	3	1	0	1	1	3	0	0	0	0	0	16
THURSDAY	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	2	1	0	0	0	0	0	0	0	9
FRIDAY	0	0	0	0	0	0	0	0	2	0	1	2	0	2	0	0	1	3	0	1	0	0	0	1	0	13
SATURDAY	0	0	0	0	0	0	0	0	0	2	5	0	2	0	0	3	1	0	0	0	0	0	0	0	0	13
Totals	0	0	0	0	0	0	2	0	5	8	13	7	4	5	10	12	8	7	5	7	1	2	1	2	0	**99**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	135
2-(Sport) Utility Vehicle	28
3-Passenger Van	2
4-Cargo Van (10K lbs or Less)	0
5-Pickup	21
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	2
17-Medium/Heavy Trucks (More than 10,000 lbs)	6
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	2
Total	**197**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	26	54	9	2	1	0	92
Ran Off Roadway	7	0	0	0	0	0	7
Failed to Yield Right-of-Way	9	2	0	0	0	0	11
Ran Red Light	2	1	0	1	0	0	4
Ran Stop Sign	1	0	0	0	0	0	1
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	1	0	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	2	1	0	0	0	0	3
Improper Turn	1	3	0	0	0	0	4
Improper Backing	1	0	0	0	0	0	1
Improper Passing	1	1	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	25	8	0	1	0	0	34
Failed to Keep in Proper Lane	3	0	0	0	0	0	3
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	1	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	2	0	0	0	0	0	2
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	8	5	0	0	0	0	13
Unknown	8	8	0	0	0	0	16
Total	**98**	**84**	**9**	**4**	**1**	**0**	**196**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	96	82	9	4	1	0	192
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	0	0	0	0	0	1
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	2	0	0	0	0	0	2
Other	0	2	0	0	0	0	2
Total	**99**	**84**	**9**	**4**	**1**	**0**	**197**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	25	0	0	0	0	25
20-24	18	0	0	0	0	18
25-29	20	0	0	0	0	20
30-39	39	0	0	0	0	39
40-49	31	0	0	0	0	31
50-59	35	0	0	0	0	35
60-69	14	0	0	0	0	14
70-79	10	0	0	0	0	10
80-Over	4	0	0	0	0	4
Unknown	0	1	0	0	0	1
Total	**196**	**1**	**0**	**0**	**0**	**197**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	2
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	5
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	145
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	1
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	1
27-Guardrail Face	4
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	2
33-Traffic Sign Support	1
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	34
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**196**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	75
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	1
7-Curve Warning Sign	1
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	18
14-Other	2
Total	**99**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	3	3
B	2	3
C	20	23
PD	74	0
Total	**99**	**29**

Road Character

Road Grade	Total
1-Level	88
2-On Grade	6
3-Top of Hill	2
4-Bottom of Hill	3
5-Other	0
Total	**99**

Light

Light Condition	Total
1-Daylight	81
2-Dawn	0
3-Dusk	3
4-Dark - Lighted	8
5-Dark - Not Lighted	7
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**99**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	6	1	2	9
FEBRUARY	3	2	4	9
MARCH	4	4	2	10
APRIL	5	1	2	8
MAY	2	2	4	8
JUNE	5	3	2	10
JULY	3	2	3	8
AUGUST	2	2	1	5
SEPTEMBER	1	4	1	6
OCTOBER	1	2	2	5
NOVEMBER	4	5	4	13
DECEMBER	1	6	1	8
Total	**37**	**34**	**28**	**99**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Rear End / Sideswipe	8	3	18	36	0	0	0	0	0	0	0	0	0	65
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	5	11	0	1	0	0	0	0	0	0	0	17
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	9	2	1	0	0	0	0	0	0	0	0	0	14
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**11**	**12**	**27**	**48**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	5	0	0	0	0	0	0	0	0	0	1	6
Dark - Not Lighted	4	1	0	0	0	0	0	0	0	0	1	6
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	50	0	0	0	1	0	1	0	0	0	3	55
Dusk	1	0	0	0	0	0	0	0	0	0	1	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	10	0	0	0	0	0	1	0	0	0	3	14
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	5	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	2	0	0	2	5
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**70**	**3**	**0**	**0**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**99**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 3

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0590035**	Start Node: **15094**	Start Offset: **0**	☑ Exclude First Node
	End Node: **60969**	End Offset: **0**	☐ Exclude Last Node
Route: **0025B**	Start Node: **60968**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15094**	End Offset: **0**	☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I	☑ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 2

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025B**	Start Node: **17179**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **18542**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
17179	0025B - 2.36	Int of MAIN ST SPRING ST	9	9	0	0	0	1	8	11.1	7.704	0.39	1.06	0.00
											Statewide Crash Rate:	0.65		
17178	0025B - 2.42	Non Int MAIN ST	2	0	0	0	0	0	0	0.0	6.909	0.00	0.33	0.00
											Statewide Crash Rate:	0.14		
15298	0025B - 2.44	Int of ASH ST, MAIN ST	2	2	0	1	1	0	0	100.0	7.259	0.09	0.32	0.00
											Statewide Crash Rate:	0.14		
17177	0025B - 2.47	Int of CHURCH ST MAIN ST	2	5	0	0	1	1	3	40.0	7.454	0.22	0.32	0.00
											Statewide Crash Rate:	0.14		
17176	0025B - 2.52	Non Int MAIN ST	2	0	0	0	0	0	0	0.0	6.933	0.00	0.33	0.00
											Statewide Crash Rate:	0.14		
15084	0025B - 2.55	Non-Int MAIN ST	2	0	0	0	0	0	0	0.0	6.916	0.00	0.33	0.00
											Statewide Crash Rate:	0.14		
17175	0025B - 2.56	Int of BRIDGE ST MAIN ST WESTBROOK COMMONS CVS	9	15	0	0	2	4	9	40.0	8.149	0.61	1.05	0.00
											Statewide Crash Rate:	0.65		
15085	0025B - 2.59	Non-Int MAIN ST	2	0	0	0	0	0	0	0.0	4.061	0.00	0.38	0.00
											Statewide Crash Rate:	0.14		
17174	0025B - 2.62	Int of MAIN ST RD INV 0590271	2	2	0	0	0	0	2	0.0	5.635	0.12	0.34	0.00
											Statewide Crash Rate:	0.14		
17173	0025B - 2.65	Int of MAIN ST MECHANIC ST	2	6	0	1	0	1	4	33.3	5.182	0.39	0.35	1.10
											Statewide Crash Rate:	0.14		
15086	0025B - 2.67	Int of DANA ST, MAIN ST	2	0	0	0	0	0	0	0.0	4.321	0.00	0.37	0.00
											Statewide Crash Rate:	0.14		
17172	0025B - 2.74	Int of MAIN ST MILL LN	2	1	0	0	0	0	1	0.0	3.572	0.09	0.39	0.00
											Statewide Crash Rate:	0.14		
15087	0025B - 2.77	Int of MAIN ST, MILL LN	2	0	0	0	0	0	0	0.0	2.805	0.00	0.41	0.00
											Statewide Crash Rate:	0.14		
17171	0025B - 2.78	Non Int MAIN ST	2	2	0	0	0	0	2	0.0	2.452	0.27	0.43	0.00
											Statewide Crash Rate:	0.14		
60940	0025B - 2.82	Int of MAIN ST RD INV 3200793	2	0	0	0	0	0	0	0.0	1.863	0.00	0.46	0.00
											Statewide Crash Rate:	0.14		
NODE TOTALS:				42	0	2	4	7	29	31.0	81.215	0.17	0.32	0.54

Study Years: 3.00

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
17178 Non Int MAIN ST	17179	3129295	0 - 0.06	0025B - 2.36 ST RTE 25B	0.06	2	5	0	0	1	0	4	20.0	0.00404	412.13 Statewide Crash Rate: 186.32	464.34	0.00
15298 Int of ASH ST, MAIN ST	17178	3118705	0 - 0.02	0025B - 2.42 ST RTE 25B	0.02	2	1	0	0	0	0	1	0.0	0.00142	235.46 Statewide Crash Rate: 186.32	608.14	0.00
15298 Int of ASH ST, MAIN ST	17177	3106032	0 - 0.03	0025B - 2.44 ST RTE 25B	0.03	2	3	0	0	0	0	2	0.0	0.00222	450.76 Statewide Crash Rate: 186.32	542.20	0.00
17176 Non Int MAIN ST	17177	192944	0 - 0.05	0025B - 2.47 ST RTE 25B	0.05	2	7	0	0	0	0	7	0.0	0.00359	650.49 Statewide Crash Rate: 186.32	478.82	1.36
15084 Non-Int MAIN ST	17176	3105998	0 - 0.03	0025B - 2.52 ST RTE 25B	0.03	2	0	0	0	0	0	0	0.0	0.00201	0.00 Statewide Crash Rate: 186.32	556.38	0.00
15084 Non-Int MAIN ST	17175	3118703	0 - 0.01	0025B - 2.55 ST RTE 25B	0.01	2	0	0	0	0	0	0	0.0	0.00071	0.00 Statewide Crash Rate: 186.32	712.64	0.00
15085 Non-Int MAIN ST	17175	3100214	0 - 0.03	0025B - 2.56 ST RTE 25B	0.03	2	1	0	0	0	0	1	0.0	0.00139	240.32 Statewide Crash Rate: 186.32	611.25	0.00
15085 Non-Int MAIN ST	17174	3120108	0 - 0.03	0025B - 2.59 ST RTE 25B	0.03	2	2	0	0	0	2	0	100.0	0.00105	635.06 Statewide Crash Rate: 186.32	654.12	0.00
17173 Int of MAIN ST MECHANIC ST	17174	3106579	0 - 0.03	0025B - 2.62 ST RTE 25B	0.03	2	0	0	0	0	0	0	0.0	0.00170	0.00 Statewide Crash Rate: 186.32	580.42	0.00
15086 Int of DANA ST, MAIN ST	17173	3105999	0 - 0.02	0025B - 2.65 ST RTE 25B	0.02	2	1	0	0	0	0	1	0.0	0.00086	386.05 Statewide Crash Rate: 186.32	684.17	0.00
15086 Int of DANA ST, MAIN ST	17172	190519	0 - 0.07	0025B - 2.67 ST RTE 25B	0.07	2	6	0	0	0	1	5	16.7	0.00301	664.72 Statewide Crash Rate: 186.32	501.03	1.33
15087 Int of MAIN ST, MILL LN	17172	3118704	0 - 0.03	0025B - 2.74 ST RTE 25B	0.03	2	1	0	0	0	1	0	100.0	0.00084	398.40 Statewide Crash Rate: 186.32	688.95	0.00
15087 Int of MAIN ST, MILL LN	17171	3123716	0 - 0.01	0025B - 2.77 ST RTE 25B	0.01	2	1	0	1	0	0	0	100.0	0.00028	1208.15 Statewide Crash Rate: 186.32	804.43	1.50
17171 Non Int MAIN ST	60940	3119787	0 - 0.04	0025B - 2.78 ST RTE 25B	0.04	2	0	0	0	0	0	0	0.0	0.00086	0.00 Statewide Crash Rate: 186.32	685.07	0.00
60940 Int of MAIN ST RD INV 3200793	18542	3139171	0 - 0.02	0025B - 2.82 ST RTE 25B	0.02	2	0	0	0	0	0	0	0.0	0.00032	0.00 Statewide Crash Rate: 186.32	800.91	0.00
Study Years: 3.00				**Section Totals:**	0.48		28	0	1	1	4	21	21.4	0.02429	384.32	309.73	1.24
				Grand Totals:	0.48		70	0	3	5	11	50	27.1	0.02429	960.79	440.91	2.18

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
17178	17179	3129295	0 - 0.06	0025B - 2.36	5	0	0	1	0	4	2011-23319	10/12/2011	2.37	B
											2012-41746	10/17/2012	2.37	PD
											2011-23301	07/05/2011	2.38	PD
											2012-24495	03/14/2012	2.39	PD
											2012-30571	05/23/2012	2.41	PD
15298	17178	3118705	0 - 0.02	0025B - 2.42	1	0	0	0	0	1	2012-47221	12/14/2012	2.43	PD
15298	17177	3106032	0 - 0.03	0025B - 2.44	3	0	0	0	0	2	2012-34371	08/04/2012	2.45	
											2012-51194	12/29/2012	2.45	PD
											2012-30566	05/21/2012	2.45	PD
17176	17177	192944	0 - 0.05	0025B - 2.47	7	0	0	0	0	7	2012-44087	11/06/2012	2.48	PD
											2011-7219	01/31/2011	2.48	PD
											2011-23898	10/25/2011	2.48	PD
											2011-23698	06/03/2011	2.48	PD
											2013-19077	07/31/2013	2.48	PD
											2011-11923	04/22/2011	2.49	PD
											2012-33522	07/23/2012	2.49	PD
15084	17176	3105998	0 - 0.03	0025B - 2.52	0	0	0	0	0	0				
15084	17175	3118703	0 - 0.01	0025B - 2.55	0	0	0	0	0	0				
15085	17175	3100214	0 - 0.03	0025B - 2.56	1	0	0	0	0	1	2012-46294	11/27/2012	2.58	PD
15085	17174	3120108	0 - 0.03	0025B - 2.59	2	0	0	0	2	0	2012-30572	05/24/2012	2.60	C
											2011-18922	12/14/2011	2.61	C
17173	17174	3106579	0 - 0.03	0025B - 2.62	0	0	0	0	0	0				
15086	17173	3105999	0 - 0.02	0025B - 2.65	1	0	0	0	0	1	2013-10586	04/29/2013	2.66	PD
15086	17172	190519	0 - 0.07	0025B - 2.67	6	0	0	0	1	5	2013-34209	12/14/2013	2.70	PD
											2012-44089	11/09/2012	2.70	PD
											2011-24154	11/01/2011	2.72	PD
											2013-18354	07/27/2013	2.73	C
											2011-23878	09/16/2011	2.73	PD
											2011-7318	02/11/2011	2.73	PD
15087	17172	3118704	0 - 0.03	0025B - 2.74	1	0	0	0	1	0	2013-15762	06/26/2013	2.76	C
15087	17171	3123716	0 - 0.01	0025B - 2.77	1	0	1	0	0	0	2012-31253	05/26/2012	2.78	A
17171	60940	3119787	0 - 0.04	0025B - 2.78	0	0	0	0	0	0				
60940	18542	3139171	0 - 0.02	0025B - 2.82	0	0	0	0	0	0				
				Totals:	28	0	1	1	4	21				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	5
MONDAY	0	0	0	0	0	0	0	2	0	2	0	0	0	0	1	2	1	1	1	0	0	1	0	0	0	11
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	2	0	0	0	0	0	0	7
WEDNESDAY	0	0	0	0	0	0	1	0	1	1	0	0	4	1	1	0	0	3	0	1	1	0	0	0	0	14
THURSDAY	0	0	0	0	0	0	0	1	1	1	1	1	0	2	0	0	0	2	1	1	0	0	0	0	0	11
FRIDAY	0	0	0	0	0	0	1	0	1	1	1	0	1	0	1	1	3	0	1	2	0	0	0	0	0	13
SATURDAY	0	0	0	0	0	0	0	0	0	3	1	1	1	1	0	1	0	1	0	0	0	0	0	0	0	9
Totals	1	0	0	0	0	0	2	3	3	9	3	3	6	5	4	6	6	8	5	4	1	1	0	0	0	**70**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	99
2-(Sport) Utility Vehicle	16
3-Passenger Van	2
4-Cargo Van (10K lbs or Less)	0
5-Pickup	17
6-Motor Home	0
7-School Bus	1
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	1
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	0
Total	**140**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	21	45	3	0	0	0	69
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	17	3	0	0	0	0	20
Ran Red Light	0	1	0	0	0	0	1
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	3	0	0	0	0	0	3
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	11	5	0	0	0	0	16
Failed to Keep in Proper Lane	1	3	0	0	0	0	4
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	6	1	0	0	0	0	7
Unknown	3	4	1	0	0	0	8
Total	**66**	**63**	**4**	**0**	**0**	**0**	**133**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	62	63	4	0	0	0	129
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	2	0	0	0	0	0	2
Other	2	1	0	0	0	0	3
Total	**66**	**64**	**4**	**0**	**0**	**0**	**134**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	4	0	0	0	0	4
20-24	20	0	0	0	0	20
25-29	9	0	0	0	0	9
30-39	31	0	0	0	0	31
40-49	26	0	0	0	0	26
50-59	21	0	0	0	0	21
60-69	18	0	0	0	0	18
70-79	6	0	0	0	0	6
80-Over	2	0	0	0	0	2
Unknown	2	1	0	0	0	3
Total	**139**	**1**	**0**	**0**	**0**	**140**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	101
14-Parked Motor Vehicle	6
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	1
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	1
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0

Most Harmful Event	Total
38-Other Fixed Object (wall, building, tunnel, etc.)	1
39-Unknown	27
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**137**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	25
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	8
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	36
14-Other	0
Total	**70**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	3	3
B	5	9
C	11	14
PD	50	0
Total	**69**	**26**

Road Character

Road Grade	Total
1-Level	60
2-On Grade	10
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**70**

Light

Light Condition	Total
1-Daylight	53
2-Dawn	1
3-Dusk	2
4-Dark - Lighted	14
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**70**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	2	0	1	3
FEBRUARY	3	2	0	5
MARCH	1	2	1	4
APRIL	1	1	3	5
MAY	2	4	2	8
JUNE	2	1	2	5
JULY	1	2	2	5
AUGUST	1	2	1	4
SEPTEMBER	2	0	3	5
OCTOBER	3	3	3	9
NOVEMBER	2	3	2	7
DECEMBER	5	3	2	10
Total	**25**	**23**	**22**	**70**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	14	2	20	7	0	5	0	0	0	0	0	0	0	48
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	6	4	0	6	0	0	0	0	0	0	0	16
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	2	0	0	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Other	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**16**	**2**	**27**	**14**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	11	1	0	0	0	0	0	0	0	0	0	12
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	42	0	0	0	0	0	0	0	0	0	1	43
Dusk	2	0	0	0	0	0	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	5	0	0	0	0	0	0	0	0	0	3	8
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**61**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 3

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0590063**	Start Node: **11003**	Start Offset: **0**	☐ Exclude First Node
	End Node: **18542**	End Offset: **0**	☑ Exclude Last Node
Route: **3201592**	Start Node: **18542**	Start Offset: **0**	☑ Exclude First Node
	End Node: **63592**	End Offset: **0**	☑ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
11003	0590063 - 0	TL Gorham Westbrook	2	0	0	0	0	0	0	0.0	2.037	0.00	0.42	0.00
												Statewide Crash Rate:	0.13	
15092	0590063 - 0.03	Int of LONGFELLOW DR NEW GORHAM RD	2	1	0	0	0	0	1	0.0	2.090	0.16	0.42	0.00
												Statewide Crash Rate:	0.13	
15091	0590063 - 0.18	Int of LORI LN NEW GORHAM RD	2	2	0	0	0	1	1	50.0	2.126	0.31	0.42	0.00
												Statewide Crash Rate:	0.13	
15090	0590063 - 0.44	Int of NEW GORHAM RD WILLIAM ST	2	0	0	0	0	0	0	0.0	2.160	0.00	0.42	0.00
												Statewide Crash Rate:	0.13	
15089	0590063 - 0.50	Int of FAIRLAWN AV, NEW GORHAM RD	2	0	0	0	0	0	0	0.0	2.178	0.00	0.42	0.00
												Statewide Crash Rate:	0.13	
60939	0590063 - 0.53	Int of NEW GORHAM RD RD INV 3200792	2	3	0	0	0	0	3	0.0	3.021	0.33	0.38	0.00
												Statewide Crash Rate:	0.13	
15088	0590063 - 0.56	Int of LEWIS ST NEW GORHAM RD	2	0	0	0	0	0	0	0.0	2.900	0.00	0.39	0.00
												Statewide Crash Rate:	0.13	
63592	0590063 - 0.58	Non Int NEW GORHAM RD	2	0	0	0	0	0	0	0.0	2.854	0.00	0.39	0.00
												Statewide Crash Rate:	0.13	
Study Years: 3.00		**NODE TOTALS:**		6	0	0	0	1	5	16.7	19.366	0.10	0.24	0.42

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
11003	15092	3117648	0 - 0.03	0590063 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00061	0.00	618.21	0.00
TL Gorham Westbrook				RD INV 05 90063											Statewide Crash Rate: 151.25		
15091	15092	3106000	0 - 0.15	0590063 - 0.03	0.15	2	1	0	0	1	0	0	100.0	0.00313	106.40	424.84	0.00
Int of LORI LN NEW GORHAM RD				RD INV 05 90063											Statewide Crash Rate: 151.25		
15090	15091	3117676	0 - 0.26	0590063 - 0.18	0.26	2	2	0	0	0	1	1	50.0	0.00552	120.70	367.19	0.00
Int of NEW GORHAM RD WILLIAM ST				RD INV 05 90063											Statewide Crash Rate: 151.25		
15089	15090	3118952	0 - 0.06	0590063 - 0.44	0.06	2	0	0	0	0	0	0	0.0	0.00130	0.00	530.55	0.00
Int of FAIRLAWN AV, NEW GORHAM RD				RD INV 05 90063											Statewide Crash Rate: 151.25		
60939	15089	2083749	0 - 0.03	0590063 - 0.50	0.03	2	0	0	0	0	0	0	0.0	0.00065	0.00	611.53	0.00
Int of NEW GORHAM RD RD INV 3200792				RD INV 05 90063											Statewide Crash Rate: 151.25		
15088	60939	3139170	0 - 0.03	0590063 - 0.53	0.03	2	0	0	0	0	0	0	0.0	0.00087	0.00	579.46	0.00
Int of LEWIS ST NEW GORHAM RD				RD INV 05 90063											Statewide Crash Rate: 151.25		
15088	63592	3123070	0 - 0.02	0590063 - 0.56	0.02	2	0	0	0	0	0	0	0.0	0.00057	0.00	624.81	0.00
Int of LEWIS ST NEW GORHAM RD				RD INV 05 90063											Statewide Crash Rate: 151.25		
63592	18542	3139591	0 - 0.03	0590063 - 0.58	0.03	2	0	0	0	0	0	0	0.0	0.00043	0.00	645.88	0.00
Non Int NEW GORHAM RD				RD INV 05 90063											Statewide Crash Rate: 151.25		
18542	63592	3139592	0 - 0.03	3201592 - 0	0.03	2	1	0	0	0	0	1	0.0	0.00043	779.15	645.98	1.21
Int of MAIN ST NEW GORHAM RD WILLIAM B CLARKE DR				RD INV 3201592											Statewide Crash Rate: 151.25		
Study Years: 3.00				**Section Totals:**	0.64		4	0	0	1	1	2	50.0	0.01352	98.61	296.22	0.33
				Grand Totals:	0.64		10	0	0	1	2	7	30.0	0.01352	246.53	443.92	0.56

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
11003	15092	3117648	0 - 0.03	0590063 - 0	0	0	0	0	0	0				
15091	15092	3106000	0 - 0.15	0590063 - 0.03	1	0	0	1	0	0	2012-34054	07/25/2012	0.17	B
15090	15091	3117676	0 - 0.26	0590063 - 0.18	2	0	0	0	1	1	2013-28295	11/11/2013	0.23	PD
											2011-14814	10/29/2011	0.42	C
15089	15090	3118952	0 - 0.06	0590063 - 0.44	0	0	0	0	0	0				
60939	15089	2083749	0 - 0.03	0590063 - 0.50	0	0	0	0	0	0				
15088	60939	3139170	0 - 0.03	0590063 - 0.53	0	0	0	0	0	0				
15088	63592	3123070	0 - 0.02	0590063 - 0.56	0	0	0	0	0	0				
63592	18542	3139591	0 - 0.03	0590063 - 0.58	0	0	0	0	0	0				
18542	63592	3139592	0 - 0.03	3201592 - 0	1	0	0	0	0	1	2012-36902	08/28/2012	0.02	PD
				Totals:	4	0	0	1	1	2				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
Totals	0	0	0	0	0	1	0	2	1	0	1	1	0	0	0	0	1	0	0	1	0	0	1	1	0	**10**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	11
2-(Sport) Utility Vehicle	2
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	1
5-Pickup	4
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	**18**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	6	0	0	0	0	8
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	3	0	1	0	0	0	4
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	1	0	0	0	0	3
Unknown	0	0	0	0	0	0	0
Total	**10**	**7**	**1**	**0**	**0**	**0**	**18**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	9	7	1	0	0	0	17
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	**10**	**7**	**1**	**0**	**0**	**0**	**18**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	2	0	0	0	0	2
25-29	2	0	0	0	0	2
30-39	2	0	0	0	0	2
40-49	4	0	0	0	0	4
50-59	3	0	0	0	0	3
60-69	1	0	0	0	0	1
70-79	1	0	0	0	0	1
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	**18**	**0**	**0**	**0**	**0**	**18**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	1
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	15
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0

Most Harmful Event	Total
38-Other Fixed Object (wall, building, tunnel, etc.)	1
39-Unknown	0
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**18**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	1
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	9
14-Other	0
Total	**10**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	2	2
PD	7	0
Total	**10**	**3**

Road Character

Road Grade	Total
1-Level	5
2-On Grade	3
3-Top of Hill	1
4-Bottom of Hill	1
5-Other	0
Total	**10**

Light

Light Condition	Total
1-Daylight	5
2-Dawn	1
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**10**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	1	1	2
FEBRUARY	0	0	1	1
MARCH	1	0	1	2
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	1	0	1
AUGUST	0	1	1	2
SEPTEMBER	0	0	0	0
OCTOBER	1	0	0	1
NOVEMBER	0	0	1	1
DECEMBER	0	0	0	0
Total	**2**	**3**	**5**	**10**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	6	0	0	0	0	0	0	0	0	0	0	7
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	2	1	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**10**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 4

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0590187**	Start Node: **15056**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15163**	End Offset: **0**	☐ Exclude Last Node
Route: **0590056**	Start Node: **15163**	Start Offset: **0**	☑ Exclude First Node
	End Node: **15070**	End Offset: **0**	☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15056	0590187 - 0	Int of FOREST ST STROUDWATER ST	2	6	0	1	0	0	5	16.7	4.083	0.49	0.35	1.38
												Statewide Crash Rate:	0.13	
15168	0590187 - 0.03	Int of FOREST ST RD INV 05A0261	2	0	0	0	0	0	0	0.0	1.615	0.00	0.39	0.00
												Statewide Crash Rate:	0.11	
60957	0590187 - 0.05	Int of FOREST ST RD INV 3200799	2	0	0	0	0	0	0	0.0	1.357	0.00	0.41	0.00
												Statewide Crash Rate:	0.11	
P15166	0590187 - 0.11	Int of FOREST ST LIBBY AV RD INV 3200800	2	1	0	0	0	1	0	100.0	1.994	0.17	0.38	0.00
												Statewide Crash Rate:	0.11	
A15165	0590187 - 0.15	Int of FOREST ST RD INV 05B0261	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.11	
A15164	0590187 - 0.16	Int of FOREST ST HASKELL ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.13	
15163	0590187 - 0.22	Int of FOREST ST ROCHESTER ST	2	0	0	0	0	0	0	0.0	1.210	0.00	0.48	0.00
												Statewide Crash Rate:	0.13	
15162	0590056 - 0.17	Int of CEDAR ST FOREST ST	2	0	0	0	0	0	0	0.0	0.868	0.00	0.51	0.00
												Statewide Crash Rate:	0.13	
15161	0590056 - 0.29	Int of COTTAGE ST FOREST ST	2	0	0	0	0	0	0	0.0	0.832	0.00	0.52	0.00
												Statewide Crash Rate:	0.13	
15160	0590056 - 0.33	Int of CLIFFORD ST FOREST ST	2	0	0	0	0	0	0	0.0	0.808	0.00	0.52	0.00
												Statewide Crash Rate:	0.13	
15159	0590056 - 0.36	Int of FOREST ST WHITE ST	2	0	0	0	0	0	0	0.0	0.793	0.00	0.52	0.00
												Statewide Crash Rate:	0.13	
15158	0590056 - 0.41	Int of FOREST ST OAK ST	2	1	0	0	0	0	1	0.0	0.810	0.41	0.52	0.00
												Statewide Crash Rate:	0.13	
15070	0590056 - 0.49	Int of FOREST ST MAIN ST	9	14	0	1	0	4	9	35.7	6.289	0.74	1.10	0.00
												Statewide Crash Rate:	0.65	
Study Years:	3.00	**NODE TOTALS:**		22	0	2	0	5	15	31.8	20.659	0.35	0.45	0.79

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15056	15168	3117675	0 - 0.03	0590187 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00057	0.00	625.07	0.00
Int of FOREST ST STROUDWATER ST				RD INV 05 90187											Statewide Crash Rate: 151.25		
60957	15168	2094000	0 - 0.02	0590187 - 0.03	0.02	2	0	0	0	0	0	0	0.0	0.00027	0.00	646.28	0.00
Int of FOREST ST RD INV 3200799				RD INV 05 90187											Statewide Crash Rate: 151.25		
15166	60957	3115354	0 - 0.06	0590187 - 0.05	0.06	2	0	0	0	0	0	0	0.0	0.00083	0.00	585.48	0.00
Int of FOREST ST LIBBY AV RD INV 3200800				RD INV 05 90187											Statewide Crash Rate: 151.25		
15165	15166	3120692	0 - 0.04	0590187 - 0.11	0.04	2	0	0	0	0	0	0	0.0	0.00047	0.00	639.79	0.00
Int of FOREST ST RD INV 05B0261				RD INV 05 90187											Statewide Crash Rate: 151.25		
15164	15165	3123717	0 - 0.01	0590187 - 0.15	0.01	2	0	0	0	0	0	0	0.0	0.00013	0.00	475.73	0.00
Int of FOREST ST HASKELL ST				RD INV 05 90187											Statewide Crash Rate: 151.25		
15163	15164	3106022	0 - 0.06	0590187 - 0.16	0.06	2	0	0	0	0	0	0	0.0	0.00072	0.00	601.38	0.00
Int of FOREST ST ROCHESTER ST				RD INV 05 90187											Statewide Crash Rate: 151.25		
15162	15163	3122241	0 - 0.17	0590056 - 0	0.17	2	3	0	0	0	0	3	0.0	0.00151	664.30	511.96	1.30
Int of CEDAR ST FOREST ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
15161	15162	3129273	0 - 0.12	0590056 - 0.17	0.12	2	0	0	0	0	0	0	0.0	0.00099	0.00	563.96	0.00
Int of COTTAGE ST FOREST ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
15160	15161	3106021	0 - 0.04	0590056 - 0.29	0.04	2	0	0	0	0	0	0	0.0	0.00032	0.00	652.81	0.00
Int of CLIFFORD ST FOREST ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
15159	15160	3106020	0 - 0.03	0590056 - 0.33	0.03	2	0	0	0	0	0	0	0.0	0.00024	0.00	636.06	0.00
Int of FOREST ST WHITE ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
15158	15159	3106019	0 - 0.05	0590056 - 0.36	0.05	2	2	0	0	0	1	0	100.0	0.00039	1703.81	649.97	2.62
Int of FOREST ST OAK ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
15070	15158	3119231	0 - 0.08	0590056 - 0.41	0.08	2	1	0	0	0	0	1	0.0	0.00062	534.69	616.47	0.00
Int of FOREST ST MAIN ST				RD INV 05 90056											Statewide Crash Rate: 151.25		
Study Years: 3.00				**Section Totals:**	0.71		6	0	0	0	1	4	16.7	0.00706	283.47	345.38	0.82
				Grand Totals:	0.71		28	0	2	0	6	19	28.6	0.00706	1322.84	510.79	2.59

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15056	15168	3117675	0 - 0.03	0590187 - 0	0	0	0	0	0	0				
60957	15168	2094000	0 - 0.02	0590187 - 0.03	0	0	0	0	0	0				
15166	60957	3115354	0 - 0.06	0590187 - 0.05	0	0	0	0	0	0				
15165	15166	3120692	0 - 0.04	0590187 - 0.11	0	0	0	0	0	0				
15164	15165	3123717	0 - 0.01	0590187 - 0.15	0	0	0	0	0	0				
15163	15164	3106022	0 - 0.06	0590187 - 0.16	0	0	0	0	0	0				
15162	15163	3122241	0 - 0.17	0590056 - 0	3	0	0	0	0	3	2013-19617	08/06/2013	0.03	PD
											2013-1834	01/23/2013	0.08	PD
											2013-30134	11/26/2013	0.13	PD
15161	15162	3129273	0 - 0.12	0590056 - 0.17	0	0	0	0	0	0				
15160	15161	3106021	0 - 0.04	0590056 - 0.29	0	0	0	0	0	0				
15159	15160	3106020	0 - 0.03	0590056 - 0.33	0	0	0	0	0	0				
15158	15159	3106019	0 - 0.05	0590056 - 0.36	2	0	0	0	1	0	2012-23265	02/06/2012	0.39	
											2013-13645	06/06/2013	0.39	C
15070	15158	3119231	0 - 0.08	0590056 - 0.41	1	0	0	0	0	1	2012-25259	03/30/2012	0.48	PD
				Totals:	6	0	0	0	1	4				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
TUESDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
WEDNESDAY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0	1	0	1	0	7
THURSDAY	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	8
FRIDAY	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Totals	1	1	0	0	0	0	1	1	4	1	0	1	1	0	3	3	4	3	0	2	0	1	0	1	0	**28**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	39
2-(Sport) Utility Vehicle	9
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	1
Total	**55**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	9	19	1	0	0	0	29
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	3	1	1	0	0	0	5
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	9	2	0	0	0	0	11
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	1	0	0	0	0	0	1
Total	26	23	2	0	0	0	51

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	25	23	2	0	0	0	50
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	26	23	2	0	0	0	51

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	6	0	0	0	0	6
20-24	7	0	0	0	0	7
25-29	4	0	0	0	0	4
30-39	12	0	0	0	0	12
40-49	7	0	0	0	0	7
50-59	7	0	0	0	0	7
60-69	6	0	0	0	0	6
70-79	2	0	0	0	0	2
80-Over	2	0	0	0	0	2
Unknown	1	1	0	0	0	2
Total	54	1	0	0	0	55

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	1
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	1
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	32
14-Parked Motor Vehicle	5
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	1
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	12
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**52**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	13
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	4
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	10
14-Other	0
Total	**28**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	2	3
B	0	0
C	6	7
PD	19	0
Total	**27**	**10**

Road Character

Road Grade	Total
1-Level	22
2-On Grade	5
3-Top of Hill	1
4-Bottom of Hill	0
5-Other	0
Total	**28**

Light

Light Condition	Total
1-Daylight	22
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	4
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	1
7-Unknown	0
Total	**28**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	1	0	1	2
FEBRUARY	2	1	0	3
MARCH	0	3	2	5
APRIL	0	0	0	0
MAY	1	0	0	1
JUNE	2	1	1	4
JULY	0	1	0	1
AUGUST	1	0	2	3
SEPTEMBER	0	1	0	1
OCTOBER	2	0	0	2
NOVEMBER	1	1	2	4
DECEMBER	1	1	0	2
Total	**11**	**9**	**8**	**28**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	4	0	2	14	0	0	0	0	0	0	0	0	0	20
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	5	1	0	0	0	0	0	0	0	0	0	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**5**	**0**	**7**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	0	0	0	0	0	0	0	0	0	0	4
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	14	1	0	0	0	0	0	0	0	0	0	15
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	1	1
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**28**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 5

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025B**	Start Node: **15073**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15094**	End Offset: **0**	☑ Exclude Last Node
Route: **0590035**	Start Node: **15094**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15955**	End Offset: **0**	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P15073	0025B - 1.41	Int of CUMBERLAND ST MAIN ST	2	7	0	0	0	2	5	28.6	8.317	0.28	0.31	0.00
												Statewide Crash Rate:	0.14	
A60967	0025B - 1.44	Int of CUMBERLAND ST RD INV 3200801	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
A60968	0025B - 1.50	Int of CUMBERLAND ST WARREN AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P15093	0025B - 1.53	Int of CUMBERLAND ST WARREN AV	2	80	0	0	0	11	69	13.8	7.273	3.67	0.32	11.34
												Statewide Crash Rate:	0.14	
P15094	0590035 - 0	Int of CUMBERLAND ST HARNOIS AV	2	7	0	0	1	1	5	28.6	8.972	0.26	0.31	0.00
												Statewide Crash Rate:	0.14	
A60969	0590035 - 0.04	Int of CUMBERLAND ST HARNOIS AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.13	
17751	0590035 - 0.09	Non Int CUMBERLAND ST	2	2	0	0	1	1	0	100.0	2.902	0.23	0.39	0.00
												Statewide Crash Rate:	0.13	
15095	0590035 - 0.23	Int of BROWN ST, CUMBERLAND ST	2	5	0	0	0	3	2	60.0	5.940	0.28	0.32	0.00
												Statewide Crash Rate:	0.13	
15096	0590035 - 0.41	Int of COTTAGE PL CUMBERLAND ST	2	3	0	0	0	2	1	66.7	5.021	0.20	0.34	0.00
												Statewide Crash Rate:	0.13	
15097	0590035 - 0.52	Int of CUMBERLAND ST PARK RD	2	6	0	0	0	0	6	0.0	5.132	0.39	0.33	1.17
												Statewide Crash Rate:	0.13	
15098	0590035 - 0.73	Int of BRIDGE ST CUMBERLAND ST	9	18	0	0	0	0	18	0.0	6.063	0.99	1.11	0.00
												Statewide Crash Rate:	0.65	
15099	0590035 - 0.78	Int of CUMBERLAND ST LOWELL ST	2	1	0	0	0	0	1	0.0	3.355	0.10	0.37	0.00
												Statewide Crash Rate:	0.13	
15100	0590035 - 0.83	Int of CUMBERLAND ST WEBSTER ST	2	1	0	0	0	1	0	100.0	3.255	0.10	0.38	0.00
												Statewide Crash Rate:	0.13	
15101	0590035 - 1.09	Int of CUMBERLAND ST PIERCE ST	2	2	0	0	0	0	2	0.0	3.609	0.18	0.37	0.00
												Statewide Crash Rate:	0.13	
63030	0590035 - 1.14	Int of CUMBERLAND ST WILSON DR	2	0	0	0	0	0	0	0.0	3.539	0.00	0.37	0.00
												Statewide Crash Rate:	0.13	
15134	0590035 - 1.56	Non Int CUMBERLAND ST	2	3	0	0	1	0	2	33.3	1.750	0.57	0.44	1.30
												Statewide Crash Rate:	0.13	
15955	0590035 - 2	TL Westbrook Windham	2	0	0	0	0	0	0	0.0	1.750	0.00	0.44	0.00
												Statewide Crash Rate:	0.13	
Study Years: 3.00		**NODE TOTALS:**		135	0	0	3	21	111	17.8	66.878	0.67	0.26	2.63

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15073	60967	3129656	0 - 0.03	0025B - 1.41	0.03	2	2	0	0	0	1	1	50.0	0.00105	633.54	653.75	0.00
Int of CUMBERLAND ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.32		
60967	60968	3115357	0 - 0.06	0025B - 1.44	0.06	2	7	0	0	1	1	5	28.6	0.00342	682.98	484.86	1.41
Int of CUMBERLAND ST RD INV 3200801				ST RTE 25B											Statewide Crash Rate: 186.32		
60968	15093	3139174	0 - 0.03	0025B - 1.50	0.03	2	0	0	0	0	0	0	0.0	0.00131	0.00	619.98	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.32		
15093	15094	2094087	0 - 0.02	0025B - 1.53	0.02	2	2	0	0	0	0	2	0.0	0.00121	549.15	631.68	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.32		
15094	60969	3122933	0 - 0.04	0590035 - 0	0.04	2	0	0	0	0	0	0	0.0	0.00127	0.00	533.39	0.00
Int of CUMBERLAND ST HARNOIS AV				RD INV 05 90035											Statewide Crash Rate: 151.25		
60969	17751	3139175	0 - 0.05	0590035 - 0.04	0.05	2	1	0	0	0	0	1	0.0	0.00290	114.87	433.36	0.00
Int of CUMBERLAND ST HARNOIS AV				RD INV 05 90035											Statewide Crash Rate: 151.25		
15095	17751	3131605	0 - 0.14	0590035 - 0.09	0.14	2	7	0	0	0	2	5	28.6	0.00812	287.18	333.66	0.00
Int of BROWN ST, CUMBERLAND ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15095	15096	3106001	0 - 0.18	0590035 - 0.23	0.18	2	4	0	0	0	1	3	25.0	0.00917	145.48	324.12	0.00
Int of BROWN ST, CUMBERLAND ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15096	15097	3106002	0 - 0.11	0590035 - 0.41	0.11	2	3	0	0	0	0	3	0.0	0.00528	189.43	371.42	0.00
Int of COTTAGE PL CUMBERLAND ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15097	15098	3106003	0 - 0.21	0590035 - 0.52	0.21	2	5	0	0	0	1	4	20.0	0.00818	203.78	333.12	0.00
Int of CUMBERLAND ST PARK RD				RD INV 05 90035											Statewide Crash Rate: 151.25		
15098	15099	3106004	0 - 0.05	0590035 - 0.73	0.05	2	3	0	0	0	1	2	33.3	0.00168	596.89	498.64	1.20
Int of BRIDGE ST CUMBERLAND ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15099	15100	3119232	0 - 0.05	0590035 - 0.78	0.05	2	1	0	0	0	1	0	100.0	0.00164	203.17	501.23	0.00
Int of CUMBERLAND ST LOWELL ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15100	15101	3106006	0 - 0.26	0590035 - 0.83	0.26	2	2	0	0	0	0	2	0.0	0.00825	80.77	332.39	0.00
Int of CUMBERLAND ST WEBSTER ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
15101	63030	3118483	0 - 0.05	0590035 - 1.09	0.05	2	1	0	0	0	0	1	0.0	0.00176	189.08	492.34	0.00
Int of CUMBERLAND ST PIERCE ST				RD INV 05 90035											Statewide Crash Rate: 151.25		
63030	15134	3115860	0 - 0.42	0590035 - 1.14	0.42	2	7	0	0	0	1	6	14.3	0.01470	158.75	290.78	0.00
Int of CUMBERLAND ST WILSON DR				RD INV 05 90035											Statewide Crash Rate: 151.25		
15134	15955	3106011	0 - 0.44	0590035 - 1.56	0.44	1	8	0	0	1	1	6	25.0	0.01540	173.18	295.42	0.00
Non Int CUMBERLAND ST				RD INV 05 90035											Statewide Crash Rate: 156.37		
Study Years: 3.00				**Section Totals:**	2.14		53	0	0	2	10	41	22.6	0.08534	207.02	216.49	0.96
				Grand Totals:	2.14		188	0	0	5	31	152	19.1	0.08534	734.32	320.72	2.29

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15073	60967	3129656	0 - 0.03	0025B - 1.41	2	0	0	0	1	1	2012-51082	01/06/2012	1.42	PD
											2012-41253	09/26/2012	1.43	C
60967	60968	3115357	0 - 0.06	0025B - 1.44	7	0	0	1	1	5	2011-7528	03/04/2011	1.45	PD
											2012-51110	06/07/2012	1.47	PD
											2013-13681	06/05/2013	1.47	PD
											2011-7307	02/04/2011	1.48	C
											2013-184	01/03/2013	1.48	PD
											2013-26933	10/25/2013	1.48	PD
											2013-12012	05/17/2013	1.49	B
60968	15093	3139174	0 - 0.03	0025B - 1.50	0	0	0	0	0	0				
15093	15094	2094087	0 - 0.02	0025B - 1.53	2	0	0	0	0	2	2011-18999	12/16/2011	1.54	PD
											2012-47977	12/08/2012	1.54	PD
15094	60969	3122933	0 - 0.04	0590035 - 0	0	0	0	0	0	0				
60969	17751	3139175	0 - 0.05	0590035 - 0.04	1	0	0	0	0	1	2012-30565	05/21/2012	0.05	PD
15095	17751	3131605	0 - 0.14	0590035 - 0.09	7	0	0	0	2	5	2013-16706	02/05/2013	0.13	PD
											2012-25184	03/28/2012	0.14	C
											2013-4348	02/17/2013	0.16	PD
											2012-49375	12/27/2012	0.16	PD
											2012-51178	11/26/2012	0.18	PD
											2012-50227	12/27/2012	0.21	PD
											2013-13735	05/31/2013	0.22	C
15095	15096	3106001	0 - 0.18	0590035 - 0.23	4	0	0	0	1	3	2012-27781	05/03/2012	0.25	PD
											2011-16476	11/13/2011	0.29	C
											2011-15431	11/09/2011	0.29	PD
											2011-23308	07/12/2011	0.33	PD
15096	15097	3106002	0 - 0.11	0590035 - 0.41	3	0	0	0	0	3	2011-8554	08/24/2011	0.45	PD
											2013-32879	12/16/2013	0.45	PD
											2011-11905	04/05/2011	0.51	PD
15097	15098	3106003	0 - 0.21	0590035 - 0.52	5	0	0	0	1	4	2013-16703	01/23/2013	0.53	PD
											2011-23726	06/14/2011	0.63	PD
											2011-15693	11/16/2011	0.67	PD
											2011-7339	02/22/2011	0.70	PD
											2011-5794	01/04/2011	0.72	C

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15098	15099	3106004	0 - 0.05	0590035 - 0.73	3	0	0	0	1	2	2013-18294	07/25/2013	0.75	C
											2012-42158	10/25/2012	0.75	PD
											2012-39835	09/28/2012	0.76	PD
15099	15100	3119232	0 - 0.05	0590035 - 0.78	1	0	0	0	1	0	2012-43114	11/06/2012	0.81	C
15100	15101	3106006	0 - 0.26	0590035 - 0.83	2	0	0	0	0	2	2012-23235	01/10/2012	1.02	PD
											2011-24118	12/31/2011	1.05	PD
15101	63030	3118483	0 - 0.05	0590035 - 1.09	1	0	0	0	0	1	2012-51122	07/08/2012	1.11	PD
63030	15134	3115860	0 - 0.42	0590035 - 1.14	7	0	0	0	1	6	2011-23858	08/01/2011	1.15	PD
											2012-41264	10/08/2012	1.22	PD
											2013-20249	08/13/2013	1.40	C
											2011-11921	04/22/2011	1.44	PD
											2013-34215	12/17/2013	1.46	PD
											2011-11125	09/21/2011	1.50	PD
											2012-51079	02/16/2012	1.54	PD
15134	15955	3106011	0 - 0.44	0590035 - 1.56	8	0	0	1	1	6	2012-48405	12/19/2012	1.66	PD
											2012-51166	11/07/2012	1.66	PD
											2012-51223	02/24/2012	1.67	PD
											2012-23571	03/04/2012	1.69	PD
											2012-38638	09/15/2012	1.81	B
											2011-9472	09/03/2011	1.82	PD
											2011-23889	10/30/2011	1.86	PD
											2013-12573	05/24/2013	1.96	C
				Totals:	53	0	0	2	10	41				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	3	0	0	0	0	1	0	1	1	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0	11
MONDAY	0	0	0	0	0	0	0	2	1	2	5	1	1	1	1	2	3	2	2	0	0	0	0	0	0	23
TUESDAY	0	0	0	0	0	0	0	8	3	2	1	2	3	2	3	2	3	2	1	1	0	0	1	1	0	35
WEDNESDAY	0	0	1	0	1	1	0	2	2	0	1	1	5	0	4	1	0	2	4	2	0	0	0	0	0	27
THURSDAY	0	0	0	0	0	0	0	4	4	3	0	0	5	5	4	5	2	0	2	1	0	1	0	1	0	37
FRIDAY	0	0	0	0	0	1	1	5	1	2	2	2	2	4	3	3	2	4	2	0	0	0	0	2	0	36
SATURDAY	0	0	0	0	0	0	0	2	3	3	2	1	1	0	2	3	0	1	1	0	0	0	0	0	0	19
Totals	0	3	1	0	1	2	2	23	15	13	12	8	17	12	19	16	10	11	12	5	0	1	1	4	0	**188**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	217
2-(Sport) Utility Vehicle	66
3-Passenger Van	13
4-Cargo Van (10K lbs or Less)	4
5-Pickup	43
6-Motor Home	0
7-School Bus	1
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	2
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	2
17-Medium/Heavy Trucks (More than 10,000 lbs)	8
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	2
Total	**359**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	53	120	4	1	0	0	178
Ran Off Roadway	7	0	0	0	0	0	7
Failed to Yield Right-of-Way	19	8	0	0	0	0	27
Ran Red Light	3	1	0	0	0	0	4
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	4	1	0	0	0	0	5
Improper Turn	1	0	0	0	0	0	1
Improper Backing	2	0	0	0	0	0	2
Improper Passing	2	0	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	57	16	0	0	0	0	73
Failed to Keep in Proper Lane	5	0	0	0	0	0	5
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	4	0	0	0	0	0	4
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	25	3	1	0	0	0	29
Unknown	5	7	3	1	1	0	17
Total	187	157	8	2	1	0	355

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	179	156	8	2	1	0	346
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	0	0	0	0	0	1
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	2	0	0	0	0	0	2
Under the Influence of Medications/Drugs/Alcohol	3	1	0	0	0	0	4
Other	2	0	0	0	0	0	2
Total	187	157	8	2	1	0	355

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	30	0	0	0	0	30
20-24	49	0	0	0	0	49
25-29	42	0	0	0	0	42
30-39	53	0	0	0	0	53
40-49	57	0	0	0	0	57
50-59	59	0	0	0	0	59
60-69	45	0	0	0	0	45
70-79	14	0	0	0	0	14
80-Over	7	0	0	0	0	7
Unknown	2	1	0	0	0	3
Total	358	1	0	0	0	359

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	2
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	1
8-Other Non-Collision	4
9-Pedestrian	1
10-Pedalcycle	1
11-Railway Vehicle - Train, Engine	0
12-Animal	8
13-Motor Vehicle in Transport	270
14-Parked Motor Vehicle	7
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	2
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	3
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	1
21-Bridge Rail	2
22-Cable Barrier	0
23-Culvert	1
24-Curb	0
25-Ditch	2
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	1
32-Utility Pole / Light Support	1
33-Traffic Sign Support	1
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0

Most Harmful Event	Total
38-Other Fixed Object (wall, building, tunnel, etc.)	2
39-Unknown	49
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**359**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	17
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	5
5-Stop Signs - Other	75
6-Yield Sign	18
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	73
14-Other	0
Total	**188**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	5	6
C	31	41
PD	152	0
Total	**188**	**47**

Road Character

Road Grade	Total
1-Level	152
2-On Grade	28
3-Top of Hill	3
4-Bottom of Hill	5
5-Other	0
Total	**188**

Light

Light Condition	Total
1-Daylight	155
2-Dawn	4
3-Dusk	4
4-Dark - Lighted	18
5-Dark - Not Lighted	7
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**188**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	8	5	4	17
FEBRUARY	4	8	6	18
MARCH	5	5	2	12
APRIL	7	3	4	14
MAY	5	3	9	17
JUNE	8	6	2	16
JULY	2	5	7	14
AUGUST	7	4	2	13
SEPTEMBER	4	10	1	15
OCTOBER	7	9	1	17
NOVEMBER	6	10	4	20
DECEMBER	3	10	2	15
Total	**66**	**78**	**44**	**188**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	18	1	97	10	0	4	0	0	0	0	0	0	1	131
Head-on / Sideswipe	1	1	1	0	0	0	1	0	0	0	0	0	0	4
Intersection Movement	0	0	11	8	0	6	0	0	0	0	0	0	0	25
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	7	6	2	0	0	0	0	0	0	0	0	0	0	15
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**35**	**8**	**111**	**18**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**188**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	9	0	0	0	0	0	0	0	0	0	3	12
Dark - Not Lighted	4	1	0	0	0	0	0	0	0	0	0	5
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	2	0	0	0	0	0	0	0	0	0	1	3
Daylight	109	1	0	0	0	0	0	1	0	0	5	116
Dusk	3	0	0	0	0	0	0	0	0	0	0	3
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	1	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	17	0	0	0	0	0	0	0	0	0	3	20
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	13	13
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	1	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	1	2	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**145**	**4**	**0**	**0**	**0**	**0**	**1**	**9**	**1**	**0**	**0**	**188**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 6

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0590044**	Start Node: **15098**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **15148**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0590013**	Start Node: **15098**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **15105**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15150	0590044 - 0.23	Int of BRIDGE ST GRAHAM RD	2	1	0	0	0	0	1	0.0	2.453	0.14	0.40	0.00
												Statewide Crash Rate: 0.13		
15149	0590044 - 0.36	Int of BRIDGE ST LUGRIN ST	2	1	0	0	0	1	0	100.0	2.096	0.16	0.42	0.00
												Statewide Crash Rate: 0.13		
15148	0590044 - 0.51	Int of BRIDGE ST EAST BRIDGE ST METHODIST RD	2	1	0	0	1	0	0	100.0	1.972	0.17	0.43	0.00
												Statewide Crash Rate: 0.13		
15116	0590013 - 0.09	Int of BEECHWOOD AV BRIDGE ST	2	0	0	0	0	0	0	0.0	2.432	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
15115	0590013 - 0.14	Int of BRIDGE ST EVERETT ST	2	0	0	0	0	0	0	0.0	2.465	0.00	0.40	0.00
												Statewide Crash Rate: 0.13		
15114	0590013 - 0.19	Int of BRIDGE ST, FALMOUTH ST	2	2	0	1	0	0	1	50.0	2.671	0.25	0.40	0.00
												Statewide Crash Rate: 0.13		
15113	0590013 - 0.30	Int of BRIDGE ST MYRTLE ST	2	2	0	0	0	1	1	50.0	2.708	0.25	0.39	0.00
												Statewide Crash Rate: 0.13		
15112	0590013 - 0.35	Int of BRIDGE ST LYMAN ST	2	1	0	0	0	0	1	0.0	2.777	0.12	0.39	0.00
												Statewide Crash Rate: 0.13		
15111	0590013 - 0.40	Int of BRIDGE ST KING ST	2	0	0	0	0	0	0	0.0	2.801	0.00	0.39	0.00
												Statewide Crash Rate: 0.13		
15110	0590013 - 0.45	Int of BRIDGE ST NORTH ST PIERCE ST	2	1	0	0	0	0	1	0.0	3.443	0.10	0.37	0.00
												Statewide Crash Rate: 0.13		
15109	0590013 - 0.48	Non Int BRIDGE ST	2	0	0	0	0	0	0	0.0	3.318	0.00	0.37	0.00
												Statewide Crash Rate: 0.13		
15108	0590013 - 0.50	Int of BRIDGE ST WALKER ST	2	0	0	0	0	0	0	0.0	3.490	0.00	0.37	0.00
												Statewide Crash Rate: 0.13		
15107	0590013 - 0.56	Int of BRIDGE ST MITCHELL ST	2	0	0	0	0	0	0	0.0	3.661	0.00	0.36	0.00
												Statewide Crash Rate: 0.13		
15106	0590013 - 0.62	Int of BRIDGE ST DODGE ST	2	0	0	0	0	0	0	0.0	3.703	0.00	0.36	0.00
												Statewide Crash Rate: 0.13		
15105	0590013 - 0.69	Int of BRIDGE ST LINCOLN ST	2	1	0	0	0	1	0	100.0	3.973	0.08	0.36	0.00
												Statewide Crash Rate: 0.13		
Study Years: 3.00		**NODE TOTALS:**		10	0	1	1	3	5	50.0	43.963	0.08	0.21	0.37

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15098	15150	3117677	0 - 0.23	0590044 - 0	0.23	2	4	0	0	0	0	4	0.0	0.00573	232.88	363.87	0.00
Int of BRIDGE ST CUMBERLAND ST				RD INV 05 90044											Statewide Crash Rate: 151.25		
15149	15150	3106018	0 - 0.13	0590044 - 0.23	0.13	2	1	0	0	0	0	1	0.0	0.00306	109.07	427.57	0.00
Int of BRIDGE ST LUGRIN ST				RD INV 05 90044											Statewide Crash Rate: 151.25		
15148	15149	3123961	0 - 0.15	0590044 - 0.36	0.15	2	1	0	0	0	0	1	0.0	0.00257	129.95	447.42	0.00
Int of BRIDGE ST EAST BRIDGE ST METHODIST RD				RD INV 05 90044											Statewide Crash Rate: 151.25		
15098	15116	3106005	0 - 0.09	0590013 - 0	0.09	2	1	0	0	1	0	0	100.0	0.00215	154.92	468.11	0.00
Int of BRIDGE ST CUMBERLAND ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15115	15116	3119233	0 - 0.05	0590013 - 0.09	0.05	2	0	0	0	0	0	0	0.0	0.00121	0.00	539.41	0.00
Int of BRIDGE ST EVERETT ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15114	15115	3120691	0 - 0.05	0590013 - 0.14	0.05	2	1	0	0	0	0	1	0.0	0.00122	272.16	537.81	0.00
Int of BRIDGE ST, FALMOUTH ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15113	15114	190579	0 - 0.11	0590013 - 0.19	0.11	2	0	0	0	0	0	0	0.0	0.00289	0.00	434.01	0.00
Int of BRIDGE ST MYRTLE ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15112	15113	3106010	0 - 0.05	0590013 - 0.30	0.05	2	0	0	0	0	0	0	0.0	0.00134	0.00	526.46	0.00
Int of BRIDGE ST LYMAN ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15111	15112	3106009	0 - 0.05	0590013 - 0.35	0.05	2	0	0	0	0	0	0	0.0	0.00138	0.00	523.09	0.00
Int of BRIDGE ST KING ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15110	15111	3120690	0 - 0.05	0590013 - 0.40	0.05	2	1	0	0	0	0	1	0.0	0.00140	238.72	521.38	0.00
Int of BRIDGE ST NORTH ST PIERCE ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15109	15110	3106008	0 - 0.03	0590013 - 0.45	0.03	2	0	0	0	0	0	0	0.0	0.00097	0.00	566.26	0.00
Non Int BRIDGE ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15108	15109	3106007	0 - 0.02	0590013 - 0.48	0.02	2	0	0	0	0	0	0	0.0	0.00068	0.00	607.83	0.00
Int of BRIDGE ST WALKER ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15107	15108	3131606	0 - 0.06	0590013 - 0.50	0.06	2	1	0	0	0	0	1	0.0	0.00212	157.00	469.70	0.00
Int of BRIDGE ST MITCHELL ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15106	15107	3120309	0 - 0.06	0590013 - 0.56	0.06	2	0	0	0	0	0	0	0.0	0.00219	0.00	465.83	0.00
Int of BRIDGE ST DODGE ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
15105	15106	3120689	0 - 0.07	0590013 - 0.62	0.07	2	4	0	0	0	1	3	25.0	0.00258	516.79	446.75	1.16
Int of BRIDGE ST LINCOLN ST				RD INV 05 90013											Statewide Crash Rate: 151.25		
Study Years: 3.00				**Section Totals:**	1.20		14	0	0	1	1	12	14.3	0.03148	148.24	249.04	0.60
				Grand Totals:	1.20		24	0	1	2	4	17	29.2	0.03148	254.13	380.86	0.67

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15098	15150	3117677	0 - 0.23	0590044 - 0	4	0	0	0	0	4	2013-16691	04/04/2013	0.08	PD
											2012-42094	10/16/2012	0.10	PD
											2011-15014	11/07/2011	0.13	PD
											2012-25619	03/31/2012	0.14	PD
15149	15150	3106018	0 - 0.13	0590044 - 0.23	1	0	0	0	0	1	2013-16692	04/06/2013	0.31	PD
15148	15149	3123961	0 - 0.15	0590044 - 0.36	1	0	0	0	0	1	2011-23321	11/24/2011	0.47	PD
15098	15116	3106005	0 - 0.09	0590013 - 0	1	0	0	1	0	0	2013-29424	11/21/2013	0.07	B
15115	15116	3119233	0 - 0.05	0590013 - 0.09	0	0	0	0	0	0				
15114	15115	3120691	0 - 0.05	0590013 - 0.14	1	0	0	0	0	1	2013-20826	08/15/2013	0.17	PD
15113	15114	190579	0 - 0.11	0590013 - 0.19	0	0	0	0	0	0				
15112	15113	3106010	0 - 0.05	0590013 - 0.30	0	0	0	0	0	0				
15111	15112	3106009	0 - 0.05	0590013 - 0.35	0	0	0	0	0	0				
15110	15111	3120690	0 - 0.05	0590013 - 0.40	1	0	0	0	0	1	2012-51087	03/23/2012	0.41	PD
15109	15110	3106008	0 - 0.03	0590013 - 0.45	0	0	0	0	0	0				
15108	15109	3106007	0 - 0.02	0590013 - 0.48	0	0	0	0	0	0				
15107	15108	3131606	0 - 0.06	0590013 - 0.50	1	0	0	0	0	1	2012-31265	05/29/2012	0.52	PD
15106	15107	3120309	0 - 0.06	0590013 - 0.56	0	0	0	0	0	0				
15105	15106	3120689	0 - 0.07	0590013 - 0.62	4	0	0	0	1	3	2011-9520	09/04/2011	0.63	PD
											2013-13678	05/28/2013	0.67	C
											2012-51152	09/24/2012	0.68	PD
											2013-10404	04/22/2013	0.68	PD
				Totals:	14	0	0	1	1	12				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	5
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	4
TUESDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	1	0	1	0	0	0	0	6
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
SATURDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
Totals	1	1	0	0	0	0	0	1	1	1	1	0	2	1	2	3	3	2	2	1	1	0	0	1	0	**24**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	29
2-(Sport) Utility Vehicle	5
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	5
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	2
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	0
Total	**42**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	4	12	0	0	0	0	16
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	2	0	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	3	0	0	0	0	0	3
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	2	1	0	0	0	0	3
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	5	2	0	0	0	0	7
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	1	0	0	0	0	0	1
Total	**23**	**16**	**0**	**0**	**0**	**0**	**39**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	19	15	0	0	0	0	34
Physically Impaired or Handicapped	0	1	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	2	0	0	0	0	0	2
Under the Influence of Medications/Drugs/Alcohol	0	1	0	0	0	0	1
Other	1	0	0	0	0	0	1
Total	**23**	**17**	**0**	**0**	**0**	**0**	**40**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	3	0	0	0	0	3
20-24	7	0	0	0	0	7
25-29	2	0	0	0	0	2
30-39	8	0	0	0	0	8
40-49	6	0	0	0	0	6
50-59	8	0	0	0	0	8
60-69	4	0	0	0	0	4
70-79	2	0	0	0	0	2
80-Over	1	0	0	0	0	1
Unknown	0	1	0	0	0	1
Total	**41**	**1**	**0**	**0**	**0**	**42**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	1
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	28
14-Parked Motor Vehicle	3
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	2
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	6
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**41**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	7
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	17
14-Other	0
Total	**24**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	2	2
C	4	6
PD	17	0
Total	**24**	**9**

Road Character

Road Grade	Total
1-Level	18
2-On Grade	6
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**24**

Light

Light Condition	Total
1-Daylight	19
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	3
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**24**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	1	0	1	2
MARCH	0	2	0	2
APRIL	0	0	3	3
MAY	0	2	1	3
JUNE	0	2	1	3
JULY	0	0	0	0
AUGUST	0	0	3	3
SEPTEMBER	1	1	0	2
OCTOBER	0	1	0	1
NOVEMBER	2	0	2	4
DECEMBER	1	0	0	1
Total	**5**	**8**	**11**	**24**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	3	0	1	3	0	6	0	0	0	0	0	0	0	13
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	3	0	1	0	0	0	0	0	0	0	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	1	2	0	0	0	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**5**	**2**	**3**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	1	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	1	0	1	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	16	0	0	0	0	0	0	0	0	0	0	16
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	1	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**24**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15061	0025B - 0.48	TL Portland Westbrook Int of BRIGHTON AV MAIN ST RI\	2	0	0	0	0	0	0	0.0	2.657	0.00	0.42	0.00
												Statewide Crash Rate:	0.14	
67669	0025B - 0.55	Non Int MAIN ST	2	7	0	0	0	2	5	28.6	4.906	0.48	0.36	1.33
												Statewide Crash Rate:	0.14	
67668	0025B - 0.61	Non Int MAIN ST	2	1	0	0	0	0	1	0.0	5.084	0.07	0.35	0.00
												Statewide Crash Rate:	0.14	
A60984	0025B - 0.66	Non Int MAIN ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P15062	0025B - 0.71	Int of LARRABEE RD MAIN ST	9	38	0	1	3	11	23	39.5	8.768	1.44	1.04	1.39
												Statewide Crash Rate:	0.65	
A60986	0025B - 0.75	Int of MAIN ST RD INV 3200810	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
18447	0025B - 0.83	Int of LIZA HARMON DR MAIN ST	2	1	0	0	0	0	1	0.0	6.033	0.06	0.34	0.00
												Statewide Crash Rate:	0.14	
18449	0025B - 0.96	Int of MAIN ST YORK ST	2	2	0	0	0	0	2	0.0	6.341	0.11	0.33	0.00
												Statewide Crash Rate:	0.14	
15063	0025B - 1.03	Int of COLONIAL RD, MAIN ST	2	1	0	0	0	0	1	0.0	6.197	0.05	0.34	0.00
												Statewide Crash Rate:	0.14	
15064	0025B - 1.09	Int of DEER HILL AV MAIN ST WEBSTER AV	2	4	0	0	1	1	2	50.0	6.040	0.22	0.34	0.00
												Statewide Crash Rate:	0.14	
P15065	0025B - 1.14	Int of MAIN ST MARRETT ST	2	0	0	0	0	0	0	0.0	5.847	0.00	0.34	0.00
												Statewide Crash Rate:	0.14	
A15066	0025B - 1.15	Int of BERKELEY ST MAIN ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P15067	0025B - 1.19	Int of MAIN ST TOLMAN ST	2	2	0	0	0	0	2	0.0	5.739	0.12	0.34	0.00
												Statewide Crash Rate:	0.14	
A15068	0025B - 1.20	Int of MAIN ST WALTHAM ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
15069	0025B - 1.26	Int of MAIN ST MASON ST	2	1	0	0	0	0	1	0.0	5.588	0.06	0.35	0.00
												Statewide Crash Rate:	0.14	
15070	0025B - 1.31	Int of FOREST ST MAIN ST	9	14	0	1	0	4	9	35.7	6.289	0.74	1.10	0.00
												Statewide Crash Rate:	0.65	
15071	0025B - 1.35	Int of MAIN ST STATE ST	2	0	0	0	0	0	0	0.0	6.203	0.00	0.34	0.00
												Statewide Crash Rate:	0.14	
15072	0025B - 1.39	Int of LAMB ST, MAIN ST	2	2	0	0	0	1	1	50.0	6.299	0.11	0.34	0.00
												Statewide Crash Rate:	0.14	
P15073	0025B - 1.41	Int of CUMBERLAND ST MAIN ST	2	7	0	0	0	2	5	28.6	8.317	0.28	0.31	0.00
												Statewide Crash Rate:	0.14	
A60967	0025B - 1.44	Int of CUMBERLAND ST RD INV 3200801	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
A60968	0025B - 1.50	Int of CUMBERLAND ST WARREN AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P15093	0025B - 1.53	Int of CUMBERLAND ST WARREN AV	2	80	0	0	0	11	69	13.8	7.273	3.67	0.32	11.34
												Statewide Crash Rate:	0.14	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P15094	0025B - 1.55	Int of CUMBERLAND ST HARNOIS AV	2	7	0	0	1	1	5	28.6	8.972	0.26	0.31	0.00
												Statewide Crash Rate:	0.14	
A60970	0025B - 1.58	Non Int HARNOIS AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
A60971	0025B - 1.61	Int of HARNOIS AV RD INV 3200804	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
P15075	0025B - 1.65	Int of HARNOIS AV MAIN ST	2	2	0	0	0	0	2	0.0	9.257	0.07	0.30	0.00
												Statewide Crash Rate:	0.14	
15076	0025B - 1.68	Int of MAIN ST, TRAMWAY LN	2	2	0	0	0	0	2	0.0	6.754	0.10	0.33	0.00
												Statewide Crash Rate:	0.14	
15077	0025B - 1.75	Int of MAIN ST ROCHESTER ST	2	6	0	0	0	0	6	0.0	6.613	0.30	0.33	0.00
												Statewide Crash Rate:	0.14	
P15078	0025B - 1.80	Int of LOCUST ST MAIN ST	2	1	0	0	0	0	1	0.0	6.486	0.05	0.33	0.00
												Statewide Crash Rate:	0.14	
A15079	0025B - 1.81	Int of HASKELL ST MAIN ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
18553	0025B - 1.88	Int of MAIN ST WESTBROOK ARTERIAL	9	13	0	0	1	3	9	30.8	7.081	0.61	1.08	0.00
												Statewide Crash Rate:	0.65	
15080	0025B - 1.92	Int of MAIN ST, STEVENS AV	2	0	0	0	0	0	0	0.0	5.396	0.00	0.35	0.00
												Statewide Crash Rate:	0.14	
15081	0025B - 1.95	Int of MAIN ST SCHOOL ST	2	6	0	0	1	2	3	50.0	5.346	0.37	0.35	1.07
												Statewide Crash Rate:	0.14	
15082	0025B - 1.97	Int of MAIN ST SPEIRS ST	2	1	0	0	0	0	1	0.0	5.326	0.06	0.35	0.00
												Statewide Crash Rate:	0.14	
17186	0025B - 1.99	Int of DAY ST MAIN ST	2	0	0	0	0	0	0	0.0	5.282	0.00	0.35	0.00
												Statewide Crash Rate:	0.14	
17185	0025B - 2.01	Int of MAIN ST PARK DRIVE 1	2	0	0	0	0	0	0	0.0	5.328	0.00	0.35	0.00
												Statewide Crash Rate:	0.14	
15083	0025B - 2.04	Int of GILES ST, MAIN ST	2	7	0	1	2	2	2	71.4	2.640	0.88	0.42	2.11
												Statewide Crash Rate:	0.14	
P17184	0025B - 2.06	Int of MAIN ST PARK DRIVE 2	2	2	0	0	0	0	2	0.0	5.404	0.12	0.35	0.00
												Statewide Crash Rate:	0.14	
A60950	0025B - 2.07	Int of MAIN ST RD INV 3200795	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
17183	0025B - 2.14	Int of DUNN ST MAIN ST	2	7	0	0	1	2	4	42.9	5.486	0.43	0.35	1.22
												Statewide Crash Rate:	0.14	
17182	0025B - 2.24	Int of MAIN ST STROUDWATER ST	2	5	0	0	1	1	3	40.0	6.612	0.25	0.33	0.00
												Statewide Crash Rate:	0.14	
17181	0025B - 2.28	Int of FOSTER ST MAIN ST	2	4	0	0	0	2	2	50.0	6.028	0.22	0.34	0.00
												Statewide Crash Rate:	0.14	
17180	0025B - 2.31	Int of MAIN ST, PLEASANT ST	2	1	0	0	0	0	1	0.0	6.055	0.06	0.34	0.00
												Statewide Crash Rate:	0.14	
17179	0025B - 2.36	Int of MAIN ST SPRING ST	9	9	0	0	0	1	8	11.1	7.704	0.39	1.06	0.00
												Statewide Crash Rate:	0.65	

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Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
A60972	025BE - 0.03	Int of MAIN ST RD INV 3200804	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.14	0.00	0.00
15074	025BE - 0.14	Int of MAIN ST SEAVEY ST	2	0	0	0	0	0	0	0.0	5.407	0.00 Statewide Crash Rate: 0.14	0.35	0.00
A60973	025BE - 0.18	Int of MAIN ST RD INV 3200801	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.14	0.00	0.00
A67674	025BE - 0.28	Int of MAIN ST RD INV 3200809	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.14	0.00	0.00
67672	025BE - 0.49	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	2.252	0.00 Statewide Crash Rate: 0.14	0.44	0.00
Study Years:	3.00	**NODE TOTALS:**		233	0	3	11	46	173	25.8	217.010	0.36	0.26	1.40

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Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15061	67669	3415739	0 - 0.07	0025B - 0.48	0.07	2	1	0	0	0	0	1	0.0	0.00186	179.21	567.72	0.00
TL Portland Westbrook Int of BRIGHTON AV MAIN ST RIVERSIDE ST				ST RTE 25B											Statewide Crash Rate: 186.45		
67669	67668	3415740	0 - 0.06	0025B - 0.55	0.06	2	0	0	0	0	0	0	0.0	0.00159	0.00	590.68	0.00
Non Int MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
67668	60984	3415736	0 - 0.05	0025B - 0.61	0.05	2	0	0	0	0	0	0	0.0	0.00142	0.00	608.25	0.00
Non Int MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
60984	15062	3139182	0 - 0.05	0025B - 0.66	0.05	2	0	0	0	0	0	0	0.0	0.00132	0.00	618.61	0.00
Non Int MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15062	60986	3139183	0 - 0.04	0025B - 0.71	0.04	2	2	0	0	0	0	2	0.0	0.00046	1435.92	769.96	1.86
Int of LARRABEE RD MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
60986	18447	3119789	0 - 0.08	0025B - 0.75	0.08	2	20	0	3	1	6	10	50.0	0.00445	1498.00	453.42	3.30
Int of MAIN ST RD INV 3200810				ST RTE 25B											Statewide Crash Rate: 186.45		
18447	18449	3106663	0 - 0.13	0025B - 0.83	0.13	2	2	0	0	0	1	1	50.0	0.00824	80.90	389.94	0.00
Int of LIZA HARMON DR MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15063	18449	3131600	0 - 0.07	0025B - 0.96	0.07	2	3	0	0	0	1	2	33.3	0.00442	226.25	454.21	0.00
Int of COLONIAL RD, MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15063	15064	3105996	0 - 0.06	0025B - 1.03	0.06	2	0	0	0	0	0	0	0.0	0.00360	0.00	478.77	0.00
Int of COLONIAL RD, MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15064	15065	3120687	0 - 0.05	0025B - 1.09	0.05	2	4	0	0	0	1	3	25.0	0.00291	457.68	505.49	0.00
Int of DEER HILL AV MAIN ST WEBSTER AV				ST RTE 25B											Statewide Crash Rate: 186.45		
15065	15066	3120026	0 - 0.01	0025B - 1.14	0.01	2	0	0	0	0	0	0	0.0	0.00058	0.00	743.37	0.00
Int of MAIN ST MARRETT ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15066	15067	3131601	0 - 0.04	0025B - 1.15	0.04	2	7	0	0	0	3	4	42.9	0.00228	1022.57	538.54	1.90
Int of BERKELEY ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15067	15068	3131602	0 - 0.01	0025B - 1.19	0.01	2	0	0	0	0	0	0	0.0	0.00056	0.00	746.61	0.00
Int of MAIN ST TOLMAN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15068	15069	3118907	0 - 0.06	0025B - 1.20	0.06	2	2	0	0	0	1	1	50.0	0.00334	199.75	488.03	0.00
Int of MAIN ST WALTHAM ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15069	15070	3105997	0 - 0.05	0025B - 1.26	0.05	2	3	0	0	0	0	3	0.0	0.00277	361.30	512.24	0.00
Int of MAIN ST MASON ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15070	15071	3123960	0 - 0.04	0025B - 1.31	0.04	2	5	0	0	0	2	3	40.0	0.00248	672.45	527.12	1.28
Int of FOREST ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15071	15072	3100212	0 - 0.04	0025B - 1.35	0.04	2	4	0	0	0	1	3	25.0	0.00247	539.74	527.57	1.02
Int of MAIN ST STATE ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15072	15073	3122932	0 - 0.02	0025B - 1.39	0.02	2	0	0	0	0	0	0	0.0	0.00128	0.00	623.34	0.00
Int of LAMB ST, MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15073	60967	3129656	0 - 0.03	0025B - 1.41	0.03	2	2	0	0	0	1	1	50.0	0.00105	633.54	654.10	0.00
Int of CUMBERLAND ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
60967	60968	3115357	0 - 0.06	0025B - 1.44	0.06	2	7	0	0	1	1	5	28.6	0.00342	682.98	485.11	1.41
Int of CUMBERLAND ST RD INV 3200801				ST RTE 25B											Statewide Crash Rate: 186.45		

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Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
60968	15093	3139174	0 - 0.03	0025B - 1.50	0.03	2	0	0	0	0	0	0	0.0	0.00131	0.00	620.30	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.45		
15093	15094	2094087	0 - 0.02	0025B - 1.53	0.02	2	2	0	0	0	0	2	0.0	0.00121	549.15	632.01	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.45		
60970	15094	3123358	0 - 0.03	0025B - 1.55	0.03	2	0	0	0	0	0	0	0.0	0.00091	0.00	676.09	0.00
Non Int HARNOIS AV				ST RTE 25B											Statewide Crash Rate: 186.45		
60971	60970	3129657	0 - 0.03	0025B - 1.58	0.03	2	1	0	0	0	0	1	0.0	0.00174	191.46	577.42	0.00
Int of HARNOIS AV RD INV 3200804				ST RTE 25B											Statewide Crash Rate: 186.45		
15075	60971	3115358	0 - 0.04	0025B - 1.61	0.04	2	0	0	0	0	0	0	0.0	0.00147	0.00	602.48	0.00
Int of HARNOIS AV MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15075	15076	2094089	0 - 0.03	0025B - 1.65	0.03	2	2	0	0	0	1	1	50.0	0.00207	321.69	552.13	0.00
Int of HARNOIS AV MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15076	15077	3122238	0 - 0.07	0025B - 1.68	0.07	2	7	0	0	0	2	4	33.3	0.00461	506.46	449.47	1.13
Int of MAIN ST, TRAMWAY LN				ST RTE 25B											Statewide Crash Rate: 186.45		
15077	15078	3131603	0 - 0.05	0025B - 1.75	0.05	2	4	0	0	0	0	4	0.0	0.00323	412.32	492.03	0.00
Int of MAIN ST ROCHESTER ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15078	15079	3118701	0 - 0.01	0025B - 1.80	0.01	2	0	0	0	0	0	0	0.0	0.00064	0.00	728.29	0.00
Int of LOCUST ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15079	18553	3129951	0 - 0.07	0025B - 1.81	0.07	2	1	0	0	0	0	1	0.0	0.00442	75.37	454.13	0.00
Int of HASKELL ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15080	18553	3117922	0 - 0.04	0025B - 1.88	0.04	2	2	0	0	0	1	1	50.0	0.00216	309.15	546.48	0.00
Int of MAIN ST, STEVENS AV				ST RTE 25B											Statewide Crash Rate: 186.45		
15080	15081	3118702	0 - 0.03	0025B - 1.92	0.03	2	3	0	0	0	0	3	0.0	0.00160	624.61	589.89	1.06
Int of MAIN ST, STEVENS AV				ST RTE 25B											Statewide Crash Rate: 186.45		
15081	15082	3122239	0 - 0.02	0025B - 1.95	0.02	2	0	0	0	0	0	0	0.0	0.00106	0.00	652.28	0.00
Int of MAIN ST SCHOOL ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15082	17186	3120688	0 - 0.02	0025B - 1.97	0.02	2	1	0	0	0	1	0	100.0	0.00105	316.68	654.06	0.00
Int of MAIN ST SPEIRS ST				ST RTE 25B											Statewide Crash Rate: 186.45		
17185	17186	3131679	0 - 0.02	0025B - 1.99	0.02	2	0	0	0	0	0	0	0.0	0.00106	0.00	653.40	0.00
Int of MAIN ST PARK DRIVE 1				ST RTE 25B											Statewide Crash Rate: 186.45		
15083	17185	3123314	0 - 0.03	0025B - 2.01	0.03	2	1	0	0	0	0	1	0.0	0.00158	211.43	592.19	0.00
Int of GILES ST, MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
15083	17184	3131604	0 - 0.02	0025B - 2.04	0.02	2	4	0	0	0	1	3	25.0	0.00105	1268.57	654.28	1.94
Int of GILES ST, MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
60950	17184	3123758	0 - 0.01	0025B - 2.06	0.01	2	0	0	0	0	0	0	0.0	0.00053	0.00	754.10	0.00
Int of MAIN ST RD INV 3200795				ST RTE 25B											Statewide Crash Rate: 186.45		
17183	60950	3115353	0 - 0.07	0025B - 2.07	0.07	2	1	0	0	0	0	1	0.0	0.00378	88.29	472.82	0.00
Int of DUNN ST MAIN ST				ST RTE 25B											Statewide Crash Rate: 186.45		
17182	17183	3119265	0 - 0.10	0025B - 2.14	0.10	2	4	0	1	0	1	2	50.0	0.00549	242.88	430.18	0.00
Int of MAIN ST STROUDWATER ST				ST RTE 25B											Statewide Crash Rate: 186.45		

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Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
17181	17182	3106583	0 - 0.04	0025B - 2.24	0.04	2	3	0	0	0	0	3	0.0	0.00241	415.61	531.19	0.00
Int of FOSTER ST	MAIN ST			ST RTE 25B											Statewide Crash Rate: 186.45		
17180	17181	3106582	0 - 0.03	0025B - 2.28	0.03	2	1	0	0	0	0	1	0.0	0.00179	186.13	573.27	0.00
Int of MAIN ST	PLEASANT ST			ST RTE 25B											Statewide Crash Rate: 186.45		
17179	17180	192947	0 - 0.05	0025B - 2.31	0.05	2	9	0	0	1	0	8	11.1	0.00297	1008.61	502.78	2.01
Int of MAIN ST	SPRING ST			ST RTE 25B											Statewide Crash Rate: 186.45		
60972	15075	3139176	0 - 0.03	025BE - 0	0.03	2	1	0	0	0	1	0	100.0	0.00097	344.36	667.00	0.00
Int of MAIN ST	RD INV 3200804			ST RTE 25BE											Statewide Crash Rate: 186.45		
15074	60972	3118446	0 - 0.11	025BE - 0.03	0.11	2	4	0	0	0	0	4	0.0	0.00588	226.62	422.88	0.00
Int of MAIN ST	SEAVEY ST			ST RTE 25BE											Statewide Crash Rate: 186.45		
60973	15074	3115360	0 - 0.04	025BE - 0.14	0.04	2	2	0	0	0	0	2	0.0	0.00204	326.39	554.20	0.00
Int of MAIN ST	RD INV 3200801			ST RTE 25BE											Statewide Crash Rate: 186.45		
15073	60973	3115359	0 - 0.04	025BE - 0.18	0.04	2	0	0	0	0	0	0	0.0	0.00117	0.00	637.97	0.00
Int of CUMBERLAND ST	MAIN ST			ST RTE 25BE											Statewide Crash Rate: 186.45		
60986	15062	3415795	0 - 0.04	025BE - 0.22	0.04	2	1	0	0	0	0	1	0.0	0.00114	291.92	641.47	0.00
Int of MAIN ST	RD INV 3200810			ST RTE 25BE											Statewide Crash Rate: 186.45		
15062	67674	3415849	0 - 0.02	025BE - 0.26	0.02	2	0	0	0	0	0	0	0.0	0.00032	0.00	801.51	0.00
Int of LARRABEE RD	MAIN ST			ST RTE 25BE											Statewide Crash Rate: 186.45		
67674	60984	3415850	0 - 0.03	025BE - 0.28	0.03	2	1	0	0	0	0	1	0.0	0.00067	495.14	721.57	0.00
Int of MAIN ST	RD INV 3200809			ST RTE 25BE											Statewide Crash Rate: 186.45		
60984	67668	3415772	0 - 0.05	025BE - 0.31	0.05	2	2	0	0	0	1	1	50.0	0.00122	548.66	631.88	0.00
Non Int MAIN ST				ST RTE 25BE											Statewide Crash Rate: 186.45		
67668	67669	3415773	0 - 0.06	025BE - 0.36	0.06	2	0	0	0	0	0	0	0.0	0.00135	0.00	615.77	0.00
Non Int MAIN ST				ST RTE 25BE											Statewide Crash Rate: 186.45		
67669	67672	3415775	0 - 0.07	025BE - 0.42	0.07	2	0	0	0	0	0	0	0.0	0.00158	0.00	592.21	0.00
Non Int MAIN ST				ST RTE 25BE											Statewide Crash Rate: 186.45		
Study Years: 3.00				**Section Totals:**	2.37		119	0	4	3	27	84	28.6	0.11499	344.95	244.89	1.41
				Grand Totals:	2.37		352	0	7	14	73	257	26.7	0.11499	1020.35	359.24	2.84

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15061	67669	3415739	0 - 0.07	0025B - 0.48	1	0	0	0	0	1	2011-7189	01/10/2011	0.53	PD
67669	67668	3415740	0 - 0.06	0025B - 0.55	0	0	0	0	0	0				
67668	60984	3415736	0 - 0.05	0025B - 0.61	0	0	0	0	0	0				
60984	15062	3139182	0 - 0.05	0025B - 0.66	0	0	0	0	0	0				
15062	60986	3139183	0 - 0.04	0025B - 0.71	2	0	0	0	0	2	2013-34757	12/28/2013	0.72	PD
											2012-45450	11/27/2012	0.72	PD
60986	18447	3119789	0 - 0.08	0025B - 0.75	20	0	3	1	6	10	2012-49362	12/31/2012	0.76	C
											2013-22770	09/09/2013	0.77	A
											2013-16559	06/17/2013	0.77	B
											2012-23267	02/08/2012	0.77	C
											2011-8781	08/24/2011	0.77	C
											2012-30068	06/08/2012	0.77	PD
											2013-32053	12/07/2013	0.77	PD
											2011-17682	12/03/2011	0.77	PD
											2013-17868	07/17/2013	0.77	PD
											2013-13614	05/30/2013	0.78	A
											2013-15881	07/01/2013	0.78	A
											2012-30552	06/02/2012	0.78	C
											2011-8065	08/12/2011	0.78	C
											2013-794	01/08/2013	0.78	PD
											2012-41258	10/02/2012	0.78	PD
											2012-27496	04/24/2012	0.78	PD
											2011-7545	03/17/2011	0.78	PD
											2012-51070	02/02/2012	0.78	PD
											2012-33295	07/23/2012	0.80	PD
											2012-24784	03/19/2012	0.82	C
18447	18449	3106663	0 - 0.13	0025B - 0.83	2	0	0	0	1	1	2011-23312	07/20/2011	0.85	PD
											2013-32848	12/15/2013	0.88	C
15063	18449	3131600	0 - 0.07	0025B - 0.96	3	0	0	0	1	2	2011-23742	07/18/2011	0.97	PD
											2011-11236	09/28/2011	0.97	PD
											2013-26503	10/22/2013	1.02	C
15063	15064	3105996	0 - 0.06	0025B - 1.03	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15064	15065	3120687	0 - 0.05	0025B - 1.09	4	0	0	0	1	3	2013-13644	06/06/2013	1.10	PD
											2013-13643	05/28/2013	1.10	PD
											2011-10032	09/12/2011	1.11	C
											2012-25673	04/06/2012	1.12	PD
15065	15066	3120026	0 - 0.01	0025B - 1.14	0	0	0	0	0	0				
15066	15067	3131601	0 - 0.04	0025B - 1.15	7	0	0	0	3	4	2011-18997	12/16/2011	1.16	PD
											2011-18998	12/16/2011	1.16	PD
											2012-29774	06/05/2012	1.16	PD
											2012-41656	10/18/2012	1.17	C
											2011-23305	07/07/2011	1.17	PD
											2011-11124	09/07/2011	1.18	C
											2012-36167	08/17/2012	1.18	C
15067	15068	3131602	0 - 0.01	0025B - 1.19	0	0	0	0	0	0				
15068	15069	3118907	0 - 0.06	0025B - 1.20	2	0	0	0	1	1	2012-30593	05/24/2012	1.24	C
											2011-23690	05/27/2011	1.25	PD
15069	15070	3105997	0 - 0.05	0025B - 1.26	3	0	0	0	0	3	2012-23266	02/07/2012	1.27	PD
											2011-7211	01/28/2011	1.28	PD
											2011-7559	03/28/2011	1.30	PD
15070	15071	3123960	0 - 0.04	0025B - 1.31	5	0	0	0	2	3	2013-23891	09/23/2013	1.32	PD
											2012-51139	08/10/2012	1.32	PD
											2011-5919	07/27/2011	1.33	C
											2013-15699	06/27/2013	1.33	PD
											2011-10285	09/16/2011	1.34	C
15071	15072	3100212	0 - 0.04	0025B - 1.35	4	0	0	0	1	3	2012-26330	04/13/2012	1.36	PD
											2012-42727	10/30/2012	1.37	C
											2011-11937	04/28/2011	1.37	PD
											2012-49346	12/28/2012	1.38	PD
15072	15073	3122932	0 - 0.02	0025B - 1.39	0	0	0	0	0	0				
15073	60967	3129656	0 - 0.03	0025B - 1.41	2	0	0	0	1	1	2012-51082	01/06/2012	1.42	PD
											2012-41253	09/26/2012	1.43	C

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
60967	60968	3115357	0 - 0.06	0025B - 1.44	7	0	0	1	1	5	2011-7528	03/04/2011	1.45	PD
											2013-13681	06/05/2013	1.47	PD
											2012-51110	06/07/2012	1.47	PD
											2011-7307	02/04/2011	1.48	C
											2013-184	01/03/2013	1.48	PD
											2013-26933	10/25/2013	1.48	PD
											2013-12012	05/17/2013	1.49	B
60968	15093	3139174	0 - 0.03	0025B - 1.50	0	0	0	0	0	0				
15093	15094	2094087	0 - 0.02	0025B - 1.53	2	0	0	0	0	2	2012-47977	12/08/2012	1.54	PD
											2011-18999	12/16/2011	1.54	PD
60970	15094	3123358	0 - 0.03	0025B - 1.55	0	0	0	0	0	0				
60971	60970	3129657	0 - 0.03	0025B - 1.58	1	0	0	0	0	1	2012-25672	04/06/2012	1.59	PD
15075	60971	3115358	0 - 0.04	0025B - 1.61	0	0	0	0	0	0				
15075	15076	2094089	0 - 0.03	0025B - 1.65	2	0	0	0	1	1	2012-27493	04/19/2012	1.67	C
											2013-27042	10/30/2013	1.67	PD
15076	15077	3122238	0 - 0.07	0025B - 1.68	7	0	0	0	2	4	2012-42419	10/27/2012	1.69	PD
											2012-24828	03/23/2012	1.71	
											2011-23177	06/04/2011	1.72	PD
											2011-17434	12/01/2011	1.72	PD
											2011-16569	11/25/2011	1.74	C
											2013-19165	08/02/2013	1.74	C
											2011-23290	06/14/2011	1.74	PD
15077	15078	3131603	0 - 0.05	0025B - 1.75	4	0	0	0	0	4	2012-51217	02/11/2012	1.76	PD
											2011-11910	04/08/2011	1.77	PD
											2012-37090	08/30/2012	1.78	PD
											2013-6164	03/04/2013	1.79	PD
15078	15079	3118701	0 - 0.01	0025B - 1.80	0	0	0	0	0	0				
15079	18553	3129951	0 - 0.07	0025B - 1.81	1	0	0	0	0	1	2011-22172	02/03/2011	1.82	PD
15080	18553	3117922	0 - 0.04	0025B - 1.88	2	0	0	0	1	1	2012-30587	06/09/2012	1.89	PD
											2013-185	01/04/2013	1.90	C
15080	15081	3118702	0 - 0.03	0025B - 1.92	3	0	0	0	0	3	2012-48566	12/12/2012	1.93	PD
											2013-7019	03/13/2013	1.94	PD
											2012-51222	12/07/2012	1.94	PD
15081	15082	3122239	0 - 0.02	0025B - 1.95	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15082	17186	3120688	0 - 0.02	0025B - 1.97	1	0	0	0	1	0	2012-33230	07/20/2012	1.98	C
17185	17186	3131679	0 - 0.02	0025B - 1.99	0	0	0	0	0	0				
15083	17185	3123314	0 - 0.03	0025B - 2.01	1	0	0	0	0	1	2011-5679	01/28/2011	2.02	PD
15083	17184	3131604	0 - 0.02	0025B - 2.04	4	0	0	0	1	3	2013-19273	08/05/2013	2.05	C
											2013-23145	09/13/2013	2.05	PD
											2012-51111	06/12/2012	2.05	PD
											2013-19057	08/05/2013	2.05	PD
60950	17184	3123758	0 - 0.01	0025B - 2.06	0	0	0	0	0	0				
17183	60950	3115353	0 - 0.07	0025B - 2.07	1	0	0	0	0	1	2013-16050	07/02/2013	2.10	PD
17182	17183	3119265	0 - 0.10	0025B - 2.14	4	0	1	0	1	2	2013-8163	03/27/2013	2.19	PD
											2011-6369	07/30/2011	2.22	A
											2012-41262	10/06/2012	2.22	C
											2013-31009	11/29/2013	2.22	PD
17181	17182	3106583	0 - 0.04	0025B - 2.24	3	0	0	0	0	3	2011-23323	05/02/2011	2.26	PD
											2012-35045	08/09/2012	2.27	PD
											2011-18995	11/22/2011	2.27	PD
17180	17181	3106582	0 - 0.03	0025B - 2.28	1	0	0	0	0	1	2012-51061	01/21/2012	2.30	PD
17179	17180	192947	0 - 0.05	0025B - 2.31	9	0	0	1	0	8	2012-51072	02/03/2012	2.32	PD
											2012-27498	04/27/2012	2.34	PD
											2012-31277	06/04/2012	2.35	B
											2012-51134	02/24/2012	2.35	PD
											2013-13130	05/23/2013	2.35	PD
											2012-25605	04/05/2012	2.35	PD
											2011-7218	01/31/2011	2.35	PD
											2012-32426	07/03/2012	2.35	PD
											2013-7440	03/20/2013	2.35	PD
60972	15075	3139176	0 - 0.03	025BE - 0	1	0	0	0	1	0	2011-8782	08/26/2011	0.02	C
15074	60972	3118446	0 - 0.11	025BE - 0.03	4	0	0	0	0	4	2013-26216	10/12/2013	0.06	PD
											2013-9411	04/15/2013	0.06	PD
											2012-38437	09/12/2012	0.06	PD
											2011-19051	12/17/2011	0.13	PD
60973	15074	3115360	0 - 0.04	025BE - 0.14	2	0	0	0	0	2	2013-22176	08/30/2013	0.15	PD
											2012-27824	05/03/2012	0.16	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15073	60973	3115359	0 - 0.04	025BE - 0.18	0	0	0	0	0	0				
60986	15062	3415795	0 - 0.04	025BE - 0.22	1	0	0	0	0	1	2012-51065	01/29/2012	0.25	PD
15062	67674	3415849	0 - 0.02	025BE - 0.26	0	0	0	0	0	0				
67674	60984	3415850	0 - 0.03	025BE - 0.28	1	0	0	0	0	1	2013-16988	07/09/2013	0.29	PD
60984	67668	3415772	0 - 0.05	025BE - 0.31	2	0	0	0	1	1	2013-10690	04/30/2013	0.34	C
											2011-10353	09/09/2011	0.34	PD
67668	67669	3415773	0 - 0.06	025BE - 0.36	0	0	0	0	0	0				
67669	67672	3415775	0 - 0.07	025BE - 0.42	0	0	0	0	0	0				
				Totals:	119	0	4	3	27	84				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	1	0	1	0	0	0	0	0	1	1	2	4	2	0	2	0	1	0	0	1	0	1	0	0	0	17
MONDAY	0	0	0	0	0	0	0	2	4	5	5	6	4	4	2	5	7	7	2	0	1	0	0	0	0	54
TUESDAY	0	0	0	0	0	0	1	3	4	2	1	5	5	6	8	5	5	4	3	2	1	0	0	0	0	55
WEDNESDAY	1	0	1	0	0	0	1	0	7	0	2	2	9	3	6	4	5	5	3	1	1	1	0	0	0	52
THURSDAY	0	0	0	0	0	0	2	3	5	6	3	3	9	6	6	10	6	6	2	0	1	1	0	0	0	69
FRIDAY	0	0	0	0	0	2	1	4	1	3	6	5	4	6	6	8	4	8	2	3	5	0	0	1	0	69
SATURDAY	0	0	0	0	0	0	0	1	2	5	3	4	4	3	2	3	0	4	2	1	0	0	2	0	0	36
Totals	2	0	2	0	0	2	5	13	24	22	22	29	37	28	32	35	28	34	14	8	9	3	2	1	0	**352**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	452
2-(Sport) Utility Vehicle	112
3-Passenger Van	12
4-Cargo Van (10K lbs or Less)	13
5-Pickup	82
6-Motor Home	0
7-School Bus	1
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	1
11-Motorcycle	7
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	3
17-Medium/Heavy Trucks (More than 10,000 lbs)	14
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	3

Unit Type	Total
23-Bicyclist	4
24-Witness	3
25-Other	3
Total	**710**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	107	239	14	2	0	0	362
Ran Off Roadway	4	1	0	0	0	0	5
Failed to Yield Right-of-Way	51	14	1	0	0	0	66
Ran Red Light	1	0	0	0	0	0	1
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	0	0	0	0	0	1
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	4	1	0	0	0	0	5
Improper Turn	6	2	0	0	0	0	8
Improper Backing	4	0	0	0	0	0	4
Improper Passing	7	3	0	0	0	0	10
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	111	37	3	1	0	0	152
Failed to Keep in Proper Lane	3	1	0	0	0	0	4
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	6	1	0	0	0	0	7
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	29	7	1	0	0	0	37
Unknown	12	10	0	0	0	0	22
Total	**348**	**316**	**19**	**3**	**0**	**0**	**686**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	335	318	19	3	0	0	675
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	1	0	0	0	0	2
Ill (Sick)	0	1	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	5	3	0	0	0	0	8
Other	7	0	0	0	0	0	7
Total	**348**	**323**	**19**	**3**	**0**	**0**	**693**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	57	0	0	0	0	57
20-24	84	0	0	0	0	84
25-29	80	0	0	0	0	80
30-39	118	0	0	0	0	118
40-49	119	0	0	0	0	119
50-59	113	0	0	0	0	113
60-69	78	0	0	0	0	78
70-79	33	0	0	0	0	33
80-Over	12	0	0	0	0	12
Unknown	6	4	0	3	0	13
Total	**700**	**4**	**0**	**3**	**0**	**707**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	11
9-Pedestrian	2
10-Pedalcycle	2
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	562
14-Parked Motor Vehicle	13
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	1
17-Other Non-Fixed Object	5
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	1
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	2
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	3
39-Unknown	95
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**697**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	84
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	5
5-Stop Signs - Other	94
6-Yield Sign	22
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	3
9-School Bus Stop Arm	1
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	141
14-Other	2
Total	**352**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	7	8
B	14	19
C	73	89
PD	257	0
Total	**351**	**116**

Road Character

Road Grade	Total
1-Level	322
2-On Grade	30
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**352**

Light

Light Condition	Total
1-Daylight	298
2-Dawn	1
3-Dusk	10
4-Dark - Lighted	42
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**352**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	15	7	7	29
FEBRUARY	10	14	5	29
MARCH	6	9	9	24
APRIL	9	13	7	29
MAY	10	4	13	27
JUNE	10	16	6	32
JULY	9	13	9	31
AUGUST	10	9	11	30
SEPTEMBER	12	6	9	27
OCTOBER	7	13	10	30
NOVEMBER	10	10	9	29
DECEMBER	13	17	5	35
Total	**121**	**131**	**100**	**352**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	65	0	145	46	0	13	0	0	0	0	0	0	1	270
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	18	4	0	39	0	0	0	0	0	0	0	61
Pedestrians	2	0	0	0	0	1	0	0	0	0	0	0	0	3
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	8	0	0	0	0	0	0	0	0	0	0	11
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	1	1	0	0	2	0	0	0	0	0	0	0	4
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**73**	**1**	**172**	**50**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	27	0	1	0	0	0	0	1	0	0	4	33
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	218	1	0	0	0	0	2	1	0	0	9	231
Dusk	6	0	0	0	0	0	1	0	0	0	1	8
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	2	0	0	0	0	0	0	0	1	0	0	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	28	0	0	0	0	0	0	0	0	0	6	34
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	4	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	21	21
Dusk	0	0	0	0	0	0	0	0	0	0	2	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	2	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	1	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	2	5	0	0	3	10
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**282**	**4**	**1**	**0**	**0**	**0**	**5**	**9**	**1**	**0**	**0**	**352**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
A60983	0590209 - 0.40	Int of LARRABEE RD RD INV 3200809	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate:	0.00 0.14	0.00
15174	0590209 - 0.55	Int of LARRABEE RD TERMINAL ST	2	2	0	0	0	2	0	100.0	3.240	0.21 Statewide Crash Rate:	0.40 0.14	0.00
14750	0590209 - 0.74	Int of LARRABEE RD, SAUNDERS WY	2	1	0	0	0	0	1	0.0	3.379	0.10 Statewide Crash Rate:	0.39 0.14	0.00
15169	0590209 - 0.81	Int of LARRABEE RD RD INV 3200413	2	0	0	0	0	0	0	0.0	3.072	0.00 Statewide Crash Rate:	0.40 0.14	0.00
59833	0590209 - 0.91	Int of LARRABEE RD WESTBROOK ARTERIAL	9	15	0	0	0	3	12	20.0	7.094	0.70 Statewide Crash Rate:	1.08 0.65	0.00
15175	0590209 - 0	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	4.201	0.00 Statewide Crash Rate:	0.37 0.14	0.00
14806	0590209 - 0.12	Int of DELTA DR, LARRABEE RD	2	3	0	0	0	0	3	0.0	4.076	0.25 Statewide Crash Rate:	0.37 0.14	0.00
A60985	0590209 - 0.34	Int of LARRABEE RD RD INV 3200810	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate:	0.00 0.14	0.00
Study Years: 3.00		**NODE TOTALS:**		21	0	0	0	5	16	23.8	25.062	0.28	0.44	0.64

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15062	60983	3508589	0 - 0.03	0590209 - 0.37	0.03	2	0	0	0	0	0	0	0.0	0.00015	0.00	730.79	0.00
Int of LARRABEE RD		MAIN ST		RD INV 05 90209											Statewide Crash Rate: 186.45		
60983	15174	3119843	0 - 0.15	0590209 - 0.40	0.15	2	0	0	0	0	0	0	0.0	0.00422	0.00	459.58	0.00
Int of LARRABEE RD		RD INV 3200809		RD INV 05 90209											Statewide Crash Rate: 186.45		
14750	15174	190040	0 - 0.19	0590209 - 0.55	0.19	2	0	0	0	0	0	0	0.0	0.00652	0.00	412.32	0.00
Int of LARRABEE RD, SAUNDERS WY				RD INV 05 90209											Statewide Crash Rate: 186.45		
14750	15169	3119842	0 - 0.07	0590209 - 0.74	0.07	2	0	0	0	0	0	0	0.0	0.00213	0.00	548.08	0.00
Int of LARRABEE RD, SAUNDERS WY				RD INV 05 90209											Statewide Crash Rate: 186.45		
15169	59833	3139396	0 - 0.10	0590209 - 0.81	0.10	2	0	0	0	0	0	0	0.0	0.00310	0.00	497.48	0.00
Int of LARRABEE RD		RD INV 3200413		RD INV 05 90209											Statewide Crash Rate: 186.45		
14806	15175	3105765	0 - 0.12	0590209 - 0	0.12	2	1	0	0	0	0	1	0.0	0.00488	68.32	443.02	0.00
Int of DELTA DR, LARRABEE RD				RD INV 05 90209											Statewide Crash Rate: 186.45		
14806	60985	3119788	0 - 0.22	0590209 - 0.12	0.22	2	3	0	0	0	1	2	33.3	0.00768	130.25	396.51	0.00
Int of DELTA DR, LARRABEE RD				RD INV 05 90209											Statewide Crash Rate: 186.45		
60985	15062	3129658	0 - 0.03	0590209 - 0.34	0.03	2	0	0	0	0	0	0	0.0	0.00070	0.00	716.67	0.00
Int of LARRABEE RD		RD INV 3200810		RD INV 05 90209											Statewide Crash Rate: 186.45		
Study Years: 3.00				**Section Totals:**	0.91		4	0	0	0	1	3	25.0	0.02938	45.39	299.26	0.15
				Grand Totals:	0.91		25	0	0	0	6	19	24.0	0.02938	283.67	427.65	0.66

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
A60969	0590035 - 0.04	Int of CUMBERLAND ST HARNOIS AV	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.13	0.00	0.00
A60968	0025B - 1.50	Int of CUMBERLAND ST WARREN AV	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.14	0.00	0.00
P15093	0025B - 1.53	Int of CUMBERLAND ST WARREN AV	2	80	0	0	0	11	69	13.8	7.273	3.67 Statewide Crash Rate: 0.14	0.32	11.34
P15094	0025B - 1.55	Int of CUMBERLAND ST HARNOIS AV	2	7	0	0	1	1	5	28.6	8.972	0.26 Statewide Crash Rate: 0.14	0.31	0.00
Study Years: 3.00		**NODE TOTALS:**		87	0	0	1	12	74	14.9	16.245	1.79	0.27	6.67

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15094	60969	3122933	0 - 0.04	0590035 - 0	0.04	2	0	0	0	0	0	0	0.0	0.00127	0.00	533.66	0.00
Int of CUMBERLAND ST HARNOIS AV				RD INV 05 90035											Statewide Crash Rate: 151.35		
60968	15093	3139174	0 - 0.03	0025B - 1.50	0.03	2	0	0	0	0	0	0	0.0	0.00131	0.00	620.30	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.45		
15093	15094	2094087	0 - 0.02	0025B - 1.53	0.02	2	2	0	0	0	0	2	0.0	0.00121	549.15	632.01	0.00
Int of CUMBERLAND ST WARREN AV				ST RTE 25B											Statewide Crash Rate: 186.45		
Study Years: 3.00				**Section Totals:**	0.09		2	0	0	0	0	2	0.0	0.00379	175.77	449.96	0.39
				Grand Totals:	0.09		89	0	0	1	12	76	14.6	0.00379	7821.86	631.99	12.38

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15094	60969	3122933	0 - 0.04	0590035 - 0	0	0	0	0	0	0				
60968	15093	3139174	0 - 0.03	0025B - 1.50	0	0	0	0	0	0				
15093	15094	2094087	0 - 0.02	0025B - 1.53	2	0	0	0	0	2	2012-47977	12/08/2012	1.54	PD
											2011-18999	12/16/2011	1.54	PD
				Totals:	2	0	0	0	0	2				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
MONDAY	0	0	0	0	0	0	0	0	1	2	3	1	0	1	0	2	1	2	1	0	0	0	0	0	0	14
TUESDAY	0	0	0	0	0	0	0	1	1	1	0	1	2	2	3	2	1	1	1	1	0	0	0	0	0	17
WEDNESDAY	0	0	1	0	0	0	0	0	1	0	0	1	4	0	2	1	0	1	0	1	0	0	0	0	0	12
THURSDAY	0	0	0	0	0	0	0	1	2	2	0	0	3	4	2	3	2	0	1	0	0	0	0	0	0	20
FRIDAY	0	0	0	0	0	1	0	2	1	0	1	1	1	2	1	2	1	2	0	0	0	0	0	0	0	15
SATURDAY	0	0	0	0	0	0	0	1	1	0	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	7
Totals	0	0	1	0	0	1	0	5	8	5	5	6	11	9	10	11	5	7	3	2	0	0	0	0	0	**89**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	105
2-(Sport) Utility Vehicle	31
3-Passenger Van	7
4-Cargo Van (10K lbs or Less)	4
5-Pickup	22
6-Motor Home	0
7-School Bus	1
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	4
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	1
Total	**176**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	26	64	0	0	0	0	90
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	8	4	0	0	0	0	12
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	35	13	0	0	0	0	48
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	0	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	14	2	0	0	0	0	16
Unknown	2	2	0	0	0	0	4
Total	**89**	**86**	**0**	**0**	**0**	**0**	**175**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	87	86	0	0	0	0	173
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	1	0	0	0	0	0	1
Total	**89**	**86**	**0**	**0**	**0**	**0**	**175**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	12	0	0	0	0	12
20-24	23	0	0	0	0	23
25-29	25	0	0	0	0	25
30-39	21	0	0	0	0	21
40-49	21	0	0	0	0	21
50-59	36	0	0	0	0	36
60-69	27	0	0	0	0	27
70-79	6	0	0	0	0	6
80-Over	4	0	0	0	0	4
Unknown	1	0	0	0	0	1
Total	**176**	**0**	**0**	**0**	**0**	**176**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	4
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	142
14-Parked Motor Vehicle	2
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	1
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	1
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	1
39-Unknown	25
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**176**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	5
5-Stop Signs - Other	64
6-Yield Sign	11
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	9
14-Other	0
Total	**89**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	12	14
PD	76	0
Total	**89**	**15**

Road Character

Road Grade	Total
1-Level	89
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**89**

Light

Light Condition	Total
1-Daylight	79
2-Dawn	1
3-Dusk	2
4-Dark - Lighted	7
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**89**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	6	2	1	9
FEBRUARY	2	3	2	7
MARCH	3	2	2	7
APRIL	4	3	4	11
MAY	4	0	4	8
JUNE	5	3	1	9
JULY	1	1	3	5
AUGUST	4	1	0	5
SEPTEMBER	2	2	1	5
OCTOBER	0	5	0	5
NOVEMBER	2	5	3	10
DECEMBER	1	7	0	8
Total	**34**	**34**	**21**	**89**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	82	0	0	1	0	0	0	0	0	0	0	84
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	2	0	0	1	0	0	0	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	2	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**86**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	3	0	0	0	0	0	0	0	0	0	2	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	58	0	0	0	0	0	0	0	0	0	2	60
Dusk	2	0	0	0	0	0	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	1	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	8	0	0	0	0	0	0	0	0	0	1	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	7	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	1	0	0	0	0	0	0	0	0	0	1
Daylight	0	0	0	0	0	0	1	1	0	0	1	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**71**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**89**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Westbrook section 4

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0590209**	Start Node: **15062**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **59833**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0590209**	Start Node: **15175**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **15062**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15062	60983	3508589	0 - 0.03	0590209 - 0.37	0	0	0	0	0	0				
60983	15174	3119843	0 - 0.15	0590209 - 0.40	0	0	0	0	0	0				
14750	15174	190040	0 - 0.19	0590209 - 0.55	0	0	0	0	0	0				
14750	15169	3119842	0 - 0.07	0590209 - 0.74	0	0	0	0	0	0				
15169	59833	3139396	0 - 0.10	0590209 - 0.81	0	0	0	0	0	0				
14806	15175	3105765	0 - 0.12	0590209 - 0	1	0	0	0	0	1	2011-7197	01/18/2011	0.07	PD
14806	60985	3119788	0 - 0.22	0590209 - 0.12	3	0	0	0	1	2	2013-9227	04/12/2013	0.17	PD
											2012-42679	10/25/2012	0.21	C
											2013-25887	10/18/2013	0.30	PD
60985	15062	3129658	0 - 0.03	0590209 - 0.34	0	0	0	0	0	0				
				Totals:	4	0	0	0	1	3				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
TUESDAY	0	0	0	0	0	0	1	0	0	1	0	1	1	1	0	0	0	0	2	1	0	0	0	0	0	8
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	5
SATURDAY	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Totals	0	0	0	0	0	0	1	0	0	3	2	5	4	2	0	0	2	1	2	3	0	0	0	0	0	**25**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	31
2-(Sport) Utility Vehicle	11
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	4
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
23-Bicyclist	0
24-Witness	0
25-Other	0
Total	**49**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	6	19	1	0	0	0	26
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	4	0	0	0	0	0	4
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	1	0	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	2	0	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	8	2	0	0	0	0	10
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	1	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	2	1	0	0	0	0	3
Total	25	23	1	0	0	0	49

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	25	22	1	0	0	0	48
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	1	0	0	0	0	1
Total	25	23	1	0	0	0	49

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	8	0	0	0	0	8
20-24	7	0	0	0	0	7
25-29	6	0	0	0	0	6
30-39	8	0	0	0	0	8
40-49	7	0	0	0	0	7
50-59	12	0	0	0	0	12
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	49	0	0	0	0	49

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	2
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	39
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	2
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	1
33-Traffic Sign Support	1
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	4
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**49**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	15
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	4
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	6
14-Other	0
Total	**25**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	6	6
PD	19	0
Total	**25**	**6**

Road Character

Road Grade	Total
1-Level	25
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**25**

Light

Light Condition	Total
1-Daylight	19
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	3
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**25**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	2	1	0	3
FEBRUARY	1	1	1	3
MARCH	1	0	1	2
APRIL	0	1	2	3
MAY	0	0	0	0
JUNE	0	0	1	1
JULY	0	1	0	1
AUGUST	1	0	2	3
SEPTEMBER	0	2	0	2
OCTOBER	1	1	2	4
NOVEMBER	1	0	0	1
DECEMBER	0	1	1	2
Total	**7**	**8**	**10**	**25**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	0	0	12	1	0	3	0	0	0	0	0	0	0	16
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	3	0	0	3	0	0	0	0	0	0	0	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	2	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**18**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	11	0	0	0	0	0	0	0	0	0	0	11
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	3	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	1	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**25**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 1

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025X**	Start Node: **12694**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **13042**	End Offset: **0**	☐ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12694	0025X - 0.72	Int of BRIGHTON AV DEERING AV FALMOUTH ST	9	17	0	0	1	5	11	35.3	6.507	0.87	1.09	0.00
												Statewide Crash Rate:	0.65	
12696	0025X - 0.78	Int of BRIGHTON AV WOODMONT ST	2	0	0	0	0	0	0	0.0	4.250	0.00	0.33	0.00
												Statewide Crash Rate:	0.12	
12762	0025X - 0.84	Int of BRIGHTON AV KENWOOD ST	2	0	0	0	0	0	0	0.0	4.218	0.00	0.33	0.00
												Statewide Crash Rate:	0.12	
12680	0025X - 0.86	Int of BRIGHTON AV, PITT ST	2	0	0	0	0	0	0	0.0	4.296	0.00	0.33	0.00
												Statewide Crash Rate:	0.12	
12764	0025X - 0.89	Int of BRIGHTON AV SHEFFIELD ST	2	0	0	0	0	0	0	0.0	4.357	0.00	0.33	0.00
												Statewide Crash Rate:	0.12	
12687	0025X - 0.93	Int of BRIGHTON AV WILLIAM ST	2	2	0	0	0	0	2	0.0	4.740	0.14	0.32	0.00
												Statewide Crash Rate:	0.12	
12740	0025X - 0.95	Int of BRIGHTON AV CATHERINE ST	2	0	0	0	0	0	0	0.0	4.556	0.00	0.32	0.00
												Statewide Crash Rate:	0.12	
12691	0025X - 1	Int of BRIGHTON AV, DARTMOUTH ST	9	14	0	0	2	5	7	50.0	5.224	0.89	1.14	0.00
												Statewide Crash Rate:	0.65	
12700	0025X - 1.05	Int of BRIGHTON AV DEVONSHIRE ST NOYES ST ST JOH	9	22	0	0	0	6	16	27.3	7.921	0.93	1.06	0.00
												Statewide Crash Rate:	0.65	
17636	0025X - 1.10	Non Int BRIGHTON AV	2	0	0	0	0	0	0	0.0	3.416	0.00	0.35	0.00
												Statewide Crash Rate:	0.12	
12877	0025X - 1.11	Int of BRIGHTON AV DOUGLASS ST	2	9	0	0	0	4	5	44.4	7.075	0.42	0.29	1.46
												Statewide Crash Rate:	0.12	
12779	0025X - 1.13	Int of BRIGHTON AV, ST GEORGE ST	2	0	0	0	0	0	0	0.0	6.558	0.00	0.30	0.00
												Statewide Crash Rate:	0.12	
12878	0025X - 1.16	Int of BRIGHTON AV MASSACHUSETTS AV	2	2	0	0	1	1	0	100.0	6.583	0.10	0.30	0.00
												Statewide Crash Rate:	0.12	
P12782	0025X - 1.19	Int of BEACON ST, BRIGHTON AV	2	5	0	0	1	2	2	60.0	6.593	0.25	0.30	0.00
												Statewide Crash Rate:	0.12	
A12883	0025X - 1.21	Int of BOLTON ST BRIGHTON AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
A12884	0025X - 1.26	Int of BRIGHTON AV WHITNEY AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
P12776	0025X - 1.27	Int of BRIGHTON AV ORLAND ST	2	2	0	0	0	1	1	50.0	6.527	0.10	0.30	0.00
												Statewide Crash Rate:	0.12	
P12775	0025X - 1.30	Int of BRIGHTON AV, DEBLOIS ST	2	3	0	0	1	1	1	66.7	6.365	0.16	0.30	0.00
												Statewide Crash Rate:	0.12	
A12891	0025X - 1.31	Int of BRIGHTON AV FRANCES ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
P12783	0025X - 1.35	Int of BRIGHTON AV, HIGHLAND ST	2	4	0	0	0	3	1	75.0	6.685	0.20	0.29	0.00
												Statewide Crash Rate:	0.12	
A12892	0025X - 1.36	Int of BRIGHTON AV EDWARDS ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
12898	0025X - 1.42	0503311 POR,BRIGHTON AVE,CRAIGIE ST.	2	2	0	0	0	1	1	50.0	6.581	0.10	0.30	0.00
												Statewide Crash Rate:	0.12	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes					Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
					K	A	B	C	PD					
P12899	0025X - 1.48	Int of BRIGHTON AV, CALEB ST	2	1	0	0	0	0	1	0.0	6.568	0.05	0.30	0.00
												Statewide Crash Rate:	0.12	
A12904	0025X - 1.50	Int of BRIGHTON AV HOLLIS RD	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
12903	0025X - 1.54	Int of BRADLEY ST, BRIGHTON AV	2	0	0	0	0	0	0	0.0	6.465	0.00	0.30	0.00
												Statewide Crash Rate:	0.12	
12928	0025X - 1.64	Int of BRIGHTON AV STEVENS AV	9	35	0	0	2	14	19	45.7	9.749	1.20	1.02	1.18
												Statewide Crash Rate:	0.65	
12801	0025X - 1.71	Int of BELFIELD ST, BRIGHTON AV	2	1	0	0	0	0	1	0.0	5.717	0.06	0.31	0.00
												Statewide Crash Rate:	0.12	
12992	0025X - 1.76	Int of BRIGHTON AV MOTLEY ST	2	2	0	0	0	1	1	50.0	5.746	0.12	0.31	0.00
												Statewide Crash Rate:	0.12	
12994	0025X - 1.81	Int of BRIGHTON AV KENILWORTH ST	2	1	0	0	0	1	0	100.0	5.817	0.06	0.30	0.00
												Statewide Crash Rate:	0.12	
12871	0025X - 1.84	Int of BRIGHTON AV, FELLOWS ST	2	0	0	0	0	0	0	0.0	5.859	0.00	0.30	0.00
												Statewide Crash Rate:	0.12	
12973	0025X - 1.86	Int of BANCROFT ST BRIGHTON AV	2	1	0	0	0	1	0	100.0	5.860	0.06	0.30	0.00
												Statewide Crash Rate:	0.12	
12991	0025X - 1.91	Int of BRIGHTON AV WOLCOTT ST	2	2	0	0	0	0	2	0.0	5.735	0.12	0.31	0.00
												Statewide Crash Rate:	0.12	
12874	0025X - 1.93	Int of BRIGHTON AV, MONDTROSE AV	2	1	0	0	0	0	1	0.0	5.669	0.06	0.31	0.00
												Statewide Crash Rate:	0.12	
12980	0025X - 1.96	Int of BRIGHTON AV FLEETWOOD ST	2	1	0	0	1	0	0	100.0	5.708	0.06	0.31	0.00
												Statewide Crash Rate:	0.12	
63716	0025X - 1.98	Non-Int BRIGHTON AV	2	1	0	0	0	1	0	100.0	5.693	0.06	0.31	0.00
												Statewide Crash Rate:	0.12	
12868	0025X - 2.01	Int of BRIGHTON AV COLONIAL RD COLUMBIA RD WOOI	9	18	0	1	0	6	11	38.9	8.406	0.71	1.04	0.00
												Statewide Crash Rate:	0.65	
12981	0025X - 2.06	Int of BRIGHTON AV HASTINGS ST	2	3	0	0	0	1	2	33.3	7.908	0.13	0.28	0.00
												Statewide Crash Rate:	0.12	
13010	0025X - 2.08	Int of BRIGHTON AV WESTMINSTER AV	2	0	0	0	0	0	0	0.0	8.385	0.00	0.28	0.00
												Statewide Crash Rate:	0.12	
12984	0025X - 2.11	Int of BRIGHTON AV, MACHIGONNE ST	2	0	0	0	0	0	0	0.0	8.354	0.00	0.28	0.00
												Statewide Crash Rate:	0.12	
13012	0025X - 2.13	Int of BRIGHTON AV EDGEWORTH AV	2	1	0	0	0	0	1	0.0	8.294	0.04	0.28	0.00
												Statewide Crash Rate:	0.12	
13013	0025X - 2.18	Int of BRIGHTON AV JEANNE ST	2	1	0	0	0	0	1	0.0	8.409	0.04	0.28	0.00
												Statewide Crash Rate:	0.12	
13055	0025X - 2.34	Int of BRIGHTON AV WAYSIDE RD	2	0	0	0	0	0	0	0.0	8.189	0.00	0.28	0.00
												Statewide Crash Rate:	0.12	
13023	0025X - 2.36	Int of BRIGHTON AV LUCAS ST	2	2	0	0	0	2	0	100.0	7.482	0.09	0.29	0.00
												Statewide Crash Rate:	0.12	
13038	0025X - 2.43	Int of BRIGHTON AV MAYER RD	2	2	0	0	0	0	2	0.0	7.089	0.09	0.29	0.00
												Statewide Crash Rate:	0.12	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
13066	0025X - 2.53	Int of BRIGHTON AV HARMON RD	2	1	0	0	0	0	1	0.0	7.061	0.05	0.29	0.00
												Statewide Crash Rate:	0.12	
13035	0025X - 2.55	Int of ALBION ST, BRIGHTON AV	2	0	0	0	0	0	0	0.0	7.030	0.00	0.29	0.00
												Statewide Crash Rate:	0.12	
13070	0025X - 2.59	Int of BRIGHTON AV RAYMOND RD	2	0	0	0	0	0	0	0.0	6.980	0.00	0.29	0.00
												Statewide Crash Rate:	0.12	
13073	0025X - 2.64	Int of BRIGHTON AV DENNETT ST	2	1	0	0	0	0	1	0.0	7.119	0.05	0.29	0.00
												Statewide Crash Rate:	0.12	
13083	0025X - 2.67	Int of BRIGHTON AV ESSEX ST	2	3	0	0	0	2	1	66.7	7.049	0.14	0.29	0.00
												Statewide Crash Rate:	0.12	
A13086	0025X - 2.70	Int of BRIGHTON AV KENT ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
P13042	0025X - 2.71	Int of BRIGHTON AV CAPISIC ST HILCREST AV	9	16	0	0	1	4	11	31.3	9.340	0.57	1.02	0.00
												Statewide Crash Rate:	0.65	
Study Years:	3.00	**NODE TOTALS:**		176	0	1	10	62	103	41.5	294.133	0.20	0.24	0.82

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12694	12696	3103820	0 - 0.06	0025X - 0.72	0.06	2	0	0	0	0	0	0	0.0	0.00252	0.00	495.43	0.00
Int of BRIGHTON AV DEERING AV FALMOUTH ST				ST RTE 25											Statewide Crash Rate: 172.40		
12696	12762	3106206	0 - 0.06	0025X - 0.78	0.06	2	2	0	0	0	0	2	0.0	0.00253	264.02	495.01	0.00
Int of BRIGHTON AV WOODMONT ST				ST RTE 25											Statewide Crash Rate: 172.40		
12680	12762	3130187	0 - 0.02	0025X - 0.84	0.02	2	1	0	0	0	1	0	100.0	0.00083	402.63	649.77	0.00
Int of BRIGHTON AV, PITT ST				ST RTE 25											Statewide Crash Rate: 172.40		
12680	12764	3106204	0 - 0.03	0025X - 0.86	0.03	2	1	0	0	0	0	1	0.0	0.00129	258.75	587.09	0.00
Int of BRIGHTON AV, PITT ST				ST RTE 25											Statewide Crash Rate: 172.40		
12687	12764	3106205	0 - 0.04	0025X - 0.89	0.04	2	1	0	0	0	1	0	100.0	0.00174	191.74	544.88	0.00
Int of BRIGHTON AV WILLIAM ST				ST RTE 25											Statewide Crash Rate: 172.40		
12687	12740	3122181	0 - 0.02	0025X - 0.93	0.02	2	0	0	0	0	0	0	0.0	0.00091	0.00	636.84	0.00
Int of BRIGHTON AV WILLIAM ST				ST RTE 25											Statewide Crash Rate: 172.40		
12691	12740	3119189	0 - 0.05	0025X - 0.95	0.05	2	1	0	0	0	0	1	0.0	0.00226	147.18	509.14	0.00
Int of BRIGHTON AV, DARTMOUTH ST				ST RTE 25											Statewide Crash Rate: 172.40		
12691	12700	3130035	0 - 0.05	0025X - 1	0.05	2	3	0	0	0	0	3	0.0	0.00247	404.63	497.77	0.00
Int of BRIGHTON AV, DARTMOUTH ST				ST RTE 25											Statewide Crash Rate: 172.40		
12700	17636	3119190	0 - 0.05	0025X - 1.05	0.05	2	5	0	0	0	0	5	0.0	0.00342	487.84	457.71	1.07
Int of BRIGHTON AV DEVONSHIRE ST NOYES ST ST JOHN ST				ST RTE 25											Statewide Crash Rate: 172.40		
12877	17636	3120021	0 - 0.01	0025X - 1.10	0.01	2	0	0	0	0	0	0	0.0	0.00068	0.00	675.54	0.00
Int of BRIGHTON AV DOUGLASS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12779	12877	3120098	0 - 0.02	0025X - 1.11	0.02	2	0	0	0	0	0	0	0.0	0.00130	0.00	585.51	0.00
Int of BRIGHTON AV, ST GEORGE ST				ST RTE 25											Statewide Crash Rate: 172.40		
12779	12878	3129250	0 - 0.03	0025X - 1.13	0.03	2	2	0	0	0	1	1	50.0	0.00195	342.06	529.22	0.00
Int of BRIGHTON AV, ST GEORGE ST				ST RTE 25											Statewide Crash Rate: 172.40		
12782	12878	3131537	0 - 0.03	0025X - 1.16	0.03	2	0	0	0	0	0	0	0.0	0.00194	0.00	530.18	0.00
Int of BEACON ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12782	12883	3120099	0 - 0.02	0025X - 1.19	0.02	2	1	0	0	0	0	1	0.0	0.00127	261.67	588.70	0.00
Int of BEACON ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12883	12884	3123616	0 - 0.05	0025X - 1.21	0.05	2	1	0	0	0	1	0	100.0	0.00316	105.44	466.99	0.00
Int of BOLTON ST BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12776	12884	3122184	0 - 0.01	0025X - 1.26	0.01	2	0	0	0	0	0	0	0.0	0.00064	0.00	684.12	0.00
Int of BRIGHTON AV ORLAND ST				ST RTE 25											Statewide Crash Rate: 172.40		
12775	12776	3106212	0 - 0.03	0025X - 1.27	0.03	2	0	0	0	0	0	0	0.0	0.00189	0.00	533.24	0.00
Int of BRIGHTON AV, DEBLOIS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12775	12891	3123710	0 - 0.01	0025X - 1.30	0.01	2	0	0	0	0	0	0	0.0	0.00062	0.00	687.51	0.00
Int of BRIGHTON AV, DEBLOIS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12783	12891	3123925	0 - 0.04	0025X - 1.31	0.04	2	0	0	0	0	0	0	0.0	0.00248	0.00	497.39	0.00
Int of BRIGHTON AV, HIGHLAND ST				ST RTE 25											Statewide Crash Rate: 172.40		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12783	12892	3131538	0 - 0.01	0025X - 1.35	0.01	2	0	0	0	0	0	0	0.0	0.00065	0.00	681.35	0.00
Int of BRIGHTON AV, HIGHLAND ST				ST RTE 25											Statewide Crash Rate: 172.40		
12892	12898	187491	0 - 0.06	0025X - 1.36	0.06	2	3	0	0	0	1	2	33.3	0.00390	256.30	442.31	0.00
Int of BRIGHTON AV EDWARDS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12898	12899	187501	0 - 0.06	0025X - 1.42	0.06	2	7	0	0	0	3	4	42.9	0.00388	600.93	442.86	1.36
0503311 POR,BRIGHTON AVE,CRAIGIE ST,				ST RTE 25											Statewide Crash Rate: 172.40		
12899	12904	3131543	0 - 0.02	0025X - 1.48	0.02	2	0	0	0	0	0	0	0.0	0.00128	0.00	588.40	0.00
Int of BRIGHTON AV, CALEB ST				ST RTE 25											Statewide Crash Rate: 172.40		
12903	12904	3106229	0 - 0.04	0025X - 1.50	0.04	2	1	0	0	0	1	0	100.0	0.00255	130.72	493.75	0.00
Int of BRADLEY ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12903	12928	3131544	0 - 0.10	0025X - 1.54	0.10	2	8	0	0	0	1	7	12.5	0.00635	420.12	391.25	1.07
Int of BRADLEY ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12801	12928	3119193	0 - 0.07	0025X - 1.64	0.07	2	2	0	0	0	0	2	0.0	0.00396	168.34	440.62	0.00
Int of BELFIELD ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12801	12992	3106217	0 - 0.05	0025X - 1.71	0.05	2	3	0	0	2	0	1	66.7	0.00286	349.81	479.33	0.00
Int of BELFIELD ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12992	12994	3106235	0 - 0.05	0025X - 1.76	0.05	2	2	0	0	1	1	0	100.0	0.00287	232.07	478.72	0.00
Int of BRIGHTON AV MOTLEY ST				ST RTE 25											Statewide Crash Rate: 172.40		
12871	12994	3118691	0 - 0.03	0025X - 1.81	0.03	2	0	0	0	0	0	0	0.0	0.00174	0.00	544.63	0.00
Int of BRIGHTON AV, FELLOWS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12871	12973	3106221	0 - 0.02	0025X - 1.84	0.02	2	0	0	0	0	0	0	0.0	0.00117	0.00	601.46	0.00
Int of BRIGHTON AV, FELLOWS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12973	12991	3106233	0 - 0.05	0025X - 1.86	0.05	2	4	0	0	0	2	2	50.0	0.00284	469.32	480.10	0.00
Int of BANCROFT ST BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12874	12991	3106223	0 - 0.02	0025X - 1.91	0.02	2	0	0	0	0	0	0	0.0	0.00112	0.00	607.49	0.00
Int of BRIGHTON AV, MONDTROSE AV				ST RTE 25											Statewide Crash Rate: 172.40		
12874	12980	3106222	0 - 0.03	0025X - 1.93	0.03	2	1	0	0	0	0	1	0.0	0.00170	196.37	548.19	0.00
Int of BRIGHTON AV, MONDTROSE AV				ST RTE 25											Statewide Crash Rate: 172.40		
63716	12980	3121500	0 - 0.02	0025X - 1.96	0.02	2	3	0	0	0	0	3	0.0	0.00114	878.00	604.70	1.45
Non-Int BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
12868	63716	3116181	0 - 0.03	0025X - 1.98	0.03	2	0	0	0	0	0	0	0.0	0.00085	0.00	645.35	0.00
Int of BRIGHTON AV COLONIAL RD COLUMBIA RD WOODFORD ST				ST RTE 25											Statewide Crash Rate: 172.40		
12868	12981	3123682	0 - 0.05	0025X - 2.01	0.05	2	3	0	0	0	0	3	0.0	0.00368	271.80	449.04	0.00
Int of BRIGHTON AV COLONIAL RD COLUMBIA RD WOODFORD ST				ST RTE 25											Statewide Crash Rate: 172.40		
12981	13010	3131547	0 - 0.02	0025X - 2.06	0.02	2	1	0	0	0	0	1	0.0	0.00167	199.46	550.36	0.00
Int of BRIGHTON AV HASTINGS ST				ST RTE 25											Statewide Crash Rate: 172.40		
12984	13010	3106234	0 - 0.03	0025X - 2.08	0.03	2	1	0	0	0	0	1	0.0	0.00250	133.32	496.28	0.00
Int of BRIGHTON AV, MACHIGONNE ST				ST RTE 25											Statewide Crash Rate: 172.40		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12984	13012	3131548	0 - 0.02	0025X - 2.11	0.02	2	0	0	0	0	0	0	0.0	0.00166	0.00	551.45	0.00
Int of BRIGHTON AV, MACHIGONNE ST				ST RTE 25											Statewide Crash Rate: 172.40		
13012	13013	3130037	0 - 0.05	0025X - 2.13	0.05	2	2	0	0	0	0	2	0.0	0.00411	162.38	436.57	0.00
Int of BRIGHTON AV	EDGEWORTH AV			ST RTE 25											Statewide Crash Rate: 172.40		
13013	13055	3106236	0 - 0.16	0025X - 2.18	0.16	2	3	0	0	0	2	1	66.7	0.01307	76.52	330.47	0.00
Int of BRIGHTON AV	JEANNE ST			ST RTE 25											Statewide Crash Rate: 172.40		
13023	13055	3123932	0 - 0.02	0025X - 2.34	0.02	2	1	0	0	0	0	1	0.0	0.00157	212.52	559.22	0.00
Int of BRIGHTON AV	LUCAS ST			ST RTE 25											Statewide Crash Rate: 172.40		
13023	13038	3139392	0 - 0.07	0025X - 2.36	0.07	2	2	0	0	0	0	2	0.0	0.00495	134.72	416.32	0.00
Int of BRIGHTON AV	LUCAS ST			ST RTE 25											Statewide Crash Rate: 172.40		
13038	13066	2527645	0 - 0.10	0025X - 2.43	0.10	2	2	0	0	0	0	2	0.0	0.00705	94.58	381.35	0.00
Int of BRIGHTON AV	MAYER RD			ST RTE 25											Statewide Crash Rate: 172.40		
13035	13066	3120651	0 - 0.02	0025X - 2.53	0.02	2	1	0	0	0	1	0	100.0	0.00140	237.79	575.07	0.00
Int of ALBION ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
13035	13070	3119198	0 - 0.04	0025X - 2.55	0.04	2	0	0	0	0	0	0	0.0	0.00278	0.00	482.92	0.00
Int of ALBION ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.40		
13070	13073	3117884	0 - 0.05	0025X - 2.59	0.05	2	0	0	0	0	0	0	0.0	0.00348	0.00	455.58	0.00
Int of BRIGHTON AV	RAYMOND RD			ST RTE 25											Statewide Crash Rate: 172.40		
13073	13083	187715	0 - 0.03	0025X - 2.64	0.03	2	1	0	0	0	0	1	0.0	0.00210	158.88	519.29	0.00
Int of BRIGHTON AV	DENNETT ST			ST RTE 25											Statewide Crash Rate: 172.40		
13083	13086	3139394	0 - 0.03	0025X - 2.67	0.03	2	9	0	0	0	3	6	33.3	0.00211	1423.23	518.67	2.74
Int of BRIGHTON AV	ESSEX ST			ST RTE 25											Statewide Crash Rate: 172.40		
13042	13086	3121743	0 - 0.01	0025X - 2.70	0.01	2	0	0	0	0	0	0	0.0	0.00071	0.00	671.03	0.00
Int of BRIGHTON AV	CAPISIC ST HILCREST AV			ST RTE 25											Statewide Crash Rate: 172.40		
Study Years: 3.00				**Section Totals:**	1.99		78	0	0	3	19	56	28.2	0.12557	207.05	226.18	0.92
				Grand Totals:	1.99		254	0	1	13	81	159	37.4	0.12557	674.25	334.75	2.01

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12694	12696	3103820	0 - 0.06	0025X - 0.72	0	0	0	0	0	0				
12696	12762	3106206	0 - 0.06	0025X - 0.78	2	0	0	0	0	2	2012-27334	05/01/2012	0.80	PD
											2013-27312	11/03/2013	0.80	PD
12680	12762	3130187	0 - 0.02	0025X - 0.84	1	0	0	0	1	0	2012-40012	10/02/2012	0.85	C
12680	12764	3106204	0 - 0.03	0025X - 0.86	1	0	0	0	0	1	2012-39859	10/01/2012	0.88	PD
12687	12764	3106205	0 - 0.04	0025X - 0.89	1	0	0	0	1	0	2013-26818	10/29/2013	0.92	C
12687	12740	3122181	0 - 0.02	0025X - 0.93	0	0	0	0	0	0				
12691	12740	3119189	0 - 0.05	0025X - 0.95	1	0	0	0	0	1	2012-41748	10/22/2012	0.97	PD
12691	12700	3130035	0 - 0.05	0025X - 1	3	0	0	0	0	3	2013-15810	07/01/2013	1.03	PD
											2011-13050	10/19/2011	1.03	PD
											2013-15202	06/24/2013	1.03	PD
12700	17636	3119190	0 - 0.05	0025X - 1.05	5	0	0	0	0	5	2013-11833	05/16/2013	1.06	PD
											2013-15287	06/25/2013	1.06	PD
											2011-2916C	02/04/2011	1.06	PD
											2013-2823	02/01/2013	1.08	PD
											2013-19380	08/08/2013	1.08	PD
12877	17636	3120021	0 - 0.01	0025X - 1.10	0	0	0	0	0	0				
12779	12877	3120098	0 - 0.02	0025X - 1.11	0	0	0	0	0	0				
12779	12878	3129250	0 - 0.03	0025X - 1.13	2	0	0	0	1	1	2012-3220	02/08/2012	1.14	C
											2013-21872	08/27/2013	1.15	PD
12782	12878	3131537	0 - 0.03	0025X - 1.16	0	0	0	0	0	0				
12782	12883	3120099	0 - 0.02	0025X - 1.19	1	0	0	0	0	1	2013-33651	12/19/2013	1.20	PD
12883	12884	3123616	0 - 0.05	0025X - 1.21	1	0	0	0	1	0	2011-10864	09/22/2011	1.22	C
12776	12884	3122184	0 - 0.01	0025X - 1.26	0	0	0	0	0	0				
12775	12776	3106212	0 - 0.03	0025X - 1.27	0	0	0	0	0	0				
12775	12891	3123710	0 - 0.01	0025X - 1.30	0	0	0	0	0	0				
12783	12891	3123925	0 - 0.04	0025X - 1.31	0	0	0	0	0	0				
12783	12892	3131538	0 - 0.01	0025X - 1.35	0	0	0	0	0	0				
12892	12898	187491	0 - 0.06	0025X - 1.36	3	0	0	0	1	2	2012-46914	12/10/2012	1.37	PD
											2013-24455	10/01/2013	1.40	C
											2012-1659	01/23/2012	1.40	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12898	12899	187501	0 - 0.06	0025X - 1.42	7	0	0	0	3	4	2013-28681	11/15/2013	1.43	PD
											2011-8602C	05/31/2011	1.43	PD
											2012-37959	09/06/2012	1.45	C
											2011-19184	12/16/2011	1.45	C
											2013-20444	08/20/2013	1.45	PD
											2011-7802C	04/27/2011	1.46	PD
											2011-8650C	06/06/2011	1.47	C
12899	12904	3131543	0 - 0.02	0025X - 1.48	0	0	0	0	0	0				
12903	12904	3106229	0 - 0.04	0025X - 1.50	1	0	0	0	1	0	2011-3678	06/29/2011	1.52	C
12903	12928	3131544	0 - 0.10	0025X - 1.54	8	0	0	0	1	7	2011-2923C	02/04/2011	1.57	PD
											2012-36018	08/16/2012	1.57	PD
											2011-4827	07/13/2011	1.59	C
											2012-31688	06/30/2012	1.59	PD
											2013-28644	11/14/2013	1.59	PD
											2013-10564	04/29/2013	1.59	PD
											2012-40493	10/09/2012	1.60	PD
											2013-27313	10/25/2013	1.63	PD
12801	12928	3119193	0 - 0.07	0025X - 1.64	2	0	0	0	0	2	2011-4337C	02/28/2011	1.65	PD
											2013-26674	10/25/2013	1.68	PD
12801	12992	3106217	0 - 0.05	0025X - 1.71	3	0	0	2	0	1	2012-27039	04/26/2012	1.72	B
											2012-30309	06/14/2012	1.74	B
											2011-11991	10/06/2011	1.74	PD
12992	12994	3106235	0 - 0.05	0025X - 1.76	2	0	0	1	1	0	2011-21036	12/30/2011	1.77	C
											2013-24948	10/07/2013	1.79	B
12871	12994	3118691	0 - 0.03	0025X - 1.81	0	0	0	0	0	0				
12871	12973	3106221	0 - 0.02	0025X - 1.84	0	0	0	0	0	0				
12973	12991	3106233	0 - 0.05	0025X - 1.86	4	0	0	0	2	2	2013-12675	05/27/2013	1.87	PD
											2013-23626	09/21/2013	1.89	C
											2013-3999	02/14/2013	1.90	C
											2012-35146	08/13/2012	1.90	PD
12874	12991	3106223	0 - 0.02	0025X - 1.91	0	0	0	0	0	0				
12874	12980	3106222	0 - 0.03	0025X - 1.93	1	0	0	0	0	1	2012-38148	09/10/2012	1.95	PD

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
63716	12980	3121500	0 - 0.02	0025X - 1.96	3	0	0	0	0	3	2011-40C	01/03/2011	1.97	PD
											2012-47126	12/13/2012	1.97	PD
											2011-101C	01/05/2011	1.97	PD
12868	63716	3116181	0 - 0.03	0025X - 1.98	0	0	0	0	0	0				
12868	12981	3123682	0 - 0.05	0025X - 2.01	3	0	0	0	0	3	2013-8504	04/02/2013	2.02	PD
											2011-780C	01/11/2011	2.02	PD
											2012-2973	02/06/2012	2.04	PD
12981	13010	3131547	0 - 0.02	0025X - 2.06	1	0	0	0	0	1	2013-12424	05/23/2013	2.07	PD
12984	13010	3106234	0 - 0.03	0025X - 2.08	1	0	0	0	0	1	2013-8012	03/22/2013	2.09	PD
12984	13012	3131548	0 - 0.02	0025X - 2.11	0	0	0	0	0	0				
13012	13013	3130037	0 - 0.05	0025X - 2.13	2	0	0	0	0	2	2013-22402	09/07/2013	2.15	PD
											2013-33432	12/16/2013	2.15	PD
13013	13055	3106236	0 - 0.16	0025X - 2.18	3	0	0	0	2	1	2011-1387C	01/24/2011	2.20	C
											2011-6355	08/01/2011	2.20	C
											2013-2260	01/28/2013	2.32	PD
13023	13055	3123932	0 - 0.02	0025X - 2.34	1	0	0	0	0	1	2012-45261	11/26/2012	2.35	PD
13023	13038	3139392	0 - 0.07	0025X - 2.36	2	0	0	0	0	2	2013-27892	11/08/2013	2.39	PD
											2011-2921C	02/04/2011	2.42	PD
13038	13066	2527645	0 - 0.10	0025X - 2.43	2	0	0	0	0	2	2013-33454	12/17/2013	2.47	PD
											2012-28696	05/21/2012	2.52	PD
13035	13066	3120651	0 - 0.02	0025X - 2.53	1	0	0	0	1	0	2012-25095	03/28/2012	2.54	C
13035	13070	3119198	0 - 0.04	0025X - 2.55	0	0	0	0	0	0				
13070	13073	3117884	0 - 0.05	0025X - 2.59	0	0	0	0	0	0				
13073	13083	187715	0 - 0.03	0025X - 2.64	1	0	0	0	0	1	2011-706C	01/06/2011	2.66	PD
13083	13086	3139394	0 - 0.03	0025X - 2.67	9	0	0	0	3	6	2012-33445	07/18/2012	2.68	C
											2012-37068	08/29/2012	2.68	C
											2013-12921	05/29/2013	2.68	PD
											2011-1427C	01/24/2011	2.68	PD
											2011-4296C	02/25/2011	2.69	C
											2011-7837C	05/04/2011	2.69	PD
											2011-15997	11/21/2011	2.69	PD
											2013-18983	08/05/2013	2.69	PD
											2013-21126	08/22/2013	2.69	PD
13042	13086	3121743	0 - 0.01	0025X - 2.70	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
Totals:					78	0	0	3	19	56				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	1	0	0	0	0	0	0	1	0	0	0	0	2	1	2	1	0	2	0	1	2	0	0	0	0	13
MONDAY	0	0	0	0	0	0	1	2	6	3	3	3	5	5	5	4	7	3	5	1	0	0	0	0	0	53
TUESDAY	0	0	0	0	0	0	0	3	5	6	0	3	6	4	3	5	8	2	4	0	0	2	1	1	0	53
WEDNESDAY	0	0	1	0	0	0	1	0	2	2	1	2	0	6	3	2	7	2	2	0	0	0	0	0	0	31
THURSDAY	0	0	0	0	0	2	0	2	3	1	1	3	4	0	2	4	6	8	4	2	1	0	0	0	0	43
FRIDAY	1	0	0	0	0	0	1	1	5	3	2	2	1	2	2	1	6	4	2	1	0	0	0	1	0	35
SATURDAY	0	0	1	1	0	0	0	2	1	4	1	1	3	3	1	0	0	3	1	0	3	0	1	0	0	26
Totals	2	0	2	1	0	2	3	11	22	19	8	14	21	21	18	17	34	24	18	5	6	2	2	2	0	**254**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	348
2-(Sport) Utility Vehicle	101
3-Passenger Van	14
4-Cargo Van (10K lbs or Less)	10
5-Pickup	49
6-Motor Home	0
7-School Bus	2
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	1
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	7
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	6
24-Witness	31
25-Other	5
Total	**577**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	89	120	20	3	0	0	232
Ran Off Roadway	2	1	0	0	0	0	3
Failed to Yield Right-of-Way	37	17	1	0	0	0	55
Ran Red Light	11	10	0	0	0	0	21
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	2	1	0	0	0	0	3
Drove Too Fast For Conditions	1	2	0	0	0	0	3
Improper Turn	3	1	0	0	0	0	4
Improper Backing	2	0	0	0	0	0	2
Improper Passing	3	1	0	0	0	0	4
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	47	31	8	1	0	0	87
Failed to Keep in Proper Lane	6	4	0	0	0	0	10
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	2	1	0	0	0	4
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	4	2	0	0	0	0	6
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	11	8	1	0	0	0	20
Unknown	4	2	0	0	0	0	6
Total	223	202	31	4	0	0	460

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	245	230	35	5	0	5	520
Physically Impaired or Handicapped	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	1	1	0	0	0	0	2
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	1	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	3	0	0	0	0	1	4
Other	2	1	1	1	0	0	5
Total	252	233	36	6	0	6	533

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	45	0	0	0	0	45
20-24	86	0	0	0	0	86
25-29	66	0	0	0	0	66
30-39	105	0	0	0	0	105
40-49	87	0	0	0	0	87
50-59	75	0	0	0	0	75
60-69	43	0	0	0	0	43
70-79	13	0	0	0	0	13
80-Over	12	0	0	0	0	12
Unknown	8	6	0	0	0	14
Total	540	6	0	0	0	546

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	2
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	2
9-Pedestrian	0
10-Pedalcycle	1
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	351
14-Parked Motor Vehicle	11
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	1
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	1
33-Traffic Sign Support	2
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	70
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**441**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	153
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	2
5-Stop Signs - Other	12
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	1
12-No Passing Zone	2
13-None	82
14-Other	2
Total	**254**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	13	17
C	81	109
PD	159	0
Total	**254**	**127**

Road Character

Road Grade	Total
1-Level	224
2-On Grade	20
3-Top of Hill	6
4-Bottom of Hill	4
5-Other	0
Total	**254**

Light

Light Condition	Total
1-Daylight	193
2-Dawn	4
3-Dusk	9
4-Dark - Lighted	45
5-Dark - Not Lighted	3
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**254**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	11	7	6	24
FEBRUARY	12	8	4	24
MARCH	4	7	7	18
APRIL	8	8	7	23
MAY	8	9	6	23
JUNE	3	5	4	12
JULY	4	8	3	15
AUGUST	6	6	9	21
SEPTEMBER	6	10	7	23
OCTOBER	6	8	11	25
NOVEMBER	9	4	10	23
DECEMBER	6	10	7	23
Total	**83**	**90**	**81**	**254**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Rear End / Sideswipe	50	0	36	36	25	7	0	0	3	0	0	0	1	158
Head-on / Sideswipe	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Intersection Movement	0	0	16	23	23	17	0	0	0	0	0	0	0	79
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	3	2	2	0	0	0	0	0	0	0	0	9
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	3	1	1	0	0	0	0	0	0	0	0	6
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**54**	**0**	**58**	**62**	**51**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**254**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	24	0	0	0	0	0	1	0	0	0	1	26
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	3	0	0	0	0	0	0	0	0	0	0	3
Daylight	133	0	0	0	0	0	0	5	0	0	8	146
Dusk	6	0	0	0	0	0	0	0	0	0	1	7
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	2	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	15	0	0	0	0	0	1	0	0	0	6	22
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	10	10
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	1	1
Daylight	0	0	0	0	0	0	0	0	0	1	12	13
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	1	3	0	0	0	4
Dark - Not Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	8	0	0	2	11
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**185**	**2**	**0**	**0**	**0**	**0**	**5**	**16**	**0**	**1**	**0**	**254**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 2

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0560109**	Start Node: **12932**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **13042**	End Offset: **0**	☐ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12932	0560109 - 0	Int of CAPISIC ST STEVENS AV	9	10	0	0	0	3	7	30.0	5.751	0.58	1.12	0.00
												Statewide Crash Rate: 0.65		
A66352	0560109 - 0.08	Int of CAPISIC ST RD INV 3209504	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate: 0.13		
P13040	0560109 - 0.11	Int of CAPISIC ST FROST ST	2	11	0	0	0	5	6	45.5	4.756	0.77	0.34	2.26
												Statewide Crash Rate: 0.13		
12971	0560109 - 0.34	Int of BANCROFT ST, CAPISIC ST	2	0	0	0	0	0	0	0.0	3.049	0.00	0.38	0.00
												Statewide Crash Rate: 0.13		
12990	0560109 - 0.39	Int of CAPISIC ST WOLCOTT ST	2	1	0	0	0	0	1	0.0	2.834	0.12	0.39	0.00
												Statewide Crash Rate: 0.13		
12967	0560109 - 0.41	Int of CAPISIC ST, RIVERVIEW ST	2	0	0	0	0	0	0	0.0	2.693	0.00	0.39	0.00
												Statewide Crash Rate: 0.13		
12976	0560109 - 0.45	Int of CAPISIC ST COLONIAL RD	2	5	0	0	0	1	4	20.0	2.962	0.56	0.39	1.46
												Statewide Crash Rate: 0.13		
11958	0560109 - 0.49	Int of CAPISIC ST, MACY ST	2	0	0	0	0	0	0	0.0	2.427	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
13015	0560109 - 0.79	Int of CAPISIC ST SANDY TERR	2	0	0	0	0	0	0	0.0	2.380	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
13026	0560109 - 0.81	Int of CAPISIC ST LITTLE RD	2	1	0	0	0	0	1	0.0	2.381	0.14	0.41	0.00
												Statewide Crash Rate: 0.13		
13018	0560109 - 0.83	Int of CAPISIC ST, PRESNELL ST	2	0	0	0	0	0	0	0.0	2.301	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
13024	0560109 - 0.91	Int of CAPISIC ST LUCAS ST	2	0	0	0	0	0	0	0.0	2.294	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
13027	0560109 - 0.96	Int of CAPISIC ST STARBIRD RD	2	1	0	0	0	0	1	0.0	2.288	0.15	0.41	0.00
												Statewide Crash Rate: 0.13		
13041	0560109 - 1.01	Non Int CAPISIC ST	2	0	0	0	0	0	0	0.0	2.162	0.00	0.42	0.00
												Statewide Crash Rate: 0.13		
13033	0560109 - 1.10	Int of ALBION ST, CAPISIC ST	2	0	0	0	0	0	0	0.0	2.253	0.00	0.41	0.00
												Statewide Crash Rate: 0.13		
P13042	0560109 - 1.26	Int of BRIGHTON AV CAPISIC ST HILCREST AV	9	16	0	0	1	4	11	31.3	9.340	0.57	1.02	0.00
												Statewide Crash Rate: 0.65		
Study Years: 3.00		**NODE TOTALS:**		45	0	0	1	13	31	31.1	49.871	0.30	0.40	0.76

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12932	66352	3117213	0 - 0.08	0560109 - 0	0.08	2	1	0	0	0	0	1	0.0	0.00321	103.78	422.10	0.00
Int of CAPISIC ST STEVENS AV				RD INV 05 60109											Statewide Crash Rate: 151.25		
66352	13040	3117214	0 - 0.03	0560109 - 0.08	0.03	2	0	0	0	0	0	0	0.0	0.00101	0.00	561.18	0.00
Int of CAPISIC ST RD INV 3209504				RD INV 05 60109											Statewide Crash Rate: 151.25		
12971	13040	3121634	0 - 0.23	0560109 - 0.11	0.23	2	2	0	0	0	0	2	0.0	0.00683	97.68	348.23	0.00
Int of BANCROFT ST, CAPISIC ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
12971	12990	3120650	0 - 0.05	0560109 - 0.34	0.05	2	0	0	0	0	0	0	0.0	0.00139	0.00	521.98	0.00
Int of BANCROFT ST, CAPISIC ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
12967	12990	3123930	0 - 0.02	0560109 - 0.39	0.02	2	0	0	0	0	0	0	0.0	0.00053	0.00	631.47	0.00
Int of CAPISIC ST, RIVERVIEW ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
12967	12976	3106232	0 - 0.04	0560109 - 0.41	0.04	2	0	0	0	0	0	0	0.0	0.00107	0.00	554.23	0.00
Int of CAPISIC ST, RIVERVIEW ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
11958	12976	3130033	0 - 0.04	0560109 - 0.45	0.04	2	0	0	0	0	0	0	0.0	0.00099	0.00	564.76	0.00
Int of CAPISIC ST, MACY ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
11958	13015	3106127	0 - 0.30	0560109 - 0.49	0.30	2	4	0	1	0	0	3	25.0	0.00715	186.47	344.25	0.00
Int of CAPISIC ST, MACY ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
13015	13026	3131549	0 - 0.02	0560109 - 0.79	0.02	2	0	0	0	0	0	0	0.0	0.00047	0.00	640.95	0.00
Int of CAPISIC ST SANDY TERR				RD INV 05 60109											Statewide Crash Rate: 151.25		
13018	13026	3123931	0 - 0.02	0560109 - 0.81	0.02	2	0	0	0	0	0	0	0.0	0.00046	0.00	642.26	0.00
Int of CAPISIC ST, PRESNELL ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
13018	13024	3117659	0 - 0.08	0560109 - 0.83	0.08	2	0	0	0	0	0	0	0.0	0.00181	0.00	488.87	0.00
Int of CAPISIC ST, PRESNELL ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
13024	13027	3119197	0 - 0.05	0560109 - 0.91	0.05	2	0	0	0	0	0	0	0.0	0.00114	0.00	546.71	0.00
Int of CAPISIC ST LUCAS ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
13027	13041	3131550	0 - 0.05	0560109 - 0.96	0.05	2	0	0	0	0	0	0	0.0	0.00110	0.00	551.25	0.00
Int of CAPISIC ST STARBIRD RD				RD INV 05 60109											Statewide Crash Rate: 151.25		
13033	13041	3130459	0 - 0.09	0560109 - 1.01	0.09	2	1	0	0	0	0	1	0.0	0.00191	174.38	482.41	0.00
Int of ALBION ST, CAPISIC ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
13033	13042	3106237	0 - 0.16	0560109 - 1.10	0.16	2	1	0	0	0	0	1	0.0	0.00359	92.96	410.22	0.00
Int of ALBION ST, CAPISIC ST				RD INV 05 60109											Statewide Crash Rate: 151.25		
Study Years: 3.00				**Section Totals:**	1.26		9	0	1	0	0	8	11.1	0.03265	91.88	247.37	0.37
				Grand Totals:	1.26		54	0	1	1	13	39	27.8	0.03265	551.25	378.63	1.46

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12932	66352	3117213	0 - 0.08	0560109 - 0	1	0	0	0	0	1	2013-35111	12/30/2013	0.04	PD
66352	13040	3117214	0 - 0.03	0560109 - 0.08	0	0	0	0	0	0				
12971	13040	3121634	0 - 0.23	0560109 - 0.11	2	0	0	0	0	2	2013-31688	12/06/2013	0.32	PD
											2012-32921	07/13/2012	0.33	PD
12971	12990	3120650	0 - 0.05	0560109 - 0.34	0	0	0	0	0	0				
12967	12990	3123930	0 - 0.02	0560109 - 0.39	0	0	0	0	0	0				
12967	12976	3106232	0 - 0.04	0560109 - 0.41	0	0	0	0	0	0				
11958	12976	3130033	0 - 0.04	0560109 - 0.45	0	0	0	0	0	0				
11958	13015	3106127	0 - 0.30	0560109 - 0.49	4	0	1	0	0	3	2011-9683	09/06/2011	0.64	PD
											2012-22186	02/19/2012	0.67	PD
											2013-29254	11/21/2013	0.68	PD
											2011-16738	11/27/2011	0.69	A
13015	13026	3131549	0 - 0.02	0560109 - 0.79	0	0	0	0	0	0				
13018	13026	3123931	0 - 0.02	0560109 - 0.81	0	0	0	0	0	0				
13018	13024	3117659	0 - 0.08	0560109 - 0.83	0	0	0	0	0	0				
13024	13027	3119197	0 - 0.05	0560109 - 0.91	0	0	0	0	0	0				
13027	13041	3131550	0 - 0.05	0560109 - 0.96	0	0	0	0	0	0				
13033	13041	3130459	0 - 0.09	0560109 - 1.01	1	0	0	0	0	1	2012-43205	11/08/2012	1.07	PD
13033	13042	3106237	0 - 0.16	0560109 - 1.10	1	0	0	0	0	1	2011-21040	12/31/2011	1.25	PD
				Totals:	9	0	1	0	0	8				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	1	1	0	0	0	0	7
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	1	2	0	1	0	0	0	0	0	8
TUESDAY	0	0	0	0	0	0	1	1	2	0	0	1	1	1	1	0	0	1	1	0	2	0	0	0	0	12
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
THURSDAY	1	0	0	0	0	0	0	0	2	1	0	0	2	0	0	2	2	0	1	0	0	0	0	0	0	11
FRIDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	5
SATURDAY	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	2	1	1	0	0	1	0	0	0	0	9
Totals	1	0	1	0	0	0	1	5	5	2	0	2	6	1	5	5	6	4	3	2	4	1	0	0	0	**54**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	69
2-(Sport) Utility Vehicle	24
3-Passenger Van	4
4-Cargo Van (10K lbs or Less)	1
5-Pickup	8
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	2
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	6
25-Other	0
Total	**115**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	16	29	1	0	0	0	46
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	8	1	0	0	0	0	9
Ran Red Light	2	0	0	0	0	0	2
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	1	0	0	0	0	0	1
Exceeded Posted Speed Limit	1	0	0	0	0	0	1
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	13	7	1	1	0	0	22
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	1	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	1	0	0	0	0	2
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	3	1	0	0	0	0	4
Unknown	0	0	0	0	0	0	0
Total	**49**	**41**	**2**	**1**	**0**	**0**	**93**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	51	47	5	2	0	0	105
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	2	0	0	0	0	0	2
Other	1	0	0	0	0	0	1
Total	**54**	**47**	**5**	**2**	**0**	**0**	**108**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	9	0	0	0	0	9
20-24	15	0	0	0	0	15
25-29	8	0	0	0	0	8
30-39	18	0	0	0	0	18
40-49	25	0	0	0	0	25
50-59	15	0	0	0	0	15
60-69	13	0	0	0	0	13
70-79	3	0	0	0	0	3
80-Over	1	0	0	0	0	1
Unknown	2	0	0	0	0	2
Total	**109**	**0**	**0**	**0**	**0**	**109**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	2
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	71
14-Parked Motor Vehicle	1
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	2
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	1
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	13
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**91**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	25
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	14
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	14
14-Other	0
Total	**54**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	1	1
C	13	15
PD	39	0
Total	**54**	**17**

Road Character

Road Grade	Total
1-Level	46
2-On Grade	7
3-Top of Hill	0
4-Bottom of Hill	1
5-Other	0
Total	**54**

Light

Light Condition	Total
1-Daylight	39
2-Dawn	0
3-Dusk	4
4-Dark - Lighted	11
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**54**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	1	0	2	3
FEBRUARY	0	4	1	5
MARCH	0	1	1	2
APRIL	3	0	1	4
MAY	1	1	0	2
JUNE	5	2	0	7
JULY	0	1	5	6
AUGUST	2	1	3	6
SEPTEMBER	2	0	2	4
OCTOBER	1	1	0	2
NOVEMBER	1	2	2	5
DECEMBER	2	1	5	8
Total	**18**	**14**	**22**	**54**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	3	2	25	5	0	2	0	0	0	0	0	0	0	37
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	7	3	0	0	0	0	0	0	0	0	0	10
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	2	1	2	0	0	0	0	0	0	0	0	0	5
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**4**	**35**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	5	0	0	0	0	0	1	0	0	0	1	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	22	0	0	0	0	0	0	0	0	0	2	24
Dusk	3	0	0	0	0	0	0	0	0	0	0	3
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	2	0	0	0	0	2	0	0	0	1	6
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	3	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	1	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	3	0	0	0	4
Dusk	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**33**	**3**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**54**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 3

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0560808**	Start Node: **12864**	Start Offset: **0**	☐ Exclude First Node
	End Node: **12868**	End Offset: **0**	☐ Exclude Last Node
Route: **0009X**	Start Node: **12864**	Start Offset: **0**	☑ Exclude First Node
	End Node: **16852**	End Offset: **0**	☐ Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12864	0560808 - 0	Int of STEVENS AV WOODFORD ST	9	12	0	0	0	3	9	25.0	7.079	0.57	1.08	0.00
											Statewide Crash Rate:	0.65		
12798	0560808 - 0.08	Int of BELFIELD ST, WOODFORD ST	2	0	0	0	0	0	0	0.0	2.795	0.00	0.41	0.00
											Statewide Crash Rate:	0.14		
12860	0560808 - 0.14	Int of MARLOW ST WOODFORD ST	2	1	0	0	0	0	1	0.0	2.763	0.12	0.41	0.00
											Statewide Crash Rate:	0.14		
12863	0560808 - 0.20	Int of CALDWELL ST WOODFORD ST	2	0	0	0	0	0	0	0.0	2.744	0.00	0.42	0.00
											Statewide Crash Rate:	0.14		
12865	0560808 - 0.22	Int of FELLOWS ST WOODFORD ST	2	0	0	0	0	0	0	0.0	2.739	0.00	0.42	0.00
											Statewide Crash Rate:	0.14		
12866	0560808 - 0.26	Int of HILLIS ST WOODFORD ST	2	0	0	0	0	0	0	0.0	2.687	0.00	0.42	0.00
											Statewide Crash Rate:	0.14		
12867	0560808 - 0.32	Int of ROSEMONT AV, WOODFORD ST	2	2	0	0	0	0	2	0.0	2.564	0.26	0.42	0.00
											Statewide Crash Rate:	0.14		
12868	0560808 - 0.38	Int of BRIGHTON AV COLONIAL RD COLUMBIA RD WOOI	9	18	0	1	0	6	11	38.9	8.406	0.71	1.04	0.00
											Statewide Crash Rate:	0.65		
12832	0009X - 62.55	Int of LAWN AV WOODFORD ST	2	0	0	0	0	0	0	0.0	3.503	0.00	0.39	0.00
											Statewide Crash Rate:	0.14		
12826	0009X - 62.60	Int of GLENWOOD AV WOODFORD ST	2	2	0	0	0	0	2	0.0	3.562	0.19	0.39	0.00
											Statewide Crash Rate:	0.14		
12821	0009X - 62.67	Int of BERKELEY ST, WOODFORD ST	2	1	0	0	0	0	1	0.0	3.602	0.09	0.39	0.00
											Statewide Crash Rate:	0.14		
12786	0009X - 62.71	Int of HIGHLAND ST, WOODFORD ST	2	0	0	0	0	0	0	0.0	3.698	0.00	0.38	0.00
											Statewide Crash Rate:	0.14		
12817	0009X - 62.80	Int of NORWOOD ST WOODFORD ST	2	2	0	0	1	0	1	50.0	3.531	0.19	0.39	0.00
											Statewide Crash Rate:	0.14		
12780	0009X - 62.82	Int of BEACON ST, WOODFORD ST	2	0	0	0	0	0	0	0.0	3.688	0.00	0.38	0.00
											Statewide Crash Rate:	0.14		
12816	0009X - 62.84	Int of NEVENS ST WOODFORD ST	2	2	0	0	1	0	1	50.0	3.600	0.19	0.39	0.00
											Statewide Crash Rate:	0.14		
16852	0009X - 63	Int of DEERING AV FOREST AV WOODFORD ST	9	30	0	0	1	9	20	33.3	11.464	0.87	0.99	0.00
											Statewide Crash Rate:	0.65		
Study Years:	3.00	**NODE TOTALS:**		70	0	1	3	18	48	31.4	68.425	0.34	0.44	0.77

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12798	12864	3106216	0 - 0.08	0560808 - 0	0.08	2	2	0	0	0	1	1	50.0	0.00222	299.82	541.88	0.00
Int of BELFIELD ST, WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12798	12860	3106215	0 - 0.06	0560808 - 0.08	0.06	2	0	0	0	0	0	0	0.0	0.00165	0.00	584.73	0.00
Int of BELFIELD ST, WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12860	12863	3123927	0 - 0.06	0560808 - 0.14	0.06	2	3	0	0	0	2	1	66.7	0.00164	611.60	586.44	1.04
Int of MARLOW ST WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12863	12865	3118690	0 - 0.02	0560808 - 0.20	0.02	2	0	0	0	0	0	0	0.0	0.00054	0.00	750.27	0.00
Int of CALDWELL ST WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12865	12866	3130036	0 - 0.04	0560808 - 0.22	0.04	2	0	0	0	0	0	0	0.0	0.00107	0.00	650.94	0.00
Int of FELLOWS ST WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12866	12867	187445	0 - 0.06	0560808 - 0.26	0.06	2	1	0	0	0	0	1	0.0	0.00157	212.22	592.45	0.00
Int of HILLIS ST WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12867	12868	3106220	0 - 0.06	0560808 - 0.32	0.06	2	1	0	0	1	0	0	100.0	0.00147	226.50	602.26	0.00
Int of ROSEMONT AV, WOODFORD ST				RD INV 05 60808											Statewide Crash Rate: 186.32		
12832	12864	3106219	0 - 0.10	0009X - 62.45	0.10	2	0	0	0	0	0	0	0.0	0.00342	0.00	484.58	0.00
Int of LAWN AV WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12826	12832	3122187	0 - 0.05	0009X - 62.55	0.05	2	1	0	0	0	0	1	0.0	0.00173	192.97	578.29	0.00
Int of GLENWOOD AV WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12821	12826	3120648	0 - 0.07	0009X - 62.60	0.07	2	0	0	0	0	0	0	0.0	0.00247	0.00	527.51	0.00
Int of BERKELEY ST, WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12786	12821	187318	0 - 0.04	0009X - 62.67	0.04	2	0	0	0	0	0	0	0.0	0.00144	0.00	606.02	0.00
Int of HIGHLAND ST, WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12786	12817	3131539	0 - 0.09	0009X - 62.71	0.09	2	3	0	0	0	0	3	0.0	0.00311	321.15	496.60	0.00
Int of HIGHLAND ST, WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12780	12817	3106213	0 - 0.02	0009X - 62.80	0.02	2	0	0	0	0	0	0	0.0	0.00071	0.00	714.32	0.00
Int of BEACON ST, WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12780	12816	3120645	0 - 0.02	0009X - 62.82	0.02	2	0	0	0	0	0	0	0.0	0.00069	0.00	717.82	0.00
Int of BEACON ST, WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
12816	16852	3130458	0 - 0.16	0009X - 62.84	0.16	2	12	0	0	0	3	9	25.0	0.00562	711.25	427.39	1.66
Int of NEVENS ST WOODFORD ST				ST RTE 9											Statewide Crash Rate: 186.32		
Study Years: 3.00				**Section Totals:**	0.93		23	0	0	1	6	16	30.4	0.02936	261.15	299.13	0.87
				Grand Totals:	0.93		93	0	1	4	24	64	31.2	0.02936	1055.96	427.48	2.47

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12798	12864	3106216	0 - 0.08	0560808 - 0	2	0	0	0	1	1	2013-33452	12/17/2013	0.02	C
											2012-27550	05/04/2012	0.02	PD
12798	12860	3106215	0 - 0.06	0560808 - 0.08	0	0	0	0	0	0				
12860	12863	3123927	0 - 0.06	0560808 - 0.14	3	0	0	0	2	1	2011-4278C	02/20/2011	0.15	C
											2013-6823	03/12/2013	0.18	PD
											2012-28606	05/20/2012	0.19	C
12863	12865	3118690	0 - 0.02	0560808 - 0.20	0	0	0	0	0	0				
12865	12866	3130036	0 - 0.04	0560808 - 0.22	0	0	0	0	0	0				
12866	12867	187445	0 - 0.06	0560808 - 0.26	1	0	0	0	0	1	2011-9758	09/07/2011	0.28	PD
12867	12868	3106220	0 - 0.06	0560808 - 0.32	1	0	0	1	0	0	2011-2912C	02/03/2011	0.36	B
12832	12864	3106219	0 - 0.10	0009X - 62.45	0	0	0	0	0	0				
12826	12832	3122187	0 - 0.05	0009X - 62.55	1	0	0	0	0	1	2012-916	01/16/2012	62.59	PD
12821	12826	3120648	0 - 0.07	0009X - 62.60	0	0	0	0	0	0				
12786	12821	187318	0 - 0.04	0009X - 62.67	0	0	0	0	0	0				
12786	12817	3131539	0 - 0.09	0009X - 62.71	3	0	0	0	0	3	2013-12380	05/22/2013	62.74	PD
											2012-496	01/12/2012	62.78	PD
											2012-39917	10/01/2012	62.79	PD
12780	12817	3106213	0 - 0.02	0009X - 62.80	0	0	0	0	0	0				
12780	12816	3120645	0 - 0.02	0009X - 62.82	0	0	0	0	0	0				
12816	16852	3130458	0 - 0.16	0009X - 62.84	12	0	0	0	3	9	2011-22144	07/30/2011	62.88	C
											2011-752C	01/19/2011	62.90	PD
											2012-34490	08/03/2012	62.94	PD
											2013-8865	04/03/2013	62.95	PD
											2012-31672	06/28/2012	62.97	PD
											2011-4361	07/07/2011	62.98	C
											2011-17296	11/27/2011	62.98	C
											2012-23206	03/05/2012	62.98	PD
											2013-33083	12/13/2013	62.98	PD
											2011-1703C	01/30/2011	62.98	PD
											2013-4458	02/18/2013	62.98	PD
											2013-8370	04/01/2013	62.98	PD
				Totals:	23	0	0	1	6	16				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	1	0	1	0	0	0	0	0	1	1	0	2	0	1	1	1	2	1	0	0	1	0	0	0	0	13
MONDAY	0	0	0	0	0	0	1	1	0	1	1	1	1	0	2	1	2	2	0	3	0	0	0	0	0	16
TUESDAY	0	0	0	0	0	0	0	1	2	0	1	0	0	1	0	0	2	0	0	0	0	1	0	0	0	8
WEDNESDAY	0	0	0	0	0	0	0	1	1	1	0	0	1	3	1	1	0	0	1	1	0	0	0	1	0	12
THURSDAY	1	0	0	0	0	0	0	1	2	0	0	0	2	1	0	2	1	0	4	1	0	1	0	0	0	16
FRIDAY	0	1	0	0	0	0	1	0	0	0	3	0	3	1	1	5	1	2	0	0	0	0	1	0	0	19
SATURDAY	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	1	0	2	1	0	0	0	9
Totals	2	2	1	0	0	0	2	4	6	4	5	4	7	7	5	11	9	5	6	5	3	3	1	1	0	**93**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	123
2-(Sport) Utility Vehicle	31
3-Passenger Van	7
4-Cargo Van (10K lbs or Less)	2
5-Pickup	12
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	3
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	7
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	2

Unit Type	Total
23-Bicyclist	2
24-Witness	13
25-Other	2
Total	**204**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	45	35	4	0	0	0	84
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	12	10	1	0	0	0	23
Ran Red Light	1	2	0	0	0	0	3
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	1	0	0	0	0	0	1
Drove Too Fast For Conditions	1	1	0	0	0	0	2
Improper Turn	5	0	0	0	0	0	5
Improper Backing	0	2	0	0	0	0	2
Improper Passing	0	2	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	7	10	2	0	0	0	19
Failed to Keep in Proper Lane	1	1	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	4	0	0	0	0	5
Unknown	4	2	0	0	0	0	6
Total	**81**	**69**	**7**	**0**	**0**	**0**	**157**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	89	78	7	0	0	4	178
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	2	1	0	0	0	0	3
Other	0	0	0	0	0	0	0
Total	**92**	**79**	**7**	**0**	**0**	**4**	**182**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	15	0	0	0	0	15
20-24	24	0	0	0	0	24
25-29	24	0	0	0	0	24
30-39	49	0	0	0	0	49
40-49	24	0	0	0	0	24
50-59	26	0	0	0	0	26
60-69	12	0	0	0	0	12
70-79	6	0	0	0	0	6
80-Over	1	0	0	0	0	1
Unknown	6	2	0	2	0	10
Total	**187**	**2**	**0**	**2**	**0**	**191**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	1
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	1
13-Motor Vehicle in Transport	132
14-Parked Motor Vehicle	5
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	1
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	17
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**157**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	67
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	4
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	20
14-Other	0
Total	**93**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	4	5
C	24	35
PD	64	0
Total	**93**	**41**

Road Character

Road Grade	Total
1-Level	84
2-On Grade	8
3-Top of Hill	1
4-Bottom of Hill	0
5-Other	0
Total	**93**

Light

Light Condition	Total
1-Daylight	64
2-Dawn	0
3-Dusk	6
4-Dark - Lighted	20
5-Dark - Not Lighted	3
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**93**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	4	3	3	10
FEBRUARY	2	1	3	6
MARCH	2	3	4	9
APRIL	2	3	4	9
MAY	1	4	2	7
JUNE	3	1	1	5
JULY	3	1	3	7
AUGUST	1	2	5	8
SEPTEMBER	2	2	3	7
OCTOBER	4	3	1	8
NOVEMBER	1	2	3	6
DECEMBER	3	4	4	11
Total	**28**	**29**	**36**	**93**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	8	0	1	10	28	3	0	0	0	0	0	0	1	51
Head-on / Sideswipe	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Intersection Movement	0	0	1	4	16	9	0	0	0	0	0	0	0	30
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	1	0	1	0	1	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Other	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**10**	**0**	**5**	**15**	**49**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**93**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	7	1	0	0	0	0	0	0	0	0	2	10
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	49	0	0	0	0	0	0	1	0	0	2	52
Dusk	3	0	0	0	0	0	0	0	0	0	1	4
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	6	0	0	0	0	0	0	0	0	0	2	8
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	4	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	2	2
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**67**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**93**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 4

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0302X**	Start Node: **16852**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **16870**	End Offset: **0**	☐ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
16852	0302X - 0.96	Int of DEERING AV FOREST AV WOODFORD ST	9	30	0	0	1	9	20	33.3	11.464	0.87	0.99	0.00
												Statewide Crash Rate:	0.65	
A12802	0302X - 1.04	Int of FOREST AV, VANNAH AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
P16853	0302X - 1.05	Int of FOREST AV OCEAN AV SAUNDER ST	9	24	0	0	2	5	17	29.2	10.519	0.76	1.00	0.00
												Statewide Crash Rate:	0.65	
16854	0302X - 1.10	RRX 837478 FOREST AV	2	1	0	0	0	1	0	100.0	4.259	0.08	0.33	0.00
												Statewide Crash Rate:	0.12	
16855	0302X - 1.11	Int of CONCORD ST FOREST AV	2	15	0	0	0	4	10	28.6	8.586	0.58	0.28	2.11
												Statewide Crash Rate:	0.12	
16856	0302X - 1.15	Int of FOREST AV, PLEASANT AV	2	13	0	0	1	3	9	30.8	8.540	0.51	0.28	1.83
												Statewide Crash Rate:	0.12	
16857	0302X - 1.22	Int of CLINTON ST FOREST AV	2	4	0	0	1	1	2	50.0	8.170	0.16	0.28	0.00
												Statewide Crash Rate:	0.12	
16858	0302X - 1.28	Int of FOREST AV HARTLEY ST	2	6	0	0	1	5	0	100.0	8.214	0.24	0.28	0.00
												Statewide Crash Rate:	0.12	
16859	0302X - 1.57	Int of FOREST AV HOLLY ST	2	4	0	0	1	1	2	50.0	7.962	0.17	0.28	0.00
												Statewide Crash Rate:	0.12	
16860	0302X - 1.64	Int of FOREST AV WALTON ST	9	33	0	0	3	12	18	45.5	9.207	1.19	1.03	1.16
												Statewide Crash Rate:	0.65	
16862	0302X - 1.76	Int of FOREST AV TREMAINE ST	2	1	0	0	0	1	0	100.0	7.880	0.04	0.28	0.00
												Statewide Crash Rate:	0.12	
16863	0302X - 1.81	Int of ELMWOOD FOREST AV	2	1	0	0	0	0	1	0.0	7.736	0.04	0.28	0.00
												Statewide Crash Rate:	0.12	
16864	0302X - 1.88	Int of FOREST AV WAVERLY ST	2	7	0	0	0	2	5	28.6	7.628	0.31	0.28	1.07
												Statewide Crash Rate:	0.12	
16865	0302X - 1.92	Int of BELL ST NO 2 FOREST AV	2	2	0	0	0	1	1	50.0	7.721	0.09	0.28	0.00
												Statewide Crash Rate:	0.12	
16866	0302X - 1.98	Int of FOREST AV POLAND ST	2	2	0	0	0	1	1	50.0	7.443	0.09	0.29	0.00
												Statewide Crash Rate:	0.12	
16867	0302X - 2.02	Int of ADELAIDE ST FOREST AV READ ST	2	10	0	1	1	3	5	50.0	9.107	0.37	0.27	1.34
												Statewide Crash Rate:	0.12	
16868	0302X - 2.05	Int of ARBOR ST FOREST AV	2	3	0	0	0	0	3	0.0	8.953	0.11	0.27	0.00
												Statewide Crash Rate:	0.12	
16869	0302X - 2.13	Int of FOREST AV MORRILL ST 2	2	4	0	0	0	1	3	25.0	9.216	0.14	0.27	0.00
												Statewide Crash Rate:	0.12	
16870	0302X - 2.23	Int of BISHOP ST FOREST AV STEVENS AV	9	30	0	0	2	7	21	30.0	12.739	0.78	0.97	0.00
												Statewide Crash Rate:	0.65	
Study Years:	3.00	**NODE TOTALS:**		190	0	1	13	57	118	37.4	155.344	0.41	0.33	1.23

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12802	16852	3117658	0 - 0.08	0302X - 0.96	0.08	2	8	0	0	0	5	3	62.5	0.00713	373.97	380.60	0.00
Int of FOREST AV, VANNAH AV				US 302											Statewide Crash Rate: 172.59		
12802	16853	3118689	0 - 0.01	0302X - 1.04	0.01	2	0	0	0	0	0	0	0.0	0.00092	0.00	635.99	0.00
Int of FOREST AV, VANNAH AV				US 302											Statewide Crash Rate: 172.59		
16853	16854	3106420	0 - 0.05	0302X - 1.05	0.05	2	9	0	0	0	1	8	11.1	0.00426	704.36	432.84	1.63
Int of FOREST AV OCEAN AV SAUNDER ST				US 302											Statewide Crash Rate: 172.59		
16854	16855	3131655	0 - 0.01	0302X - 1.10	0.01	2	1	0	0	0	0	1	0.0	0.00085	391.31	646.38	0.00
RRX 837478 FOREST AV				US 302											Statewide Crash Rate: 172.59		
16855	16856	192564	0 - 0.04	0302X - 1.11	0.04	2	7	0	0	0	4	3	57.1	0.00337	691.55	459.56	1.50
Int of CONCORD ST FOREST AV				US 302											Statewide Crash Rate: 172.59		
16856	16857	3106421	0 - 0.07	0302X - 1.15	0.07	2	4	0	0	0	1	3	25.0	0.00545	244.74	406.71	0.00
Int of FOREST AV, PLEASANT AV				US 302											Statewide Crash Rate: 172.59		
16857	16858	3120312	0 - 0.06	0302X - 1.22	0.06	2	4	0	0	0	0	4	0.0	0.00494	269.91	416.84	0.00
Int of CLINTON ST FOREST AV				US 302											Statewide Crash Rate: 172.59		
16858	16859	3106422	0 - 0.29	0302X - 1.28	0.29	2	42	0	0	1	16	24	41.5	0.02294	610.35	294.33	2.07
Int of FOREST AV HARTLEY ST				US 302											Statewide Crash Rate: 172.59		
16859	16860	3123551	0 - 0.07	0302X - 1.57	0.07	2	1	0	0	0	1	0	100.0	0.00555	60.09	404.89	0.00
Int of FOREST AV HOLLY ST				US 302											Statewide Crash Rate: 172.59		
16860	16862	3106423	0 - 0.12	0302X - 1.64	0.12	2	8	0	0	0	3	5	37.5	0.00956	278.90	354.97	0.00
Int of FOREST AV WALTON ST				US 302											Statewide Crash Rate: 172.59		
16862	16863	3106424	0 - 0.05	0302X - 1.76	0.05	2	6	0	0	0	3	3	50.0	0.00387	517.17	443.68	1.17
Int of FOREST AV TREMAINE ST				US 302											Statewide Crash Rate: 172.59		
16863	16864	3117945	0 - 0.07	0302X - 1.81	0.07	2	5	0	0	1	1	3	40.0	0.00535	311.74	408.63	0.00
Int of ELMWOOD FOREST AV				US 302											Statewide Crash Rate: 172.59		
16864	16865	3122265	0 - 0.04	0302X - 1.88	0.04	2	2	0	0	0	0	2	0.0	0.00301	221.24	473.22	0.00
Int of FOREST AV WAVERLY ST				US 302											Statewide Crash Rate: 172.59		
16865	16866	3120313	0 - 0.06	0302X - 1.92	0.06	2	7	0	0	0	3	4	42.9	0.00439	531.71	429.56	1.24
Int of BELL ST NO 2 FOREST AV				US 302											Statewide Crash Rate: 172.59		
16866	16867	3131656	0 - 0.04	0302X - 1.98	0.04	2	1	0	0	0	0	1	0.0	0.00300	110.94	473.57	0.00
Int of FOREST AV POLAND ST				US 302											Statewide Crash Rate: 172.59		
16867	16868	3118708	0 - 0.03	0302X - 2.02	0.03	2	1	0	0	1	0	0	100.0	0.00267	124.81	488.26	0.00
Int of ADELAIDE ST FOREST AV READ ST				US 302											Statewide Crash Rate: 172.59		
16868	16869	3129283	0 - 0.08	0302X - 2.05	0.08	2	9	0	0	0	1	8	11.1	0.00715	419.35	380.30	1.10
Int of ARBOR ST FOREST AV				US 302											Statewide Crash Rate: 172.59		
16869	16870	3106425	0 - 0.10	0302X - 2.13	0.10	2	17	0	0	1	1	15	11.8	0.00927	611.44	357.56	1.71
Int of FOREST AV MORRILL ST 2				US 302											Statewide Crash Rate: 172.59		
Study Years: 3.00				**Section Totals:**	1.27		132	0	0	4	40	87	33.3	0.10368	424.38	231.66	1.83
				Grand Totals:	1.27		322	0	1	17	97	205	35.7	0.10368	1035.24	341.73	3.03

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12802	16852	3117658	0 - 0.08	0302X - 0.96	8	0	0	0	5	3	2013-26675	10/24/2013	0.98	C
											2013-3518	02/10/2013	1	C
											2011-4284C	02/22/2011	1.01	C
											2012-47696	12/18/2012	1.01	PD
											2011-8594	08/24/2011	1.01	PD
											2012-915	01/16/2012	1.02	C
											2012-24168	03/13/2012	1.03	C
											2011-8697C	05/28/2011	1.03	PD
12802	16853	3118689	0 - 0.01	0302X - 1.04	0	0	0	0	0	0				
16853	16854	3106420	0 - 0.05	0302X - 1.05	9	0	0	0	1	8	2011-7877C	05/12/2011	1.06	PD
											2013-26670	10/25/2013	1.06	PD
											2013-8120	03/27/2013	1.07	PD
											2013-28233	11/09/2013	1.07	PD
											2011-7838C	05/05/2011	1.07	PD
											2013-8509	04/02/2013	1.08	PD
											2013-19643	08/11/2013	1.08	PD
											2012-1944	01/26/2012	1.09	PD
											2012-37144	08/31/2012	1.10	C
16854	16855	3131655	0 - 0.01	0302X - 1.10	1	0	0	0	0	1	2011-18790	12/13/2011	1.11	PD
16855	16856	192564	0 - 0.04	0302X - 1.11	7	0	0	0	4	3	2013-15118	06/23/2013	1.12	C
											2011-5710C	03/24/2011	1.12	PD
											2013-13805	06/07/2013	1.12	PD
											2012-49445	12/31/2012	1.13	C
											2012-39350	09/25/2012	1.13	C
											2011-5573	07/23/2011	1.13	PD
											2011-15435	11/10/2011	1.14	C
16856	16857	3106421	0 - 0.07	0302X - 1.15	4	0	0	0	1	3	2011-2905C	02/03/2011	1.16	PD
											2013-26671	10/24/2013	1.19	PD
											2012-43015	11/03/2012	1.21	C
											2013-23999	09/26/2013	1.21	PD
16857	16858	3120312	0 - 0.06	0302X - 1.22	4	0	0	0	0	4	2012-24755	03/21/2012	1.23	PD
											2011-6356	08/01/2011	1.25	PD
											2012-26735	04/20/2012	1.25	PD
											2011-7876	08/15/2011	1.25	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16858	16859	3106422	0 - 0.29	0302X - 1.28	42	0	0	1	16	24	2011-9696	09/07/2011	1.30	PD
											2011-7827C	05/03/2011	1.30	PD
											2011-7938C	04/30/2011	1.31	C
											2011-15731	11/16/2011	1.31	C
											2012-33649	07/25/2012	1.32	B
											2013-5122	02/22/2013	1.32	PD
											2013-33450	12/17/2013	1.32	PD
											2013-13509	06/05/2013	1.33	C
											2011-19686	12/22/2011	1.33	PD
											2011-739C	01/15/2011	1.34	PD
											2013-16998	07/12/2013	1.34	PD
											2013-28932	11/17/2013	1.36	PD
											2011-6394	08/02/2011	1.38	C
											2011-20487	12/28/2011	1.38	PD
											2012-40845	10/11/2012	1.38	PD
											2012-33652	07/27/2012	1.39	PD
											2012-25398	03/30/2012	1.40	C
											2011-15730	11/16/2011	1.41	
											2013-16288	07/04/2013	1.41	PD
											2013-33431	12/16/2013	1.41	PD
											2012-30048	06/10/2012	1.42	C
											2012-37611	09/04/2012	1.43	C
											2012-26545	04/18/2012	1.46	PD
											2012-48556	12/24/2012	1.47	C
											2012-37462	09/02/2012	1.47	PD
											2012-32872	07/18/2012	1.48	PD
											2013-8888	04/03/2013	1.49	PD
											2012-31294	06/26/2012	1.49	PD
											2011-15439	11/10/2011	1.50	C
											2012-32286	07/03/2012	1.51	C
											2011-6093C	03/30/2011	1.51	PD
											2013-16280	07/03/2013	1.52	C
											2012-38237	09/10/2012	1.52	C
											2011-7958C	05/17/2011	1.52	PD

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
											2013-18231	07/26/2013	1.53	C
											2011-11217	09/28/2011	1.53	C
											2013-26418	10/24/2013	1.53	PD
											2011-9610	09/03/2011	1.53	PD
											2011-4340C	03/01/2011	1.53	PD
											2013-22701	09/12/2013	1.55	C
											2011-99C	01/05/2011	1.56	C
											2012-29811	06/05/2012	1.56	PD
16859	16860	3123551	0 - 0.07	0302X - 1.57	1	0	0	0	1	0	2013-23667	09/23/2013	1.60	C
16860	16862	3106423	0 - 0.12	0302X - 1.64	8	0	0	0	3	5	2011-7763C	04/17/2011	1.66	PD
											2013-3477	02/10/2013	1.68	PD
											2012-40509	10/10/2012	1.70	C
											2012-25879	04/09/2012	1.70	C
											2013-36001	11/20/2013	1.70	PD
											2012-40034	10/03/2012	1.72	C
											2011-7919C	04/14/2011	1.73	PD
											2011-5484C	03/14/2011	1.75	PD
16862	16863	3106424	0 - 0.05	0302X - 1.76	6	0	0	0	3	3	2011-8878	08/27/2011	1.78	C
											2013-15910	07/02/2013	1.78	PD
											2012-38407	09/12/2012	1.78	PD
											2012-38319	09/11/2012	1.79	C
											2012-23817	03/11/2012	1.79	PD
											2012-38530	09/13/2012	1.80	C
16863	16864	3117945	0 - 0.07	0302X - 1.81	5	0	0	1	1	3	2013-34095	12/21/2013	1.82	B
											2012-42597	10/31/2012	1.84	C
											2011-874C	01/19/2011	1.85	PD
											2013-29685	11/22/2013	1.85	PD
											2012-26558	04/19/2012	1.86	PD
16864	16865	3122265	0 - 0.04	0302X - 1.88	2	0	0	0	0	2	2013-5996	02/28/2013	1.90	PD
											2013-5139	02/24/2013	1.90	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16865	16866	3120313	0 - 0.06	0302X - 1.92	7	0	0	0	3	4	2011-5467C	03/11/2011	1.93	PD
											2011-7839C	05/05/2011	1.93	PD
											2011-2945	06/16/2011	1.95	C
											2013-1144	01/16/2013	1.95	C
											2013-12175	05/21/2013	1.95	PD
											2011-15448	11/12/2011	1.96	C
											2012-45888	11/30/2012	1.97	PD
16866	16867	3131656	0 - 0.04	0302X - 1.98	1	0	0	0	0	1	2011-1396C	01/25/2011	2.01	PD
16867	16868	3118708	0 - 0.03	0302X - 2.02	1	0	0	1	0	0	2013-21874	09/02/2013	2.03	B
16868	16869	3129283	0 - 0.08	0302X - 2.05	9	0	0	0	1	8	2013-26669	10/25/2013	2.10	PD
											2013-26146	10/21/2013	2.11	C
											2012-47866	12/20/2012	2.11	PD
											2011-1391C	01/25/2011	2.11	PD
											2012-25445	04/02/2012	2.11	PD
											2011-5802C	03/25/2011	2.11	PD
											2013-32903	12/16/2013	2.11	PD
											2013-9206	04/11/2013	2.12	PD
											2013-18425	07/26/2013	2.12	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
16869	16870	3106425	0 - 0.10	0302X - 2.13	17	0	0	1	1	15	2012-46240	12/04/2012	2.14	PD
											2012-34492	08/03/2012	2.16	PD
											2011-8690C	05/24/2011	2.16	PD
											2011-8442	08/22/2011	2.16	PD
											2013-20319	08/17/2013	2.17	B
											2013-30032	11/26/2013	2.17	PD
											2013-18731	07/31/2013	2.17	PD
											2013-3898	02/13/2013	2.17	PD
											2012-39858	10/01/2012	2.18	PD
											2011-11089	09/24/2011	2.18	PD
											2012-23513	03/07/2012	2.18	PD
											2012-37812	09/06/2012	2.18	PD
											2012-28206	05/14/2012	2.20	PD
											2013-2596	01/31/2013	2.20	PD
											2011-8583C	05/25/2011	2.21	C
											2011-18195	12/08/2011	2.21	PD
											2011-7880C	05/13/2011	2.21	PD
				Totals:	132	0	0	4	40	87				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day													
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	1	1	1	0	0	0	0	0	0	1	0	4	1	1	0	2	2	0	0	2	2	2	2	0	0	22
MONDAY	0	0	0	0	0	0	1	3	4	2	6	4	2	4	6	2	7	8	2	2	0	1	1	1	0	56
TUESDAY	0	0	0	0	0	0	1	4	4	1	1	3	7	4	3	4	6	6	1	1	2	2	0	0	0	50
WEDNESDAY	1	0	0	0	0	0	0	3	10	3	3	3	2	2	3	3	6	6	5	2	1	1	1	0	0	55
THURSDAY	1	0	0	0	0	0	0	3	4	5	1	5	2	6	5	5	3	3	4	2	1	0	1	1	0	52
FRIDAY	1	0	1	0	1	1	0	1	2	3	2	4	5	4	4	8	2	4	3	1	1	1	3	1	0	53
SATURDAY	1	2	0	0	0	0	1	0	0	1	1	2	6	6	2	3	1	1	0	4	2	1	0	0	0	34
Totals	5	3	2	0	1	1	3	14	24	16	14	25	25	27	23	27	27	28	15	14	9	8	8	3	0	**322**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	421
2-(Sport) Utility Vehicle	94
3-Passenger Van	20
4-Cargo Van (10K lbs or Less)	1
5-Pickup	73
6-Motor Home	0
7-School Bus	2
8-Transit Bus	1
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	4
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	3
17-Medium/Heavy Trucks (More than 10,000 lbs)	12
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	10

Unit Type	Total
23-Bicyclist	12
24-Witness	34
25-Other	10
Total	**697**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	141	119	13	0	0	0	273
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	42	31	1	0	0	0	74
Ran Red Light	1	1	0	0	0	0	2
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	2	0	0	0	0	2
Disregarded Other Road Markings	3	1	0	0	0	0	4
Exceeded Posted Speed Limit	2	0	0	0	0	0	2
Drove Too Fast For Conditions	4	4	0	0	0	0	8
Improper Turn	5	5	0	0	0	0	10
Improper Backing	1	3	0	0	0	0	4
Improper Passing	5	8	0	0	0	0	13
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	41	42	9	0	0	0	92
Failed to Keep in Proper Lane	2	7	1	0	0	0	10
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	2	0	0	0	0	4
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	4	0	0	0	0	5
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	9	9	2	1	0	0	21
Unknown	8	9	0	0	0	0	17
Total	**271**	**247**	**26**	**1**	**0**	**0**	**545**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	304	279	26	1	0	20	630
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	1	0	0	0	1
Ill (Sick)	0	1	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	6	1	1	0	0	0	8
Other	0	1	0	0	0	0	1
Total	**311**	**282**	**28**	**1**	**0**	**20**	**642**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	44	0	0	0	0	44
20-24	86	0	0	0	0	86
25-29	87	0	0	0	0	87
30-39	122	0	0	0	0	122
40-49	111	0	0	0	0	111
50-59	94	0	0	0	0	94
60-69	46	0	0	0	0	46
70-79	19	0	0	0	0	19
80-Over	13	0	0	0	0	13
Unknown	19	12	0	10	0	41
Total	**641**	**12**	**0**	**10**	**0**	**663**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	2
9-Pedestrian	6
10-Pedalcycle	2
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	469
14-Parked Motor Vehicle	5
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	2
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	2
33-Traffic Sign Support	0
34-Traffic Signal Support	1
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	2
38-Other Fixed Object (wall, building, tunnel, etc.)	1
39-Unknown	32
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**524**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	143
2-Traffic Signals (Flashing)	6
3-Advisory/Warning Sign	1
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	20
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	2
12-No Passing Zone	1
13-None	147
14-Other	1
Total	**322**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	17	22
C	97	126
PD	205	0
Total	**320**	**149**

Road Character

Road Grade	Total
1-Level	314
2-On Grade	8
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**322**

Light

Light Condition	Total
1-Daylight	237
2-Dawn	2
3-Dusk	14
4-Dark - Lighted	66
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	1
7-Unknown	2
Total	**322**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	9	5	11	25
FEBRUARY	5	2	12	19
MARCH	10	5	6	21
APRIL	8	8	8	24
MAY	16	5	3	24
JUNE	10	8	9	27
JULY	10	8	13	31
AUGUST	12	5	13	30
SEPTEMBER	6	13	10	29
OCTOBER	7	13	12	32
NOVEMBER	11	5	12	28
DECEMBER	9	17	6	32
Total	**113**	**94**	**115**	**322**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	77	1	36	64	21	14	0	0	0	0	0	0	1	214
Head-on / Sideswipe	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Intersection Movement	0	0	25	11	6	29	0	0	0	0	0	0	0	71
Pedestrians	4	0	0	2	0	0	0	0	0	0	0	0	0	6
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	4	0	6	2	1	1	0	0	0	0	0	0	0	14
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	2	4	0	5	0	0	0	0	0	0	0	12
Other	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	**86**	**1**	**70**	**84**	**31**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**322**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	37	0	0	0	0	0	2	1	0	0	3	43
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	1	0	0	0	0	0	0	0	0	0	0	1
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	160	0	0	0	0	0	0	2	0	0	4	166
Dusk	10	0	0	0	0	0	0	1	0	0	1	12
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	3	0	0	0	0	0	0	0	0	0	1	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	1	1
Daylight	22	0	0	0	0	0	0	1	0	0	9	32
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	1	0	0	0	0	0	0	0	0	0	0	1

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	1	0	0	1
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	11	11
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	31	31
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	2	0	0	0	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	8	0	0	0	8
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**238**	**1**	**0**	**0**	**0**	**0**	**2**	**15**	**1**	**0**	**0**	**322**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 1

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025B**	Start Node: **13054**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15061**	End Offset: **0**	☐ Exclude Last Node
Route: **0025X**	Start Node: **12928**	Start Offset: **0**	☐ Exclude First Node
	End Node: **13054**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **67672**	Start Offset: **0**	☐ Exclude First Node
	End Node: **15889**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **15889**	Start Offset: **0**	☑ Exclude First Node
	End Node: **67673**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **19569**	Start Offset: **0**	☑ Exclude First Node
	End Node: **13154**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **13154**	Start Offset: **0**	☑ Exclude First Node
	End Node: **13149**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **13149**	Start Offset: **0**	☑ Exclude First Node
	End Node: **19572**	End Offset: **0**	☑ Exclude Last Node
Route: **025BE**	Start Node: **19572**	Start Offset: **0**	☑ Exclude First Node
	End Node: **13054**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **13054**	Start Offset: **0**	☑ Exclude First Node
	End Node: **13133**	End Offset: **0**	☑ Exclude Last Node
Route: **0025E**	Start Node: **12868**	Start Offset: **0**	☑ Exclude First Node
	End Node: **63716**	End Offset: **0**	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P13054	0025B - 0	Int of BRIGHTON AV CABOT ST RAND RD	9	27	0	0	0	7	20	25.9	10,034	0.90 Statewide Crash Rate:	1.01 0.65	0.00
19572	0025B - 0.09	Int of BRIGHTON AV ENT PINE TREE	2	1	0	0	0	0	1	0.0	7,800	0.04 Statewide Crash Rate:	0.32 0.14	0.00
13149	0025B - 0.13	Int of BRIGHTON AV LOWES TAFT AV	9	11	0	0	1	3	7	36.4	7,717	0.48 Statewide Crash Rate:	1.06 0.65	0.00
13154	0025B - 0.18	Int of BRIGHTON AV HOLM AV	2	2	0	0	0	0	2	0.0	7,726	0.09 Statewide Crash Rate:	0.32 0.14	0.00
19569	0025B - 0.27	Int of AARONS Z RD BRIGHTON AV ENT TO PORT HOS	9	8	0	0	0	3	5	37.5	8,035	0.33 Statewide Crash Rate:	1.05 0.65	0.00
67673	0025B - 0.30	Non Int BRIGHTON AV	2	0	0	0	0	0	0	0.0	7,618	0.00 Statewide Crash Rate:	0.32 0.14	0.00
65546	0025B - 0.41	Int of BRIGHTON AV BRIGHTON AVE	2	0	0	0	0	0	0	0.0	4,132	0.00 Statewide Crash Rate:	0.37 0.14	0.00
15889	0025B - 0.44	Int of BRIGHTON AV ENTRANCE TO DENNYS Z RD RIVER	9	13	0	0	2	2	9	30.8	6,329	0.68 Statewide Crash Rate:	1.10 0.65	0.00
15061	0025B - 0.48	TL Portland Westbrook Int of BRIGHTON AV MAIN ST RI	2	0	0	0	0	0	0	0.0	2,657	0.00 Statewide Crash Rate:	0.42 0.14	0.00
12928	0025X - 1.64	Int of BRIGHTON AV STEVENS AV	9	35	0	0	2	14	19	45.7	9,749	1.20 Statewide Crash Rate:	1.02 0.65	1.18
12801	0025X - 1.71	Int of BELFIELD ST, BRIGHTON AV	2	1	0	0	0	0	1	0.0	5,717	0.06 Statewide Crash Rate:	0.31 0.12	0.00
12992	0025X - 1.76	Int of BRIGHTON AV MOTLEY ST	2	2	0	0	0	1	1	50.0	5,746	0.12 Statewide Crash Rate:	0.31 0.12	0.00
12994	0025X - 1.81	Int of BRIGHTON AV KENILWORTH ST	2	1	0	0	0	1	0	100.0	5,817	0.06 Statewide Crash Rate:	0.30 0.12	0.00
12871	0025X - 1.84	Int of BRIGHTON AV, FELLOWS ST	2	0	0	0	0	0	0	0.0	5,859	0.00 Statewide Crash Rate:	0.30 0.12	0.00
12973	0025X - 1.86	Int of BANCROFT ST BRIGHTON AV	2	1	0	0	0	1	0	100.0	5,860	0.06 Statewide Crash Rate:	0.30 0.12	0.00
12991	0025X - 1.91	Int of BRIGHTON AV WOLCOTT ST	2	2	0	0	0	0	2	0.0	5,735	0.12 Statewide Crash Rate:	0.31 0.12	0.00
12874	0025X - 1.93	Int of BRIGHTON AV, MONDTROSE AV	2	1	0	0	0	0	1	0.0	5,669	0.06 Statewide Crash Rate:	0.31 0.12	0.00
12980	0025X - 1.96	Int of BRIGHTON AV FLEETWOOD ST	2	1	0	0	1	0	0	100.0	5,708	0.06 Statewide Crash Rate:	0.31 0.12	0.00
63716	0025X - 1.98	Non-Int BRIGHTON AV	2	1	0	0	0	1	0	100.0	5,693	0.06 Statewide Crash Rate:	0.31 0.12	0.00
12868	0025X - 2.01	Int of BRIGHTON AV COLONIAL RD COLUMBIA RD WOOI	9	18	0	1	0	6	11	38.9	8,406	0.71 Statewide Crash Rate:	1.04 0.65	0.00
12981	0025X - 2.06	Int of BRIGHTON AV HASTINGS ST	2	3	0	0	0	1	2	33.3	7,908	0.13 Statewide Crash Rate:	0.28 0.12	0.00
13010	0025X - 2.08	Int of BRIGHTON AV WESTMINSTER AV	2	0	0	0	0	0	0	0.0	8,385	0.00 Statewide Crash Rate:	0.28 0.12	0.00

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12984	0025X - 2.11	Int of BRIGHTON AV, MACHIGONNE ST	2	0	0	0	0	0	0	0.0	8.354	0.00 Statewide Crash Rate: 0.12	0.28	0.00
13012	0025X - 2.13	Int of BRIGHTON AV EDGEWORTH AV	2	1	0	0	0	0	1	0.0	8.294	0.04 Statewide Crash Rate: 0.12	0.28	0.00
13013	0025X - 2.18	Int of BRIGHTON AV JEANNE ST	2	1	0	0	0	0	1	0.0	8.409	0.04 Statewide Crash Rate: 0.12	0.28	0.00
13055	0025X - 2.34	Int of BRIGHTON AV WAYSIDE RD	2	0	0	0	0	0	0	0.0	8.189	0.00 Statewide Crash Rate: 0.12	0.28	0.00
13023	0025X - 2.36	Int of BRIGHTON AV LUCAS ST	2	2	0	0	0	2	0	100.0	7.482	0.09 Statewide Crash Rate: 0.12	0.29	0.00
13038	0025X - 2.43	Int of BRIGHTON AV MAYER RD	2	2	0	0	0	0	2	0.0	7.089	0.09 Statewide Crash Rate: 0.12	0.29	0.00
13066	0025X - 2.53	Int of BRIGHTON AV HARMON RD	2	1	0	0	0	0	1	0.0	7.061	0.05 Statewide Crash Rate: 0.12	0.29	0.00
13035	0025X - 2.55	Int of ALBION ST, BRIGHTON AV	2	0	0	0	0	0	0	0.0	7.030	0.00 Statewide Crash Rate: 0.12	0.29	0.00
13070	0025X - 2.59	Int of BRIGHTON AV RAYMOND RD	2	0	0	0	0	0	0	0.0	6.980	0.00 Statewide Crash Rate: 0.12	0.29	0.00
13073	0025X - 2.64	Int of BRIGHTON AV DENNETT ST	2	1	0	0	0	0	1	0.0	7.119	0.05 Statewide Crash Rate: 0.12	0.29	0.00
13083	0025X - 2.67	Int of BRIGHTON AV ESSEX ST	2	3	0	0	0	2	1	66.7	7.049	0.14 Statewide Crash Rate: 0.12	0.29	0.00
A13086	0025X - 2.70	Int of BRIGHTON AV KENT ST	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.12	0.00	0.00
P13042	0025X - 2.71	Int of BRIGHTON AV CAPISIC ST HILCREST AV	9	16	0	0	1	4	11	31.3	9.340	0.57 Statewide Crash Rate: 0.65	1.02	0.00
13076	0025X - 2.75	Int of BRIGHTON AV DEVON ST	2	7	0	0	1	1	5	28.6	4.655	0.50 Statewide Crash Rate: 0.12	0.32	1.55
13079	0025X - 2.80	Int of BRIGHTON AV DORSET ST	2	1	0	0	0	0	1	0.0	4.659	0.07 Statewide Crash Rate: 0.12	0.32	0.00
P13102	0025X - 2.85	Int of BRIGHTON AV WARWICK ST	9	17	0	0	0	6	11	35.3	9.859	0.57 Statewide Crash Rate: 0.65	1.01	0.00
A13050	0025X - 2.86	Int of BRIGHTON AV, ROWE AV	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.12	0.00	0.00
A13131	0025X - 2.89	Int of BRIGHTON AV LOMOND ST	2	0	0	0	0	0	0	0.0	0.000	0.00 Statewide Crash Rate: 0.12	0.00	0.00
P12529	0025X - 2.90	Int of BRIGHTON AV TERRACE AV	2	1	0	0	0	1	0	100.0	9.512	0.04 Statewide Crash Rate 0.12	0.27	0.00
13052	0025X - 2.93	Int of BRIGHTON AV WEBB ST	2	0	0	0	0	0	0	0.0	4.904	0.00 Statewide Crash Rate: 0.12	0.32	0.00
13133	0025X - 2.94	Int of BRIGHTON AV WESSEX ST	2	1	0	0	0	0	1	0.0	9.703	0.03 Statewide Crash Rate: 0.12	0.27	0.00
67672	025BE - 0.49	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	2.252	0.00 Statewide Crash Rate 0.14	0.44	0.00

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
A67678	0025E - 2.58	Int of BRIGHTON AV RD INV 3209763	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
Study Years:	3.00	NODE TOTALS:		182	0	1	8	56	117	35.7	286.240	0.21	0.29	0.72

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
13054	19572	3115367	0 - 0.09	0025B - 0	0.09	2	1	0	0	1	0	0	100.0	0.00339	98.42	486.19	0.00
Int of BRIGHTON AV		CABOT ST RAND RD		ST RTE 25B											Statewide Crash Rate: 186.45		
13149	19572	3121390	0 - 0.04	0025B - 0.09	0.04	2	0	0	0	0	0	0	0.0	0.00151	0.00	598.74	0.00
Int of BRIGHTON AV		LOWES TAFT AV		ST RTE 25B											Statewide Crash Rate: 186.45		
13149	13154	3115366	0 - 0.05	0025B - 0.13	0.05	2	0	0	0	0	0	0	0.0	0.00186	0.00	567.45	0.00
Int of BRIGHTON AV		LOWES TAFT AV		ST RTE 25B											Statewide Crash Rate: 186.45		
13154	19569	3115365	0 - 0.09	0025B - 0.18	0.09	2	3	0	0	0	1	2	33.3	0.00343	291.78	484.71	0.00
Int of BRIGHTON AV		HOLM AV		ST RTE 25B											Statewide Crash Rate: 186.45		
67673	19569	3415785	0 - 0.03	0025B - 0.27	0.03	2	2	0	0	0	0	2	0.0	0.00235	283.70	534.46	0.00
Non Int BRIGHTON AV				ST RTE 25B											Statewide Crash Rate: 186.45		
65546	67673	3415784	0 - 0.11	0025B - 0.30	0.11	2	1	0	0	0	0	1	0.0	0.00454	73.34	451.01	0.00
Int of BRIGHTON AV		BRIGHTON AVE		ST RTE 25B											Statewide Crash Rate: 186.45		
15889	65546	3139802	0 - 0.03	0025B - 0.41	0.03	2	0	0	0	0	0	0	0.0	0.00069	0.00	718.23	0.00
Int of BRIGHTON AV RD RIVERSIDE ST		ENTRANCE TO DENNYS Z		ST RTE 25B											Statewide Crash Rate: 186.45		
15061	15889	3121571	0 - 0.04	0025B - 0.44	0.04	2	1	0	0	0	0	1	0.0	0.00093	359.60	673.67	0.00
TL Portland Westbrook MAIN ST RIVERSIDE ST		Int of BRIGHTON AV		ST RTE 25B											Statewide Crash Rate: 186.45		
12801	12928	3119193	0 - 0.07	0025X - 1.64	0.07	2	2	0	0	0	0	2	0.0	0.00396	168.34	441.02	0.00
Int of BELFIELD ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.61		
12801	12992	3106217	0 - 0.05	0025X - 1.71	0.05	2	3	0	0	2	0	1	66.7	0.00286	349.81	479.76	0.00
Int of BELFIELD ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.61		
12992	12994	3106235	0 - 0.05	0025X - 1.76	0.05	2	2	0	0	1	1	0	100.0	0.00287	232.07	479.15	0.00
Int of BRIGHTON AV		MOTLEY ST		ST RTE 25											Statewide Crash Rate: 172.61		
12871	12994	3118691	0 - 0.03	0025X - 1.81	0.03	2	0	0	0	0	0	0	0.0	0.00174	0.00	545.13	0.00
Int of BRIGHTON AV, FELLOWS ST				ST RTE 25											Statewide Crash Rate: 172.61		
12871	12973	3106221	0 - 0.02	0025X - 1.84	0.02	2	0	0	0	0	0	0	0.0	0.00117	0.00	602.02	0.00
Int of BRIGHTON AV, FELLOWS ST				ST RTE 25											Statewide Crash Rate: 172.61		
12973	12991	3106233	0 - 0.05	0025X - 1.86	0.05	2	4	0	0	0	2	2	50.0	0.00284	469.32	480.54	0.00
Int of BANCROFT ST		BRIGHTON AV		ST RTE 25											Statewide Crash Rate: 172.61		
12874	12991	3106223	0 - 0.02	0025X - 1.91	0.02	2	0	0	0	0	0	0	0.0	0.00112	0.00	608.06	0.00
Int of BRIGHTON AV, MONDTROSE AV				ST RTE 25											Statewide Crash Rate: 172.61		
12874	12980	3106222	0 - 0.03	0025X - 1.93	0.03	2	1	0	0	0	0	1	0.0	0.00170	196.37	548.69	0.00
Int of BRIGHTON AV, MONDTROSE AV				ST RTE 25											Statewide Crash Rate: 172.61		
63716	12980	3121500	0 - 0.02	0025X - 1.96	0.02	2	3	0	0	0	0	3	0.0	0.00114	878.00	605.26	1.45
Non-Int BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.61		
12868	63716	3116181	0 - 0.03	0025X - 1.98	0.03	2	0	0	0	0	0	0	0.0	0.00085	0.00	645.96	0.00
Int of BRIGHTON AV RD WOODFORD ST		COLONIAL RD COLUMBIA		ST RTE 25											Statewide Crash Rate: 172.61		
12868	12981	3123682	0 - 0.05	0025X - 2.01	0.05	2	3	0	0	0	0	3	0.0	0.00368	271.80	449.45	0.00
Int of BRIGHTON AV RD WOODFORD ST		COLONIAL RD COLUMBIA		ST RTE 25											Statewide Crash Rate: 172.61		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12981	13010	3131547	0 - 0.02	0025X - 2.06	0.02	2	1	0	0	0	0	1	0.0	0.00167	199.46	550.86	0.00
Int of BRIGHTON AV		HASTINGS ST		ST RTE 25											Statewide Crash Rate: 172.61		
12984	13010	3106234	0 - 0.03	0025X - 2.08	0.03	2	1	0	0	0	0	1	0.0	0.00250	133.32	496.73	0.00
Int of BRIGHTON AV		MACHIGONNE ST		ST RTE 25											Statewide Crash Rate: 172.61		
12984	13012	3131548	0 - 0.02	0025X - 2.11	0.02	2	0	0	0	0	0	0	0.0	0.00166	0.00	551.95	0.00
Int of BRIGHTON AV		MACHIGONNE ST		ST RTE 25											Statewide Crash Rate: 172.61		
13012	13013	3130037	0 - 0.05	0025X - 2.13	0.05	2	2	0	0	0	0	2	0.0	0.00411	162.38	436.97	0.00
Int of BRIGHTON AV		EDGEWORTH AV		ST RTE 25											Statewide Crash Rate: 172.61		
13013	13055	3106236	0 - 0.16	0025X - 2.18	0.16	2	3	0	0	0	2	1	66.7	0.01307	76.52	330.78	0.00
Int of BRIGHTON AV		JEANNE ST		ST RTE 25											Statewide Crash Rate: 172.61		
13023	13055	3123932	0 - 0.02	0025X - 2.34	0.02	2	1	0	0	0	0	1	0.0	0.00157	212.52	559.73	0.00
Int of BRIGHTON AV		LUCAS ST		ST RTE 25											Statewide Crash Rate: 172.61		
13023	13038	3139392	0 - 0.07	0025X - 2.36	0.07	2	2	0	0	0	0	2	0.0	0.00495	134.72	416.70	0.00
Int of BRIGHTON AV		LUCAS ST		ST RTE 25											Statewide Crash Rate: 172.61		
13038	13066	2527645	0 - 0.10	0025X - 2.43	0.10	2	2	0	0	0	0	2	0.0	0.00705	94.58	381.70	0.00
Int of BRIGHTON AV		MAYER RD		ST RTE 25											Statewide Crash Rate: 172.61		
13035	13066	3120651	0 - 0.02	0025X - 2.53	0.02	2	1	0	0	0	1	0	100.0	0.00140	237.79	575.60	0.00
Int of ALBION ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.61		
13035	13070	3119198	0 - 0.04	0025X - 2.55	0.04	2	0	0	0	0	0	0	0.0	0.00278	0.00	483.36	0.00
Int of ALBION ST, BRIGHTON AV				ST RTE 25											Statewide Crash Rate: 172.61		
13070	13073	3117884	0 - 0.05	0025X - 2.59	0.05	2	0	0	0	0	0	0	0.0	0.00348	0.00	455.99	0.00
Int of BRIGHTON AV		RAYMOND RD		ST RTE 25											Statewide Crash Rate: 172.61		
13073	13083	187715	0 - 0.03	0025X - 2.64	0.03	2	1	0	0	0	0	1	0.0	0.00210	158.88	519.76	0.00
Int of BRIGHTON AV		DENNETT ST		ST RTE 25											Statewide Crash Rate: 172.61		
13083	13086	3139394	0 - 0.03	0025X - 2.67	0.03	2	9	0	0	0	3	6	33.3	0.00211	1423.23	519.14	2.74
Int of BRIGHTON AV		ESSEX ST		ST RTE 25											Statewide Crash Rate: 172.61		
13042	13086	3121743	0 - 0.01	0025X - 2.70	0.01	2	0	0	0	0	0	0	0.0	0.00071	0.00	671.69	0.00
Int of BRIGHTON AV		CAPISIC ST HILCREST AV		ST RTE 25											Statewide Crash Rate: 172.61		
13042	13076	3139393	0 - 0.04	0025X - 2.71	0.04	2	1	0	1	0	0	0	100.0	0.00368	90.53	449.36	0.00
Int of BRIGHTON AV		CAPISIC ST HILCREST AV		ST RTE 25											Statewide Crash Rate: 172.61		
13076	13079	3119844	0 - 0.05	0025X - 2.75	0.05	2	4	0	0	0	1	3	25.0	0.00460	289.69	424.41	0.00
Int of BRIGHTON AV		DEVON ST		ST RTE 25											Statewide Crash Rate: 172.61		
13079	13102	3119200	0 - 0.05	0025X - 2.80	0.05	2	0	0	0	0	0	0	0.0	0.00460	0.00	424.41	0.00
Int of BRIGHTON AV		DORSET ST		ST RTE 25											Statewide Crash Rate: 172.61		
13050	13102	3131552	0 - 0.01	0025X - 2.85	0.01	2	1	0	0	0	0	1	0.0	0.00093	359.83	634.68	0.00
Int of BRIGHTON AV		ROWE AV		ST RTE 25											Statewide Crash Rate: 172.61		
13050	13131	3131553	0 - 0.03	0025X - 2.86	0.03	2	7	0	0	2	2	3	57.1	0.00279	836.30	482.80	1.73
Int of BRIGHTON AV		ROWE AV		ST RTE 25											Statewide Crash Rate: 172.61		

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12529	13131	3120019	0 - 0.01	0025X - 2.89	0.01	2	0	0	0	0	0	0	0.0	0.00093	0.00	634.13	0.00
Int of BRIGHTON AV		TERRACE AV		ST RTE 25											Statewide Crash Rate: 172.61		
12529	13052	3130457	0 - 0.03	0025X - 2.90	0.03	2	2	0	0	0	0	2	0.0	0.00290	230.20	478.15	0.00
Int of BRIGHTON AV		TERRACE AV		ST RTE 25											Statewide Crash Rate: 172.61		
13052	13133	3123711	0 - 0.01	0025X - 2.93	0.01	2	0	0	0	0	0	0	0.0	0.00097	0.00	628.85	0.00
Int of BRIGHTON AV		WEBB ST		ST RTE 25											Statewide Crash Rate: 172.61		
13054	13133	3139185	0 - 0.09	0025X - 2.94	0.09	2	2	0	0	0	0	2	0.0	0.00428	155.86	432.41	0.00
Int of BRIGHTON AV		CABOT ST RAND RD		ST RTE 25											Statewide Crash Rate: 172.61		
67672	15889	3415777	0 - 0.04	025BE - 0.49	0.04	2	0	0	0	0	0	0	0.0	0.00090	0.00	678.06	0.00
TL Portland Westbrook				ST RTE 25BE											Statewide Crash Rate: 186.45		
15889	67673	3415787	0 - 0.14	025BE - 0.53	0.14	2	2	0	0	0	0	2	0.0	0.00518	128.66	436.41	0.00
Int of BRIGHTON AV RD RIVERSIDE ST		ENTRANCE TO DENNYS Z		ST RTE 25BE											Statewide Crash Rate: 186.45		
19569	13154	3415788	0 - 0.09	025BE - 0.67	0.09	2	0	0	0	0	0	0	0.0	0.00343	0.00	484.71	0.00
Int of AARONS Z RD PORT HOS		BRIGHTON AV ENT TO		ST RTE 25BE											Statewide Crash Rate: 186.45		
13154	13149	3415789	0 - 0.05	025BE - 0.76	0.05	2	0	0	0	0	0	0	0.0	0.00186	0.00	567.45	0.00
Int of BRIGHTON AV		HOLM AV		ST RTE 25BE											Statewide Crash Rate: 186.45		
13149	19572	3415790	0 - 0.04	025BE - 0.81	0.04	2	0	0	0	0	0	0	0.0	0.00151	0.00	598.74	0.00
Int of BRIGHTON AV		LOWES TAFT AV		ST RTE 25BE											Statewide Crash Rate: 186.45		
19572	13054	3415791	0 - 0.09	025BE - 0.85	0.09	2	1	0	0	0	1	0	100.0	0.00308	108.18	498.21	0.00
Int of BRIGHTON AV		ENT PINE TREE		ST RTE 25BE											Statewide Crash Rate: 186.45		
13054	67678	3416044	0 - 0.02	0025E - 2.56	0.02	2	0	0	0	0	0	0	0.0	0.00066	0.00	681.56	0.00
Int of BRIGHTON AV		CABOT ST RAND RD		ST RTE 25E											Statewide Crash Rate: 172.61		
67678	13133	3416045	0 - 0.07	0025E - 2.58	0.07	2	1	0	0	0	0	1	0.0	0.00340	97.97	458.61	0.00
Int of BRIGHTON AV		RD INV 3209763		ST RTE 25E											Statewide Crash Rate: 172.61		
12868	63716	2671096	0 - 0.03	0025E - 2.65	0.03	2	2	0	0	0	0	2	0.0	0.00085	780.95	646.14	1.21
Int of BRIGHTON AV RD WOODFORD ST		COLONIAL RD COLUMBIA		ST RTE 25E											Statewide Crash Rate: 172.61		
Study Years: 3.00				**Section Totals:**	2.44		72	0	1	6	14	51	29.2	0.13831	173.52	227.94	0.76
				Grand Totals:	2.44		254	0	2	14	70	168	33.9	0.13831	612.14	337.31	1.81

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
13054	19572	3115367	0 - 0.09	0025B - 0	1	0	0	1	0	0	2013-29377	11/21/2013	0.05	B
13149	19572	3121390	0 - 0.04	0025B - 0.09	0	0	0	0	0	0				
13149	13154	3115366	0 - 0.05	0025B - 0.13	0	0	0	0	0	0				
13154	19569	3115365	0 - 0.09	0025B - 0.18	3	0	0	0	1	2	2012-47405	12/10/2012	0.22	C
											2011-6084C	03/31/2011	0.26	PD
											2012-22852	02/27/2012	0.26	PD
67673	19569	3415785	0 - 0.03	0025B - 0.27	2	0	0	0	0	2	2013-14837	06/20/2013	0.29	PD
											2012-26204	04/12/2012	0.29	PD
65546	67673	3415784	0 - 0.11	0025B - 0.30	1	0	0	0	0	1	2013-4579	02/18/2013	0.36	PD
15889	65546	3139802	0 - 0.03	0025B - 0.41	0	0	0	0	0	0				
15061	15889	3121571	0 - 0.04	0025B - 0.44	1	0	0	0	0	1	2013-8115	03/27/2013	0.46	PD
12801	12928	3119193	0 - 0.07	0025X - 1.64	2	0	0	0	0	2	2011-4337C	02/28/2011	1.65	PD
											2013-26674	10/25/2013	1.68	PD
12801	12992	3106217	0 - 0.05	0025X - 1.71	3	0	0	2	0	1	2012-27039	04/26/2012	1.72	B
											2012-30309	06/14/2012	1.74	B
											2011-11991	10/06/2011	1.74	PD
12992	12994	3106235	0 - 0.05	0025X - 1.76	2	0	0	1	1	0	2011-21036	12/30/2011	1.77	C
											2013-24948	10/07/2013	1.79	B
12871	12994	3118691	0 - 0.03	0025X - 1.81	0	0	0	0	0	0				
12871	12973	3106221	0 - 0.02	0025X - 1.84	0	0	0	0	0	0				
12973	12991	3106233	0 - 0.05	0025X - 1.86	4	0	0	0	2	2	2013-12675	05/27/2013	1.87	PD
											2013-23626	09/21/2013	1.89	C
											2013-3999	02/14/2013	1.90	C
											2012-35146	08/13/2012	1.90	PD
12874	12991	3106223	0 - 0.02	0025X - 1.91	0	0	0	0	0	0				
12874	12980	3106222	0 - 0.03	0025X - 1.93	1	0	0	0	0	1	2012-38148	09/10/2012	1.95	PD
63716	12980	3121500	0 - 0.02	0025X - 1.96	3	0	0	0	0	3	2012-47126	12/13/2012	1.97	PD
											2011-40C	01/03/2011	1.97	PD
											2011-101C	01/05/2011	1.97	PD
12868	63716	3116181	0 - 0.03	0025X - 1.98	0	0	0	0	0	0				
12868	12981	3123682	0 - 0.05	0025X - 2.01	3	0	0	0	0	3	2011-780C	01/11/2011	2.02	PD
											2013-8504	04/02/2013	2.02	PD
											2012-2973	02/06/2012	2.04	PD
12981	13010	3131547	0 - 0.02	0025X - 2.06	1	0	0	0	0	1	2013-12424	05/23/2013	2.07	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12984	13010	3106234	0 - 0.03	0025X - 2.08	1	0	0	0	0	1	2013-8012	03/22/2013	2.09	PD
12984	13012	3131548	0 - 0.02	0025X - 2.11	0	0	0	0	0	0				
13012	13013	3130037	0 - 0.05	0025X - 2.13	2	0	0	0	0	2	2013-33432	12/16/2013	2.15	PD
											2013-22402	09/07/2013	2.15	PD
13013	13055	3106236	0 - 0.16	0025X - 2.18	3	0	0	0	2	1	2011-1387C	01/24/2011	2.20	C
											2011-6355	08/01/2011	2.20	C
											2013-2260	01/28/2013	2.32	PD
13023	13055	3123932	0 - 0.02	0025X - 2.34	1	0	0	0	0	1	2012-45261	11/26/2012	2.35	PD
13023	13038	3139392	0 - 0.07	0025X - 2.36	2	0	0	0	0	2	2013-27892	11/08/2013	2.39	PD
											2011-2921C	02/04/2011	2.42	PD
13038	13066	2527645	0 - 0.10	0025X - 2.43	2	0	0	0	0	2	2013-33454	12/17/2013	2.47	PD
											2012-28696	05/21/2012	2.52	PD
13035	13066	3120651	0 - 0.02	0025X - 2.53	1	0	0	0	1	0	2012-25095	03/28/2012	2.54	C
13035	13070	3119198	0 - 0.04	0025X - 2.55	0	0	0	0	0	0				
13070	13073	3117884	0 - 0.05	0025X - 2.59	0	0	0	0	0	0				
13073	13083	187715	0 - 0.03	0025X - 2.64	1	0	0	0	0	1	2011-706C	01/06/2011	2.66	PD
13083	13086	3139394	0 - 0.03	0025X - 2.67	9	0	0	0	3	6	2012-37068	08/29/2012	2.68	C
											2012-33445	07/18/2012	2.68	C
											2013-12921	05/29/2013	2.68	PD
											2011-1427C	01/24/2011	2.68	PD
											2011-4296C	02/25/2011	2.69	C
											2013-18983	08/05/2013	2.69	PD
											2011-15997	11/21/2011	2.69	PD
											2011-7837C	05/04/2011	2.69	PD
											2013-21126	08/22/2013	2.69	PD
13042	13086	3121743	0 - 0.01	0025X - 2.70	0	0	0	0	0	0				
13042	13076	3139393	0 - 0.04	0025X - 2.71	1	0	1	0	0	0	2012-37961	09/06/2012	2.73	A
13076	13079	3119844	0 - 0.05	0025X - 2.75	4	0	0	0	1	3	2011-8606C	05/31/2011	2.76	PD
											2013-23741	09/24/2013	2.77	C
											2012-33643	07/23/2012	2.78	PD
											2012-38546	09/14/2012	2.79	PD
13079	13102	3119200	0 - 0.05	0025X - 2.80	0	0	0	0	0	0				
13050	13102	3131552	0 - 0.01	0025X - 2.85	1	0	0	0	0	1	2012-1215	01/18/2012	2.85	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
13050	13131	3131553	0 - 0.03	0025X - 2.86	7	0	0	2	2	3	2013-16479	07/09/2013	2.87	B
											2013-15912	07/02/2013	2.87	B
											2013-1793	01/16/2013	2.87	C
											2013-5130	02/23/2013	2.87	C
											2012-1268	01/19/2012	2.87	PD
											2012-45893	11/30/2012	2.87	PD
											2013-26475	10/24/2013	2.88	PD
12529	13131	3120019	0 - 0.01	0025X - 2.89	0	0	0	0	0	0				
12529	13052	3130457	0 - 0.03	0025X - 2.90	2	0	0	0	0	2	2013-18613	07/30/2013	2.91	PD
											2012-27942	05/09/2012	2.91	PD
13052	13133	3123711	0 - 0.01	0025X - 2.93	0	0	0	0	0	0				
13054	13133	3139185	0 - 0.09	0025X - 2.94	2	0	0	0	0	2	2012-37694	09/05/2012	2.99	PD
											2011-8596	08/24/2011	3.02	PD
67672	15889	3415777	0 - 0.04	025BE - 0.49	0	0	0	0	0	0				
15889	67673	3415787	0 - 0.14	025BE - 0.53	2	0	0	0	0	2	2013-30967	12/03/2013	0.61	PD
											2013-35469	12/31/2013	0.61	PD
19569	13154	3415788	0 - 0.09	025BE - 0.67	0	0	0	0	0	0				
13154	13149	3415789	0 - 0.05	025BE - 0.76	0	0	0	0	0	0				
13149	19572	3415790	0 - 0.04	025BE - 0.81	0	0	0	0	0	0				
19572	13054	3415791	0 - 0.09	025BE - 0.85	1	0	0	0	1	0	2013-35107	12/30/2013	0.87	C
13054	67678	3416044	0 - 0.02	0025E - 2.56	0	0	0	0	0	0				
67678	13133	3416045	0 - 0.07	0025E - 2.58	1	0	0	0	0	1	2013-5099	02/24/2013	2.62	PD
12868	63716	2671096	0 - 0.03	0025E - 2.65	2	0	0	0	0	2	2012-46	01/04/2012	2.66	PD
											2013-5336	02/26/2013	2.66	PD
				Totals:	72	0	1	6	14	51				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day	PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	1	0	0	1	0	0	0	0	3	3	1	1	1	4	0	3	0	0	0	0	0	18
MONDAY	0	0	0	0	0	0	1	2	9	4	0	2	6	5	4	6	5	4	3	1	0	0	1	0	0	53
TUESDAY	0	0	0	0	0	0	0	2	4	5	1	2	3	4	3	4	9	3	3	0	0	0	1	2	0	46
WEDNESDAY	0	0	1	0	0	0	2	0	5	2	1	4	3	3	3	2	3	4	0	0	0	0	0	0	0	33
THURSDAY	0	0	0	0	0	2	1	1	4	0	1	4	3	2	4	6	8	2	4	2	1	2	0	1	0	48
FRIDAY	0	0	0	0	0	0	2	2	4	4	3	2	1	3	1	1	4	2	1	2	0	0	0	0	0	32
SATURDAY	1	0	1	0	0	0	0	1	0	3	1	1	3	1	0	1	2	4	1	1	3	0	0	0	0	24
Totals	1	0	2	0	1	2	6	9	26	18	7	15	22	21	16	21	32	23	12	9	4	2	2	3	0	**254**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	352
2-(Sport) Utility Vehicle	87
3-Passenger Van	7
4-Cargo Van (10K lbs or Less)	6
5-Pickup	55
6-Motor Home	0
7-School Bus	1
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	1
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	11
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	2
24-Witness	35
25-Other	3
Total	**562**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	94	117	11	4	0	0	226
Ran Off Roadway	6	1	0	0	0	0	7
Failed to Yield Right-of-Way	35	21	0	0	0	0	56
Ran Red Light	7	6	0	0	0	0	13
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	1	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	2	7	0	0	0	0	9
Improper Turn	3	1	0	0	0	0	4
Improper Backing	4	0	0	0	0	0	4
Improper Passing	1	1	0	0	0	0	2
Wrong Way	1	0	0	0	0	0	1
Followed Too Closely	48	28	7	1	0	0	84
Failed to Keep in Proper Lane	9	4	0	0	0	0	13
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	3	1	0	0	0	5
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	4	2	0	0	0	0	6
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	10	11	1	0	0	0	22
Unknown	6	3	0	0	0	0	9
Total	**231**	**206**	**20**	**5**	**0**	**0**	**462**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	245	222	22	5	0	1	495
Physically Impaired or Handicapped	1	1	0	0	0	0	2
Emotional(Depressed, Angry, Disturbed, etc.)	1	1	0	0	0	0	2
Ill (Sick)	1	1	0	0	0	0	2
Asleep or Fatigued	0	1	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	2	4
Other	2	2	1	1	0	0	6
Total	**251**	**229**	**23**	**6**	**0**	**3**	**512**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	34	0	0	0	0	34
20-24	78	0	0	0	0	78
25-29	54	0	0	0	0	54
30-39	104	0	0	0	0	104
40-49	96	0	0	0	0	96
50-59	71	0	0	0	0	71
60-69	49	0	0	0	0	49
70-79	18	0	0	0	0	18
80-Over	13	0	0	0	0	13
Unknown	7	2	0	1	0	10
Total	**524**	**2**	**0**	**1**	**0**	**527**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	2
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	2
9-Pedestrian	1
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	1
12-Animal	0
13-Motor Vehicle in Transport	334
14-Parked Motor Vehicle	14
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	1
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	2
33-Traffic Sign Support	2
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	92
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**451**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	173
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	14
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	1
13-None	63
14-Other	2
Total	**254**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	2	2
B	14	17
C	70	91
PD	168	0
Total	**254**	**110**

Road Character

Road Grade	Total
1-Level	228
2-On Grade	22
3-Top of Hill	2
4-Bottom of Hill	2
5-Other	0
Total	**254**

Light

Light Condition	Total
1-Daylight	191
2-Dawn	4
3-Dusk	11
4-Dark - Lighted	45
5-Dark - Not Lighted	3
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**254**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	10	11	15	36
FEBRUARY	6	13	9	28
MARCH	3	8	12	23
APRIL	7	10	4	21
MAY	7	6	3	16
JUNE	1	8	3	12
JULY	2	5	6	13
AUGUST	5	6	9	20
SEPTEMBER	6	7	10	23
OCTOBER	10	3	5	18
NOVEMBER	8	5	3	16
DECEMBER	6	12	10	28
Total	**71**	**94**	**89**	**254**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Rear End / Sideswipe	49	0	46	56	7	8	0	0	0	0	0	0	0	166
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	22	23	10	11	0	0	0	0	0	0	0	66
Pedestrians	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	9	6	0	0	0	0	0	0	0	0	0	17
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Other	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**54**	**0**	**77**	**87**	**17**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**254**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	22	0	0	0	0	0	0	0	0	0	0	22
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	3	0	0	0	0	0	0	0	0	0	0	3
Daylight	125	0	0	0	0	0	1	1	0	0	8	135
Dusk	7	0	0	0	0	0	0	0	0	0	2	9
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	5	0	0	0	0	0	0	0	0	0	2	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	16	0	0	0	0	0	1	1	0	0	8	26
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	1	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	6	6
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	1	1
Daylight	0	0	0	0	0	0	0	0	0	0	15	15
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	3	0	0	0	0	0	1	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	1	6	0	0	0	7
Dark - Not Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	8	0	0	2	11
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**181**	**4**	**0**	**0**	**0**	**0**	**5**	**17**	**0**	**0**	**0**	**254**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 2

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0025X**	Start Node: **13054**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **59825**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0025E**	Start Node: **67675**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **13054**	End Offset: **0**	☑ **Exclude Last Node**
Route: **3209763**	Start Node: **67677**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **67678**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
67675	0025X - 3.10	Non Int RAND RD	2	0	0	0	0	0	0	0.0	2,792	0.00	0.37	0.00
												Statewide Crash Rate:	0.12	
13082	0025X - 3.46	Non Int RAND RD	2	1	0	0	0	1	0	100.0	1,573	0.21	0.42	0.00
												Statewide Crash Rate:	0.12	
17893	0025X - 3.52	Int of PINETREE IND PK RAND RD	2	0	0	0	0	0	0	0.0	3,910	0.00	0.34	0.00
												Statewide Crash Rate:	0.12	
59824	0025X - 3.85	Int of RAMP OFF I 95 NB RAMP ON I 95 NB RAND RD	9	10	0	0	3	4	3	70.0	5,913	0.56	1.11	0.00
												Statewide Crash Rate:	0.65	
59825	0025X - 4.11	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	2,216	0.00	0.37	0.00
												Statewide Crash Rate:	0.11	
A67677	0025E - 2.54	Int of RAND RD RD INV 3209763	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.12	
Study Years: 3.00		**NODE TOTALS:**		11	0	0	3	5	3	72.7	16.404	0.22	0.50	0.44

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
13054	67675	3415950	0 - 0.07	0025X - 3.03	0.07	2	1	0	0	0	0	1	0.0	0.00085	390.61	646.19	0.00
Int of BRIGHTON AV		CABOT ST RAND RD		ST RTE 25											Statewide Crash Rate: 172.61		
67675	13082	3415951	0 - 0.36	0025X - 3.10	0.36	2	5	0	0	1	0	4	20.0	0.01133	147.15	341.49	0.00
Non Int RAND RD				ST RTE 25											Statewide Crash Rate: 172.61		
13082	17893	3106239	0 - 0.06	0025X - 3.46	0.06	2	1	0	0	0	0	1	0.0	0.00189	176.57	534.04	0.00
Non Int RAND RD				ST RTE 25											Statewide Crash Rate: 172.61		
59824	17893	3118423	0 - 0.33	0025X - 3.52	0.33	2	1	0	0	0	0	1	0.0	0.01361	24.49	327.86	0.00
Int of RAMP OFF I 95 NB		RAMP ON I 95 NB RAND RD		ST RTE 25											Statewide Crash Rate: 172.61		
59825	59824	3119764	0 - 0.26	0025X - 3.85	0.26	2	0	0	0	0	0	0	0.0	0.01152	0.00	175.45	0.00
TL Portland Westbrook				ST RTE 25											Statewide Crash Rate: 72.19		
67675	67677	3416040	0 - 0.05	0025E - 2.49	0.05	2	0	0	0	0	0	0	0.0	0.00085	0.00	646.37	0.00
Non Int RAND RD				ST RTE 25E											Statewide Crash Rate: 172.61		
67677	13054	3416041	0 - 0.02	0025E - 2.54	0.02	2	0	0	0	0	0	0	0.0	0.00002	0.00	-2749.94	0.00
Int of RAND RD		RD INV 3209763		ST RTE 25E											Statewide Crash Rate: 172.61		
67677	67678	3416048	0 - 0.03	3209763 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00048	0.00	718.25	0.00
Int of RAND RD		RD INV 3209763		RD INV 3209763											Statewide Crash Rate: 172.61		
Study Years: 3.00				**Section Totals:**	1.18		8	0	0	1	0	7	12.5	0.04055	65.76	228.62	0.29
				Grand Totals:	1.18		19	0	0	4	5	10	47.4	0.04055	156.19	339.81	0.46

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
13054	67675	3415950	0 - 0.07	0025X - 3.03	1	0	0	0	0	1	2011-3569C	02/15/2011	3.04	PD
67675	13082	3415951	0 - 0.36	0025X - 3.10	5	0	0	1	0	4	2012-25461	04/03/2012	3.15	PD
											2011-12574	10/14/2011	3.16	PD
											2013-23998	09/26/2013	3.16	PD
											2011-3956	07/03/2011	3.28	PD
											2012-30577	06/11/2012	3.43	B
13082	17893	3106239	0 - 0.06	0025X - 3.46	1	0	0	0	0	1	2011-8608C	05/31/2011	3.51	PD
59824	17893	3118423	0 - 0.33	0025X - 3.52	1	0	0	0	0	1	2013-28879	11/16/2013	3.82	PD
59825	59824	3119764	0 - 0.26	0025X - 3.85	0	0	0	0	0	0				
67675	67677	3416040	0 - 0.05	0025E - 2.49	0	0	0	0	0	0				
67677	13054	3416041	0 - 0.02	0025E - 2.54	0	0	0	0	0	0				
67677	67678	3416048	0 - 0.03	3209763 - 0	0	0	0	0	0	0				
				Totals:	8	0	0	1	0	7				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4
WEDNESDAY	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	5
SATURDAY	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Totals	0	0	0	1	0	0	0	2	3	2	0	1	1	1	1	0	2	3	0	0	0	0	1	1	0	**19**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	24
2-(Sport) Utility Vehicle	5
3-Passenger Van	1
4-Cargo Van (10K lbs or Less)	0
5-Pickup	1
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	0
25-Other	0
Total	**36**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	11	7	0	0	0	0	18
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	0	1	0	0	0	0	1
Ran Red Light	1	0	0	0	0	0	1
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	1	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	3	3	1	0	0	0	7
Failed to Keep in Proper Lane	1	0	0	0	0	0	1
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**18**	**13**	**1**	**0**	**0**	**0**	**32**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	19	14	1	0	0	1	35
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**19**	**14**	**1**	**0**	**0**	**1**	**35**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	2	0	0	0	0	2
20-24	3	0	0	0	0	3
25-29	7	0	0	0	0	7
30-39	8	0	0	0	0	8
40-49	1	0	0	0	0	1
50-59	7	0	0	0	0	7
60-69	5	0	0	0	0	5
70-79	1	0	0	0	0	1
80-Over	0	0	0	0	0	0
Unknown	1	1	0	0	0	2
Total	**35**	**1**	**0**	**0**	**0**	**36**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	1
2-Fire / Explosion	0
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	0
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	27
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	1
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	2
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**31**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	11
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	1
12-No Passing Zone	0
13-None	7
14-Other	0
Total	**19**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	4	4
C	5	6
PD	10	0
Total	**19**	**10**

Road Character

Road Grade	Total
1-Level	17
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**19**

Light

Light Condition	Total
1-Daylight	14
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	5
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**19**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	1	0	0	1
MARCH	0	0	1	1
APRIL	0	1	0	1
MAY	1	0	0	1
JUNE	0	2	0	2
JULY	2	0	0	2
AUGUST	0	0	0	0
SEPTEMBER	1	1	2	4
OCTOBER	2	0	0	2
NOVEMBER	1	0	3	4
DECEMBER	1	0	0	1
Total	**9**	**4**	**6**	**19**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	5	1	6	0	0	0	0	0	0	0	0	0	1	13
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**7**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	3	0	0	0	0	0	0	0	0	0	0	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	1	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 3

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **3202041**	Start Node: **18670**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **15175**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0560846**	Start Node: **15175**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18670**	End Offset: **0**	☑ **Exclude Last Node**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P18670	3202041 - 0	Int of LARRABEE RD RAMP OFF TO RIVERSIDE ST LARRA	9	59	0	0	1	10	48	18.6	11.466	1.72	0.99	1.73
												Statewide Crash Rate:	0.65	
15175	3202041 - 0.05	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	4.201	0.00	0.37	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00	**NODE TOTALS:**		59	0	0	1	10	48	18.6	15.667	1.26	0.77	1.63

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18670	15175	3118605	0 - 0.05	3202041 - 0	0.05	2	2	0	0	0	0	2	0.0	0.00108	614.98	649.50	0.00
Int of LARRABEE RD RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVERSIDE ST				RD INV 3202041											Statewide Crash Rate: 186.45		
15175	18670	3117324	0 - 0.05	0560846 - 0	0.05	2	0	0	0	0	0	0	0.0	0.00095	0.00	670.05	0.00
TL Portland Westbrook				RD INV 05 60846											Statewide Crash Rate: 186.45		
Study Years: 3.00				**Section Totals:**	0.10		2	0	0	0	0	2	0.0	0.00203	327.91	554.86	0.59
				Grand Totals:	0.10		61	0	0	1	10	50	18.0	0.00203	10001.39	762.75	13.11

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18670	15175	3118605	0 - 0.05	3202041 - 0	2	0	0	0	0	2	2012-51170	11/09/2012	0.01	PD
											2012-30586	05/08/2012	0.04	PD
15175	18670	3117324	0 - 0.05	0560846 - 0	0	0	0	0	0	0				
				Totals:	2	0	0	0	0	2				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
MONDAY	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	3	0	0	1	0	0	0	0	0	10
TUESDAY	0	0	0	0	0	0	1	0	1	2	0	2	2	1	0	0	1	1	0	1	0	0	0	0	0	12
WEDNESDAY	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	1	0	2	0	0	0	0	0	0	10
THURSDAY	0	0	0	0	0	0	0	1	1	1	0	1	1	1	2	1	0	3	0	0	1	1	0	0	0	14
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	2	0	0	0	0	0	0	0	7
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0	0	5
Totals	0	1	0	0	0	0	1	3	2	5	1	6	5	12	2	2	6	7	4	2	1	1	0	0	0	**61**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	56
2-(Sport) Utility Vehicle	30
3-Passenger Van	3
4-Cargo Van (10K lbs or Less)	1
5-Pickup	17
6-Motor Home	1
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	14
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	0
24-Witness	7
25-Other	1
Total	**130**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	27	26	1	0	0	0	54
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	8	8	0	0	0	0	16
Ran Red Light	2	2	0	0	0	0	4
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	2	0	0	0	0	0	2
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	2	2	0	0	0	0	4
Improper Backing	0	1	0	0	0	0	1
Improper Passing	2	0	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	8	3	0	0	0	0	11
Failed to Keep in Proper Lane	2	6	0	0	0	0	8
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	1	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	4	0	0	0	0	6
Unknown	2	2	0	0	0	0	4
Total	**57**	**55**	**1**	**0**	**0**	**0**	**113**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	59	58	1	0	0	0	118
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	1	0	0	0	0	2
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	1	0	0	0	0	0	1
Total	**61**	**59**	**1**	**0**	**0**	**0**	**121**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	4	0	0	0	0	4
20-24	9	0	0	0	0	9
25-29	6	0	0	0	0	6
30-39	20	0	0	0	0	20
40-49	32	0	0	0	0	32
50-59	25	0	0	0	0	25
60-69	13	0	0	0	0	13
70-79	9	0	0	0	0	9
80-Over	3	0	0	0	0	3
Unknown	2	0	0	0	0	2
Total	**123**	**0**	**0**	**0**	**0**	**123**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	3
2-Fire / Explosion	1
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	1
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	94
14-Parked Motor Vehicle	0
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	0
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	12
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**111**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	49
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	0
6-Yield Sign	8
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	2
14-Other	1
Total	**61**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	3
C	10	12
PD	50	0
Total	**61**	**15**

Road Character

Road Grade	Total
1-Level	61
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**61**

Light

Light Condition	Total
1-Daylight	52
2-Dawn	0
3-Dusk	3
4-Dark - Lighted	6
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**61**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	1	2	2	5
FEBRUARY	0	0	1	1
MARCH	4	2	0	6
APRIL	0	1	2	3
MAY	2	4	4	10
JUNE	0	0	3	3
JULY	2	3	1	6
AUGUST	0	1	3	4
SEPTEMBER	3	2	1	6
OCTOBER	0	4	3	7
NOVEMBER	2	2	0	4
DECEMBER	2	2	2	6
Total	**16**	**23**	**22**	**61**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	8	42	0	0	0	0	0	0	0	0	0	51
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	8	0	1	0	0	0	0	0	0	0	9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**9**	**50**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	6	0	0	0	0	0	0	0	0	0	0	6
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	34	0	0	0	0	0	1	0	0	0	3	38
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	8	0	0	0	0	0	0	0	0	0	0	8
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	5	5
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**50**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**61**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I ☑ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland section 4

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0560621**	Start Node: **15889**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **15893**	End Offset: **0**	☐ **Exclude Last Node**
Route: **3202037**	Start Node: **65547**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **15889**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
15889	0560621 - 0	Int of BRIGHTON AV ENTRANCE TO DENNYS Z RD RIVER	9	13	0	0	2	2	9	30.8	6,329	0.68 Statewide Crash Rate: 0.65	1.10	0.00
65547	0560621 - 0.03	Int of BRIGHTON AVE RIVERSIDE ST	2	1	0	0	0	0	1	0.0	4,181	0.08 Statewide Crash Rate: 0.14	0.37	0.00
63966	0560621 - 0.12	Int of ENT TO BUISNESS RD INV 3201824 RIVERSIDE ST	9	5	0	0	0	2	3	40.0	4,680	0.36 Statewide Crash Rate: 0.65	1.17	0.00
A65550	0560621 - 0.24	Non Int RIVERSIDE ST	2	0	0	0	0	0	0	0.0	0,000	0.00 Statewide Crash Rate: 0.14	0.00	0.00
P18670	0560621 - 0.28	Int of LARRABEE RD RAMP OFF TO RIVERSIDE ST LARRA	9	59	0	0	1	10	48	18.6	11,466	1.72 Statewide Crash Rate: 0.65	0.99	1.73
A65548	0560621 - 0.30	Int of RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVER	2	0	0	0	0	0	0	0.0	0,000	0.00 Statewide Crash Rate: 0.11	0.00	0.00
15890	0560621 - 0.45	Int of RIVERSIDE CT, RIVERSIDE ST	2	3	0	0	0	0	3	0.0	9,270	0.11 Statewide Crash Rate: 0.12	0.27	0.00
15892	0560621 - 0.52	Non Int RIVERSIDE ST	2	0	0	0	0	0	0	0.0	4,511	0.00 Statewide Crash Rate: 0.12	0.33	0.00
63963	0560621 - 0.58	Int of BUILDING FOR LEASE ENT TO HOME DEPOT RIVER	9	4	0	0	0	1	3	25.0	8,852	0.15 Statewide Crash Rate: 0.65	1.03	0.00
15893	0560621 - 0.67	Int of RIVERSIDE ST WARREN AV	9	39	0	0	1	10	28	28.2	12,203	1.07 Statewide Crash Rate: 0.65	0.98	1.09
Study Years: 3.00		**NODE TOTALS:**		124	0	0	4	25	95	23.4	61,492	0.67	0.63	1.07

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury Crashes A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
15889	65547	3139803	0 - 0.03	0560621 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00009	0.00	480.97	0.00
Int of BRIGHTON AV RD RIVERSIDE ST		ENTRANCE TO DENNYS Z		RD INV 05 60621											Statewide Crash Rate: 186.45		
65547	63966	3118593	0 - 0.09	0560621 - 0.03	0.09	2	3	0	0	1	2	0	100.0	0.00368	271.80	475.95	0.00
Int of BRIGHTON AVE RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 186.45		
63966	65550	3123140	0 - 0.12	0560621 - 0.12	0.12	2	6	0	0	1	1	4	33.3	0.00505	396.34	439.30	0.00
Int of ENT TO BUISNESS RD INV 3201824 RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 186.45		
65550	18670	3116597	0 - 0.04	0560621 - 0.24	0.04	2	1	0	0	0	0	1	0.0	0.00152	219.04	597.51	0.00
Non Int RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 186.45		
65548	18670	3139805	0 - 0.02	0560621 - 0.28	0.02	2	3	0	0	0	0	3	0.0	0.00135	740.03	580.82	1.27
Int of RAMP OFF TO RIVERSIDE ST LARRABEE RD RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.61		
15890	65548	3116598	0 - 0.15	0560621 - 0.30	0.15	2	12	0	0	0	1	10	9.1	0.01383	289.23	326.71	0.00
Int of RIVERSIDE CT, RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.61		
15890	15892	3116599	0 - 0.07	0560621 - 0.45	0.07	2	7	0	0	0	3	4	42.9	0.00632	369.43	392.09	0.00
Int of RIVERSIDE CT, RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.61		
15892	63963	3120364	0 - 0.06	0560621 - 0.52	0.06	2	2	0	0	0	2	0	100.0	0.00541	123.14	407.39	0.00
Non Int RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.61		
63963	15893	3116235	0 - 0.09	0560621 - 0.58	0.09	2	12	0	0	0	2	10	16.7	0.00738	542.05	377.49	1.44
Int of BUILDING FOR LEASE ENT TO HOME DEPOT RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.61		
65547	15889	3139804	0 - 0.03	3202037 - 0	0.03	2	2	0	0	0	1	1	50.0	0.00050	1341.33	762.04	1.76
Int of BRIGHTON AVE RIVERSIDE ST				RD INV 3202037											Statewide Crash Rate: 186.45		
Study Years: 3.00				**Section Totals:**	0.70		48	0	0	2	12	33	29.2	0.04513	354.57	265.10	1.34
				Grand Totals:	0.70		172	0	0	6	37	128	25.0	0.04513	1270.54	384.14	3.31

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15889	65547	3139803	0 - 0.03	0560621 - 0	0	0	0	0	0	0				
65547	63966	3118593	0 - 0.09	0560621 - 0.03	3	0	0	1	2	0	2012-47001	12/11/2012	0.07	C
											2011-5309C	03/05/2011	0.08	C
											2011-21043	12/31/2011	0.11	B
63966	65550	3123140	0 - 0.12	0560621 - 0.12	6	0	0	1	1	4	2013-7846	03/25/2013	0.16	PD
											2013-16281	07/03/2013	0.19	C
											2012-1998	01/26/2012	0.19	PD
											2012-35132	08/10/2012	0.19	PD
											2013-15704	06/28/2013	0.19	PD
											2011-712C	01/08/2011	0.22	B
65550	18670	3116597	0 - 0.04	0560621 - 0.24	1	0	0	0	0	1	2011-1428C	01/24/2011	0.27	PD
65548	18670	3139805	0 - 0.02	0560621 - 0.28	3	0	0	0	0	3	2011-750C	01/18/2011	0.29	PD
											2011-9028C	06/14/2011	0.29	PD
											2012-47703	12/18/2012	0.29	PD
15890	65548	3116598	0 - 0.15	0560621 - 0.30	12	0	0	0	1	10	2012-48356	12/21/2012	0.32	
											2013-17686	07/18/2013	0.32	PD
											2012-32088	07/09/2012	0.33	PD
											2011-8597	08/24/2011	0.35	PD
											2012-42685	11/01/2012	0.36	PD
											2012-44605	11/19/2012	0.37	PD
											2013-7110	03/18/2013	0.40	PD
											2013-30070	11/26/2013	0.40	PD
											2013-31153	12/03/2013	0.41	PD
											2011-13401	10/21/2011	0.43	C
											2012-37132	08/30/2012	0.44	PD
											2012-30410	06/14/2012	0.44	PD
15890	15892	3116599	0 - 0.07	0560621 - 0.45	7	0	0	0	3	4	2012-2220	01/28/2012	0.46	PD
											2013-9423	04/13/2013	0.48	C
											2013-2618	02/01/2013	0.48	PD
											2012-28148	05/11/2012	0.48	PD
											2013-10099	04/24/2013	0.49	C
											2013-28448	10/20/2013	0.50	C
											2012-23073	03/02/2012	0.51	PD

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
15892	63963	3120364	0 - 0.06	0560621 - 0.52	2	0	0	0	2	0	2012-34698	08/07/2012	0.53	C
											2012-28374	05/16/2012	0.57	C
63963	15893	3116235	0 - 0.09	0560621 - 0.58	12	0	0	0	2	10	2013-12657	05/24/2013	0.59	PD
											2012-33664	07/29/2012	0.61	PD
											2013-10566	04/29/2013	0.62	C
											2011-7898C	05/16/2011	0.62	PD
											2013-3505	02/11/2013	0.62	PD
											2011-10711	09/21/2011	0.62	PD
											2013-22166	09/06/2013	0.62	PD
											2013-5116	02/21/2013	0.62	PD
											2013-33506	12/18/2013	0.64	PD
											2012-22174	02/17/2012	0.65	PD
											2011-9946	09/08/2011	0.66	C
											2011-97C	01/05/2011	0.66	PD
65547	15889	3139804	0 - 0.03	3202037 - 0	2	0	0	0	1	1	2011-5792C	03/25/2011	0.01	PD
											2011-5584	07/24/2011	0.02	C
				Totals:	48	0	0	2	12	33				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	1	2	0	0	0	0	0	0	1	1	0	1	2	0	1	2	0	0	2	0	1	0	0	0	0	14
MONDAY	0	0	1	0	0	0	0	2	1	0	2	2	3	4	2	2	4	3	0	1	0	0	0	0	0	27
TUESDAY	1	0	0	0	0	0	1	0	1	3	2	3	3	2	2	2	3	6	0	1	1	0	0	0	0	31
WEDNESDAY	0	0	0	0	0	0	0	3	1	1	1	1	0	7	1	1	3	0	2	0	1	0	0	0	0	22
THURSDAY	0	0	0	0	0	0	0	1	3	1	2	4	3	2	5	2	2	5	0	1	1	1	0	0	0	33
FRIDAY	0	0	0	0	0	0	0	1	2	0	1	3	2	5	0	3	2	4	1	0	0	1	0	0	0	25
SATURDAY	1	1	0	0	0	0	1	0	0	0	1	1	1	2	0	2	2	2	5	0	0	0	1	0	0	20
Totals	3	3	1	0	0	0	2	7	9	6	9	15	14	22	11	14	16	20	10	3	4	2	1	0	0	**172**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	182
2-(Sport) Utility Vehicle	76
3-Passenger Van	10
4-Cargo Van (10K lbs or Less)	4
5-Pickup	45
6-Motor Home	1
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	2
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	1
17-Medium/Heavy Trucks (More than 10,000 lbs)	23
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0

Unit Type	Total
23-Bicyclist	1
24-Witness	24
25-Other	3
Total	**372**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	69	68	6	1	0	0	144
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	21	23	0	0	0	0	44
Ran Red Light	5	4	0	0	0	0	9
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	2	0	0	0	0	0	2
Exceeded Posted Speed Limit	0	1	0	0	0	0	1
Drove Too Fast For Conditions	3	1	1	0	0	0	5
Improper Turn	5	7	0	0	0	0	12
Improper Backing	0	2	0	0	0	0	2
Improper Passing	3	0	0	0	0	0	3
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	22	15	1	0	0	0	38
Failed to Keep in Proper Lane	6	11	0	0	0	0	17
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	2	0	0	0	0	3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	6	7	0	0	0	0	13
Unknown	6	3	0	0	0	0	9
Total	**151**	**145**	**8**	**1**	**0**	**0**	**305**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	167	156	8	1	0	1	333
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	1	1	0	0	0	0	2
Ill (Sick)	0	1	0	0	0	0	1
Asleep or Fatigued	0	1	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	1	1	0	0	0	0	2
Total	**170**	**160**	**8**	**1**	**0**	**1**	**340**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	14	0	0	0	0	14
20-24	37	0	0	0	0	37
25-29	30	0	0	0	0	30
30-39	66	0	0	0	0	66
40-49	61	0	0	0	0	61
50-59	63	0	0	0	0	63
60-69	43	0	0	0	0	43
70-79	19	0	0	0	0	19
80-Over	9	0	0	0	0	9
Unknown	5	1	0	0	0	6
Total	**347**	**1**	**0**	**0**	**0**	**348**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total
1-Overturn / Rollover	4
2-Fire / Explosion	1
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	1
7-Thrown or Falling Object	0
8-Other Non-Collision	1
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	252
14-Parked Motor Vehicle	1
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0
16-Work Zone / Maintenance Equipment	0
17-Other Non-Fixed Object	0
18-Impact Attenuator / Crash Cushion	0
19-Bridge Overhead Structure	0
20-Bridge Pier or Support	0
21-Bridge Rail	0
22-Cable Barrier	0
23-Culvert	0
24-Curb	0
25-Ditch	0
26-Embankment	0
27-Guardrail Face	0
28-Guardrail End	0
29-Concrete Traffic Barrier	0
30-Other Traffic Barrier	0
31-Tree (Standing)	0
32-Utility Pole / Light Support	1
33-Traffic Sign Support	0
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	0
37-Other Post Pole or Support	0
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	31
40-Gate or Cable	0
41-Pressure Ridge	0
Total	**292**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	125
2-Traffic Signals (Flashing)	3
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	2
6-Yield Sign	9
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	30
14-Other	2
Total	**172**

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	6	9
C	37	43
PD	128	0
Total	**171**	**52**

Road Character

Road Grade	Total
1-Level	147
2-On Grade	24
3-Top of Hill	1
4-Bottom of Hill	0
5-Other	0
Total	**172**

Light

Light Condition	Total
1-Daylight	131
2-Dawn	1
3-Dusk	7
4-Dark - Lighted	32
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**172**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	6	5	7	18
FEBRUARY	2	4	8	14
MARCH	9	5	5	19
APRIL	1	1	7	9
MAY	6	7	8	21
JUNE	3	2	5	10
JULY	3	6	5	14
AUGUST	3	4	6	13
SEPTEMBER	6	3	3	12
OCTOBER	3	7	6	16
NOVEMBER	3	4	4	11
DECEMBER	3	6	6	15
Total	**48**	**54**	**70**	**172**

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	20	4	9	82	0	4	0	0	0	0	0	0	0	119
Head-on / Sideswipe	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	3	24	0	15	0	0	0	0	0	0	0	42
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	4	0	0	0	0	0	0	0	0	0	6
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Other	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**24**	**5**	**13**	**110**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	17	1	0	0	0	0	0	0	0	0	3	21
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	1	0	0	0	0	0	0	0	0	0	0	1
Daylight	83	0	0	0	0	0	2	1	0	0	4	90
Dusk	4	0	0	0	0	0	0	0	0	0	1	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	3	0	0	0	0	0	0	0	0	0	1	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	21	1	0	0	0	0	0	0	0	0	2	24
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	4	4
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	13	13
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

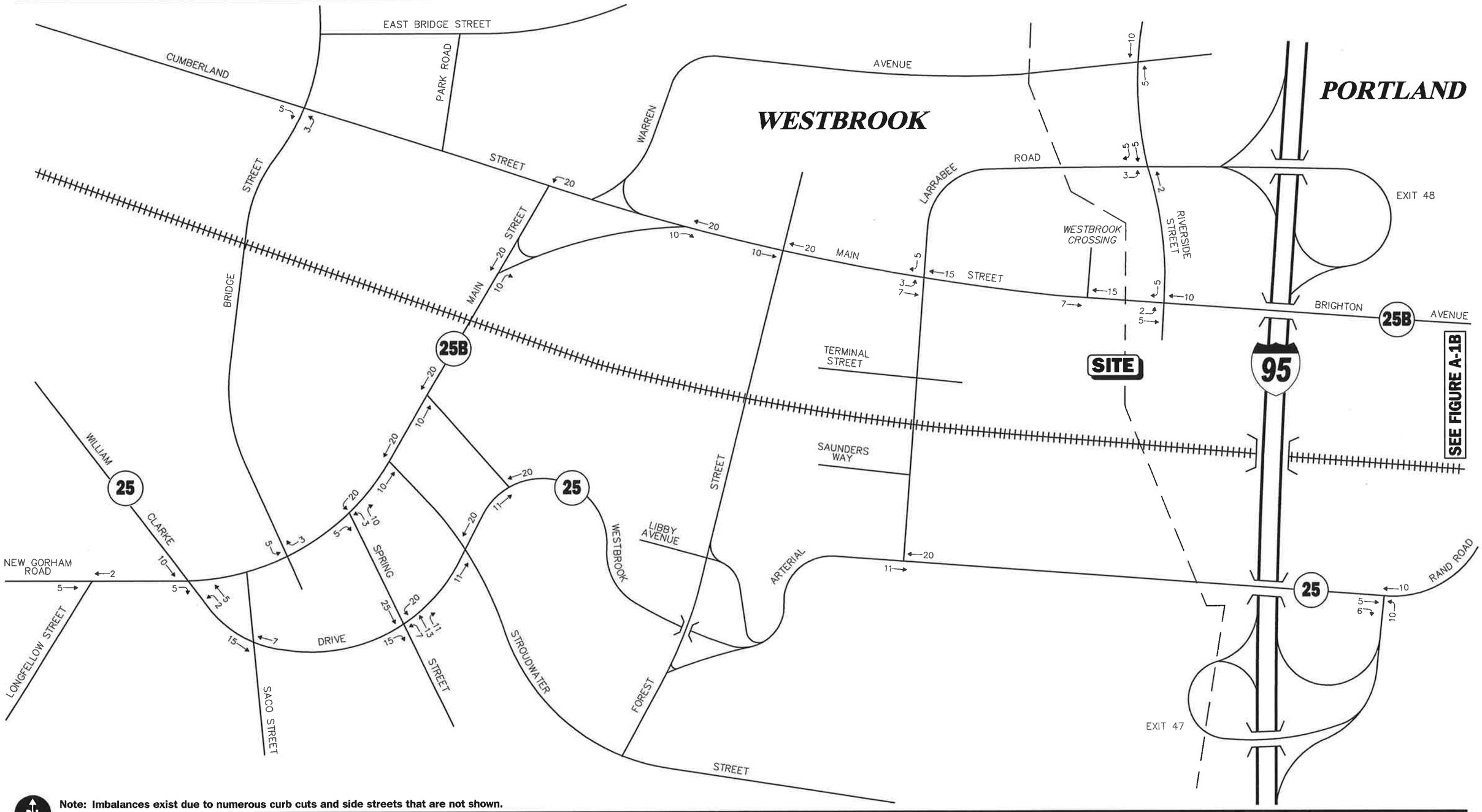
Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	1	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	1	0	0	1	3
Dusk	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**131**	**3**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**172**

BACKGROUND DEVELOPMENT NETWORKS



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

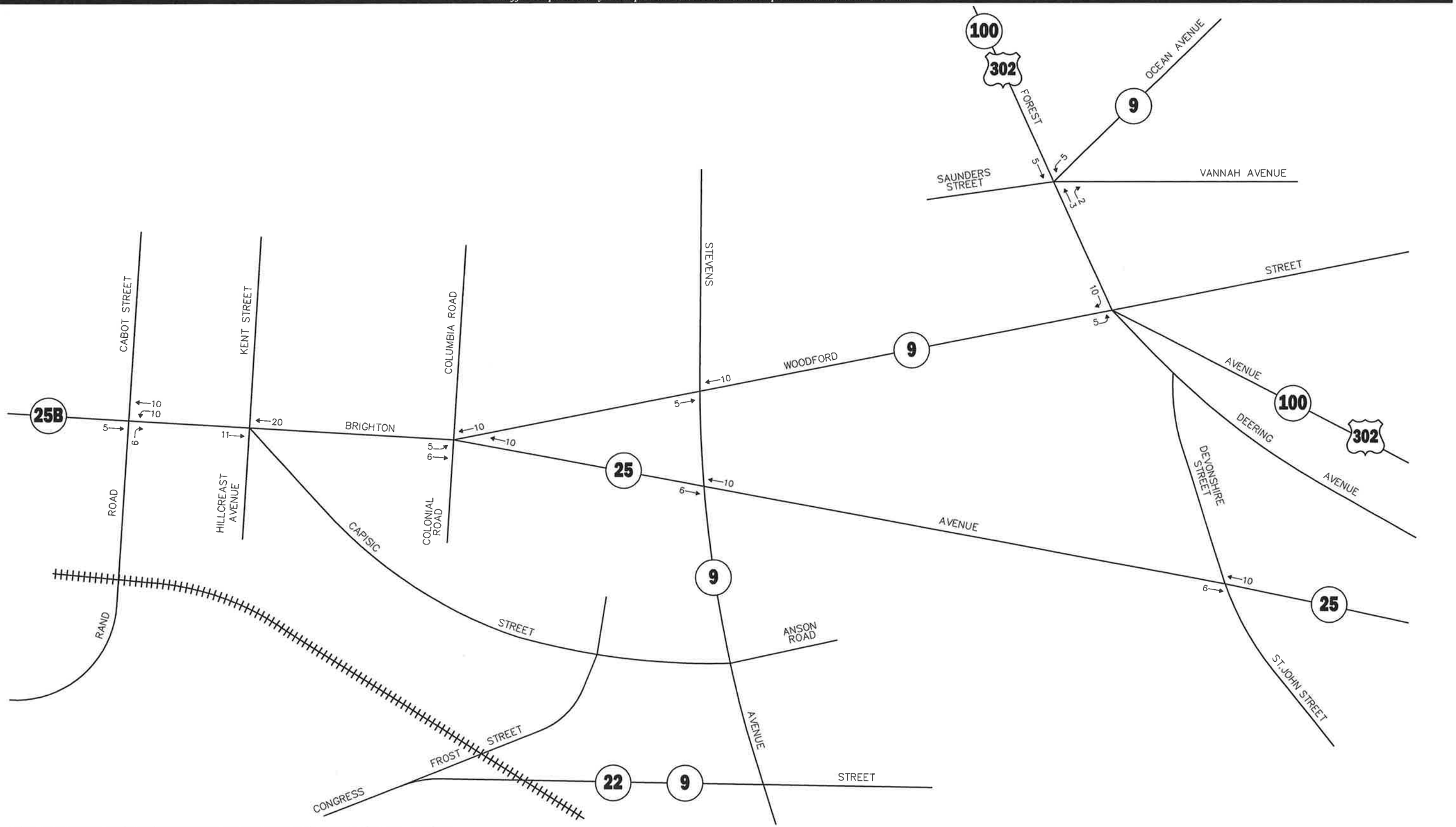
Not To Scale

Figure A-1A

Blue Spruce Farm
Residential Development
Weekday Evening
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.

SEE FIGURE A-1A



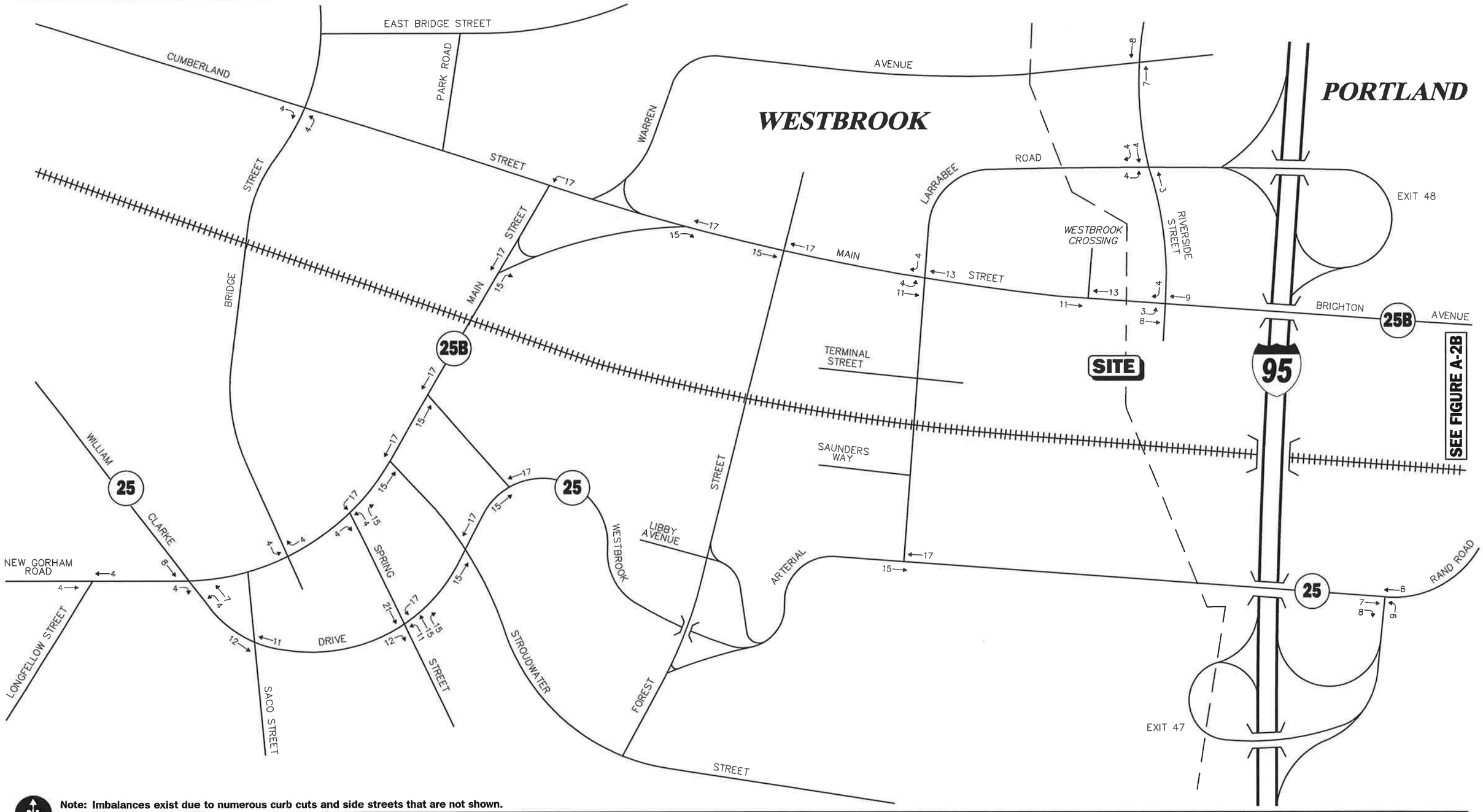
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-1B

Blue Spruce Farm
Residential Development
Weekday Evening
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.



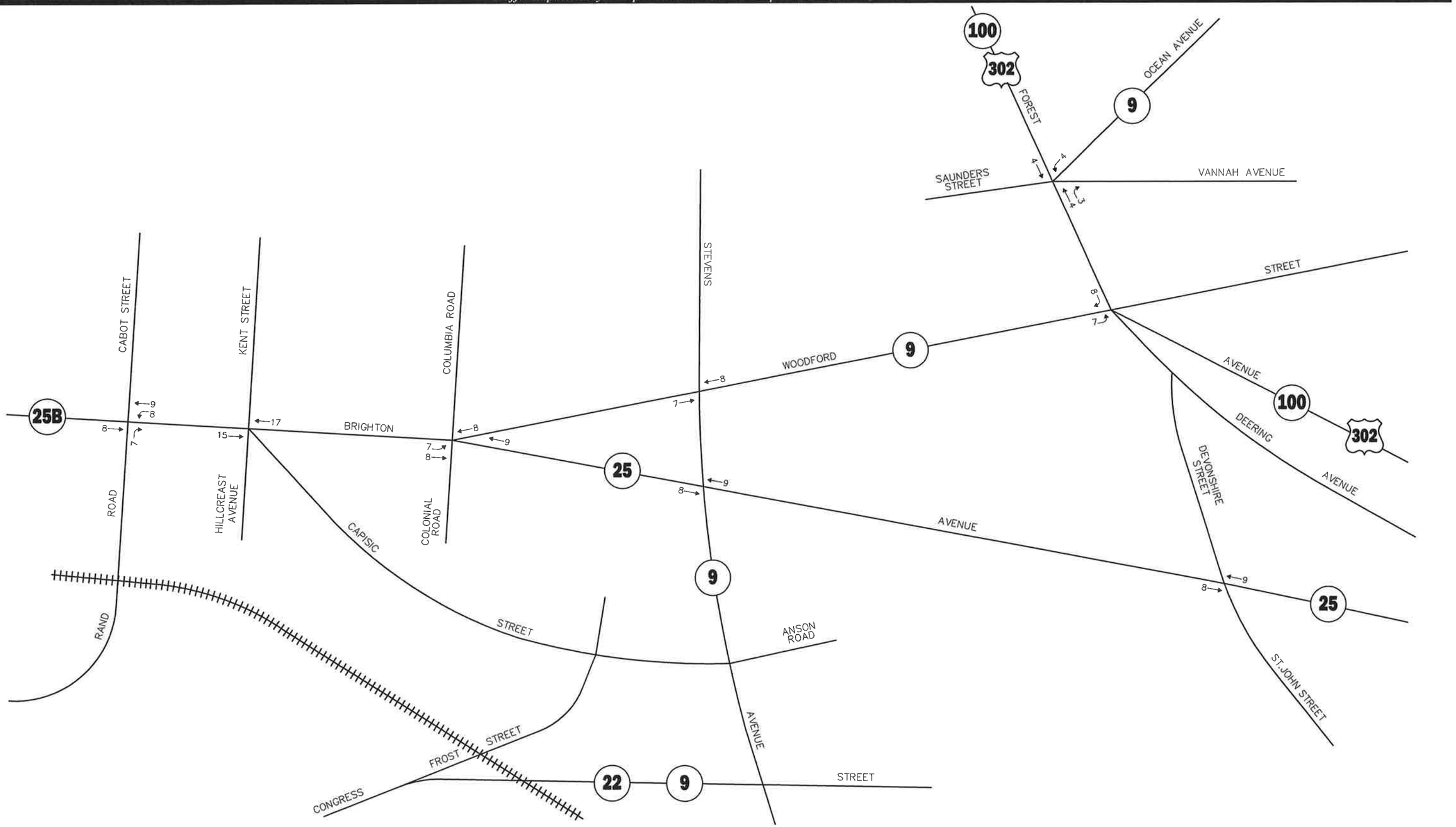
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-2A

Blue Spruce Farm
Residential Development
Saturday Midday
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.



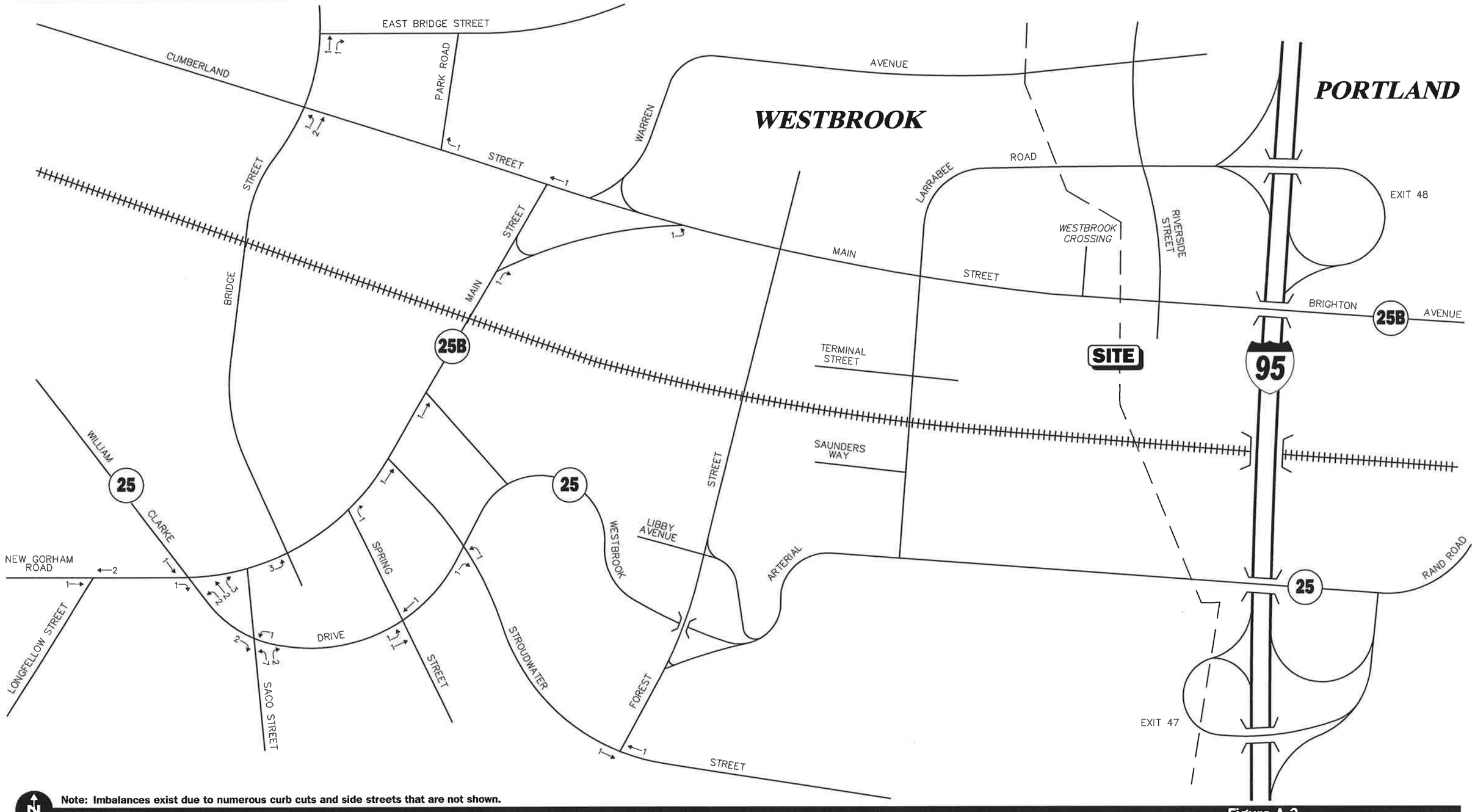
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-2B

Blue Spruce Farm
Residential Development
Saturday Midday
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.



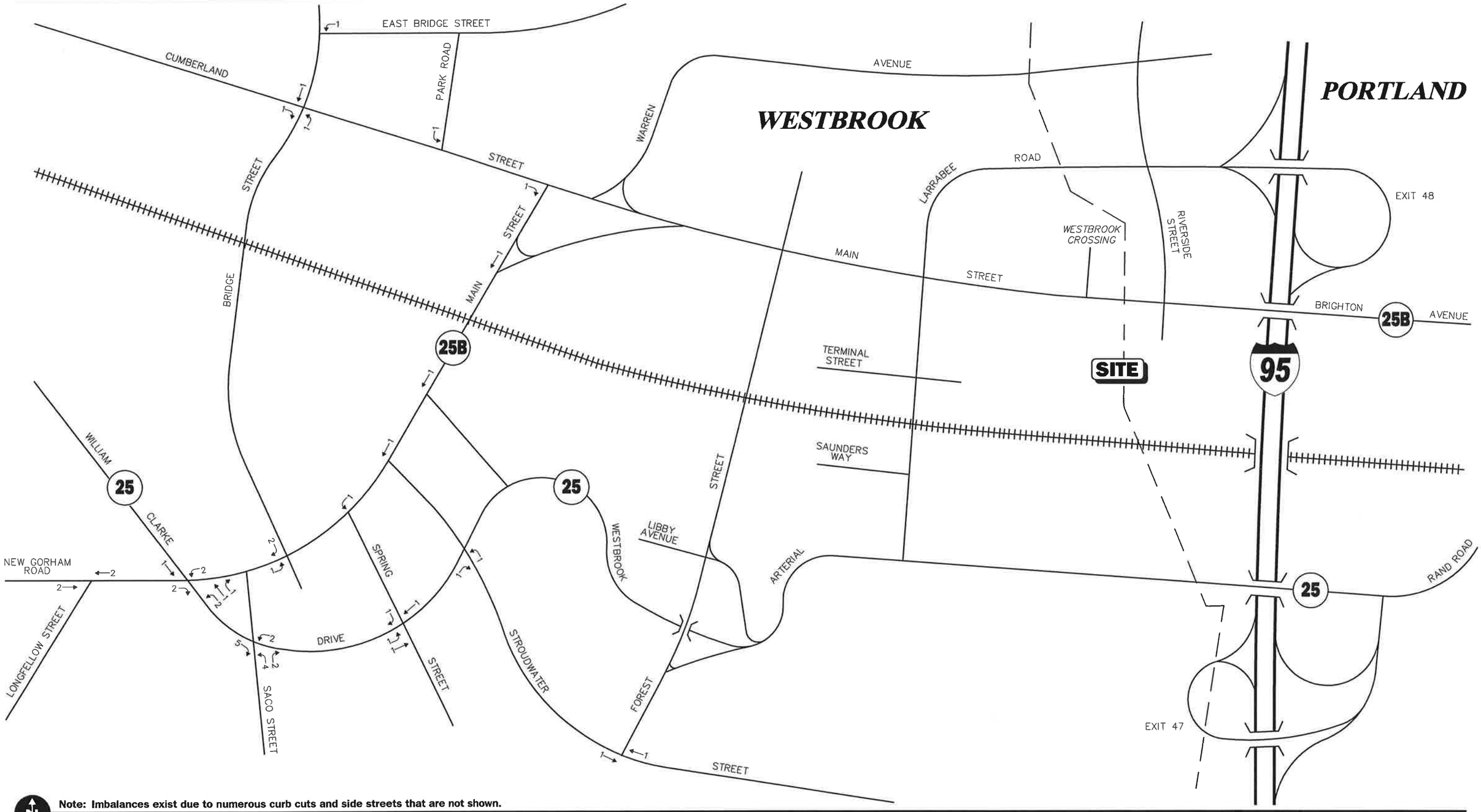
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-3

5,000 sf Medical Facility
Weekday Evening
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure A-4

5,000 sf Medical Facility
Saturday Midday
Peak Hour Traffic Volumes

Vanasse & Associates, Inc.

TRIP-GENERATION CALCULATIONS

Institute of Transportation Engineers (ITE)
Trip Generation, 9 th Edition
Land Use Code (LUC) 820 - Shopping Center

Average Vehicle Trips Ends vs: 1,000 Square Feet Gross Leasable Area
Independent Variable (X): 489.461

Average Weekday Daily

Ln T = 0.65 Ln (X) + 5.83
Ln T = 0.65 Ln 489.461 + (5.83)
Ln T = 9.86
T = 19065.74
T = 19,066 vehicle trips
with 50% (9,533 vpd) entering and 50% (9,533 vpd) exiting.

Weekday Morning Peak Hour Of Adjacent Street Traffic

T = 0.96 * (X)
T = 0.96 * 489.461
T = 469.88
T = 470 vehicle trips
with 62% (291 vph) entering and 38% (179 vph) exiting.

Weekday Evening Peak Hour Of Adjacent Street Traffic

Ln T = 0.67 Ln (X) + 3.31
Ln T = 0.67 Ln 489.461 + (3.31)
Ln T = 7.46
T = 1736.30
T = 1,736 vehicle trips
with 48% (833 vph) entering and 52% (903 vph) exiting.

Saturday Daily

Ln T = 0.63 Ln (X) + 6.23
Ln T = 0.63 Ln 489.461 + (6.23)
Ln T = 10.13
T = 25129.10
T = 25,130 vehicle trips
with 50% (12,565 vpd) entering and 50% (12,565 vpd) exiting.

Saturday Midday Peak Hour Of Generator

Ln T = 0.65 Ln (X) + 3.78
Ln T = 0.65 Ln 489.461 + (3.78)
Ln T = 7.81
T = 2454.43
T = 2,454 vehicle trips
with 52% (1,276 vph) entering and 48% (1,178 vph) exiting.

Institute of Transportation Engineers (ITE)
*Trip Generation, 9*th Edition
Land Use Code (LUC) 944 - Gasoline/Service Station

Average Vehicle Trips Ends vs: Vehicle Fueling Positions
Independent Variable (X): 8

AVERAGE WEEKDAY DAILY

T = 168.56 * (X)
T = 168.56 * 8
T = 1348.48
T = 1,348 vehicle trips
with 50% (674 vpd) entering and 50% (674 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF GENERATOR

T = 12.58 * (X)
T = 12.58 * 8
T = 100.64
T = 101 vehicle trips
with 50% (51 vph) entering and 50% (50 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 15.65 * (X)
T = 15.65 * 8
T = 125.20
T = 125 vehicle trips
with 50% (63 vph) entering and 50% (62 vph) exiting.

SATURDAY DAILY

$$\frac{\text{ITE LUC 853 Saturday Daily Trip Rate}}{\text{ITE LUC 853 Weekday Daily Trip Rate}} = \frac{\text{ITE LUC 944 Saturday Daily Trip Rate}}{\text{ITE LUC 944 Weekday Daily Trip Rate}}$$

$$\frac{204.47}{542.60} = \frac{(Y)}{168.56} \qquad Y = 63.519$$

T = Y * 8
T = 508.2
T = 508 vehicle trips
with 50% (254 vph) entering and 50% (254 vph) exiting.

SATURDAY MIDDAY PEAK HOUR

$$\frac{\text{ITE LUC 853 Saturday Midday Trip Rate}}{\text{ITE LUC 853 Weekday Evening Trip Rate}} = \frac{\text{ITE LUC 944 Saturday Midday Trip Rate}}{\text{ITE LUC 944 Weekday Evening Trip Rate}}$$

$$\frac{10.00}{19.98} = \frac{(Y)}{15.65} \qquad Y = 7.8328$$

T = Y * 8
T = 62.7
T = 63 vehicle trips
with 51% (32 vph) entering and 50% (31 vph) exiting.
(same distribution split as ITE LUC 853 during the Saturday midday peak hour of generator)

CAPACITY ANALYSIS WORKSHEETS

Bridge Street at East Bridge Street
Cumberland Street at Bridge Street
Cumberland Street at Park Road
Cumberland Street at Harnois Avenue
Cumberland Street at Main Street
Main Street at Forest Street
Main Street at Larrabee Road
Main Street at the Westbrook Crossing Drive and the Project Site Driveway
Main Street at Harnois Avenue
Main Street at Westbrook Arterial
Main Street at Stroudwater Street
Main Street at Spring Street
Main Street at Bridge Street
William Clarke Drive at New Gorham Road
New Gorham Road at Longfellow Street
William Clarke Drive at Saco Street
William Clarke Drive at Spring Street
William Clarke Drive at Stroudwater Street
William Clarke Drive at Westbrook Arterial
Stroudwater Street at Forest Street
Forest Street at Westbrook Arterial Eastbound On-Ramp
Forest Street at Westbrook Arterial Westbound Off-Ramp and Libby Avenue
Westbrook Arterial at Larrabee Road
Westbrook Arterial at the Project Site Driveway
Larrabee Road at Terminal Street and the North Project Site Drive
Larrabee Road at Saunders Way and the South Project Site Drive
Riverside Street at Warren Avenue
Riverside Street at Larrabee Road and the I-95 Ramps
Main Street and Brighton Avenue at Riverside Street
Westbrook Arterial and Rand Road at the I-95 Ramps
Brighton Avenue at Rand Road and Cabot Street
Brighton Avenue at Capisic Street, Kent Street and Hillcrest Avenue
Brighton Avenue at Columbia Road and Colonial Road
Brighton Avenue at Steven Avenue
Brighton Avenue at St. John Street and Devonshire Street
Woodford Street at Steven Avenue
Forest Avenue at Woodford Street and Deering Avenue
Forest Avenue at Ocean Avenue, Saunders Street and Vannah Avenue
Steven Avenue at Capisic Street and Anson Road
Capisic Street at Frost Street

Bridge Street at East Bridge Street

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	279	8	229	174	7	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	13	12	12	16
Satd. Flow (prot)	1848	0	1831	0	0	2145
Flt Permitted	0.954					0.996
Satd. Flow (perm)	1848	0	1831	0	0	2145
Link Speed (mph)	30		30			30
Link Distance (ft)	520		616			253
Travel Time (s)	11.8		14.0			5.8
Peak Hour Factor	0.95	0.95	0.90	0.90	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	0	447	0	0	113
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	279	8	229	174	7	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	90	90	87	87
Heavy Vehicles, %	1	0	1	1	0	0
Mvmt Flow	294	8	254	193	8	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	351	0	0	448	0
Stage 1	351	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Follow-up Headway	3.509	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	552	697	-	-	1123	-
Stage 1	715	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	548	697	-	-	1123	-
Mov Capacity-2 Maneuver	548	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.6
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	551	1123	-
HCM Lane V/C Ratio	-	-	0.548	0.007	-
HCM Control Delay (s)	-	-	19.2	8.229	0
HCM Lane LOS			C	A	A
HCM 95th %tile Q(veh)	-	-	3.293	0.022	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	**111**	14	101	108	15	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	**13**	**12**	**13**	**12**	**12**	**16**
Satd. Flow (prot)	1836	0	1773	0	0	2143
Flt Permitted	**0.958**					**0.995**
Satd. Flow (perm)	1836	0	1773	0	0	2143
Link Speed (mph)	**30**		**30**			**30**
Link Distance (ft)	520		616			253
Travel Time (s)	**11.8**		**14.0**			**5.8**
Peak Hour Factor	0.79	0.79	0.96	0.96	0.94	0.94
Heavy Vehicles (%)	**1%**	**0%**	**3%**	**3%**	**0%**	**0%**
Shared Lane Traffic (%)						
Lane Group Flow (vph)	**159**	0	217	0	0	145
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	111	14	101	108	15	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	96	96	94	94
Heavy Vehicles, %	1	0	3	3	0	0
Mvmt Flow	141	18	105	112	16	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	161	0	0	218	0
Stage 1	161	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Follow-up Headway	3.509	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	674	889	-	-	1364	-
Stage 1	870	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	665	889	-	-	1364	-
Mov Capacity-2 Maneuver	665	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.8
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	1364	-
HCM Lane V/C Ratio	-	-	0.231	0.012	-
HCM Control Delay (s)	-	-	11.8	7.671	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.891	0.036	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	290	8	235	186	7	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	13	12	12	16
Satd. Flow (prot)	1849	0	1827	0	0	2147
Flt Permitted	0.954					0.997
Satd. Flow (perm)	1849	0	1827	0	0	2147
Link Speed (mph)	30		30			30
Link Distance (ft)	520		616			253
Travel Time (s)	11.8		14.0			5.8
Peak Hour Factor	0.95	0.95	0.90	0.90	0.87	0.87
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	0	468	0	0	119
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	290	8	235	186	7	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	90	90	87	87
Heavy Vehicles, %	1	0	1	1	0	0
Mvmt Flow	305	8	261	207	8	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	492	364	0	0	468	0
Stage 1	364	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Follow-up Headway	3.509	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	538	685	-	-	1104	-
Stage 1	705	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	534	685	-	-	1104	-
Mov Capacity-2 Maneuver	534	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.6
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1104	-
HCM Lane V/C Ratio	-	-	0.584	0.007	-
HCM Control Delay (s)	-	-	20.7	8.285	0
HCM Lane LOS			C	A	A
HCM 95th %tile Q(veh)	-	-	3.719	0.022	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	130	14	110	125	15	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	13	12	12	16
Satd. Flow (prot)	1838	0	1769	0	0	2143
Flt Permitted	0.957					0.995
Satd. Flow (perm)	1838	0	1769	0	0	2143
Link Speed (mph)	30		30			30
Link Distance (ft)	520		616			253
Travel Time (s)	11.8		14.0			5.8
Peak Hour Factor	0.79	0.79	0.96	0.96	0.94	0.94
Heavy Vehicles (%)	1%	0%	3%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	0	245	0	0	155
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	130	14	110	125	15	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	96	96	94	94
Heavy Vehicles, %	1	0	3	3	0	0
Mvmt Flow	165	18	115	130	16	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	351	180	0	0	245	0
Stage 1	180	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Follow-up Headway	3.509	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	648	868	-	-	1333	-
Stage 1	853	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	640	868	-	-	1333	-
Mov Capacity-2 Maneuver	640	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.8
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1333	-
HCM Lane V/C Ratio	-	-	0.277	0.012	-
HCM Control Delay (s)	-	-	12.6	7.733	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	1.13	0.036	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Cumberland Street at Bridge Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	208	35	52	624	138	79	325	61	91	254	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1858	0	0	1848	0	0	1851	0	0	1826	0
Flt Permitted		0.900			0.964			0.810			0.741	
Satd. Flow (perm)	0	1681	0	0	1787	0	0	1511	0	0	1367	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			16			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	839	0	0	523	0	0	490	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		26.0	26.0		26.0	26.0	
Total Split (%)	46.3%	46.3%		46.3%	46.3%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		33.0			33.0			22.0			22.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.32			0.89			0.98			1.00	
Control Delay		9.5			27.6			58.4			65.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			27.6			58.4			65.7	
LOS		A			C			E			E	
Approach Delay		9.5			27.6			58.4			65.7	
Approach LOS		A			C			E			E	
Stops (vph)		140			629			373			347	
Fuel Used(gal)		2			11			10			10	
CO Emissions (g/hr)		150			758			691			694	
NOx Emissions (g/hr)		29			148			134			135	
VOC Emissions (g/hr)		35			176			160			161	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		55			257			191			~179	
Queue Length 95th (ft)		99			#498			#373			#365	
Internal Link Dist (ft)		321			361			554			536	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	21%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		885			943			533			488	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.89			0.98			1.00	

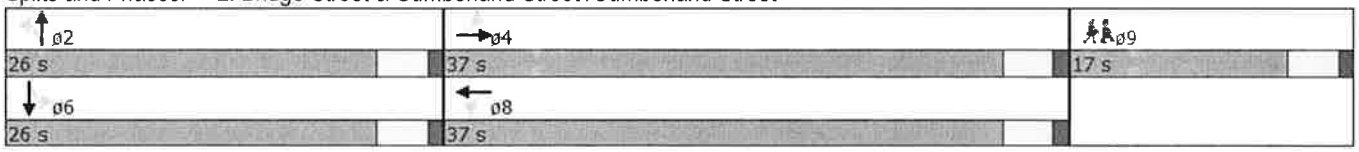
Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 41.4 Intersection LOS: D
Intersection Capacity Utilization 94.2% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	341	55	64	355	72	56	162	50	74	187	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1784	0	0	1792	0	0	1816	0	0	1853	0
Flt Permitted		0.955			0.896			0.892			0.864	
Satd. Flow (perm)	0	1709	0	0	1615	0	0	1636	0	0	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			13			15			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	0%	3%	4%	0%	0%	1%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	486	0	0	528	0	0	291	0	0	332	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		28.0	28.0		28.0	28.0	
Total Split (%)	43.8%	43.8%		43.8%	43.8%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		24.3			24.3			17.2			17.2	
Actuated g/C Ratio		0.49			0.49			0.34			0.34	
v/c Ratio		0.58			0.67			0.51			0.59	
Control Delay		12.9			15.1			16.9			19.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			15.1			16.9			19.2	
LOS		B			B			B			B	
Approach Delay		12.9			15.1			16.9			19.2	
Approach LOS		B			B			B			B	
Stops (vph)		266			333			183			210	
Fuel Used(gal)		4			5			3			4	
CO Emissions (g/hr)		273			352			228			255	
NOx Emissions (g/hr)		53			69			44			50	
VOC Emissions (g/hr)		63			82			53			59	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		91			105			65			81	
Queue Length 95th (ft)		191			237			138			155	
Internal Link Dist (ft)		321			361			554			536	

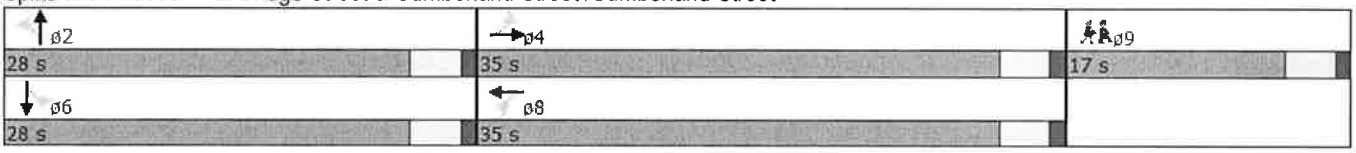
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	21%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		1127			1066			840			828	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.43			0.50			0.35			0.40	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 50
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	226	35	65	643	157	79	325	72	108	254	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1860	0	0	1842	0	0	1847	0	0	1825	0
Flt Permitted		0.899			0.954			0.812			0.686	
Satd. Flow (perm)	0	1681	0	0	1765	0	0	1512	0	0	1267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			17			11			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	892	0	0	535	0	0	509	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		26.0	26.0		26.0	26.0	
Total Split (%)	46.3%	46.3%		46.3%	46.3%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		33.0			33.0			22.0			22.0	
Actuated g/C Ratio		0.52			0.52			0.35			0.35	
v/c Ratio		0.35			0.96			1.00			1.12	
Control Delay		9.8			37.7			62.9			104.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			37.7			62.9			104.3	
LOS		A			D			E			F	
Approach Delay		9.8			37.7			62.9			104.3	
Approach LOS		A			D			E			F	
Stops (vph)		152			669			383			352	
Fuel Used(gal)		2			13			11			14	
CO Emissions (g/hr)		162			930			739			970	
NOx Emissions (g/hr)		31			181			144			189	
VOC Emissions (g/hr)		37			216			171			225	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		60			294			197			~228	
Queue Length 95th (ft)		106			#552			#383			#399	
Internal Link Dist (ft)		321			361			554			536	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	21%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		885			932			535			453	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.96			1.00			1.12	

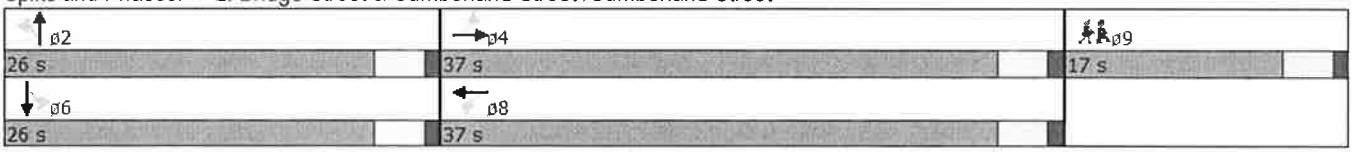
Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 55.0 Intersection LOS: E
Intersection Capacity Utilization 103.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	370	55	82	381	98	56	162	70	103	187	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1787	0	0	1785	0	0	1800	0	0	1849	0
Flt Permitted		0.952			0.879			0.887			0.779	
Satd. Flow (perm)	0	1706	0	0	1580	0	0	1613	0	0	1464	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			15			21			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	0%	3%	4%	0%	0%	1%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	519	0	0	603	0	0	313	0	0	366	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		28.0	28.0		28.0	28.0	
Total Split (%)	43.8%	43.8%		43.8%	43.8%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		31.0			31.0			22.7			22.7	
Actuated g/C Ratio		0.50			0.50			0.37			0.37	
v/c Ratio		0.60			0.75			0.52			0.68	
Control Delay		14.8			20.2			17.6			23.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.8			20.2			17.6			23.4	
LOS		B			C			B			C	
Approach Delay		14.8			20.2			17.6			23.4	
Approach LOS		B			C			B			C	
Stops (vph)		306			415			199			251	
Fuel Used(gal)		4			7			4			4	
CO Emissions (g/hr)		312			457			249			308	
NOx Emissions (g/hr)		61			89			48			60	
VOC Emissions (g/hr)		72			106			58			71	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		132			171			82			110	
Queue Length 95th (ft)		210			#346			149			182	
Internal Link Dist (ft)		321			361			554			536	

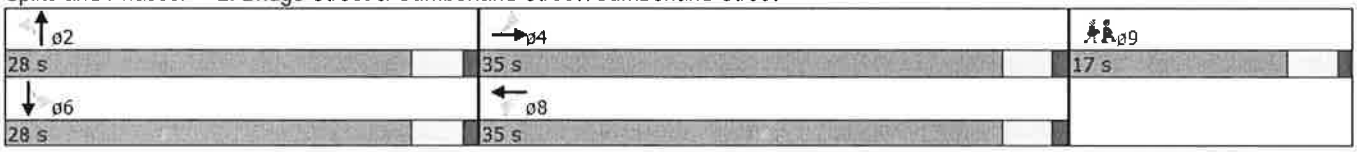
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	21%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		862			802			640			573	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.75			0.49			0.64	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 61.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	226	35	65	643	157	79	325	72	108	254	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1860	0	0	1842	0	0	1847	0	0	1825	0
Flt Permitted		0.906			0.953			0.826			0.709	
Satd. Flow (perm)	0	1694	0	0	1763	0	0	1538	0	0	1309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			16			11			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	892	0	0	535	0	0	509	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	38.0	38.0		38.0	38.0		30.0	30.0		30.0	30.0	
Total Split (%)	44.7%	44.7%		44.7%	44.7%		35.3%	35.3%		35.3%	35.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		34.0			34.0			26.0			26.0	
Actuated g/C Ratio		0.50			0.50			0.38			0.38	
v/c Ratio		0.36			1.00			0.90			1.00	
Control Delay		11.5			50.6			41.2			63.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			50.6			41.2			63.4	
LOS		B			D			D			E	
Approach Delay		11.5			50.6			41.2			63.4	
Approach LOS		B			D			D			E	
Stops (vph)		160			689			385			362	
Fuel Used(gal)		2			16			8			10	
CO Emissions (g/hr)		172			1097			592			707	
NOx Emissions (g/hr)		33			213			115			137	
VOC Emissions (g/hr)		40			254			137			164	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		70			~346			201			201	
Queue Length 95th (ft)		121			#607			#379			#397	
Internal Link Dist (ft)		321			361			554			536	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	20%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		852			889			594			510	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			1.00			0.90			1.00	

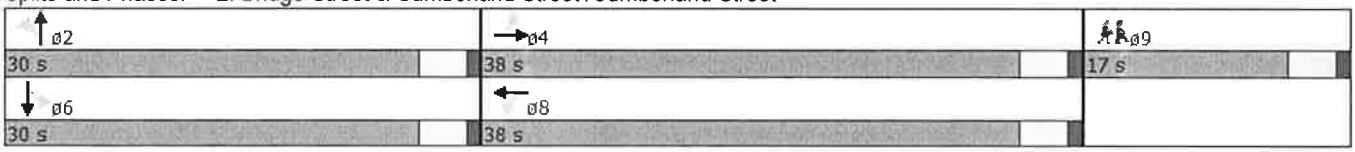
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 68
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 45.9 Intersection LOS: D
Intersection Capacity Utilization 103.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	27	370	55	82	381	98	56	162	70	103	187	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1787	0	0	1785	0	0	1800	0	0	1849	0
Flt Permitted		0.952			0.879			0.886			0.775	
Satd. Flow (perm)	0	1706	0	0	1580	0	0	1611	0	0	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			16			20			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			441			634			616	
Travel Time (s)		9.1			10.0			14.4			14.0	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	4%	5%	0%	3%	4%	0%	0%	1%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	519	0	0	603	0	0	313	0	0	366	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	36.0	36.0		36.0	36.0		27.0	27.0		27.0	27.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		32.0			32.0			23.0			23.0	
Actuated g/C Ratio		0.51			0.51			0.37			0.37	
v/c Ratio		0.60			0.74			0.52			0.69	
Control Delay		14.3			19.2			18.4			24.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.3			19.2			18.4			24.8	
LOS		B			B			B			C	
Approach Delay		14.3			19.2			18.4			24.8	
Approach LOS		B			B			B			C	
Stops (vph)		300			414			207			256	
Fuel Used(gal)		4			6			4			5	
CO Emissions (g/hr)		306			448			255			316	
NOx Emissions (g/hr)		60			87			50			61	
VOC Emissions (g/hr)		71			104			59			73	
Dilemma Vehicles (#)		0			0			0			0	
Queue Length 50th (ft)		126			164			85			114	
Queue Length 95th (ft)		202			#293			154			188	
Internal Link Dist (ft)		321			361			554			536	

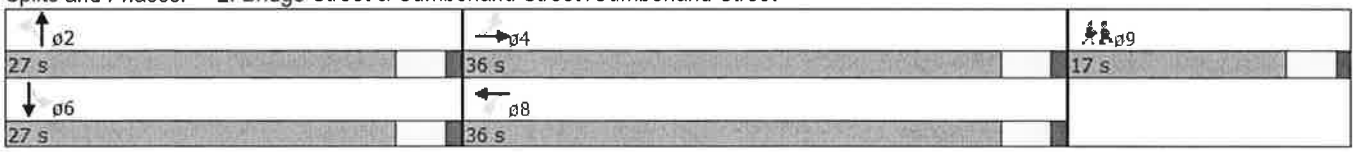
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	17.0
Total Split (%)	21%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		871			810			600			534	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.74			0.52			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 89.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Bridge Street & Cumberland Street /Cumberland Street



Cumberland Street at Park Road

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		Y	
Volume (vph)	29	336	824	255	106	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1875	1825	0	1785	0
Flt Permitted		0.996			0.955	
Satd. Flow (perm)	0	1875	1825	0	1785	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	710		220	
Travel Time (s)		10.0	16.1		5.0	
Peak Hour Factor	0.85	0.85	0.98	0.98	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	0%	17%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	429	1101	0	130	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	29	336	824	255	106	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	98	98	86	86
Heavy Vehicles, %	0	1	1	0	0	17
Mvmt Flow	34	395	841	260	123	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1101	0	-	0	1435	971
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	464	-
Follow-up Headway	2.2	-	-	-	3.5	3.453
Pot Capacity-1 Maneuver	642	-	-	-	149	287
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	637	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	642	-	-	-	139	287
Mov Capacity-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	113.6
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	642	-	-	-	143
HCM Lane V/C Ratio	0.053	-	-	-	0.911
HCM Control Delay (s)	10.922	0	-	-	113.6
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	0.168	-	-	-	6.236

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	432	462	158	152	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1898	1822	0	1798	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1822	0	1798	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	710		220	
Travel Time (s)		10.0	16.1		5.0	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	493	652	0	185	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	12	432	462	158	152	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	95	95	88	88
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	13	480	486	166	173	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	653	0	-	0	1076	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	507	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	943	-	-	-	245	525
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	609	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	943	-	-	-	240	525
Mov Capacity-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	52.2
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	943	-	-	-	249
HCM Lane V/C Ratio	0.014	-	-	-	0.744
HCM Control Delay (s)	8.872	0	-	-	52.2
HCM Lane LOS	A	A			F
HCM 95th %tile Q(veh)	0.043	-	-	-	5.253

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	29	382	875	268	117	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1875	1825	0	1787	0
Flt Permitted		0.996			0.955	
Satd. Flow (perm)	0	1875	1825	0	1787	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	710		220	
Travel Time (s)		10.0	16.1		5.0	
Peak Hour Factor	0.85	0.85	0.98	0.98	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	0%	17%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	483	1166	0	143	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	17.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	29	382	875	268	117	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	98	98	86	86
Heavy Vehicles, %	0	1	1	0	0	17
Mvmt Flow	34	449	893	273	136	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1166	0	-	0	1548	1030
Stage 1	-	-	-	-	1030	-
Stage 2	-	-	-	-	518	-
Follow-up Headway	2.2	-	-	-	3.5	3.453
Pot Capacity-1 Maneuver	606	-	-	-	# 127	265
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	602	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	606	-	-	-	# 117	265
Mov Capacity-2 Maneuver	-	-	-	-	# 117	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	212.2
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	606	-	-	-	120
HCM Lane V/C Ratio	0.056	-	-	-	1.192
HCM Control Delay (s)	11.295	0	-	-	212.2
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	0.179	-	-	-	8.902

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	510	532	176	172	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1898	1822	0	1800	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1822	0	1800	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		441	710		220	
Travel Time (s)		10.0	16.1		5.0	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	580	745	0	207	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	17.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	12	510	532	176	172	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	95	95	88	88
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	13	567	560	185	195	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	745	0	-	0	1246	653
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	593	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	872	-	-	-	# 194	471
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	556	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	872	-	-	-	# 190	471
Mov Capacity-2 Maneuver	-	-	-	-	# 190	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	129.8
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	872	-	-	-	197
HCM Lane V/C Ratio	0.015	-	-	-	1.056
HCM Control Delay (s)	9.193	0	-	-	129.8
HCM Lane LOS	A	A			F
HCM 95th %tile Q(veh)	0.047	-	-	-	9.542

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Cumberland Street at Harnois Avenue

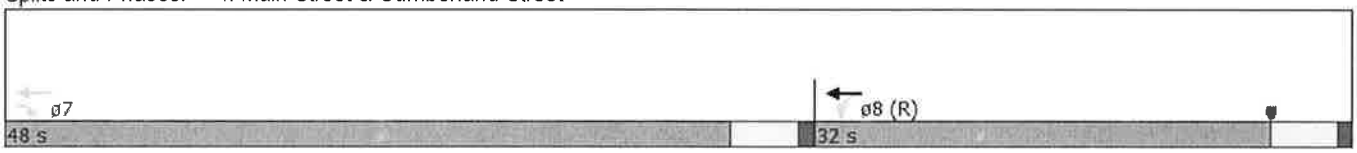
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	577	566	1239	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	12	12	12
Satd. Flow (prot)	0	1863	3385	1900	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1863	3385	1900	0	0
Right Turn on Red		Yes	Yes			Yes
Satd. Flow (RTOR)		105	341			
Link Speed (mph)	30			30	30	
Link Distance (ft)	710			765	168	
Travel Time (s)	16.1			17.4	3.8	
Peak Hour Factor	0.88	0.88	0.95	0.95	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	656	596	1304	0	0
Turn Type		custom	Perm	NA		
Protected Phases				8		
Permitted Phases		7	8	7		
Detector Phase		7	8	8		
Switch Phase						
Minimum Initial (s)		4.0	4.0	4.0		
Minimum Split (s)		21.0	21.0	21.0		
Total Split (s)		48.0	32.0	32.0		
Total Split (%)		60.0%	40.0%	40.0%		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		1.0	1.0	1.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		5.0	5.0	5.0		
Lead/Lag		Lead	Lag	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes		
Recall Mode		None	C-Max	C-Max		
Act Effct Green (s)		32.1	37.9	80.0		
Actuated g/C Ratio		0.40	0.47	1.00		
v/c Ratio		0.81	0.33	0.69		
Control Delay		25.4	4.3	5.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		25.4	4.3	5.6		
LOS		C	A	A		
Approach Delay				5.2		
Approach LOS				A		
Stops (vph)		413	103	381		
Fuel Used(gal)		8	4	11		
CO Emissions (g/hr)		591	310	762		
NOx Emissions (g/hr)		115	60	148		
VOC Emissions (g/hr)		137	72	177		
Dilemma Vehicles (#)		0	0	0		
Queue Length 50th (ft)		239	9	132		
Queue Length 95th (ft)		282	43	416		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	630			685	88	
Turn Bay Length (ft)						
Base Capacity (vph)		1049	1784	1900		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.63	0.33	0.69		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 8:WBTL, Start of Yellow, Master Intersection
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Main Street & Cumberland Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	697	697	698	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	12	12	12
Satd. Flow (prot)	0	1826	3319	1863	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1826	3319	1863	0	0
Right Turn on Red		Yes	Yes			Yes
Satd. Flow (RTOR)		43	340			
Link Speed (mph)	30			30	30	
Link Distance (ft)	710			765	168	
Travel Time (s)	16.1			17.4	3.8	
Peak Hour Factor	0.87	0.87	0.97	0.97	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	801	719	720	0	0
Turn Type		custom	Perm	NA		
Protected Phases				8		
Permitted Phases		7	8	7		
Detector Phase		7	8	8		
Switch Phase						
Minimum Initial (s)		4.0	4.0	4.0		
Minimum Split (s)		21.0	21.0	21.0		
Total Split (s)		51.0	29.0	29.0		
Total Split (%)		63.8%	36.3%	36.3%		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		1.0	1.0	1.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		5.0	5.0	5.0		
Lead/Lag		Lead	Lag	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes		
Recall Mode		None	C-Max	C-Max		
Act Effct Green (s)		40.6	29.4	80.0		
Actuated g/C Ratio		0.51	0.37	1.00		
v/c Ratio		0.84	0.50	0.39		
Control Delay		24.8	7.6	0.6		
Queue Delay		0.0	0.0	0.0		
Total Delay		24.8	7.6	0.6		
LOS		C	A	A		
Approach Delay				4.1		
Approach LOS				A		
Stops (vph)		542	286	5		
Fuel Used(gal)		10	7	4		
CO Emissions (g/hr)		725	476	299		
NOx Emissions (g/hr)		141	93	58		
VOC Emissions (g/hr)		168	110	69		
Dilemma Vehicles (#)		0	0	0		
Queue Length 50th (ft)		290	35	0		
Queue Length 95th (ft)		379	86	0		
Internal Link Dist (ft)	630			685	88	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)		1068	1433	1863		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.75	0.50	0.39		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 8:WBTL, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Main Street & Cumberland Street

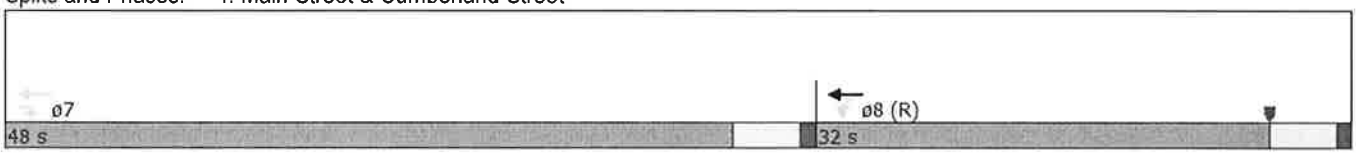
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	634	579	1303	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	12	12	12
Satd. Flow (prot)	0	1863	3385	1900	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1863	3385	1900	0	0
Right Turn on Red		Yes	Yes			Yes
Satd. Flow (RTOR)		100	332			
Link Speed (mph)	30			30	30	
Link Distance (ft)	710			765	168	
Travel Time (s)	16.1			17.4	3.8	
Peak Hour Factor	0.88	0.88	0.95	0.95	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	720	609	1372	0	0
Turn Type		custom	Perm	NA		
Protected Phases				8		
Permitted Phases		7	8	7		
Detector Phase		7	8	8		
Switch Phase						
Minimum Initial (s)		4.0	4.0	4.0		
Minimum Split (s)		21.0	21.0	21.0		
Total Split (s)		48.0	32.0	32.0		
Total Split (%)		60.0%	40.0%	40.0%		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		1.0	1.0	1.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		5.0	5.0	5.0		
Lead/Lag		Lead	Lag	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes		
Recall Mode		None	C-Max	C-Max		
Act Effct Green (s)		34.8	35.2	80.0		
Actuated g/C Ratio		0.44	0.44	1.00		
v/c Ratio		0.83	0.36	0.72		
Control Delay		25.3	5.1	6.7		
Queue Delay		0.0	0.0	0.0		
Total Delay		25.3	5.1	6.7		
LOS		C	A	A		
Approach Delay				6.2		
Approach LOS				A		
Stops (vph)		465	121	464		
Fuel Used(gal)		9	5	12		
CO Emissions (g/hr)		654	331	847		
NOx Emissions (g/hr)		127	64	165		
VOC Emissions (g/hr)		151	77	196		
Dilemma Vehicles (#)		0	0	0		
Queue Length 50th (ft)		259	8	168		
Queue Length 95th (ft)		321	m46	520		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	630			685	88	
Turn Bay Length (ft)						
Base Capacity (vph)		1047	1673	1900		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	0	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.69	0.36	0.72		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 8:WBTL, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Main Street & Cumberland Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	795	714	786	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	11	12	12	12
Satd. Flow (prot)	0	1826	3319	1863	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	1826	3319	1863	0	0
Right Turn on Red		Yes	Yes			Yes
Satd. Flow (RTOR)		40	260			
Link Speed (mph)	30			30	30	
Link Distance (ft)	710			765	168	
Travel Time (s)	16.1			17.4	3.8	
Peak Hour Factor	0.87	0.87	0.97	0.97	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	914	736	810	0	0
Turn Type		custom	Perm	NA		
Protected Phases				8		
Permitted Phases		7	8	7		
Detector Phase		7	8	8		
Switch Phase						
Minimum Initial (s)		4.0	4.0	4.0		
Minimum Split (s)		21.0	21.0	21.0		
Total Split (s)		51.0	29.0	29.0		
Total Split (%)		63.8%	36.3%	36.3%		
Yellow Time (s)		4.0	4.0	4.0		
All-Red Time (s)		1.0	1.0	1.0		
Lost Time Adjust (s)		0.0	0.0	0.0		
Total Lost Time (s)		5.0	5.0	5.0		
Lead/Lag		Lead	Lag	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes		
Recall Mode		None	C-Max	C-Max		
Act Effct Green (s)		43.6	26.4	80.0		
Actuated g/C Ratio		0.54	0.33	1.00		
v/c Ratio		0.90	0.58	0.43		
Control Delay		28.9	12.1	0.8		
Queue Delay		0.0	0.0	0.0		
Total Delay		28.9	12.1	0.8		
LOS		C	B	A		
Approach Delay				6.2		
Approach LOS				A		
Stops (vph)		624	442	21		
Fuel Used(gal)		13	8	5		
CO Emissions (g/hr)		875	591	345		
NOx Emissions (g/hr)		170	115	67		
VOC Emissions (g/hr)		203	137	80		
Dilemma Vehicles (#)		0	0	0		
Queue Length 50th (ft)		339	48	5		
Queue Length 95th (ft)		#525	115	3		
Internal Link Dist (ft)	630			685	88	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)		1066	1267	1863		
Starvation Cap Reductn		0	0	0		
Spillback Cap Reductn		0	13	0		
Storage Cap Reductn		0	0	0		
Reduced v/c Ratio		0.86	0.59	0.43		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 8:WBTL, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Main Street & Cumberland Street

Cumberland Street at Main Street

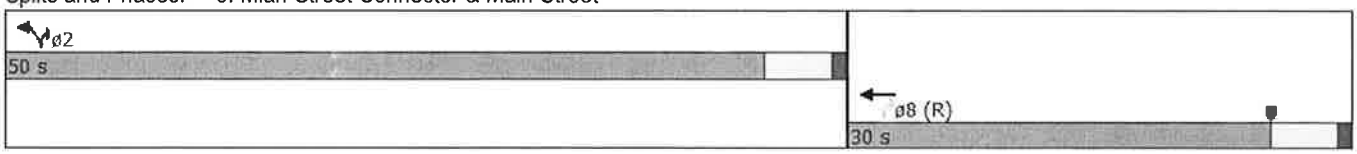
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↰	↱
Volume (vph)	0	0	0	1347	413	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3610	1787	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3610	1787	1615
Right Turn on Red		Yes			Yes	Yes
Satd. Flow (RTOR)					2	
Link Speed (mph)	30			30	30	
Link Distance (ft)	765			561	950	
Travel Time (s)	17.4			12.8	21.6	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1403	430	573
Turn Type				NA	NA	custom
Protected Phases				8	2	2
Permitted Phases						8
Detector Phase				8	2	2
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				30.0	50.0	50.0
Total Split (%)				37.5%	62.5%	62.5%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	None
Act Effct Green (s)				43.0	27.0	80.0
Actuated g/C Ratio				0.54	0.34	1.00
v/c Ratio				0.72	0.71	0.35
Control Delay				19.0	24.2	0.5
Queue Delay				0.0	0.0	0.0
Total Delay				19.0	24.2	0.5
LOS				B	C	A
Approach Delay				19.0	10.6	
Approach LOS				B	B	
Stops (vph)				939	324	0
Fuel Used(gal)				16	7	5
CO Emissions (g/hr)				1139	512	329
NOx Emissions (g/hr)				222	100	64
VOC Emissions (g/hr)				264	119	76
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				263	176	0
Queue Length 95th (ft)				#489	m184	m0
Internal Link Dist (ft)	685			481	870	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)				1940	1006	1615
Starvation Cap Reductn				0	0	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.72	0.43	0.35

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 73 (91%), Referenced to phase 8:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Mian Street Connector & Main Street



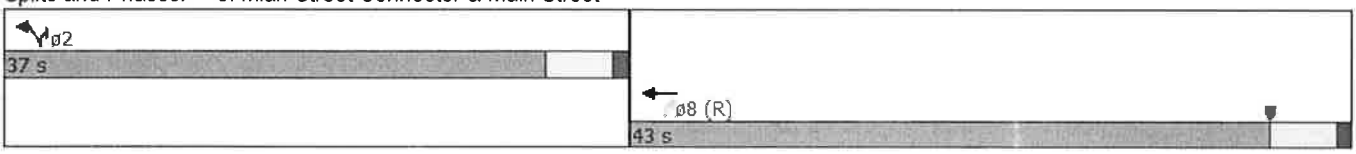
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↰	↱
Volume (vph)	0	0	0	810	488	687
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3574	1752	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3574	1752	1583
Right Turn on Red		Yes			Yes	Yes
Satd. Flow (RTOR)					91	
Link Speed (mph)	30			30	30	
Link Distance (ft)	765			561	950	
Travel Time (s)	17.4			12.8	21.6	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	890	498	701
Turn Type				NA	NA	custom
Protected Phases				8	2	2
Permitted Phases						8
Detector Phase				8	2	2
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				43.0	37.0	37.0
Total Split (%)				53.8%	46.3%	46.3%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	None
Act Effct Green (s)				44.3	25.7	80.0
Actuated g/C Ratio				0.55	0.32	1.00
v/c Ratio				0.45	0.80	0.44
Control Delay				12.6	32.3	0.7
Queue Delay				0.0	0.0	0.0
Total Delay				12.6	32.3	0.7
LOS				B	C	A
Approach Delay				12.6	13.8	
Approach LOS				B	B	
Stops (vph)				470	394	0
Fuel Used(gal)				8	10	6
CO Emissions (g/hr)				575	665	413
NOx Emissions (g/hr)				112	129	80
VOC Emissions (g/hr)				133	154	96
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				132	189	0
Queue Length 95th (ft)				208	270	0
Internal Link Dist (ft)	685			481	870	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)				1979	755	1569
Starvation Cap Reductn				0	0	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.45	0.66	0.45

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 5 (6%), Referenced to phase 8:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Mian Street Connector & Main Street



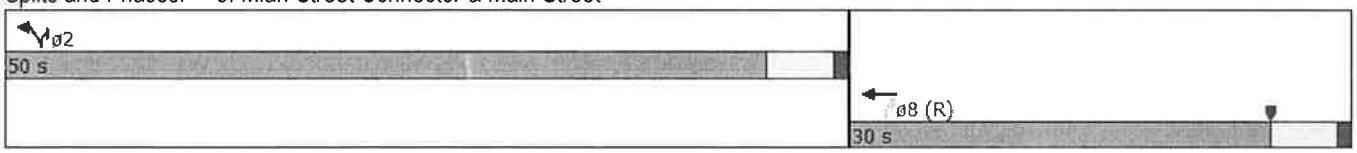
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↰	↱
Volume (vph)	0	0	0	1424	413	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3610	1787	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3610	1787	1615
Right Turn on Red		Yes			Yes	Yes
Satd. Flow (RTOR)					1	
Link Speed (mph)	30			30	30	
Link Distance (ft)	765			561	950	
Travel Time (s)	17.4			12.8	21.6	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1483	430	645
Turn Type				NA	NA	custom
Protected Phases				8	2	2
Permitted Phases						8
Detector Phase				8	2	2
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				30.0	50.0	50.0
Total Split (%)				37.5%	62.5%	62.5%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	None
Act Effct Green (s)				42.7	27.3	80.0
Actuated g/C Ratio				0.53	0.34	1.00
v/c Ratio				0.77	0.71	0.40
Control Delay				20.7	23.6	0.6
Queue Delay				0.0	0.0	0.0
Total Delay				20.7	23.6	0.6
LOS				C	C	A
Approach Delay				20.7	9.8	
Approach LOS				C	A	
Stops (vph)				1006	317	0
Fuel Used(gal)				18	7	5
CO Emissions (g/hr)				1243	506	372
NOx Emissions (g/hr)				242	98	72
VOC Emissions (g/hr)				288	117	86
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				288	183	0
Queue Length 95th (ft)				#542	198	0
Internal Link Dist (ft)	685			481	870	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)				1928	1005	1615
Starvation Cap Reductn				0	0	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.77	0.43	0.40

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 73 (91%), Referenced to phase 8:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Mian Street Connector & Main Street



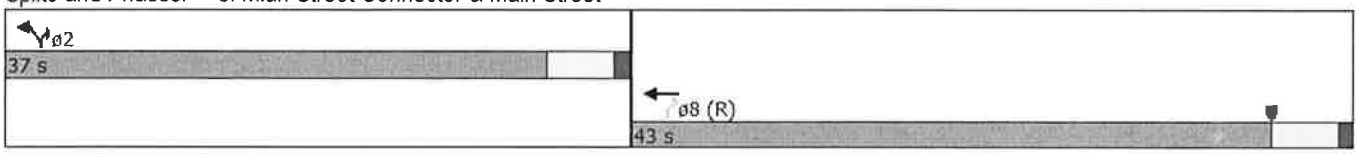
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↰	↱
Volume (vph)	0	0	0	915	488	804
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	3574	1752	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3574	1752	1583
Right Turn on Red		Yes			Yes	Yes
Satd. Flow (RTOR)					65	
Link Speed (mph)	30			30	30	
Link Distance (ft)	765			561	950	
Travel Time (s)	17.4			12.8	21.6	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	3%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1005	498	820
Turn Type				NA	NA	custom
Protected Phases				8	2	2
Permitted Phases						8
Detector Phase				8	2	2
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				43.0	37.0	37.0
Total Split (%)				53.8%	46.3%	46.3%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	None
Act Effct Green (s)				43.4	26.6	80.0
Actuated g/C Ratio				0.54	0.33	1.00
v/c Ratio				0.52	0.80	0.52
Control Delay				13.9	31.2	0.8
Queue Delay				0.0	0.0	0.0
Total Delay				13.9	31.2	0.8
LOS				B	C	A
Approach Delay				13.9	12.3	
Approach LOS				B	B	
Stops (vph)				568	379	0
Fuel Used(gal)				10	9	7
CO Emissions (g/hr)				681	652	485
NOx Emissions (g/hr)				132	127	94
VOC Emissions (g/hr)				158	151	113
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				163	200	0
Queue Length 95th (ft)				243	m278	0
Internal Link Dist (ft)	685			481	870	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)						
Base Capacity (vph)				1937	739	1560
Starvation Cap Reductn				0	0	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.52	0.67	0.53

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 5 (6%), Referenced to phase 8:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Mian Street Connector & Main Street



Main Street at Forest Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	484	48	11	1000	5	364	8	38	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1898	1615	0	1898	1615	0	1796	0	0	1959	0
Flt Permitted		0.675			0.993			0.741			0.884	
Satd. Flow (perm)	0	1282	1615	0	1887	1615	0	1391	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			77		6			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.82	0.82	0.82	0.33	0.33	0.33
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	544	53	0	1162	6	0	500	0	0	12	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		31.0	31.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	
Total Split (%)	52.9%	52.9%	52.9%	52.9%	52.9%	52.9%	29.4%	29.4%		29.4%	29.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		40.0	40.0		40.0	40.0		20.0			20.0	
Actuated g/C Ratio		0.57	0.57		0.57	0.57		0.29			0.29	
v/c Ratio		0.74	0.06		1.08	0.01		1.25			0.02	
Control Delay		19.2	1.2		69.3	0.0		156.7			0.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		19.2	1.2		69.3	0.0		156.7			0.0	
LOS		B	A		E	A		F			A	
Approach Delay		17.6			68.9			156.7			0.0	
Approach LOS		B			E			F			A	
Stops (vph)		353	3		800	0		321			0	
Fuel Used(gal)		6	0		23	0		17			0	
CO Emissions (g/hr)		420	17		1573	1		1199			1	
NOx Emissions (g/hr)		82	3		306	0		233			0	
VOC Emissions (g/hr)		97	4		365	0		278			0	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0		0			0	
Queue Length 50th (ft)		158	0		~571	0		~275			0	
Queue Length 95th (ft)		#294	8		#754	0		#394			0	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105			115						
Base Capacity (vph)		732	955		1078	955		401			561	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.74	0.06		1.08	0.01		1.25			0.02	

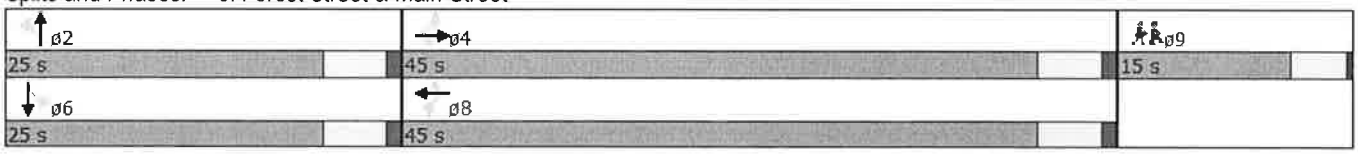
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 70
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 74.4 Intersection LOS: E
Intersection Capacity Utilization 99.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Forest Street & Main Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	633	51	160	515	32	88	2	48	8	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1861	1615	0	1849	1615	0	1755	0	0	2003	0
Flt Permitted		0.994			0.648			0.792			0.873	
Satd. Flow (perm)	0	1852	1615	0	1213	1615	0	1434	0	0	1784	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			77		29			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	54	0	703	33	0	153	0	0	24	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		31.0	31.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	
Total Split (%)	52.9%	52.9%	52.9%	52.9%	52.9%	52.9%	29.4%	29.4%		29.4%	29.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		40.1	40.1		40.1	40.1		10.6			10.6	
Actuated g/C Ratio		0.66	0.66		0.66	0.66		0.17			0.17	
v/c Ratio		0.55	0.05		0.88	0.03		0.56			0.08	
Control Delay		8.3	1.0		25.6	0.3		26.6			16.2	
Queue Delay		0.1	0.0		0.0	0.0		0.0			0.0	
Total Delay		8.4	1.0		25.6	0.3		26.6			16.2	
LOS		A	A		C	A		C			B	
Approach Delay		7.9			24.5			26.6			16.2	
Approach LOS		A			C			C			B	
Stops (vph)		325	3		447	1		96			13	
Fuel Used(gal)		6	0		9	0		2			0	
CO Emissions (g/hr)		397	17		597	9		143			13	
NOx Emissions (g/hr)		77	3		116	2		28			2	
VOC Emissions (g/hr)		92	4		138	2		33			3	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0		0			0	
Queue Length 50th (ft)		107	0		169	0		41			5	
Queue Length 95th (ft)		233	8		#474	2		91			18	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105			115						
Base Capacity (vph)		1224	1093		801	1093		493			595	
Starvation Cap Reductn		54	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.58	0.05		0.88	0.03		0.31			0.04	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 60.7
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 94.4% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Forest Street & Main Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	553	48	11	1077	5	364	8	38	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1900	1615	0	1898	1615	0	1796	0	0	1959	0
Flt Permitted		0.675			0.993			0.741			0.884	
Satd. Flow (perm)	0	1282	1615	0	1887	1615	0	1391	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			77		6			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.82	0.82	0.82	0.33	0.33	0.33
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	620	53	0	1251	6	0	500	0	0	12	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		31.0	31.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	
Total Split (%)	52.9%	52.9%	52.9%	52.9%	52.9%	52.9%	29.4%	29.4%		29.4%	29.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		40.0	40.0		40.0	40.0		20.0			20.0	
Actuated g/C Ratio		0.57	0.57		0.57	0.57		0.29			0.29	
v/c Ratio		0.85	0.06		1.16	0.01		1.25			0.02	
Control Delay		26.3	1.2		101.7	0.0		156.7			0.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		26.3	1.2		101.7	0.0		156.7			0.0	
LOS		C	A		F	A		F			A	
Approach Delay		24.3			101.2			156.7			0.0	
Approach LOS		C			F			F			A	
Stops (vph)		421	3		860	0		321			0	
Fuel Used(gal)		8	0		31	0		17			0	
CO Emissions (g/hr)		542	17		2194	1		1199			1	
NOx Emissions (g/hr)		105	3		427	0		233			0	
VOC Emissions (g/hr)		126	4		508	0		278			0	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0		0			0	
Queue Length 50th (ft)		200	0		~653	0		~275			0	
Queue Length 95th (ft)		#419	8		#837	0		#394			0	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105			115						
Base Capacity (vph)		732	955		1078	955		401			561	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.85	0.06		1.16	0.01		1.25			0.02	

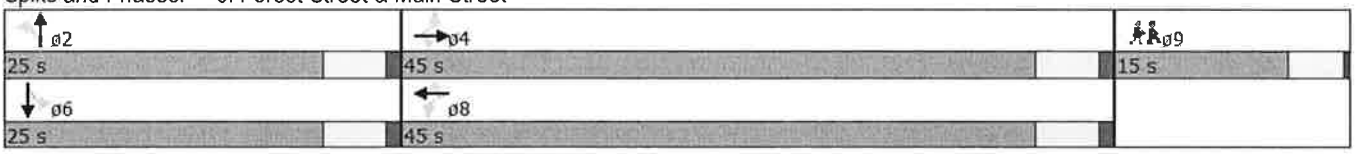
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 70
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 90.9 Intersection LOS: F
Intersection Capacity Utilization 103.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Forest Street & Main Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	750	51	160	620	32	88	2	48	8	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1615	0	1852	1615	0	1755	0	0	2003	0
Flt Permitted		0.994			0.571			0.792			0.873	
Satd. Flow (perm)	0	1852	1615	0	1068	1615	0	1434	0	0	1784	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			77		29			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	796	54	0	813	33	0	153	0	0	24	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0		31.0	31.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	
Total Split (%)	52.9%	52.9%	52.9%	52.9%	52.9%	52.9%	29.4%	29.4%		29.4%	29.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		40.1	40.1		40.1	40.1		10.6			10.6	
Actuated g/C Ratio		0.66	0.66		0.66	0.66		0.17			0.17	
v/c Ratio		0.65	0.05		1.15	0.03		0.56			0.08	
Control Delay		10.1	1.0		101.2	0.3		26.6			16.2	
Queue Delay		0.1	0.0		0.0	0.0		0.0			0.0	
Total Delay		10.3	1.0		101.2	0.3		26.6			16.2	
LOS		B	A		F	A		C			B	
Approach Delay		9.7			97.3			26.6			16.2	
Approach LOS		A			F			C			B	
Stops (vph)		436	3		541	1		96			13	
Fuel Used(gal)		7	0		22	0		2			0	
CO Emissions (g/hr)		508	17		1539	9		143			13	
NOx Emissions (g/hr)		99	3		299	2		28			2	
VOC Emissions (g/hr)		118	4		357	2		33			3	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0		0			0	
Queue Length 50th (ft)		141	0		~361	0		41			5	
Queue Length 95th (ft)		314	8		#615	2		91			18	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105			115						
Base Capacity (vph)		1224	1093		705	1093		493			595	
Starvation Cap Reductn		48	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.68	0.05		1.15	0.03		0.31			0.04	

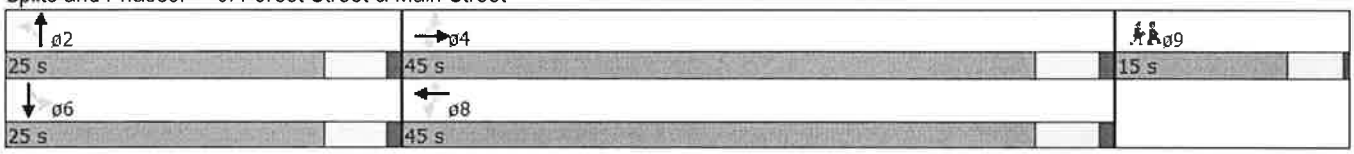
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 60.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 50.7 Intersection LOS: D
Intersection Capacity Utilization 106.1% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Forest Street & Main Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	553	48	11	1077	5	364	8	38	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1900	1615	0	3603	0	0	1796	0	0	1959	0
Flt Permitted		0.987			0.948			0.741			0.846	
Satd. Flow (perm)	0	1875	1615	0	3419	0	0	1391	0	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77		1			6			77	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.82	0.82	0.82	0.33	0.33	0.33
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	620	53	0	1257	0	0	500	0	0	12	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0		21.0	21.0		31.0	31.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0		31.0	31.0		31.0	31.0	
Total Split (%)	45.9%	45.9%	45.9%	45.9%	45.9%		36.5%	36.5%		36.5%	36.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)		33.5	33.5		33.5			26.0			26.0	
Actuated g/C Ratio		0.48	0.48		0.48			0.37			0.37	
v/c Ratio		0.69	0.06		0.76			0.95			0.02	
Control Delay		18.8	1.7		18.5			53.8			0.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		18.8	1.7		18.5			53.8			0.0	
LOS		B	A		B			D			A	
Approach Delay		17.4			18.5			53.8			0.0	
Approach LOS		B			B			D			A	
Stops (vph)		416	4		847			330			0	
Fuel Used(gal)		7	0		13			9			0	
CO Emissions (g/hr)		480	17		905			602			1	
NOx Emissions (g/hr)		93	3		176			117			0	
VOC Emissions (g/hr)		111	4		210			139			0	

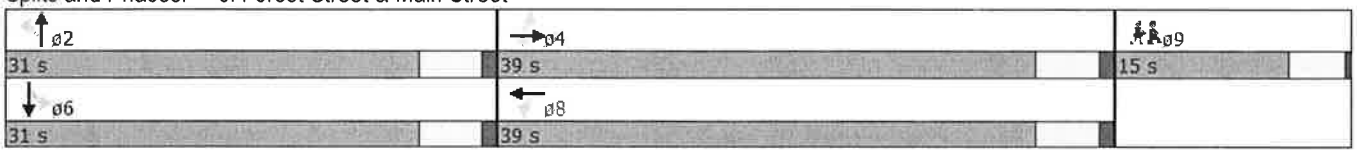
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0			0			0	
Queue Length 50th (ft)		193	0		218			203			0	
Queue Length 95th (ft)		306	10		278			#337			0	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105									
Base Capacity (vph)		917	830		1674			524			684	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.68	0.06		0.75			0.95			0.02	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Forest Street & Main Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	750	51	160	620	32	88	2	48	8	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	16	12
Storage Length (ft)	0		105	0		115	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1615	0	3499	0	0	1755	0	0	2003	0
Flt Permitted		0.993			0.626			0.792			0.879	
Satd. Flow (perm)	0	1850	1615	0	2213	0	0	1434	0	0	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77		6			32			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		561			485			717			325	
Travel Time (s)		12.8			11.0			16.3			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	796	54	0	846	0	0	153	0	0	24	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0		21.0	21.0		31.0	31.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0		31.0	31.0		31.0	31.0	
Total Split (%)	45.9%	45.9%	45.9%	45.9%	45.9%		36.5%	36.5%		36.5%	36.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0		5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)		36.0	36.0		36.0			9.8			9.6	
Actuated g/C Ratio		0.70	0.70		0.70			0.19			0.19	
v/c Ratio		0.62	0.05		0.55			0.52			0.07	
Control Delay		9.6	1.1		7.9			22.7			14.3	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		9.6	1.1		7.9			22.7			14.3	
LOS		A	A		A			C			B	
Approach Delay		9.1			7.9			22.7			14.3	
Approach LOS		A			A			C			B	
Stops (vph)		440	5		417			94			13	
Fuel Used(gal)		7	0		7			2			0	
CO Emissions (g/hr)		505	18		467			135			12	
NOx Emissions (g/hr)		98	4		91			26			2	
VOC Emissions (g/hr)		117	4		108			31			3	

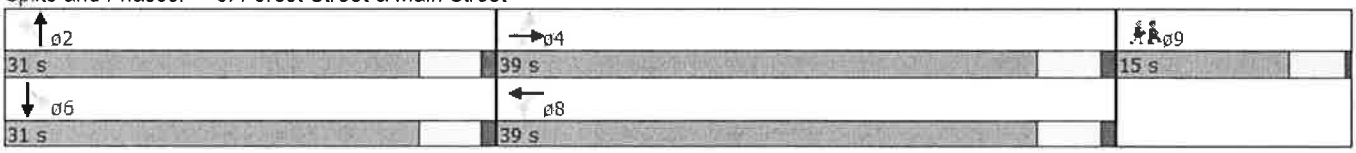
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	15.0
Total Split (%)	18%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0			0			0	
Queue Length 50th (ft)		134	0		68			35			4	
Queue Length 95th (ft)		304	7		144			80			16	
Internal Link Dist (ft)		481			405			637			245	
Turn Bay Length (ft)			105									
Base Capacity (vph)		1287	1147		1542			750			925	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	
Reduced v/c Ratio		0.62	0.05		0.55			0.20			0.03	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 51.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Forest Street & Main Street



Main Street at Larrabee Road

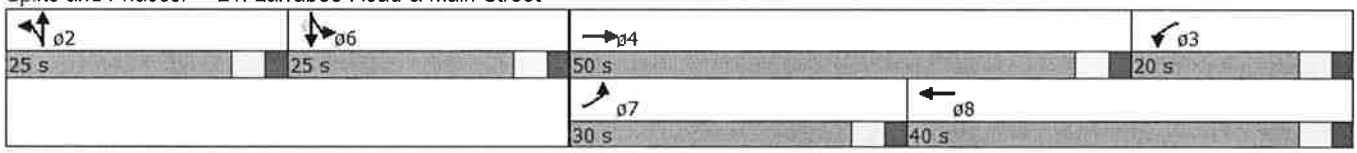
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	455	86	233	658	20	105	208	160	98	315	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3593	0	1787	3680	0	0	3441	0	0	3531	1546
Flt Permitted	0.950			0.950				0.989			0.988	
Satd. Flow (perm)	1805	3593	0	1787	3680	0	0	3441	0	0	3531	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			2			65				335
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	564	0	248	721	0	0	537	0	0	464	335
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	30.0	50.0		20.0	40.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	25.0%	41.7%		16.7%	33.3%		20.8%	20.8%		20.8%	20.8%	20.8%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	19.9	22.8		24.6	27.4			18.6			18.6	18.6
Actuated g/C Ratio	0.19	0.22		0.23	0.26			0.18			0.18	0.18
v/c Ratio	0.77	0.71		0.59	0.75			0.81			0.74	0.61
Control Delay	57.6	42.7		43.8	41.8			48.6			50.8	10.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	57.6	42.7		43.8	41.8			48.6			50.8	10.0
LOS	E	D		D	D			D			D	B
Approach Delay		47.5			42.3			48.6			33.7	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	176	187		154	245			167			162	0
Queue Length 95th (ft)	287	254		258	326			#266			241	81
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	440	1588		417	1257			723			688	570

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.60	0.36		0.59	0.57			0.74			0.67	0.59

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 105
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Larrabee Road & Main Street



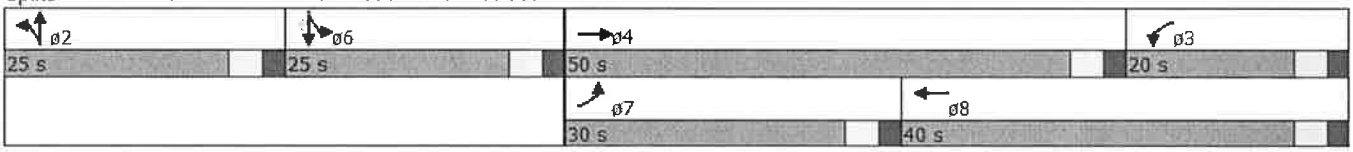
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	470	103	160	511	32	103	149	54	30	133	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3537	0	1787	3662	0	0	3338	0	0	3549	1546
Flt Permitted	0.950			0.950				0.983			0.991	
Satd. Flow (perm)	1787	3537	0	1787	3662	0	0	3338	0	0	3549	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			5			18				334
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.86	0.86	0.86	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	10%	1%	1%	0%	19%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	764	0	198	671	0	0	356	0	0	244	334
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	30.0	50.0		20.0	40.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	25.0%	41.7%		16.7%	33.3%		20.8%	20.8%		20.8%	20.8%	20.8%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	19.8	27.9		16.9	25.0			15.1			13.5	13.5
Actuated g/C Ratio	0.21	0.30		0.18	0.27			0.16			0.14	0.14
v/c Ratio	0.74	0.72		0.62	0.69			0.65			0.48	0.66
Control Delay	50.3	33.6		48.2	36.1			43.3			42.8	11.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	50.3	33.6		48.2	36.1			43.3			42.8	11.6
LOS	D	C		D	D			D			D	B
Approach Delay		38.1			38.9			43.3			24.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	154	206		109	188			100			71	0
Queue Length 95th (ft)	243	251		202	262			172			95	0
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	494	1774		339	1422			753			785	602

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.56	0.43		0.58	0.47			0.47			0.31	0.55

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 94.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 36.3 Intersection LOS: D
Intersection Capacity Utilization 56.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 21: Larrabee Road & Main Street



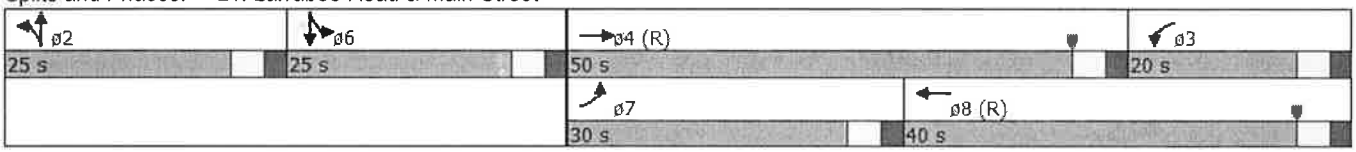
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	484	126	233	690	52	150	305	160	127	401	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3564	0	1787	3659	0	0	3473	0	0	3531	1546
Flt Permitted	0.950			0.950				0.988			0.988	
Satd. Flow (perm)	1805	3564	0	1787	3659	0	0	3473	0	0	3531	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			6			35				335
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	635	0	248	789	0	0	699	0	0	594	335
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	30.0	50.0		20.0	40.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	25.0%	41.7%		16.7%	33.3%		20.8%	20.8%		20.8%	20.8%	20.8%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	21.5	45.0		15.0	38.5			20.0			20.0	20.0
Actuated g/C Ratio	0.18	0.38		0.12	0.32			0.17			0.17	0.17
v/c Ratio	0.81	0.47		1.11	0.67			1.15			1.01	0.62
Control Delay	66.8	28.3		141.7	39.1			127.8			89.4	10.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	66.8	28.3		141.7	39.1			127.8			89.4	10.4
LOS	E	C		F	D			F			F	B
Approach Delay		39.6			63.6			127.8			60.9	
Approach LOS		D			E			F			E	
Queue Length 50th (ft)	196	184		~220	280			~323			~248	0
Queue Length 95th (ft)	287	239		#386	362			#432			#364	81
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	376	1355		223	1176			608			588	536

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.70	0.47		1.11	0.67			1.15			1.01	0.63

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 69.5 Intersection LOS: E
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Larrabee Road & Main Street



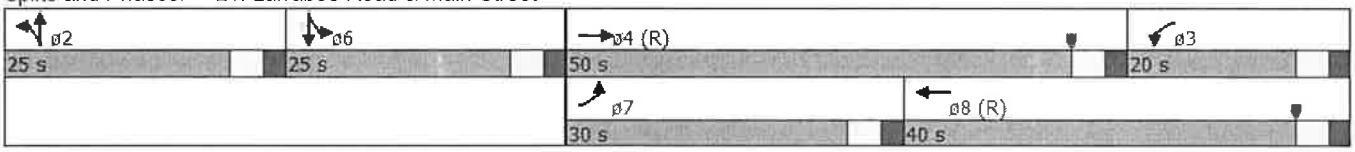
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	519	171	160	555	76	164	281	54	79	279	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3480	0	1787	3631	0	0	3382	0	0	3543	1546
Flt Permitted	0.950			0.950				0.984			0.989	
Satd. Flow (perm)	1787	3480	0	1787	3631	0	0	3382	0	0	3543	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			13			9				334
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.86	0.86	0.86	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	10%	1%	1%	0%	19%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	920	0	198	779	0	0	581	0	0	534	334
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	30.0	50.0		20.0	40.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	25.0%	41.7%		16.7%	33.3%		20.8%	20.8%		20.8%	20.8%	20.8%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	22.4	45.0		15.0	37.6			20.0			20.0	20.0
Actuated g/C Ratio	0.19	0.38		0.12	0.31			0.17			0.17	0.17
v/c Ratio	0.84	0.69		0.89	0.68			1.02			0.91	0.62
Control Delay	68.5	33.3		89.2	39.5			90.9			69.4	10.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	68.5	33.3		89.2	39.5			90.9			69.4	10.3
LOS	E	C		F	D			F			E	B
Approach Delay		41.5			49.5			90.9			46.7	
Approach LOS		D			D			F			D	
Queue Length 50th (ft)	206	299		153	278			~242			215	0
Queue Length 95th (ft)	243	287		#244	307			#337			198	0
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	372	1332		223	1147			571			590	536

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.75	0.69		0.89	0.68			1.02			0.91	0.62

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 52.8 Intersection LOS: D
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Larrabee Road & Main Street



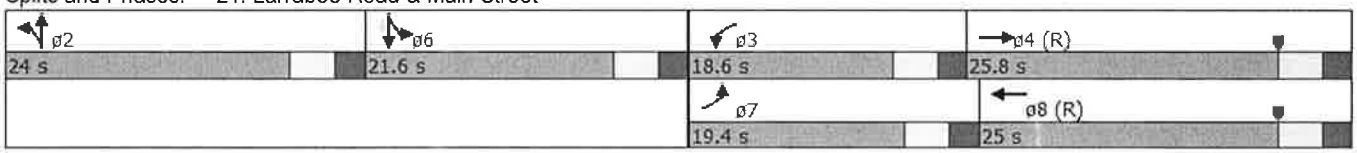
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	484	126	233	690	52	150	305	160	127	401	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3564	0	1787	3659	0	0	3473	0	0	3531	1546
Flt Permitted	0.950			0.950				0.988			0.988	
Satd. Flow (perm)	1805	3564	0	1787	3659	0	0	3473	0	0	3531	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			8			50				335
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	4%	0%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	264	635	0	248	789	0	0	699	0	0	594	335
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	19.4	25.8		18.6	25.0		24.0	24.0		21.6	21.6	21.6
Total Split (%)	21.6%	28.7%		20.7%	27.8%		26.7%	26.7%		24.0%	24.0%	24.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	14.4	20.8		13.6	20.0			19.0			16.6	16.6
Actuated g/C Ratio	0.16	0.23		0.15	0.22			0.21			0.18	0.18
v/c Ratio	0.92	0.75		0.92	0.96			0.91			0.91	0.60
Control Delay	74.7	36.7		71.1	52.1			51.3			56.1	8.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	74.7	36.7		71.1	52.1			51.3			56.1	8.9
LOS	E	D		E	D			D			E	A
Approach Delay		47.9			56.6			51.3			39.1	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	150	167		145	211			198			175	0
Queue Length 95th (ft)	#294	230		#274	#346			#291			#270	69
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	288	849		270	819			772			653	559

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.92	0.75		0.92	0.96			0.91			0.91	0.60

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 48.8 Intersection LOS: D
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Larrabee Road & Main Street



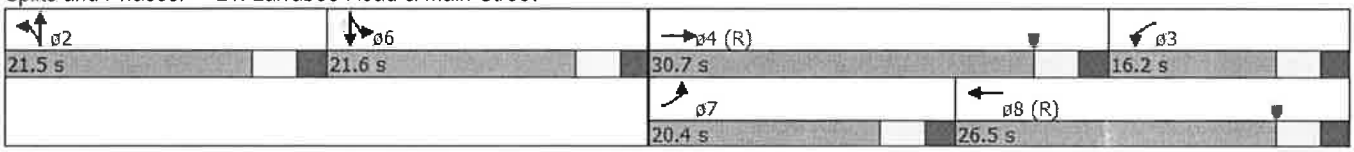
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	519	171	160	555	76	164	281	54	79	279	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	13	12	12	13	12	12	12	11
Storage Length (ft)	140		0	200		0	0		0	0		215
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3480	0	1787	3631	0	0	3382	0	0	3543	1546
Flt Permitted	0.950			0.950				0.984			0.989	
Satd. Flow (perm)	1787	3480	0	1787	3631	0	0	3382	0	0	3543	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			16			13				334
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1083			826			903			431	
Travel Time (s)		24.6			18.8			20.5			9.8	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.86	0.86	0.86	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	10%	1%	1%	0%	19%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	920	0	198	779	0	0	581	0	0	534	334
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												6
Detector Phase	7	4		3	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.5	21.5		9.5	21.5		21.5	21.5		21.5	21.5	21.5
Total Split (s)	20.4	30.7		16.2	26.5		21.5	21.5		21.6	21.6	21.6
Total Split (%)	22.7%	34.1%		18.0%	29.4%		23.9%	23.9%		24.0%	24.0%	24.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	15.4	26.0		11.2	21.8			16.5			16.3	16.3
Actuated g/C Ratio	0.17	0.29		0.12	0.24			0.18			0.18	0.18
v/c Ratio	0.91	0.89		0.89	0.88			0.92			0.83	0.60
Control Delay	72.6	40.8		73.1	39.3			55.9			48.0	9.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	72.6	40.8		73.1	39.3			55.9			48.0	9.0
LOS	E	D		E	D			E			D	A
Approach Delay		48.2			46.2			55.9			33.0	
Approach LOS		D			D			E			C	
Queue Length 50th (ft)	158	250		92	136			153			154	0
Queue Length 95th (ft)	#224	253		#193	184			#231			150	8
Internal Link Dist (ft)		1003			746			823			351	
Turn Bay Length (ft)	140			200								215
Base Capacity (vph)	305	1039		222	890			630			653	557

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.91	0.89		0.89	0.88			0.92			0.82	0.60

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 69 (77%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 45.3 Intersection LOS: D
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Larrabee Road & Main Street



Main Street at the Westbrook Crossing Drive and the Project Site Driveway

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	125	469	788	86	50	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3574	3524	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	3574	3524	0	1787	1599
Link Speed (mph)		30	30		30	
Link Distance (ft)		826	546		216	
Travel Time (s)		18.8	12.4		4.9	
Peak Hour Factor	0.87	0.87	0.93	0.93	0.87	0.87
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	539	939	0	57	211
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	125	469	788	86	50	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	93	93	87	87
Heavy Vehicles, %	0	1	1	0	1	1
Mvmt Flow	144	539	847	92	57	211

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	940	0	-	0	1451	470
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	557	-
Follow-up Headway	2.2	-	-	-	3.51	3.31
Pot Capacity-1 Maneuver	737	-	-	-	123	543
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	540	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	737	-	-	-	99	543
Mov Capacity-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	30.1
HCM LOS			D

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	737	-	-	-	99	543
HCM Lane V/C Ratio	0.195	-	-	-	0.581	0.389
HCM Control Delay (s)	11.064	-	-	-	82.7	15.8
HCM Lane LOS	B				F	C
HCM 95th %tile Q(veh)	0.719	-	-	-	2.723	1.833

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	169	443	528	100	72	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3574	3494	0	1805	1615
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	3574	3494	0	1805	1615
Link Speed (mph)		30	30		30	
Link Distance (ft)		826	546		216	
Travel Time (s)		18.8	12.4		4.9	
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	174	457	683	0	78	205
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	169	443	528	100	72	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	174	457	574	109	78	205

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	683	0	-	0	1205	341
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	577	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	919	-	-	-	179	661
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	530	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	919	-	-	-	145	661
Mov Capacity-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	430	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	24.7
HCM LOS			C

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	919	-	-	-	145	661
HCM Lane V/C Ratio	0.19	-	-	-	0.54	0.311
HCM Control Delay (s)	9.831	-	-	-	55.7	12.9
HCM Lane LOS	A				F	B
HCM 95th %tile Q(veh)	0.697	-	-	-	2.666	1.322

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	430	97	208	723	86	135	0	200	50	6	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3468	0	1770	3521	0	0	1770	1583	0	1798	1599
Flt Permitted	0.950			0.950				0.950			0.957	
Satd. Flow (perm)	1805	3468	0	1770	3521	0	0	1770	1583	0	1798	1599
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			546			276			216	
Travel Time (s)		18.8			12.4			6.3			4.9	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	2%	2%	2%	1%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	605	0	224	869	0	0	147	217	0	64	205
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 53.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	292.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	125	430	97	208	723	86	135	0	200	50	6	178
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	125	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	93	93	93	92	92	92	87	87	87
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	1	2	1
Mvmt Flow	144	494	111	224	777	92	147	0	217	57	7	205

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	870	0	0	606	0	0	1676	2154	303	1805	2164	435
Stage 1	-	-	-	-	-	-	837	837	-	1271	1271	-
Stage 2	-	-	-	-	-	-	839	1317	-	534	893	-
Follow-up Headway	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.51	4.02	3.31
Pot Capacity-1 Maneuver	783	-	-	968	-	-	# 62	47	693	# 50	47	572
Stage 1	-	-	-	-	-	-	327	380	-	179	237	-
Stage 2	-	-	-	-	-	-	326	225	-	500	358	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	783	-	-	968	-	-	# 23	29	693	# 24	29	572
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 23	29	-	# 24	29	-
Stage 1	-	-	-	-	-	-	267	310	-	146	182	-
Stage 2	-	-	-	-	-	-	155	173	-	280	292	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	2	$ 1618.9	$ 488.2
HCM LOS			F	F

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	34	693	783	-	-	968	-	-	48	572
HCM Lane V/C Ratio	6.447	0.209	0.183	-	-	0.231	-	-	2.762	0.238
HCM Control Delay (s)	$ 2681.6	11.6	10.628	-	-	9.833	-	-	$ 976.8	13.3
HCM Lane LOS	F	B	B			A			F	B
HCM 95th %tile Q(veh)	26.278	0.784	0.669	-	-	0.893	-	-	14.097	0.924

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	390	151	300	472	100	151	0	272	72	7	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3415	0	1770	3487	0	0	1770	1583	0	1815	1615
Flt Permitted	0.950			0.950				0.950			0.957	
Satd. Flow (perm)	1805	3415	0	1770	3487	0	0	1770	1583	0	1815	1615
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			546			296			216	
Travel Time (s)		18.8			12.4			6.7			4.9	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	558	0	326	622	0	0	164	296	0	86	198
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.3% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	469.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	169	390	151	300	472	100	151	0	272	72	7	182
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	0	2	0
Mvmt Flow	174	402	156	326	513	109	164	0	296	78	8	198

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	622	0	0	558	0	0	1741	2102	279	1769	2126	311
Stage 1	-	-	-	-	-	-	828	828	-	1220	1220	-
Stage 2	-	-	-	-	-	-	913	1274	-	549	906	-
Follow-up Headway	2.2	-	-	2.22	-	-	3.52	4.02	3.32	3.5	4.02	3.3
Pot Capacity-1 Maneuver	969	-	-	1009	-	-	# 56	51	718	# 54	49	691
Stage 1	-	-	-	-	-	-	332	384	-	194	251	-
Stage 2	-	-	-	-	-	-	294	236	-	493	353	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	969	-	-	1009	-	-	# 21	28	718	# 21	27	691
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 21	28	-	# 21	27	-
Stage 1	-	-	-	-	-	-	272	315	-	159	170	-
Stage 2	-	-	-	-	-	-	# 136	160	-	238	290	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	3.5	$ 1928.3	$ 870.7
HCM LOS			F	F

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	33	718	969	-	-	1009	-	-	37	691
HCM Lane V/C Ratio	7.96	0.275	0.18	-	-	0.323	-	-	4.103	0.191
HCM Control Delay (s)	$ 3366.3	11.9	9.528	-	-	10.262	-	-	$ 1617.2	11.4
HCM Lane LOS	F	B	A			B			F	B
HCM 95th %tile Q(veh)	31.807	1.116	0.653	-	-	1.409	-	-	17.588	0.701

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

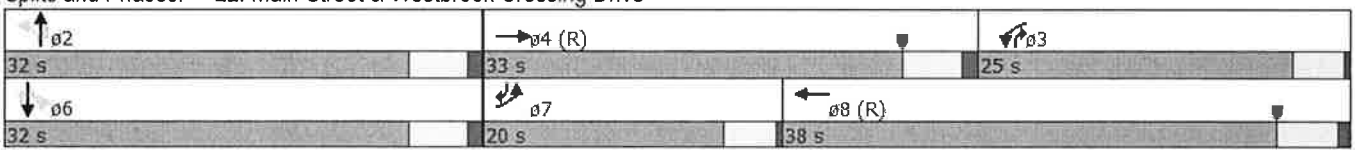
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	430	97	208	723	86	135	0	200	50	6	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3468	0	1770	3521	0	0	1770	1583	0	1798	1599
Flt Permitted	0.950			0.950				0.715			0.591	
Satd. Flow (perm)	1805	3468	0	1770	3521	0	0	1332	1583	0	1111	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			16				134			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			546			276			216	
Travel Time (s)		18.8			12.4			6.3			4.9	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	2%	2%	2%	1%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	605	0	224	869	0	0	147	217	0	64	205
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	7	4		3	8			2	3		6	7
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	3	6	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.0		8.0	21.0		21.0	21.0	8.0	31.0	31.0	8.0
Total Split (s)	20.0	33.0		25.0	38.0		32.0	32.0	25.0	32.0	32.0	20.0
Total Split (%)	22.2%	36.7%		27.8%	42.2%		35.6%	35.6%	27.8%	35.6%	35.6%	22.2%
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	0.5	1.0		0.5	1.0		1.0	1.0	0.5	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	5.0		4.0	5.0			5.0	4.0		5.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag				Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.4	39.8		21.0	48.4			15.2	41.2		15.2	32.6
Actuated g/C Ratio	0.14	0.44		0.23	0.54			0.17	0.46		0.17	0.36
v/c Ratio	0.58	0.39		0.54	0.46			0.65	0.27		0.34	0.32
Control Delay	39.0	10.6		19.3	1.9			47.8	6.1		36.1	11.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	39.0	10.6		19.3	1.9			47.8	6.1		36.1	11.4
LOS	D	B		B	A			D	A		D	B
Approach Delay		16.1			5.4			23.0			17.3	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	60	48		121	12			79	26		32	46
Queue Length 95th (ft)	m50	m87		147	21			131	57		63	73
Internal Link Dist (ft)		746			466			196			136	
Turn Bay Length (ft)	100			125								
Base Capacity (vph)	324	1550		413	1900			399	797		333	697
Starvation Cap Reductn	0	0		0	0			0	0		0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.44	0.39		0.54	0.46			0.37	0.27		0.19	0.29

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Main Street & Westbrook Crossing Drive

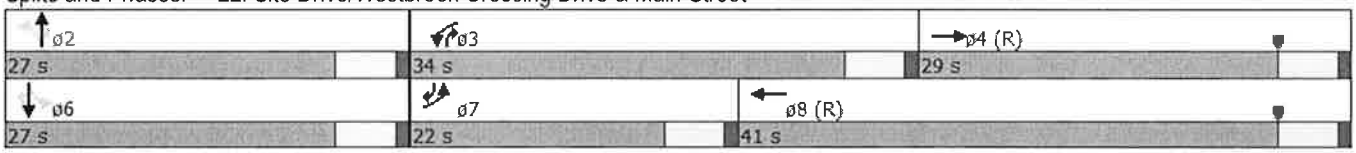


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	390	151	300	472	100	151	0	272	72	7	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1805	3415	0	1770	3487	0	0	1770	1583	0	1815	1615
Flt Permitted	0.950			0.950				0.701			0.540	
Satd. Flow (perm)	1805	3415	0	1770	3487	0	0	1306	1583	0	1024	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			33				150			198
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			546			296			216	
Travel Time (s)		18.8			12.4			6.7			4.9	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	558	0	326	622	0	0	164	296	0	86	198
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	7	4		3	8			2	3		6	7
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		2	2	3	6	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		14.5	21.0		21.0	21.0	14.5	21.0	21.0	9.0
Total Split (s)	22.0	29.0		34.0	41.0		27.0	27.0	34.0	27.0	27.0	22.0
Total Split (%)	24.4%	32.2%		37.8%	45.6%		30.0%	30.0%	37.8%	30.0%	30.0%	24.4%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	13.5	36.8		22.0	45.3			16.2	43.2		16.2	34.7
Actuated g/C Ratio	0.15	0.41		0.24	0.50			0.18	0.48		0.18	0.39
v/c Ratio	0.64	0.39		0.76	0.35			0.70	0.35		0.47	0.27
Control Delay	51.7	3.9		54.0	3.7			49.7	6.5		40.1	3.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	51.7	3.9		54.0	3.7			49.7	6.5		40.1	3.0
LOS	D	A		D	A			D	A		D	A
Approach Delay		15.3			21.0			21.9			14.2	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	0	21		200	14			88	45		44	0
Queue Length 95th (ft)	m115	m30		199	23			145	66		84	33
Internal Link Dist (ft)		746			466			216			136	
Turn Bay Length (ft)												
Base Capacity (vph)	340	1434		570	1772			319	949		250	799
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.51	0.39		0.57	0.35			0.51	0.31		0.34	0.25

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Site Drive/Westbrook Crossing Drive & Main Street



Main Street at Harnois Avenue

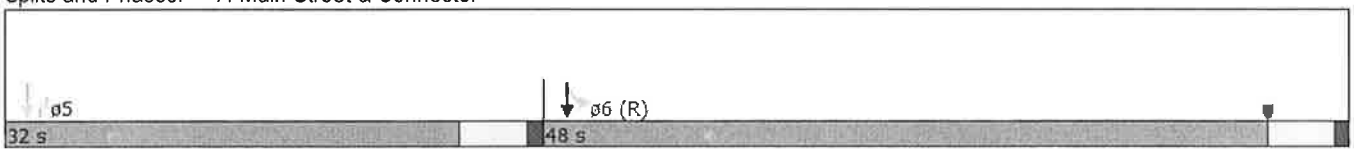
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	546	400	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	12
Satd. Flow (prot)	0	0	0	1863	2025	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1863	2025	1900
Right Turn on Red		Yes		Yes	Yes	
Satd. Flow (RTOR)				396	100	
Link Speed (mph)	30		30			30
Link Distance (ft)	136		409			430
Travel Time (s)	3.1		9.3			9.8
Peak Hour Factor	0.92	0.92	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	607	421	782
Turn Type				custom	Perm	NA
Protected Phases						6
Permitted Phases				5	6	5
Detector Phase				5	6	6
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				32.0	48.0	48.0
Total Split (%)				40.0%	60.0%	60.0%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag				Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes
Recall Mode				None	C-Max	C-Max
Act Effct Green (s)				16.6	53.4	80.0
Actuated g/C Ratio				0.21	0.67	1.00
v/c Ratio				0.87	0.30	0.41
Control Delay				23.1	4.2	0.6
Queue Delay				0.0	0.2	0.0
Total Delay				23.1	4.4	0.6
LOS				C	A	A
Approach Delay						1.9
Approach LOS						A
Stops (vph)				201	129	1
Fuel Used(gal)				6	2	3
CO Emissions (g/hr)				421	167	181
NOx Emissions (g/hr)				82	33	35
VOC Emissions (g/hr)				98	39	42
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				100	26	1
Queue Length 95th (ft)				196	113	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	56		329			350
Turn Bay Length (ft)						
Base Capacity (vph)				891	1385	1900
Starvation Cap Reductn				0	407	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.68	0.43	0.41

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 43 (54%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Main Street & Connector



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	678	481	913
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	12
Satd. Flow (prot)	0	0	0	1826	2006	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1826	2006	1863
Right Turn on Red		Yes		Yes	Yes	
Satd. Flow (RTOR)				186	157	
Link Speed (mph)	30		30			30
Link Distance (ft)	136		409			430
Travel Time (s)	3.1		9.3			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	737	506	961
Turn Type				custom	Perm	NA
Protected Phases						6
Permitted Phases				5	6	5
Detector Phase				5	6	6
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				45.0	35.0	35.0
Total Split (%)				56.3%	43.8%	43.8%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag				Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes
Recall Mode				None	C-Max	C-Max
Act Effct Green (s)				32.5	37.5	80.0
Actuated g/C Ratio				0.41	0.47	1.00
v/c Ratio				0.87	0.49	0.52
Control Delay				26.8	12.0	0.8
Queue Delay				0.1	0.2	0.0
Total Delay				26.9	12.2	0.8
LOS				C	B	A
Approach Delay						4.8
Approach LOS						A
Stops (vph)				469	272	6
Fuel Used(gal)				9	4	3
CO Emissions (g/hr)				643	300	227
NOx Emissions (g/hr)				125	58	44
VOC Emissions (g/hr)				149	70	53
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				244	121	0
Queue Length 95th (ft)				345	m225	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	56		329			350
Turn Bay Length (ft)						
Base Capacity (vph)				1006	1024	1863
Starvation Cap Reductn				16	99	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.74	0.55	0.52

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main Street & Connector

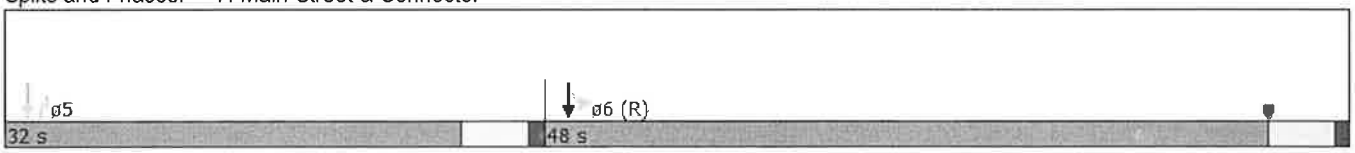
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	558	457	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	12
Satd. Flow (prot)	0	0	0	1863	2025	1900
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1863	2025	1900
Right Turn on Red		Yes		Yes	Yes	
Satd. Flow (RTOR)				342	95	
Link Speed (mph)	30		30			30
Link Distance (ft)	136		409			430
Travel Time (s)	3.1		9.3			9.8
Peak Hour Factor	0.92	0.92	0.90	0.90	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	620	481	796
Turn Type				custom	Perm	NA
Protected Phases						6
Permitted Phases				5	6	5
Detector Phase				5	6	6
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				32.0	48.0	48.0
Total Split (%)				40.0%	60.0%	60.0%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag				Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes
Recall Mode				None	C-Max	C-Max
Act Effct Green (s)				19.0	51.0	80.0
Actuated g/C Ratio				0.24	0.64	1.00
v/c Ratio				0.88	0.36	0.42
Control Delay				27.0	5.8	0.6
Queue Delay				0.0	0.3	0.0
Total Delay				27.0	6.1	0.6
LOS				C	A	A
Approach Delay						2.6
Approach LOS						A
Stops (vph)				263	194	1
Fuel Used(gal)				7	3	3
CO Emissions (g/hr)				483	219	184
NOx Emissions (g/hr)				94	43	36
VOC Emissions (g/hr)				112	51	43
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				136	48	0
Queue Length 95th (ft)				242	152	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	56		329			350
Turn Bay Length (ft)						
Base Capacity (vph)				855	1324	1900
Starvation Cap Reductn				0	355	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.73	0.50	0.42

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 43 (54%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 68.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Main Street & Connector



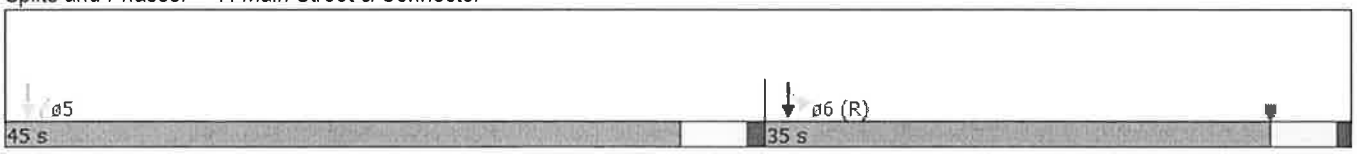
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	697	579	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	12
Satd. Flow (prot)	0	0	0	1826	2006	1863
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1826	2006	1863
Right Turn on Red		Yes		Yes	Yes	
Satd. Flow (RTOR)				128	148	
Link Speed (mph)	30		30			30
Link Distance (ft)	136		409			430
Travel Time (s)	3.1		9.3			9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	758	609	979
Turn Type				custom	Perm	NA
Protected Phases						6
Permitted Phases				5	6	5
Detector Phase				5	6	6
Switch Phase						
Minimum Initial (s)				4.0	4.0	4.0
Minimum Split (s)				21.0	21.0	21.0
Total Split (s)				45.0	35.0	35.0
Total Split (%)				56.3%	43.8%	43.8%
Yellow Time (s)				4.0	4.0	4.0
All-Red Time (s)				1.0	1.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0
Total Lost Time (s)				5.0	5.0	5.0
Lead/Lag				Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes
Recall Mode				None	C-Max	C-Max
Act Effct Green (s)				34.7	35.3	80.0
Actuated g/C Ratio				0.43	0.44	1.00
v/c Ratio				0.88	0.63	0.53
Control Delay				29.1	14.6	0.7
Queue Delay				0.3	0.3	0.0
Total Delay				29.3	14.9	0.7
LOS				C	B	A
Approach Delay						6.2
Approach LOS						A
Stops (vph)				523	372	5
Fuel Used(gal)				10	6	3
CO Emissions (g/hr)				699	400	230
NOx Emissions (g/hr)				136	78	45
VOC Emissions (g/hr)				162	93	53
Dilemma Vehicles (#)				0	0	0
Queue Length 50th (ft)				271	179	0
Queue Length 95th (ft)				400	m253	m0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Internal Link Dist (ft)	56		329			350
Turn Bay Length (ft)						
Base Capacity (vph)				977	968	1863
Starvation Cap Reductn				25	70	0
Spillback Cap Reductn				0	0	0
Storage Cap Reductn				0	0	0
Reduced v/c Ratio				0.80	0.68	0.53

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 83.6% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Main Street & Connector



Main Street at Westbrook Arterial

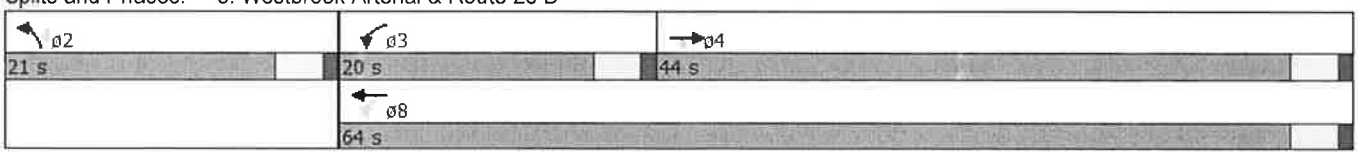
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	360	91	207	503	93	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	13	12	12	13	12
Storage Length (ft)		115	150		0	90
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	2027	1669	1805	1900	1847	1599
Flt Permitted			0.318		0.950	
Satd. Flow (perm)	2027	1669	604	1900	1847	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		95				321
Link Speed (mph)	30			30	30	
Link Distance (ft)	280			141	294	
Travel Time (s)	6.4			3.2	6.7	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	95	223	541	111	321
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	44.0	44.0	20.0	64.0	21.0	21.0
Total Split (%)	51.8%	51.8%	23.5%	75.3%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	13.9	13.9	26.0	26.0	8.3	8.3
Actuated g/C Ratio	0.33	0.33	0.61	0.61	0.19	0.19
v/c Ratio	0.57	0.16	0.38	0.47	0.31	0.56
Control Delay	15.9	3.8	5.7	6.2	19.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	3.8	5.7	6.2	19.0	7.2
LOS	B	A	A	A	B	A
Approach Delay	13.4			6.0	10.2	
Approach LOS	B			A	B	
Stops (vph)	263	16	75	230	74	42
Fuel Used(gal)	3	0	2	4	1	1
CO Emissions (g/hr)	238	25	108	284	69	87
NOx Emissions (g/hr)	46	5	21	55	13	17
VOC Emissions (g/hr)	55	6	25	66	16	20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	69	0	18	53	23	0
Queue Length 95th (ft)	154	22	46	124	63	43
Internal Link Dist (ft)	200			61	214	
Turn Bay Length (ft)		115	150			90
Base Capacity (vph)	1844	1527	835	1900	762	848
Starvation Cap Reductn	0	0	0	13	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.06	0.27	0.29	0.15	0.38

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 42.6
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 45.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Westbrook Arterial & Route 25 B



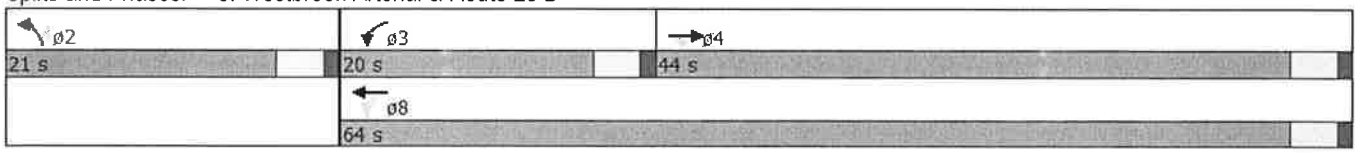
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	433	70	197	657	42	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	13	12	12	13	12
Storage Length (ft)		115	150		0	90
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	2027	1652	1787	1900	1811	1599
Flt Permitted			0.262		0.950	
Satd. Flow (perm)	2027	1652	493	1900	1811	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		72				286
Link Speed (mph)	30			30	30	
Link Distance (ft)	280			141	294	
Travel Time (s)	6.4			3.2	6.7	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.90	0.90
Heavy Vehicles (%)	0%	1%	1%	0%	3%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	75	210	699	47	286
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	44.0	44.0	20.0	64.0	21.0	21.0
Total Split (%)	51.8%	51.8%	23.5%	75.3%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	16.1	16.1	28.0	28.0	7.4	7.4
Actuated g/C Ratio	0.37	0.37	0.64	0.64	0.17	0.17
v/c Ratio	0.63	0.12	0.39	0.58	0.15	0.56
Control Delay	15.7	3.7	5.4	6.8	19.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	3.7	5.4	6.8	19.2	8.1
LOS	B	A	A	A	B	A
Approach Delay	14.1			6.5	9.7	
Approach LOS	B			A	A	
Stops (vph)	315	14	64	312	36	41
Fuel Used(gal)	4	0	1	5	0	1
CO Emissions (g/hr)	285	20	99	381	32	87
NOx Emissions (g/hr)	55	4	19	74	6	17
VOC Emissions (g/hr)	66	5	23	88	7	20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	84	1	14	66	10	0
Queue Length 95th (ft)	193	20	44	179	38	54
Internal Link Dist (ft)	200			61	214	
Turn Bay Length (ft)		115	150			90
Base Capacity (vph)	1819	1490	808	1896	733	817
Starvation Cap Reductn	0	0	0	33	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.05	0.26	0.38	0.06	0.35

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 43.8
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Westbrook Arterial & Route 25 B



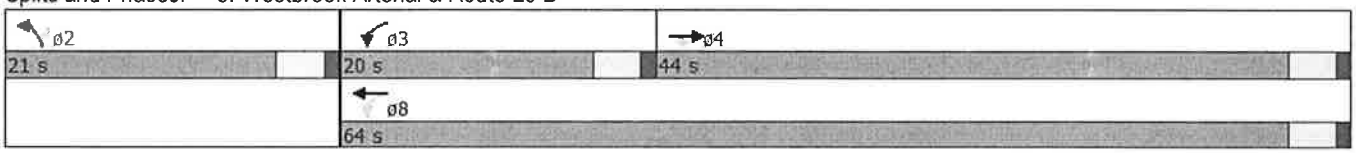
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	372	108	207	516	113	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	13	12	12	13	12
Storage Length (ft)		115	150		0	90
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	2027	1669	1805	1900	1847	1599
Flt Permitted			0.305		0.950	
Satd. Flow (perm)	2027	1669	580	1900	1847	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		112				321
Link Speed (mph)	30			30	30	
Link Distance (ft)	280			141	294	
Travel Time (s)	6.4			3.2	6.7	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	112	223	555	135	321
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	44.0	44.0	20.0	64.0	21.0	21.0
Total Split (%)	51.8%	51.8%	23.5%	75.3%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	14.5	14.5	26.8	26.8	8.9	8.9
Actuated g/C Ratio	0.33	0.33	0.61	0.61	0.20	0.20
v/c Ratio	0.58	0.18	0.39	0.48	0.36	0.56
Control Delay	16.3	3.7	6.0	6.5	20.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	3.7	6.0	6.5	20.0	7.0
LOS	B	A	A	A	B	A
Approach Delay	13.5			6.3	10.9	
Approach LOS	B			A	B	
Stops (vph)	274	18	75	240	89	40
Fuel Used(gal)	4	0	2	4	1	1
CO Emissions (g/hr)	249	29	109	295	85	86
NOx Emissions (g/hr)	48	6	21	57	16	17
VOC Emissions (g/hr)	58	7	25	68	20	20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	75	0	19	58	28	0
Queue Length 95th (ft)	164	24	49	134	75	43
Internal Link Dist (ft)	200			61	214	
Turn Bay Length (ft)		115	150			90
Base Capacity (vph)	1809	1501	816	1900	741	833
Starvation Cap Reductn	0	0	0	20	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.07	0.27	0.30	0.18	0.39

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 43.9
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 47.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Westbrook Arterial & Route 25 B



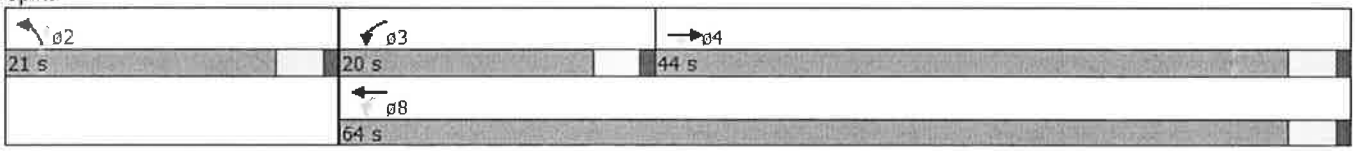
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	452	99	197	674	68	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	13	12	12	13	12
Storage Length (ft)		115	150		0	90
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	2027	1652	1787	1900	1811	1599
Flt Permitted			0.250		0.950	
Satd. Flow (perm)	2027	1652	470	1900	1811	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98				286
Link Speed (mph)	30			30	30	
Link Distance (ft)	280			141	294	
Travel Time (s)	6.4			3.2	6.7	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.90	0.90
Heavy Vehicles (%)	0%	1%	1%	0%	3%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	486	106	210	717	76	286
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	44.0	44.0	20.0	64.0	21.0	21.0
Total Split (%)	51.8%	51.8%	23.5%	75.3%	24.7%	24.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	17.1	17.1	29.1	29.1	7.9	7.9
Actuated g/C Ratio	0.38	0.38	0.64	0.64	0.17	0.17
v/c Ratio	0.64	0.16	0.40	0.59	0.24	0.56
Control Delay	16.1	3.7	5.7	7.1	20.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	3.7	5.7	7.1	20.5	8.0
LOS	B	A	A	A	C	A
Approach Delay	13.8			6.8	10.6	
Approach LOS	B			A	B	
Stops (vph)	327	18	64	325	56	40
Fuel Used(gal)	4	0	1	6	1	1
CO Emissions (g/hr)	299	27	100	396	52	86
NOx Emissions (g/hr)	58	5	19	77	10	17
VOC Emissions (g/hr)	69	6	23	92	12	20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	93	1	16	75	16	0
Queue Length 95th (ft)	205	24	44	189	56	55
Internal Link Dist (ft)	200			61	214	
Turn Bay Length (ft)		115	150			90
Base Capacity (vph)	1781	1464	785	1888	707	799
Starvation Cap Reductn	0	0	0	37	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.07	0.27	0.39	0.11	0.36

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 45.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 48.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Westbrook Arterial & Route 25 B



Main Street at Stroudwater Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	353	89	38	545	108	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	2095	0	0	2147	1958	0
Flt Permitted				0.997	0.972	
Satd. Flow (perm)	2095	0	0	2147	1958	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			280	297	
Travel Time (s)	6.6			6.4	6.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	0	633	210	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	353	89	38	545	108	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	92	92	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	372	94	41	592	119	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	465	0	1093	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	675	-
Follow-up Headway	-	-	2.2	-	3.509	3.3
Pot Capacity-1 Maneuver	-	-	1107	-	238	639
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	508	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1107	-	225	639
Mov Capacity-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	37.1
HCM LOS			E

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	1107	-
HCM Lane V/C Ratio	0.671	-	-	0.037	-
HCM Control Delay (s)	37.1	-	-	8.378	0
HCM Lane LOS	E			A	A
HCM 95th %tile Q(veh)	4.521	-	-	0.116	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	405	77	62	636	81	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	2106	0	0	2125	1957	0
Flt Permitted				0.996	0.976	
Satd. Flow (perm)	2106	0	0	2125	1957	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			280	297	
Travel Time (s)	6.6			6.4	6.8	
Peak Hour Factor	0.87	0.87	0.92	0.92	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	555	0	0	758	212	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	405	77	62	636	81	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	466	89	67	691	104	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	554	0	1336	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	826	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	1026	-	171	567
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	433	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1026	-	153	567
Mov Capacity-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	387	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	71.4
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	244	-	-	1026	-
HCM Lane V/C Ratio	0.867	-	-	0.066	-
HCM Control Delay (s)	71.4	-	-	8.755	0
HCM Lane LOS	F			A	A
HCM 95th %tile Q(veh)	7.106	-	-	0.211	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	382	89	38	578	108	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	2097	0	0	2147	1958	0
Flt Permitted				0.997	0.972	
Satd. Flow (perm)	2097	0	0	2147	1958	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			280	297	
Travel Time (s)	6.6			6.4	6.8	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	496	0	0	669	210	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	382	89	38	578	108	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	92	92	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	402	94	41	628	119	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	496	0	1160	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	711	-
Follow-up Headway	-	-	2.2	-	3.509	3.3
Pot Capacity-1 Maneuver	-	-	1078	-	217	614
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	489	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1078	-	204	614
Mov Capacity-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	45.3
HCM LOS			E

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	287	-	-	1078	-
HCM Lane V/C Ratio	0.731	-	-	0.038	-
HCM Control Delay (s)	45.3	-	-	8.473	0
HCM Lane LOS	E			A	A
HCM 95th %tile Q(veh)	5.277	-	-	0.119	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	453	77	62	679	81	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	16	16	12
Satd. Flow (prot)	2110	0	0	2125	1957	0
Flt Permitted				0.996	0.976	
Satd. Flow (perm)	2110	0	0	2125	1957	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			280	297	
Travel Time (s)	6.6			6.4	6.8	
Peak Hour Factor	0.87	0.87	0.92	0.92	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	610	0	0	805	212	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	14.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	453	77	62	679	81	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	521	89	67	738	104	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	609	0	1438	565
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	873	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	979	-	148	528
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	412	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	979	-	131	528
Mov Capacity-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	364	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	108.8
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	-	-	979	-
HCM Lane V/C Ratio	0.998	-	-	0.069	-
HCM Control Delay (s)	108.8	-	-	8.949	0
HCM Lane LOS	F			A	A
HCM 95th %tile Q(veh)	8.878	-	-	0.221	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Main Street at Spring Street

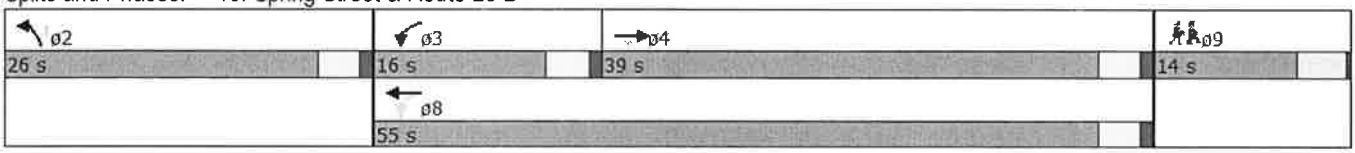
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Lane Configurations	↑	↱	↰	↑	↰	↱	
Volume (vph)	373	147	106	614	311	131	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	14	12	13	10	11	
Storage Length (ft)		85	80		0	75	
Storage Lanes		1	1		1	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	1818	1723	1805	1944	1678	1555	
Flt Permitted			0.294		0.950		
Satd. Flow (perm)	1818	1723	559	1944	1678	1555	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		104				83	
Link Speed (mph)	30			30	30		
Link Distance (ft)	209			291	274		
Travel Time (s)	4.8			6.6	6.2		
Peak Hour Factor	0.88	0.88	0.91	0.91	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	1	1	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	424	167	116	675	324	136	
Turn Type	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases	4		3	8	2		9
Permitted Phases		4	8			2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0
Total Split (s)	39.0	39.0	16.0	55.0	26.0	26.0	14.0
Total Split (%)	41.1%	41.1%	16.8%	57.9%	27.4%	27.4%	15%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	21.7	21.7	30.3	30.3	18.0	18.0	
Actuated g/C Ratio	0.38	0.38	0.53	0.53	0.32	0.32	
v/c Ratio	0.61	0.23	0.25	0.65	0.61	0.25	
Control Delay	20.3	7.1	8.1	12.9	24.5	9.7	
Queue Delay	0.3	0.1	0.0	0.0	0.4	0.1	
Total Delay	20.6	7.2	8.1	12.9	24.9	9.8	
LOS	C	A	A	B	C	A	
Approach Delay	16.8			12.2	20.4		
Approach LOS	B			B	C		
Stops (vph)	279	40	43	383	246	42	
Fuel Used(gal)	4	1	1	5	4	1	
CO Emissions (g/hr)	258	47	46	358	250	54	
NOx Emissions (g/hr)	50	9	9	70	49	10	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
VOC Emissions (g/hr)	60	11	11	83	58	12	
Dilemma Vehicles (#)	0	0	0	0	0	0	
Queue Length 50th (ft)	123	15	18	149	93	13	
Queue Length 95th (ft)	221	50	41	265	215	57	
Internal Link Dist (ft)	129			211	194		
Turn Bay Length (ft)		85	80			75	
Base Capacity (vph)	1195	1168	580	1683	697	694	
Starvation Cap Reductn	278	307	0	42	95	74	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.46	0.19	0.20	0.41	0.54	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 56.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Spring Street & Route 25 B



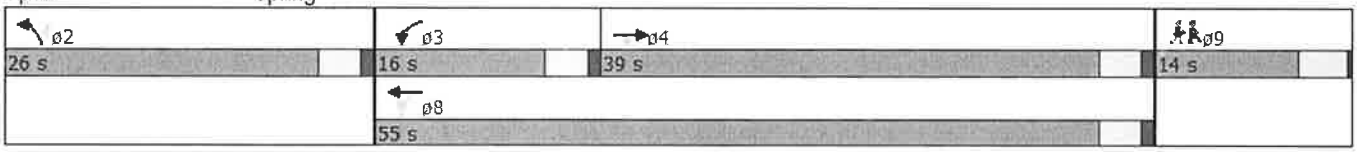
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Lane Configurations	↑	↱	↰	↑	↰	↱	
Volume (vph)	387	186	154	527	149	109	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	14	12	13	10	11	
Storage Length (ft)		85	80		0	75	
Storage Lanes		1	1		1	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	1818	1723	1805	1944	1685	1561	
Flt Permitted			0.326		0.950		
Satd. Flow (perm)	1818	1723	619	1944	1685	1561	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		127				112	
Link Speed (mph)	30			30	30		
Link Distance (ft)	209			291	274		
Travel Time (s)	4.8			6.6	6.2		
Peak Hour Factor	0.95	0.95	0.93	0.93	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	407	196	166	567	154	112	
Turn Type	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases	4		3	8	2		9
Permitted Phases		4	8			2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0
Total Split (s)	39.0	39.0	16.0	55.0	26.0	26.0	14.0
Total Split (%)	41.1%	41.1%	16.8%	57.9%	27.4%	27.4%	15%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	18.2	18.2	26.9	26.9	11.0	11.0	
Actuated g/C Ratio	0.39	0.39	0.57	0.57	0.24	0.24	
v/c Ratio	0.58	0.26	0.30	0.51	0.39	0.25	
Control Delay	16.3	5.7	5.9	7.5	21.6	6.5	
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.4	5.8	5.9	7.5	21.6	6.5	
LOS	B	A	A	A	C	A	
Approach Delay	12.9			7.1	15.2		
Approach LOS	B			A	B		
Stops (vph)	272	47	54	250	114	22	
Fuel Used(gal)	3	1	1	3	2	0	
CO Emissions (g/hr)	239	54	58	236	112	35	
NOx Emissions (g/hr)	46	11	11	46	22	7	
VOC Emissions (g/hr)	55	13	13	55	26	8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Dilemma Vehicles (#)	0	0	0	0	0	0	
Queue Length 50th (ft)	86	12	16	69	36	0	
Queue Length 95th (ft)	192	51	44	162	101	35	
Internal Link Dist (ft)	129			211	194		
Turn Bay Length (ft)		85	80			75	
Base Capacity (vph)	1369	1328	705	1829	885	873	
Starvation Cap Reductn	258	272	0	42	9	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.19	0.24	0.32	0.18	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 46.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Spring Street & Route 25 B



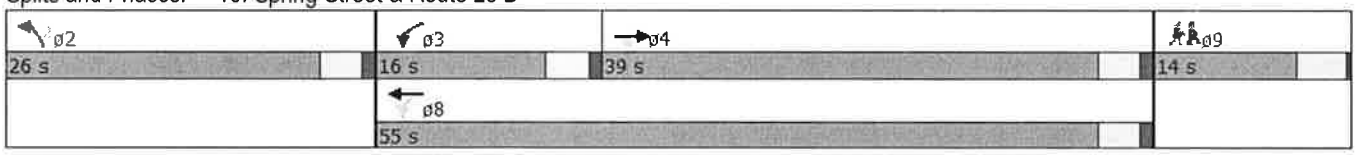
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Lane Configurations	↑	↱	↰	↑	↰	↱	
Volume (vph)	402	147	106	647	311	131	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	14	12	13	10	11	
Storage Length (ft)		85	80		0	75	
Storage Lanes		1	1		1	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	1818	1723	1805	1944	1678	1555	
Flt Permitted			0.275		0.950		
Satd. Flow (perm)	1818	1723	522	1944	1678	1555	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		96				83	
Link Speed (mph)	30			30	30		
Link Distance (ft)	209			291	274		
Travel Time (s)	4.8			6.6	6.2		
Peak Hour Factor	0.88	0.88	0.91	0.91	0.96	0.96	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	1	1	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	457	167	116	711	324	136	
Turn Type	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases	4		3	8	2		9
Permitted Phases		4	8			2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0
Total Split (s)	39.0	39.0	16.0	55.0	26.0	26.0	14.0
Total Split (%)	41.1%	41.1%	16.8%	57.9%	27.4%	27.4%	15%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	23.3	23.3	31.9	31.9	18.2	18.2	
Actuated g/C Ratio	0.40	0.40	0.54	0.54	0.31	0.31	
v/c Ratio	0.64	0.23	0.26	0.67	0.62	0.25	
Control Delay	20.5	7.4	8.0	13.3	26.1	10.3	
Queue Delay	0.4	0.1	0.0	0.0	0.5	0.1	
Total Delay	20.9	7.5	8.0	13.3	26.5	10.4	
LOS	C	A	A	B	C	B	
Approach Delay	17.3			12.5	21.8		
Approach LOS	B			B	C		
Stops (vph)	298	42	43	405	247	42	
Fuel Used(gal)	4	1	1	5	4	1	
CO Emissions (g/hr)	278	48	45	381	257	55	
NOx Emissions (g/hr)	54	9	9	74	50	11	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
VOC Emissions (g/hr)	64	11	11	88	60	13	
Dilemma Vehicles (#)	0	0	0	0	0	0	
Queue Length 50th (ft)	138	17	18	165	97	13	
Queue Length 95th (ft)	239	52	40	285	227	60	
Internal Link Dist (ft)	129			211	194		
Turn Bay Length (ft)		85	80			75	
Base Capacity (vph)	1165	1138	565	1642	675	676	
Starvation Cap Reductn	300	342	0	53	99	80	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.21	0.21	0.45	0.56	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 58.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 57.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Spring Street & Route 25 B



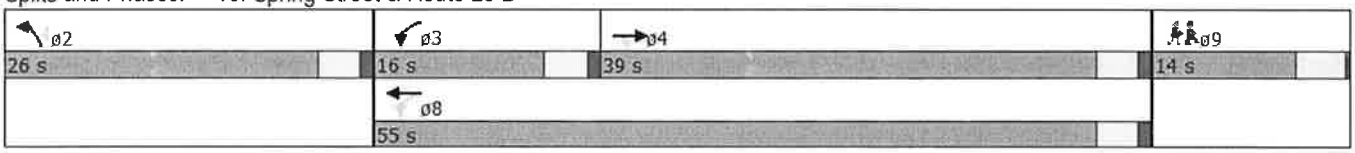
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Lane Configurations	↑	↱	↰	↑	↰	↱	
Volume (vph)	435	186	154	570	149	109	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	14	12	13	10	11	
Storage Length (ft)		85	80		0	75	
Storage Lanes		1	1		1	1	
Taper Length (ft)			25		25		
Satd. Flow (prot)	1818	1723	1805	1944	1685	1561	
Flt Permitted			0.296		0.950		
Satd. Flow (perm)	1818	1723	562	1944	1685	1561	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		113				112	
Link Speed (mph)	30			30	30		
Link Distance (ft)	209			291	274		
Travel Time (s)	4.8			6.6	6.2		
Peak Hour Factor	0.95	0.95	0.93	0.93	0.97	0.97	
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	458	196	166	613	154	112	
Turn Type	NA	Perm	pm+pt	NA	NA	Perm	
Protected Phases	4		3	8	2		9
Permitted Phases		4	8			2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0
Total Split (s)	39.0	39.0	16.0	55.0	26.0	26.0	14.0
Total Split (%)	41.1%	41.1%	16.8%	57.9%	27.4%	27.4%	15%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	20.4	20.4	29.1	29.1	11.2	11.2	
Actuated g/C Ratio	0.41	0.41	0.59	0.59	0.23	0.23	
v/c Ratio	0.61	0.25	0.31	0.53	0.40	0.25	
Control Delay	16.4	6.0	5.9	7.6	23.4	6.9	
Queue Delay	0.2	0.1	0.0	0.0	0.0	0.0	
Total Delay	16.7	6.1	5.9	7.7	23.4	6.9	
LOS	B	A	A	A	C	A	
Approach Delay	13.5			7.3	16.4		
Approach LOS	B			A	B		
Stops (vph)	304	51	52	271	115	21	
Fuel Used(gal)	4	1	1	4	2	1	
CO Emissions (g/hr)	269	57	57	257	116	35	
NOx Emissions (g/hr)	52	11	11	50	23	7	
VOC Emissions (g/hr)	62	13	13	60	27	8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø9
Dilemma Vehicles (#)	0	0	0	0	0	0	
Queue Length 50th (ft)	102	15	16	79	39	0	
Queue Length 95th (ft)	218	54	43	178	109	36	
Internal Link Dist (ft)	129			211	194		
Turn Bay Length (ft)		85	80			75	
Base Capacity (vph)	1317	1279	675	1793	843	837	
Starvation Cap Reductn	305	340	0	60	8	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.21	0.25	0.35	0.18	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 49.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 49.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Spring Street & Route 25 B



Main Street at Bridge Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	225	8	2	394	410	24	71	22	262	18	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1890	0	0	1756	1561	0	1956	0	0	1913	0
Flt Permitted	0.205				0.999			0.870			0.770	
Satd. Flow (perm)	390	1890	0	0	1754	1561	0	1719	0	0	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				212		9			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	251	0	0	430	446	0	133	0	0	567	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	25.0	75.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	
Total Split (%)	18.8%	56.4%		37.6%	37.6%	37.6%	30.1%	30.1%		30.1%	30.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	54.0	54.0			30.9	30.9		35.5			35.5	
Actuated g/C Ratio	0.54	0.54			0.31	0.31		0.36			0.36	
v/c Ratio	0.58	0.24			0.79	0.71		0.22			1.02	
Control Delay	17.0	12.0			42.5	21.7		25.0			76.2	
Queue Delay	0.0	0.0			5.0	2.0		0.0			0.0	
Total Delay	17.0	12.0			47.5	23.6		25.0			76.2	
LOS	B	B			D	C		C			E	
Approach Delay		14.6			35.3			25.0			76.2	
Approach LOS		B			D			C			E	
Stops (vph)	123	110			342	189		76			380	
Fuel Used(gal)	3	2			6	4		1			13	
CO Emissions (g/hr)	203	169			417	246		80			876	
NOx Emissions (g/hr)	39	33			81	48		16			170	
VOC Emissions (g/hr)	47	39			97	57		19			203	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	87	78			253	133		56			~384	
Queue Length 95th (ft)	131	119			365	242		117			#709	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	499	1346			802	829		617			556	
Starvation Cap Reductn	0	0			299	237		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.55	0.19			0.85	0.75		0.22			1.02	

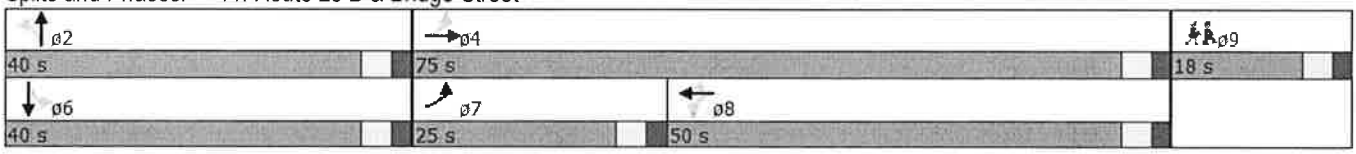
Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 99.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 83.6% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	311	10	5	371	248	6	36	38	261	25	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1872	0	0	1754	1561	0	1889	0	0	1934	0
Flt Permitted	0.208				0.994			0.960			0.776	
Satd. Flow (perm)	391	1872	0	0	1745	1561	0	1821	0	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				135		33			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.78	0.78	0.78	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	391	0	0	418	276	0	103	0	0	522	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	25.0	75.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	
Total Split (%)	18.8%	56.4%		37.6%	37.6%	37.6%	30.1%	30.1%		30.1%	30.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	49.4	49.4			28.5	28.5		35.6			35.6	
Actuated g/C Ratio	0.52	0.52			0.30	0.30		0.37			0.37	
v/c Ratio	0.49	0.40			0.80	0.49		0.15			0.88	
Control Delay	15.7	14.5			43.0	16.3		17.7			48.3	
Queue Delay	0.0	0.0			2.2	0.6		0.0			0.0	
Total Delay	15.7	14.5			45.1	16.9		17.7			48.3	
LOS	B	B			D	B		B			D	
Approach Delay		14.9			33.9			17.7			48.3	
Approach LOS		B			C			B			D	
Stops (vph)	83	174			327	95		37			331	
Fuel Used(gal)	2	4			6	2		1			8	
CO Emissions (g/hr)	135	252			399	123		41			581	
NOx Emissions (g/hr)	26	49			78	24		8			113	
VOC Emissions (g/hr)	31	59			92	28		9			135	

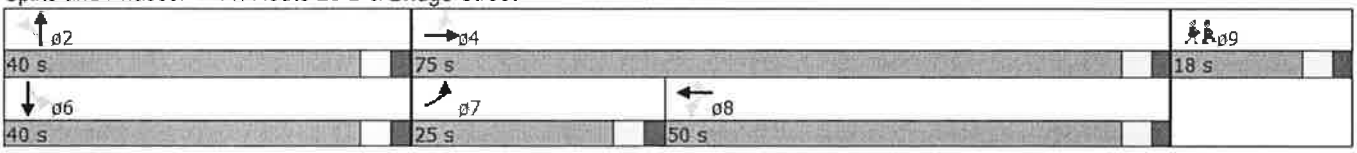
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	65	133			231	65		27			283	
Queue Length 95th (ft)	92	170			354	142		64			#551	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	501	1400			839	820		701			590	
Starvation Cap Reductn	0	0			281	259		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.42	0.28			0.75	0.49		0.15			0.88	

Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 95.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	242	8	2	414	423	24	71	22	274	18	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1890	0	0	1756	1561	0	1956	0	0	1914	0
Flt Permitted	0.196				0.999			0.870			0.764	
Satd. Flow (perm)	372	1890	0	0	1754	1561	0	1719	0	0	1501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				208		9			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	269	0	0	452	460	0	133	0	0	580	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	25.0	75.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	
Total Split (%)	18.8%	56.4%		37.6%	37.6%	37.6%	30.1%	30.1%		30.1%	30.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	55.9	55.9			32.7	32.7		35.4			35.4	
Actuated g/C Ratio	0.55	0.55			0.32	0.32		0.35			0.35	
v/c Ratio	0.59	0.26			0.80	0.72		0.22			1.07	
Control Delay	17.5	12.0			42.7	22.5		25.8			91.5	
Queue Delay	0.0	0.0			12.2	3.1		0.0			0.0	
Total Delay	17.5	12.0			54.9	25.5		25.8			91.5	
LOS	B	B			D	C		C			F	
Approach Delay		14.8			40.1			25.8			91.5	
Approach LOS		B			D			C			F	
Stops (vph)	122	115			360	204		76			385	
Fuel Used(gal)	3	3			6	4		1			14	
CO Emissions (g/hr)	204	180			439	262		82			1009	
NOx Emissions (g/hr)	40	35			85	51		16			196	
VOC Emissions (g/hr)	47	42			102	61		19			234	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	87	84			271	147		58			~425	
Queue Length 95th (ft)	136	127			388	260		117			#736	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	490	1320			787	815		606			543	
Starvation Cap Reductn	0	0			310	248		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.56	0.20			0.95	0.81		0.22			1.07	

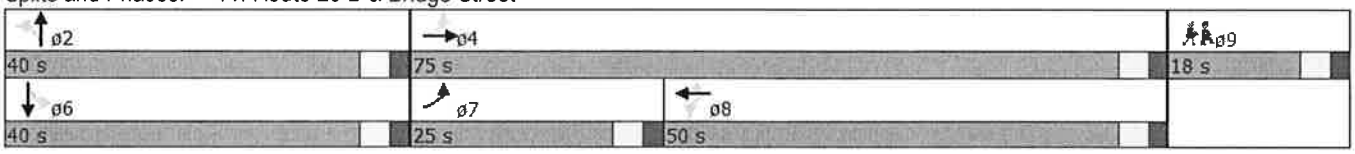
Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 101.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 46.6 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	340	10	5	397	265	6	36	38	280	25	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1874	0	0	1754	1561	0	1889	0	0	1936	0
Flt Permitted	0.197				0.994			0.959			0.770	
Satd. Flow (perm)	371	1874	0	0	1745	1561	0	1819	0	0	1537	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				135		33			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.78	0.78	0.78	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	427	0	0	447	294	0	103	0	0	544	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	25.0	75.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	
Total Split (%)	18.8%	56.4%		37.6%	37.6%	37.6%	30.1%	30.1%		30.1%	30.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	51.9	51.9			30.9	30.9		35.6			35.6	
Actuated g/C Ratio	0.53	0.53			0.32	0.32		0.36			0.36	
v/c Ratio	0.50	0.43			0.81	0.50		0.15			0.95	
Control Delay	15.6	14.6			43.1	17.0		18.4			60.4	
Queue Delay	0.0	0.0			4.8	0.9		0.0			0.0	
Total Delay	15.6	14.6			47.9	17.9		18.4			60.4	
LOS	B	B			D	B		B			E	
Approach Delay		14.9			36.0			18.4			60.4	
Approach LOS		B			D			B			E	
Stops (vph)	82	189			350	107		37			345	
Fuel Used(gal)	2	4			6	2		1			10	
CO Emissions (g/hr)	135	276			427	136		42			684	
NOx Emissions (g/hr)	26	54			83	26		8			133	
VOC Emissions (g/hr)	31	64			99	31		10			158	

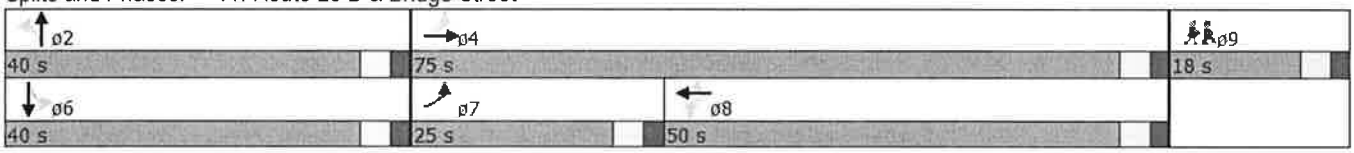
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	65	149			253	75		28			315	
Queue Length 95th (ft)	92	187			384	156		66			#608	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	492	1366			817	803		683			571	
Starvation Cap Reductn	0	0			294	275		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.43	0.31			0.85	0.56		0.15			0.95	

Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 97.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 35.0 Intersection LOS: C
Intersection Capacity Utilization 85.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	242	8	2	414	423	24	71	22	274	18	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1890	0	0	1756	1561	0	1956	0	0	1914	0
Flt Permitted	0.204				0.999			0.867			0.769	
Satd. Flow (perm)	388	1890	0	0	1754	1561	0	1713	0	0	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				213		9			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	269	0	0	452	460	0	133	0	0	580	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	19.0	71.0		52.0	52.0	52.0	44.0	44.0		44.0	44.0	
Total Split (%)	14.3%	53.4%		39.1%	39.1%	39.1%	33.1%	33.1%		33.1%	33.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	52.7	52.7			33.6	33.6		39.3			39.3	
Actuated g/C Ratio	0.52	0.52			0.33	0.33		0.38			0.38	
v/c Ratio	0.69	0.28			0.78	0.70		0.20			0.97	
Control Delay	23.2	14.2			40.8	21.1		22.7			61.4	
Queue Delay	0.0	0.0			9.3	2.7		0.0			0.0	
Total Delay	23.2	14.2			50.2	23.8		22.7			61.4	
LOS	C	B			D	C		C			E	
Approach Delay		18.7			36.8			22.7			61.4	
Approach LOS		B			D			C			E	
Stops (vph)	133	128			356	197		70			402	
Fuel Used(gal)	3	3			6	4		1			11	
CO Emissions (g/hr)	229	193			427	251		74			792	
NOx Emissions (g/hr)	44	37			83	49		14			154	
VOC Emissions (g/hr)	53	45			99	58		17			184	

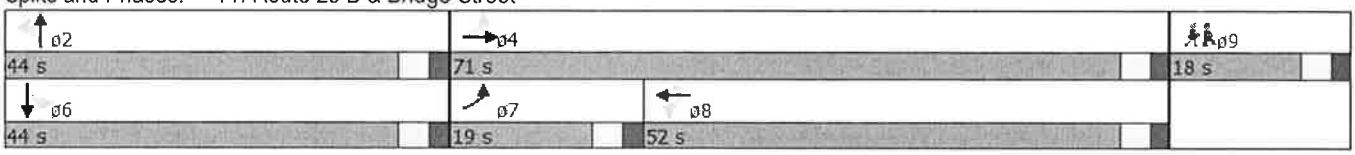
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	96	93			262	138		53			351	
Queue Length 95th (ft)	145	140			376	248		111			#693	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	396	1231			813	837		664			599	
Starvation Cap Reductn	0	0			323	258		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.69	0.22			0.92	0.79		0.20			0.97	

Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 102.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 38.0 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	340	10	5	397	265	6	36	38	280	25	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	10	11	12	14	12	12	15	12
Storage Length (ft)	75		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1874	0	0	1754	1561	0	1889	0	0	1936	0
Flt Permitted	0.195				0.994			0.960			0.769	
Satd. Flow (perm)	367	1874	0	0	1745	1561	0	1821	0	0	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				135		35			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			209			146			634	
Travel Time (s)		15.5			4.8			3.3			14.4	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.78	0.78	0.78	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	427	0	0	447	294	0	103	0	0	544	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	21.0	71.0		50.0	50.0	50.0	44.0	44.0		44.0	44.0	
Total Split (%)	15.8%	53.4%		37.6%	37.6%	37.6%	33.1%	33.1%		33.1%	33.1%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	51.6	51.6			32.0	32.0		39.4			39.4	
Actuated g/C Ratio	0.51	0.51			0.32	0.32		0.39			0.39	
v/c Ratio	0.54	0.45			0.81	0.50		0.14			0.89	
Control Delay	18.6	16.7			43.8	17.2		16.6			49.0	
Queue Delay	0.0	0.0			9.1	1.1		0.0			0.0	
Total Delay	18.6	16.7			52.9	18.4		16.6			49.0	
LOS	B	B			D	B		B			D	
Approach Delay		17.4			39.2			16.6			49.0	
Approach LOS		B			D			B			D	
Stops (vph)	88	202			350	108		35			355	
Fuel Used(gal)	2	4			6	2		1			9	
CO Emissions (g/hr)	145	291			432	137		39			613	
NOx Emissions (g/hr)	28	57			84	27		8			119	
VOC Emissions (g/hr)	34	68			100	32		9			142	

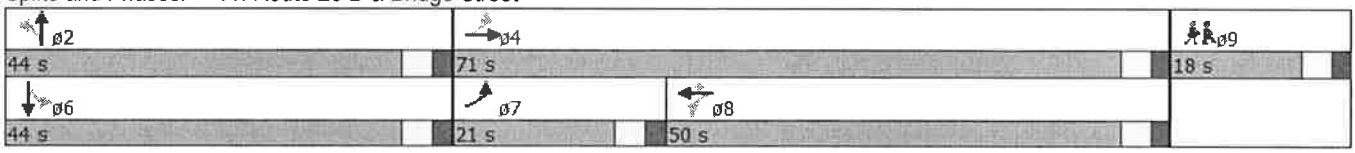
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	18.0
Total Split (%)	14%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0			0	0		0			0	
Queue Length 50th (ft)	72	164			267	80		28			320	
Queue Length 95th (ft)	101	206			384	156		61			#566	
Internal Link Dist (ft)		601			129			66			554	
Turn Bay Length (ft)	75					100						
Base Capacity (vph)	414	1237			784	776		731			610	
Starvation Cap Reductn	0	0			298	280		0			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.51	0.35			0.92	0.59		0.14			0.89	

Intersection Summary

Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 101.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 85.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Route 25 B & Bridge Street



William Clarke Drive at New Gorham Road

2021 No-Build Weekday Evening Peak Hour
12: Route 25 & New Gorham Road/Route 25 B

1/25/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	137	145	6	234	312	197	791	14	185	411	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2086	1615	0	1898	1777	1986	2021	0	1865	3724	0
Flt Permitted		0.987			0.991		0.950			0.950		
Satd. Flow (perm)	0	2063	1615	0	1883	1777	1986	2021	0	1865	3724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			299		1			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	158	0	264	343	205	839	0	197	453	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	14.0	47.0		21.0	54.0	
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%	28.4%	14.7%	49.5%		22.1%	56.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		17.4	17.4		17.4	17.4	9.2	39.0		13.3	43.1	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.11	0.46		0.16	0.51	
v/c Ratio		0.37	0.35		0.69	0.57	0.95	0.91		0.67	0.24	
Control Delay		33.0	7.5		42.3	10.2	93.9	37.9		48.0	12.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	49.5		0.0	0.0	
Total Delay		33.0	7.5		42.3	10.2	93.9	87.4		48.0	12.2	
LOS		C	A		D	B	F	F		D	B	
Approach Delay		20.1			24.2			88.7			23.0	
Approach LOS		C			C			F			C	
Stops (vph)		112	20		210	56	150	648		165	215	
Fuel Used(gal)		2	0		5	3	5	12		3	4	
CO Emissions (g/hr)		114	28		315	183	360	841		234	257	
NOx Emissions (g/hr)		22	5		61	36	70	164		45	50	
VOC Emissions (g/hr)		26	6		73	42	83	195		54	60	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		76	0		140	21	~127	421		107	67	
Queue Length 95th (ft)		134	49		226	97	#279	#726		185	103	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		546	544		499	690	215	1023		359	2201	
Starvation Cap Reductn		0	0		0	0	0	270		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.28	0.29		0.53	0.50	0.95	1.11		0.55	0.21	

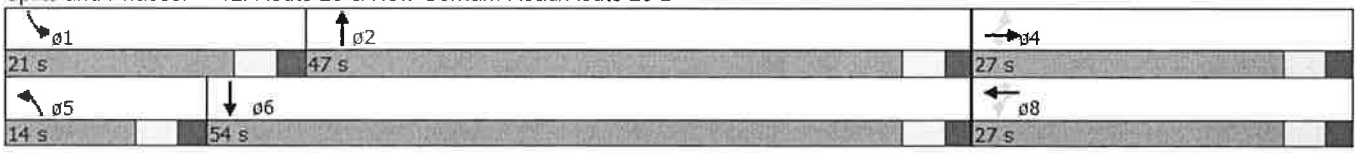
Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 85.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 49.2 Intersection LOS: D
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



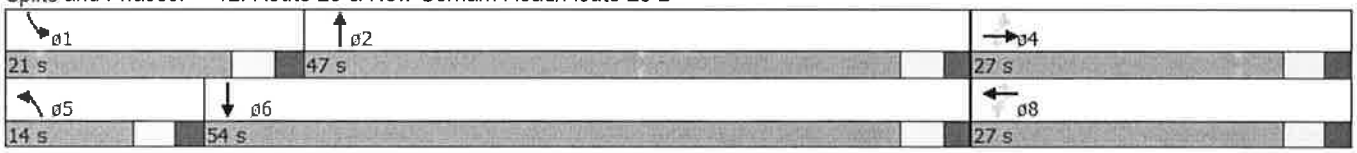
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	213	198	10	185	275	98	507	11	162	521	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2088	1583	0	1894	1777	1986	1944	0	1847	3732	0
Flt Permitted		0.989			0.975		0.950			0.950		
Satd. Flow (perm)	0	2067	1583	0	1852	1777	1986	1944	0	1847	3732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			244			335		1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	4%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	244	0	238	335	105	557	0	169	550	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	14.0	47.0		21.0	54.0	
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%	28.4%	14.7%	49.5%		22.1%	56.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		15.3	15.3		15.3	15.3	8.4	26.6		11.9	33.4	
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.12	0.38		0.17	0.48	
v/c Ratio		0.60	0.46		0.59	0.52	0.44	0.75		0.54	0.31	
Control Delay		33.0	7.2		33.6	6.7	40.7	26.5		37.3	12.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		33.0	7.2		33.6	6.7	40.7	26.7		37.3	12.8	
LOS		C	A		C	A	D	C		D	B	
Approach Delay		20.8			17.9			28.9			18.5	
Approach LOS		C			B			C			B	
Stops (vph)		179	24		160	31	84	407		135	291	
Fuel Used(gal)		3	1		3	2	2	6		3	5	
CO Emissions (g/hr)		179	36		227	140	108	454		176	332	
NOx Emissions (g/hr)		35	7		44	27	21	88		34	65	
VOC Emissions (g/hr)		41	8		53	33	25	105		41	77	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		101	0		89	0	41	196		65	78	
Queue Length 95th (ft)		198	40		181	45	115	370		160	127	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		699	696		626	822	274	1255		454	2746	
Starvation Cap Reductn		0	0		0	0	0	166		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.39	0.35		0.38	0.41	0.38	0.51		0.37	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 69.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	148	151	6	247	319	203	805	14	191	422	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2086	1615	0	1898	1777	1986	2021	0	1865	3724	0
Flt Permitted		0.988			0.992		0.950			0.950		
Satd. Flow (perm)	0	2065	1615	0	1885	1777	1986	2021	0	1865	3724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			296		1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	164	0	278	351	211	854	0	203	465	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	14.0	47.0		21.0	54.0	
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%	28.4%	14.7%	49.5%		22.1%	56.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		17.8	17.8		17.8	17.8	9.2	39.8		13.6	44.2	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.11	0.46		0.16	0.51	
v/c Ratio		0.39	0.35		0.72	0.58	1.00	0.92		0.70	0.24	
Control Delay		33.5	7.4		44.0	10.9	107.1	39.6		49.4	12.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	49.0		0.0	0.0	
Total Delay		33.5	7.4		44.0	10.9	107.1	88.5		49.4	12.2	
LOS		C	A		D	B	F	F		D	B	
Approach Delay		20.5			25.6			92.2			23.5	
Approach LOS		C			C			F			C	
Stops (vph)		123	21		224	63	154	661		173	222	
Fuel Used(gal)		2	0		5	3	6	13		4	4	
CO Emissions (g/hr)		125	29		339	192	408	877		246	265	
NOx Emissions (g/hr)		24	6		66	37	79	171		48	51	
VOC Emissions (g/hr)		29	7		79	45	95	203		57	61	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		83	0		150	26	~138	447		112	72	
Queue Length 95th (ft)		142	50		238	106	#288	#747		190	106	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		535	540		488	679	210	1000		351	2152	
Starvation Cap Reductn		0	0		0	0	0	264		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.31	0.30		0.57	0.52	1.00	1.16		0.58	0.22	

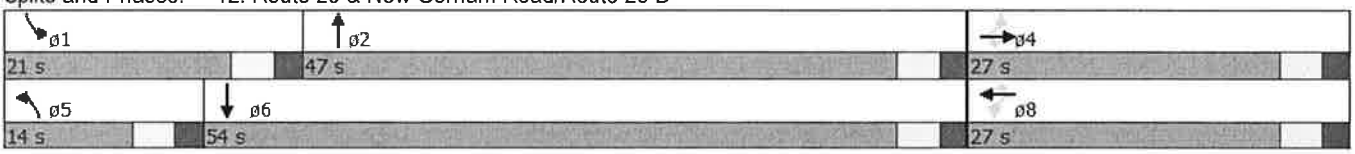
Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 86.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



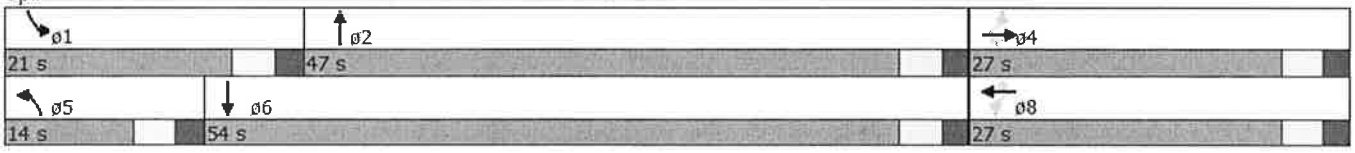
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	232	208	10	232	284	107	525	11	172	540	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2088	1583	0	1896	1777	1986	1944	0	1847	3732	0
Flt Permitted		0.989			0.980		0.950			0.950		
Satd. Flow (perm)	0	2067	1583	0	1862	1777	1986	1944	0	1847	3732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			257			346		1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	4%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	257	0	295	346	115	577	0	179	569	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	14.0	47.0		21.0	54.0	
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%	28.4%	14.7%	49.5%		22.1%	56.8%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		17.2	17.2		17.2	17.2	8.6	28.1		12.4	35.4	
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.12	0.38		0.17	0.48	
v/c Ratio		0.61	0.45		0.68	0.51	0.50	0.78		0.58	0.32	
Control Delay		33.6	7.0		36.9	6.5	44.5	28.7		40.0	13.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.3		0.0	0.0	
Total Delay		33.6	7.0		36.9	6.5	44.5	29.0		40.0	13.4	
LOS		C	A		D	A	D	C		D	B	
Approach Delay		21.1			20.5			31.6			19.8	
Approach LOS		C			C			C			B	
Stops (vph)		196	25		205	31	91	431		146	303	
Fuel Used(gal)		3	1		4	2	2	7		3	5	
CO Emissions (g/hr)		196	37		296	143	124	491		195	349	
NOx Emissions (g/hr)		38	7		58	28	24	95		38	68	
VOC Emissions (g/hr)		45	8		69	33	29	114		45	81	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		120	0		123	0	51	232		78	90	
Queue Length 95th (ft)		215	40		226	45	#136	388		169	132	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		656	678		591	800	258	1180		426	2615	
Starvation Cap Reductn		0	0		0	0	0	191		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.45	0.38		0.50	0.43	0.45	0.58		0.42	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 73.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



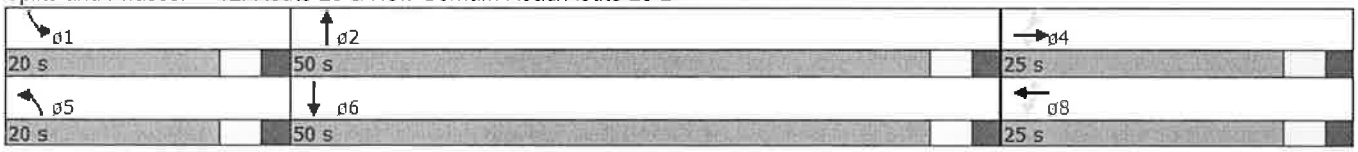
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	148	151	6	247	319	203	805	14	191	422	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2086	1615	0	1898	1777	1986	2021	0	1865	3724	0
Flt Permitted		0.988			0.992		0.950			0.950		
Satd. Flow (perm)	0	2065	1615	0	1885	1777	1986	2021	0	1865	3724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			351		1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.96	0.96	0.96	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	164	0	278	351	211	854	0	203	465	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	20.0	50.0		20.0	50.0	
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	21.1%	52.6%		21.1%	52.6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		17.3	17.3		17.3	17.3	13.2	40.0		13.3	40.1	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.15	0.47		0.15	0.47	
v/c Ratio		0.40	0.36		0.74	0.55	0.69	0.91		0.71	0.27	
Control Delay		34.8	7.8		46.4	7.4	49.6	36.9		51.1	14.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	38.5		0.0	0.0	
Total Delay		34.8	7.8		46.4	7.4	49.6	75.4		51.1	14.7	
LOS		C	A		D	A	D	E		D	B	
Approach Delay		21.4			24.6			70.3			25.7	
Approach LOS		C			C			E			C	
Stops (vph)		124	21		223	35	180	681		169	242	
Fuel Used(gal)		2	0		5	2	4	12		4	4	
CO Emissions (g/hr)		128	30		347	165	252	854		249	287	
NOx Emissions (g/hr)		25	6		68	32	49	166		48	56	
VOC Emissions (g/hr)		30	7		80	38	58	198		58	67	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		87	0		156	0	121	451		117	84	
Queue Length 95th (ft)		146	52		#249	71	#209	#705		#208	117	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		494	511		450	692	356	1088		334	2007	
Starvation Cap Reductn		0	0		0	0	0	291		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.34	0.32		0.62	0.51	0.59	1.07		0.61	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 86
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



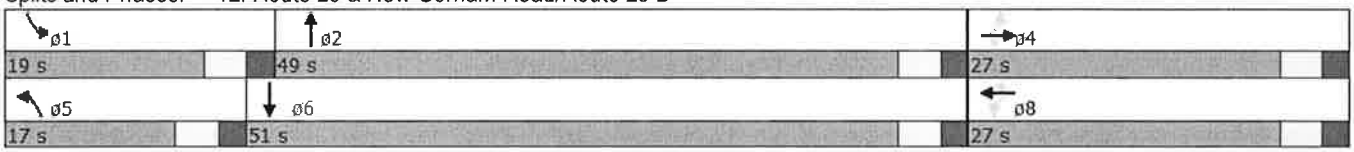
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	232	208	10	232	284	107	525	11	172	540	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	15	15	14	12	13	14	12
Storage Length (ft)	0		175	0		150	85		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	2088	1583	0	1896	1777	1986	1944	0	1847	3732	0
Flt Permitted		0.990			0.980		0.950			0.950		
Satd. Flow (perm)	0	2069	1583	0	1862	1777	1986	1944	0	1847	3732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			257			346		1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		55			681			207			431	
Travel Time (s)		1.3			15.5			4.7			9.8	
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	4%	0%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	257	0	295	346	115	577	0	179	569	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	17.0	49.0		19.0	51.0	
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%	28.4%	17.9%	51.6%		20.0%	53.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Act Effct Green (s)		17.2	17.2		17.2	17.2	9.6	28.0		11.8	33.7	
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.13	0.38		0.16	0.46	
v/c Ratio		0.60	0.45		0.67	0.51	0.44	0.77		0.60	0.33	
Control Delay		32.7	6.8		36.0	6.3	39.5	27.9		41.4	14.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.0	
Total Delay		32.7	6.8		36.0	6.3	39.5	28.1		41.4	14.6	
LOS		C	A		D	A	D	C		D	B	
Approach Delay		20.6			20.0			30.0			21.0	
Approach LOS		C			B			C			C	
Stops (vph)		195	25		203	31	89	429		146	320	
Fuel Used(gal)		3	1		4	2	2	7		3	5	
CO Emissions (g/hr)		193	36		292	143	115	484		198	366	
NOx Emissions (g/hr)		38	7		57	28	22	94		39	71	
VOC Emissions (g/hr)		45	8		68	33	27	112		46	85	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)		0	0		0	0	0	0		0	0	
Queue Length 50th (ft)		120	0		123	0	51	232		78	92	
Queue Length 95th (ft)		210	40		221	45	118	373		#181	143	
Internal Link Dist (ft)		1			601			127			351	
Turn Bay Length (ft)			175			150	85			100		
Base Capacity (vph)		661	681		595	803	346	1243		376	2496	
Starvation Cap Reductn		0	0		0	0	0	193		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.44	0.38		0.50	0.43	0.33	0.55		0.48	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 72.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Route 25 & New Gorham Road/Route 25 B



New Gorham Road at Longfellow Street

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	210	1	156	290	3	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	14	12
Satd. Flow (prot)	1879	0	0	2103	1760	0
Flt Permitted				0.983	0.998	
Satd. Flow (perm)	1879	0	0	2103	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	281			55	249	
Travel Time (s)	6.4			1.3	5.7	
Peak Hour Factor	0.92	0.92	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	557	100	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	210	1	156	290	3	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	80	80
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	228	1	195	362	4	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	982	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	753	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	1351	-	279	815
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	469	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1351	-	229	815
Mov Capacity-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	384	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.6
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	-	-	1351	-
HCM Lane V/C Ratio	0.134	-	-	0.144	-
HCM Control Delay (s)	10.6	-	-	8.114	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.463	-	-	0.504	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	305	3	90	200	2	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	14	12
Satd. Flow (prot)	1898	0	0	2114	1738	0
Flt Permitted				0.985	0.999	
Satd. Flow (perm)	1898	0	0	2114	1738	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	281			55	249	
Travel Time (s)	6.4			1.3	5.7	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	363	0	0	306	134	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	305	3	90	200	2	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	95	95	85	85
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	359	4	95	211	2	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	362	0	761	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	400	-
Follow-up Headway	-	-	2.209	-	3.5	3.309
Pot Capacity-1 Maneuver	-	-	1202	-	376	686
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	681	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1202	-	342	686
Mov Capacity-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	11.7
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1202	-
HCM Lane V/C Ratio	0.199	-	-	0.079	-
HCM Control Delay (s)	11.7	-	-	8.251	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.737	-	-	0.256	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	221	1	162	303	3	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	14	12
Satd. Flow (prot)	1879	0	0	2103	1760	0
Flt Permitted				0.983	0.998	
Satd. Flow (perm)	1879	0	0	2103	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	281			55	249	
Travel Time (s)	6.4			1.3	5.7	
Peak Hour Factor	0.92	0.92	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	0	0	581	108	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	221	1	162	303	3	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	80	80
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	240	1	202	379	4	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	241	0	1025	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	784	-
Follow-up Headway	-	-	2.2	-	3.5	3.3
Pot Capacity-1 Maneuver	-	-	1337	-	263	803
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	453	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1337	-	213	803
Mov Capacity-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	366	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.8
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1337	-
HCM Lane V/C Ratio	0.147	-	-	0.151	-
HCM Control Delay (s)	10.8	-	-	8.173	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.513	-	-	0.533	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	324	3	99	217	2	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	14	12
Satd. Flow (prot)	1898	0	0	2114	1738	0
Flt Permitted				0.985	0.999	
Satd. Flow (perm)	1898	0	0	2114	1738	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	281			55	249	
Travel Time (s)	6.4			1.3	5.7	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	385	0	0	332	146	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 51.8% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	324	3	99	217	2	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	95	95	85	85
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	381	4	104	228	2	144

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	385	0	820	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	437	-
Follow-up Headway	-	-	2.209	-	3.5	3.309
Pot Capacity-1 Maneuver	-	-	1179	-	347	667
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	655	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1179	-	312	667
Mov Capacity-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	12.1
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1179	-
HCM Lane V/C Ratio	0.223	-	-	0.088	-
HCM Control Delay (s)	12.1	-	-	8.349	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.848	-	-	0.29	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

William Clarke Drive at Saco Street

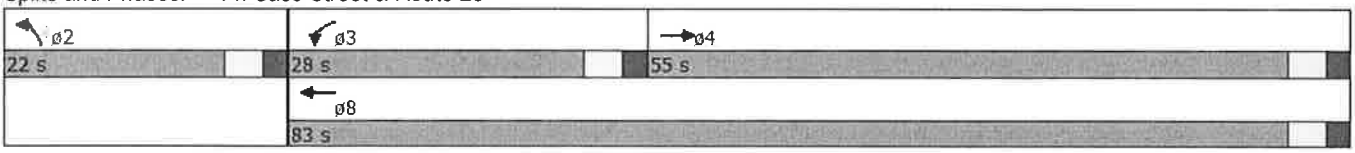
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	480	82	249	723	279	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	11	10	10
Storage Length (ft)		0	210		0	100
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3667	0	1787	1818	1668	1478
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3667	0	1787	1818	1668	1478
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	25					153
Link Speed (mph)	30			30	30	
Link Distance (ft)	151			663	306	
Travel Time (s)	3.4			15.1	7.0	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.93	0.93
Heavy Vehicles (%)	3%	1%	1%	1%	1%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	604	0	265	769	300	224
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	55.0		28.0	83.0	22.0	22.0
Total Split (%)	52.4%		26.7%	79.0%	21.0%	21.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	17.0		14.7	36.8	17.3	17.3
Actuated g/C Ratio	0.26		0.23	0.57	0.27	0.27
v/c Ratio	0.61		0.65	0.74	0.67	0.44
Control Delay	22.9		31.1	14.8	33.0	11.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.9		31.1	14.8	33.0	11.8
LOS	C		C	B	C	B
Approach Delay	22.9			19.0	23.9	
Approach LOS	C			B	C	
Stops (vph)	436		210	477	222	65
Fuel Used(gal)	7		4	9	4	1
CO Emissions (g/hr)	462		281	597	263	95
NOx Emissions (g/hr)	90		55	116	51	18
VOC Emissions (g/hr)	107		65	138	61	22

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	102		92	195	102	21
Queue Length 95th (ft)	169		180	306	#267	91
Internal Link Dist (ft)	71			583	226	
Turn Bay Length (ft)			210			100
Base Capacity (vph)	2906		650	1818	448	509
Starvation Cap Reductn	26		0	16	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		0.41	0.43	0.67	0.44

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 64.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 61.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Saco Street & Route 25



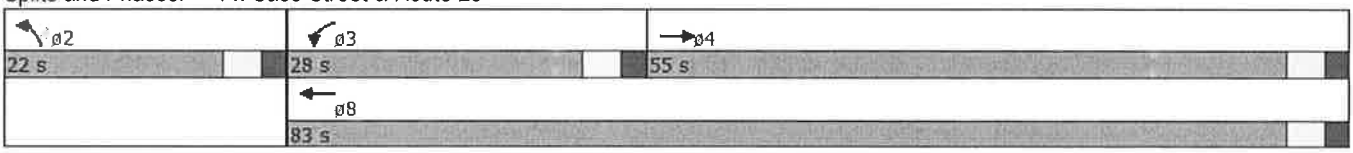
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	635	94	176	538	78	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	11	10	10
Storage Length (ft)		0	210		0	100
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3641	0	1787	1783	1685	1507
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3641	0	1787	1783	1685	1507
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21					182
Link Speed (mph)	30			30	30	
Link Distance (ft)	151			663	306	
Travel Time (s)	3.4			15.1	7.0	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.93	0.93
Heavy Vehicles (%)	4%	2%	1%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	792	0	193	591	84	182
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	55.0		28.0	83.0	22.0	22.0
Total Split (%)	52.4%		26.7%	79.0%	21.0%	21.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	20.3		12.0	37.5	8.7	8.7
Actuated g/C Ratio	0.36		0.21	0.66	0.15	0.15
v/c Ratio	0.60		0.51	0.50	0.33	0.47
Control Delay	17.0		26.9	6.5	28.2	9.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.0		26.9	6.5	28.2	9.6
LOS	B		C	A	C	A
Approach Delay	17.0			11.5	15.5	
Approach LOS	B			B	B	
Stops (vph)	522		141	228	66	30
Fuel Used(gal)	7		3	5	1	1
CO Emissions (g/hr)	520		186	332	70	63
NOx Emissions (g/hr)	101		36	65	14	12
VOC Emissions (g/hr)	121		43	77	16	15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	104		57	77	25	0
Queue Length 95th (ft)	195		139	160	75	52
Internal Link Dist (ft)	71			583	226	
Turn Bay Length (ft)			210			100
Base Capacity (vph)	3178		758	1783	528	597
Starvation Cap Reductn	101		0	32	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.26		0.25	0.34	0.16	0.30

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 56.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 47.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Saco Street & Route 25



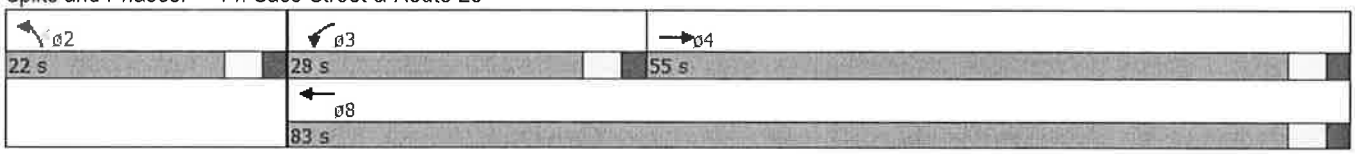
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↰	↑	↰	↱
Volume (vph)	497	82	255	743	279	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	11	10	10
Storage Length (ft)		0	210		0	100
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3670	0	1787	1818	1668	1478
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3670	0	1787	1818	1668	1478
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					157
Link Speed (mph)	30			30	30	
Link Distance (ft)	151			663	306	
Travel Time (s)	3.4			15.1	7.0	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.93	0.93
Heavy Vehicles (%)	3%	1%	1%	1%	1%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	622	0	271	790	300	230
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	55.0		28.0	83.0	22.0	22.0
Total Split (%)	52.4%		26.7%	79.0%	21.0%	21.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	17.4		15.1	37.6	17.3	17.3
Actuated g/C Ratio	0.27		0.23	0.58	0.27	0.27
v/c Ratio	0.62		0.65	0.75	0.68	0.45
Control Delay	23.3		31.4	15.1	33.9	12.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	23.3		31.4	15.1	33.9	12.1
LOS	C		C	B	C	B
Approach Delay	23.3			19.3	24.4	
Approach LOS	C			B	C	
Stops (vph)	451		215	494	222	68
Fuel Used(gal)	7		4	9	4	1
CO Emissions (g/hr)	479		289	619	267	99
NOx Emissions (g/hr)	93		56	120	52	19
VOC Emissions (g/hr)	111		67	143	62	23

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	107		96	204	105	22
Queue Length 95th (ft)	176		186	321	#272	94
Internal Link Dist (ft)	71			583	226	
Turn Bay Length (ft)			210			100
Base Capacity (vph)	2872		642	1817	443	507
Starvation Cap Reductn	31		0	19	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.22		0.42	0.44	0.68	0.45

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 65.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 62.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Saco Street & Route 25



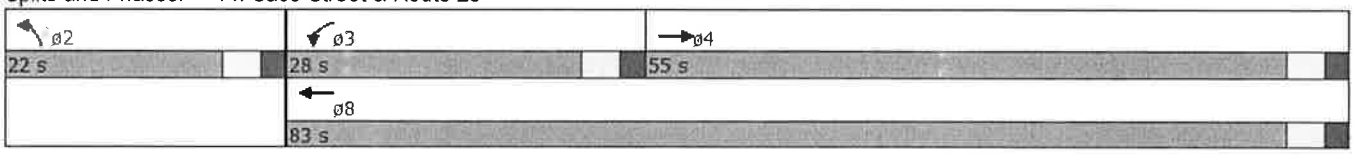
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↰	↑	↰	↱
Volume (vph)	664	94	185	565	78	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	12	11	10	10
Storage Length (ft)		0	210		0	100
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	3641	0	1787	1783	1685	1507
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3641	0	1787	1783	1685	1507
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	20					192
Link Speed (mph)	30			30	30	
Link Distance (ft)	151			663	306	
Travel Time (s)	3.4			15.1	7.0	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.93	0.93
Heavy Vehicles (%)	4%	2%	1%	3%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	824	0	203	621	84	192
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Detector Phase	4		3	8	2	2
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	55.0		28.0	83.0	22.0	22.0
Total Split (%)	52.4%		26.7%	79.0%	21.0%	21.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	None	None
Act Effct Green (s)	21.3		12.5	39.1	8.8	8.8
Actuated g/C Ratio	0.36		0.21	0.67	0.15	0.15
v/c Ratio	0.61		0.53	0.52	0.33	0.49
Control Delay	17.4		27.9	6.6	29.3	9.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.4		27.9	6.7	29.3	9.8
LOS	B		C	A	C	A
Approach Delay	17.4			11.9	15.8	
Approach LOS	B			B	B	
Stops (vph)	543		149	237	66	31
Fuel Used(gal)	8		3	5	1	1
CO Emissions (g/hr)	545		198	349	71	67
NOx Emissions (g/hr)	106		38	68	14	13
VOC Emissions (g/hr)	126		46	81	16	16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Dilemma Vehicles (#)	0		0	0	0	0
Queue Length 50th (ft)	112		61	83	26	0
Queue Length 95th (ft)	210		148	173	77	54
Internal Link Dist (ft)	71			583	226	
Turn Bay Length (ft)			210			100
Base Capacity (vph)	3122		737	1779	514	593
Starvation Cap Reductn	110		0	39	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.27		0.28	0.36	0.16	0.32

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 58.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Saco Street & Route 25



William Clarke Drive at Spring Street

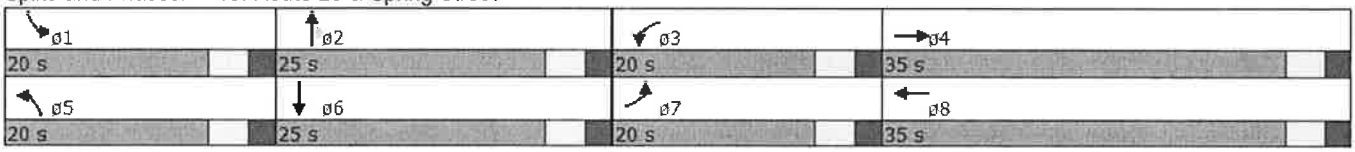
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	621	109	147	989	87	183	319	212	55	175	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			9				185		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	839	0	152	1110	0	201	351	233	59	221	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	35.0		20.0	35.0		20.0	25.0	25.0	20.0	25.0	
Total Split (%)	20.0%	35.0%		20.0%	35.0%		20.0%	25.0%	25.0%	20.0%	25.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	Max	
Act Effct Green (s)	7.6	26.9		12.5	36.7		13.9	28.1	28.1	8.5	20.2	
Actuated g/C Ratio	0.08	0.29		0.13	0.39		0.15	0.30	0.30	0.09	0.22	
v/c Ratio	0.27	0.83		0.66	0.83		0.79	0.64	0.37	0.36	0.56	
Control Delay	47.0	38.8		53.6	33.4		62.1	38.4	10.1	47.9	39.8	
Queue Delay	0.0	0.0		0.0	48.9		0.0	0.0	0.0	0.0	2.9	
Total Delay	47.0	38.8		53.6	82.2		62.1	38.4	10.1	47.9	42.8	
LOS	D	D		D	F		E	D	B	D	D	
Approach Delay		39.2			78.8			36.1			43.9	
Approach LOS		D			E			D			D	
Stops (vph)	32	640		134	886		160	261	48	50	175	
Fuel Used(gal)	1	13		3	15		4	5	1	1	3	
CO Emissions (g/hr)	47	914		188	1032		257	334	88	65	217	
NOx Emissions (g/hr)	9	178		37	201		50	65	17	13	42	
VOC Emissions (g/hr)	11	212		44	239		60	77	20	15	50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	24	247		91	336		123	200	23	36	122	
Queue Length 95th (ft)	54	312		158	#487		#237	#359	90	75	203	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	291	1136		282	1344		279	551	625	291	393	
Starvation Cap Reductn	0	0		0	425		0	0	0	0	91	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.74		0.54	1.21		0.72	0.64	0.37	0.20	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 93.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 54.4 Intersection LOS: D
Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



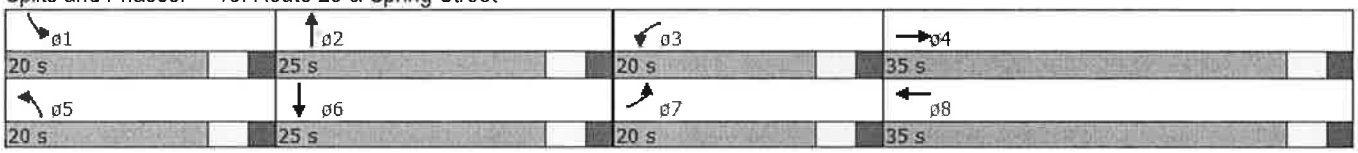
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	725	135	144	616	47	100	175	188	41	268	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3478	0	1745	3388	0	1728	1837	1669	1805	1813	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3478	0	1745	3388	0	1728	1837	1669	1805	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			8				209		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	905	0	158	729	0	111	194	209	44	315	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	35.0		20.0	35.0		20.0	25.0	25.0	20.0	25.0	
Total Split (%)	20.0%	35.0%		20.0%	35.0%		20.0%	25.0%	25.0%	20.0%	25.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	Max	
Act Effct Green (s)	7.7	28.1		12.5	38.2		11.0	25.7	25.7	7.8	20.5	
Actuated g/C Ratio	0.09	0.31		0.14	0.43		0.12	0.29	0.29	0.09	0.23	
v/c Ratio	0.27	0.82		0.65	0.50		0.52	0.37	0.33	0.28	0.75	
Control Delay	45.9	36.1		51.6	22.7		48.3	31.0	6.1	46.0	47.8	
Queue Delay	0.0	0.0		0.0	1.5		0.0	0.0	0.0	0.0	15.9	
Total Delay	45.9	36.1		51.6	24.2		48.3	31.0	6.1	46.0	63.7	
LOS	D	D		D	C		D	C	A	D	E	
Approach Delay		36.5			29.1			24.6			61.6	
Approach LOS		D			C			C			E	
Stops (vph)	36	726		130	467		87	134	23	38	246	
Fuel Used(gal)	1	15		3	7		2	2	1	1	5	
CO Emissions (g/hr)	53	1033		180	505		121	161	60	48	338	
NOx Emissions (g/hr)	10	201		35	98		24	31	12	9	66	
VOC Emissions (g/hr)	12	239		42	117		28	37	14	11	78	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	24	257		91	177		64	99	0	26	181	
Queue Length 95th (ft)	58	#382		163	261		120	172	56	60	#344	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	310	1211		300	1450		297	528	628	310	418	
Starvation Cap Reductn	0	0		0	502		0	0	0	0	91	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.75		0.53	0.77		0.37	0.37	0.33	0.14	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 70.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



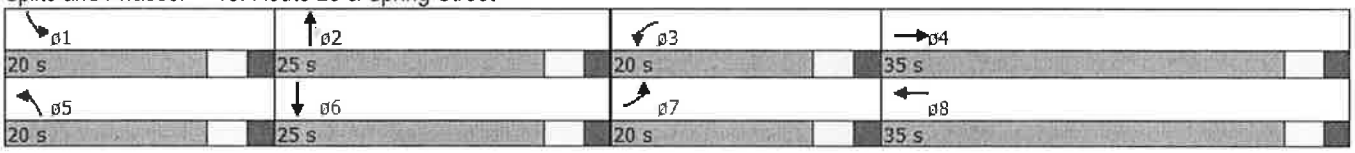
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	644	109	197	1015	87	183	319	258	55	175	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			9				226		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	865	0	203	1136	0	201	351	284	59	221	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	35.0		20.0	35.0		20.0	25.0	25.0	20.0	25.0	
Total Split (%)	20.0%	35.0%		20.0%	35.0%		20.0%	25.0%	25.0%	20.0%	25.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	Max	
Act Effct Green (s)	7.6	27.9		14.0	39.0		14.0	28.0	28.0	8.5	20.1	
Actuated g/C Ratio	0.08	0.29		0.15	0.41		0.15	0.29	0.29	0.09	0.21	
v/c Ratio	0.27	0.85		0.80	0.82		0.80	0.66	0.44	0.37	0.58	
Control Delay	47.6	40.7		64.2	32.8		64.4	39.9	10.4	48.7	41.2	
Queue Delay	0.0	0.0		0.0	48.8		0.0	0.0	0.0	0.0	3.6	
Total Delay	47.6	40.7		64.2	81.6		64.4	39.9	10.4	48.7	44.8	
LOS	D	D		E	F		E	D	B	D	D	
Approach Delay		41.0			79.0			35.8			45.6	
Approach LOS		D			E			D			D	
Stops (vph)	32	663		175	894		162	264	58	50	177	
Fuel Used(gal)	1	14		4	15		4	5	2	1	3	
CO Emissions (g/hr)	48	964		280	1042		264	342	108	66	221	
NOx Emissions (g/hr)	9	188		55	203		51	67	21	13	43	
VOC Emissions (g/hr)	11	223		65	242		61	79	25	15	51	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	24	263		126	348		125	204	28	36	125	
Queue Length 95th (ft)	54	324		#239	#507		#237	#359	104	75	203	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	282	1101		273	1391		271	535	641	282	381	
Starvation Cap Reductn	0	0		0	432		0	0	0	0	90	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.79		0.74	1.18		0.74	0.66	0.44	0.21	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 96.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 55.2 Intersection LOS: E
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



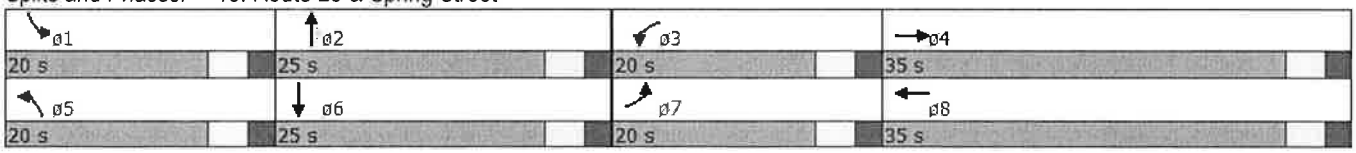
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	764	135	214	652	47	100	175	267	41	268	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3482	0	1745	3392	0	1728	1837	1669	1805	1813	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3482	0	1745	3392	0	1728	1837	1669	1805	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			8				297		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	946	0	235	768	0	111	194	297	44	315	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	35.0		20.0	35.0		20.0	25.0	25.0	20.0	25.0	
Total Split (%)	20.0%	35.0%		20.0%	35.0%		20.0%	25.0%	25.0%	20.0%	25.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	Max	
Act Effct Green (s)	7.7	29.0		14.8	41.1		11.1	25.5	25.5	7.8	20.3	
Actuated g/C Ratio	0.08	0.31		0.16	0.44		0.12	0.28	0.28	0.08	0.22	
v/c Ratio	0.28	0.85		0.84	0.51		0.54	0.38	0.44	0.29	0.79	
Control Delay	46.7	39.2		66.3	22.7		49.5	31.9	6.0	46.8	51.5	
Queue Delay	0.0	0.0		0.0	1.4		0.0	0.0	0.0	0.0	27.3	
Total Delay	46.7	39.2		66.3	24.0		49.5	31.9	6.0	46.8	78.8	
LOS	D	D		E	C		D	C	A	D	E	
Approach Delay		39.5			33.9			22.4			74.9	
Approach LOS		D			C			C			E	
Stops (vph)	36	767		181	491		89	137	30	38	249	
Fuel Used(gal)	1	16		4	8		2	2	1	1	5	
CO Emissions (g/hr)	54	1122		307	531		123	165	84	48	355	
NOx Emissions (g/hr)	10	218		60	103		24	32	16	9	69	
VOC Emissions (g/hr)	12	260		71	123		29	38	19	11	82	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	24	280		142	190		65	100	0	26	184	
Queue Length 95th (ft)	58	#413		#288	278		120	172	64	60	#344	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	296	1158		286	1512		283	506	675	296	400	
Starvation Cap Reductn	0	0		0	511		0	0	0	0	90	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.82		0.82	0.77		0.39	0.38	0.44	0.15	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 92.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 38.4 Intersection LOS: D
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



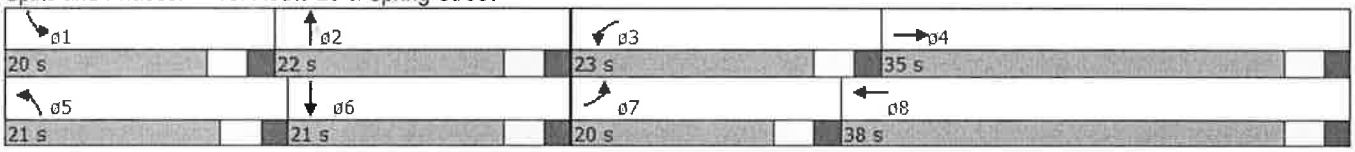
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	644	109	197	1015	87	183	319	258	55	175	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3471	0	1745	3416	0	1728	1837	1652	1805	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			10				218		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	865	0	203	1136	0	201	351	284	59	221	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	35.0		23.0	38.0		21.0	22.0	22.0	20.0	21.0	
Total Split (%)	20.0%	35.0%		23.0%	38.0%		21.0%	22.0%	22.0%	20.0%	21.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	Max	
Act Effct Green (s)	7.6	27.4		15.0	39.7		14.3	24.5	24.5	8.5	16.2	
Actuated g/C Ratio	0.08	0.29		0.16	0.43		0.15	0.26	0.26	0.09	0.17	
v/c Ratio	0.27	0.84		0.72	0.78		0.76	0.73	0.48	0.36	0.69	
Control Delay	46.9	38.9		53.4	28.9		58.0	45.0	12.3	47.7	49.8	
Queue Delay	0.0	0.0		0.2	49.1		0.0	0.0	0.0	0.0	2.0	
Total Delay	46.9	38.9		53.6	78.0		58.0	45.0	12.3	47.7	51.8	
LOS	D	D		D	E		E	D	B	D	D	
Approach Delay		39.3			74.3			37.0			50.9	
Approach LOS		D			E			D			D	
Stops (vph)	32	656		181	882		163	262	65	50	176	
Fuel Used(gal)	1	13		4	14		4	5	2	1	4	
CO Emissions (g/hr)	47	942		252	976		248	364	118	65	246	
NOx Emissions (g/hr)	9	183		49	190		48	71	23	13	48	
VOC Emissions (g/hr)	11	218		58	226		57	84	27	15	57	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	24	257		121	329		121	209	33	36	129	
Queue Length 95th (ft)	54	324		199	#451		#225	#396	115	75	#242	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	294	1144		341	1462		300	484	596	294	318	
Starvation Cap Reductn	0	0		8	484		0	0	0	0	29	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.76		0.61	1.16		0.67	0.73	0.48	0.20	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 93
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 53.7 Intersection LOS: D
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



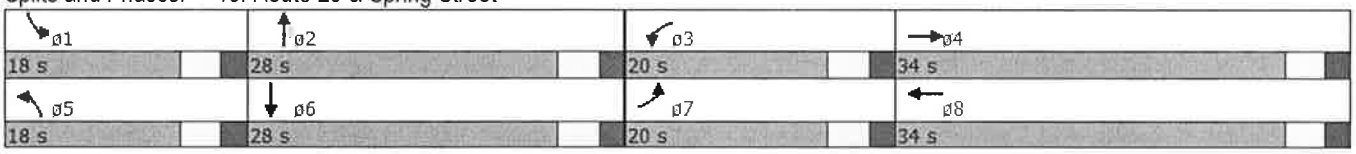
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	764	135	214	652	47	100	175	267	41	268	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	13	12	11	12
Storage Length (ft)	80		0	235		0	100		130	90		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3482	0	1745	3392	0	1728	1837	1669	1805	1813	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3482	0	1745	3392	0	1728	1837	1669	1805	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			7				297		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			304			339			274	
Travel Time (s)		15.1			6.9			7.7			6.2	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	946	0	235	768	0	111	194	297	44	315	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0	21.0	9.0	21.0	
Total Split (s)	20.0	34.0		20.0	34.0		18.0	28.0	28.0	18.0	28.0	
Total Split (%)	20.0%	34.0%		20.0%	34.0%		18.0%	28.0%	28.0%	18.0%	28.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	7.7	28.4		14.9	40.8		10.7	24.7	24.7	7.9	20.0	
Actuated g/C Ratio	0.08	0.31		0.16	0.45		0.12	0.27	0.27	0.09	0.22	
v/c Ratio	0.27	0.86		0.82	0.50		0.55	0.39	0.44	0.28	0.79	
Control Delay	46.7	40.3		64.2	23.2		51.3	31.3	6.0	46.8	49.8	
Queue Delay	0.0	0.0		0.0	1.1		0.0	0.0	0.0	0.0	9.9	
Total Delay	46.7	40.3		64.2	24.3		51.3	31.3	6.0	46.8	59.8	
LOS	D	D		E	C		D	C	A	D	E	
Approach Delay		40.5			33.7			22.5			58.2	
Approach LOS		D			C			C			E	
Stops (vph)	36	756		178	493		89	136	29	38	255	
Fuel Used(gal)	1	16		4	8		2	2	1	1	5	
CO Emissions (g/hr)	54	1132		300	537		126	163	83	48	350	
NOx Emissions (g/hr)	10	220		58	105		24	32	16	9	68	
VOC Emissions (g/hr)	12	262		69	125		29	38	19	11	81	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0	0	0	0	
Queue Length 50th (ft)	25	291		145	199		66	99	0	26	182	
Queue Length 95th (ft)	58	#426		#288	283		123	170	63	60	#307	
Internal Link Dist (ft)		583			224			259			194	
Turn Bay Length (ft)	80			235			100		130	90		
Base Capacity (vph)	304	1149		294	1521		252	549	707	263	472	
Starvation Cap Reductn	0	0		0	481		0	0	0	0	126	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.82		0.80	0.74		0.44	0.35	0.42	0.17	0.91	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 91.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Route 25 & Spring Street



William Clarke Drive at Stroudwater Street

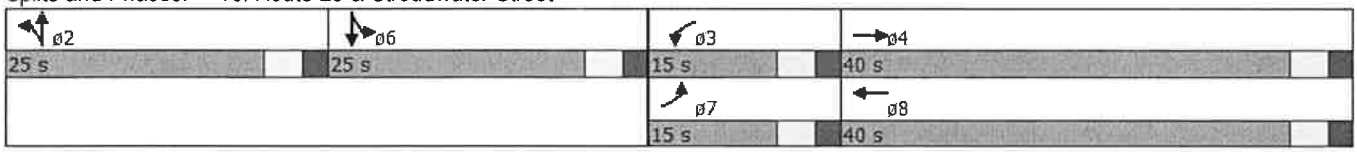
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	725	111	53	860	57	308	104	71	41	74	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3329	0	1805	3426	0	1754	1802	0	1685	1711	0
Flt Permitted	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (perm)	1787	3329	0	1805	3426	0	1754	1802	0	1685	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			7			18			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.80	0.80	0.80	0.81	0.81	0.81
Heavy Vehicles (%)	1%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)							21%					
Lane Group Flow (vph)	23	861	0	55	955	0	304	300	0	51	119	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	14.3%	38.1%		14.3%	38.1%		23.8%	23.8%		23.8%	23.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	7.2	29.4		8.3	34.9		19.8	19.8		11.2	11.2	
Actuated g/C Ratio	0.09	0.36		0.10	0.42		0.24	0.24		0.14	0.14	
v/c Ratio	0.15	0.72		0.30	0.66		0.72	0.67		0.22	0.49	
Control Delay	44.1	28.9		45.3	23.9		45.4	40.4		39.2	41.6	
Queue Delay	0.0	0.7		0.0	3.3		0.0	0.0		0.0	0.0	
Total Delay	44.1	29.6		45.3	27.1		45.4	40.4		39.2	41.6	
LOS	D	C		D	C		D	D		D	D	
Approach Delay		30.0			28.1			43.0			40.9	
Approach LOS		C			C			D			D	
Stops (vph)	22	668		48	683		197	184		36	74	
Fuel Used(gal)	0	11		1	10		6	6		1	1	
CO Emissions (g/hr)	26	740		61	724		452	425		43	101	
NOx Emissions (g/hr)	5	144		12	141		88	83		8	20	
VOC Emissions (g/hr)	6	172		14	168		105	99		10	23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	12	221		30	192		169	154		26	57	
Queue Length 95th (ft)	39	324		73	362		#294	#253		57	104	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			100			100		
Base Capacity (vph)	238	1566		241	1705		468	494		450	466	
Starvation Cap Reductn	0	361		0	628		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.71		0.23	0.89		0.65	0.61		0.11	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 82.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Route 25 & Stroudwater Street



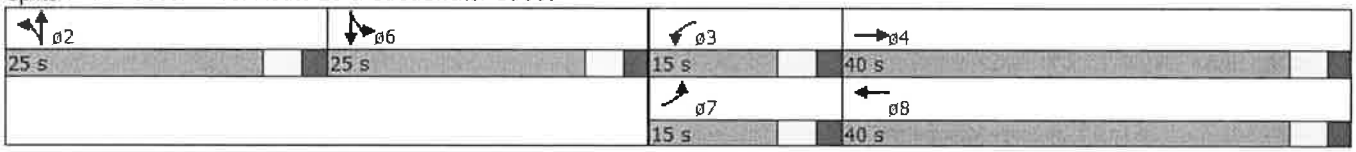
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	768	134	58	625	35	145	89	67	36	103	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3379	0	1805	3366	0	1772	1804	0	1685	1706	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (perm)	1805	3379	0	1805	3366	0	1772	1804	0	1685	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			6			27			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.76	0.76	0.76	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	30	970	0	64	725	0	172	224	0	41	157	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	14.3%	38.1%		14.3%	38.1%		23.8%	23.8%		23.8%	23.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	7.4	30.2		8.4	33.6		14.9	14.9		13.1	13.1	
Actuated g/C Ratio	0.09	0.36		0.10	0.40		0.18	0.18		0.15	0.15	
v/c Ratio	0.19	0.80		0.36	0.54		0.55	0.66		0.16	0.57	
Control Delay	45.6	31.7		47.6	23.6		42.8	41.6		36.9	42.6	
Queue Delay	0.0	2.9		0.0	0.7		0.0	0.0		0.0	0.0	
Total Delay	45.6	34.6		47.6	24.3		42.8	41.6		36.9	42.6	
LOS	D	C		D	C		D	D		D	D	
Approach Delay		34.9			26.2			42.1			41.4	
Approach LOS		C			C			D			D	
Stops (vph)	27	733		52	472		110	129		31	106	
Fuel Used(gal)	0	12		1	7		3	4		1	2	
CO Emissions (g/hr)	33	840		69	510		240	303		37	147	
NOx Emissions (g/hr)	6	163		13	99		47	59		7	29	
VOC Emissions (g/hr)	8	195		16	118		56	70		9	34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	17	248		35	165		97	114		21	79	
Queue Length 95th (ft)	49	#394		84	276		149	170		53	147	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			100			100		
Base Capacity (vph)	231	1527		231	1581		454	482		431	448	
Starvation Cap Reductn	0	430		0	507		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.88		0.28	0.68		0.38	0.46		0.10	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 84.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 61.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Route 25 & Stroudwater Street



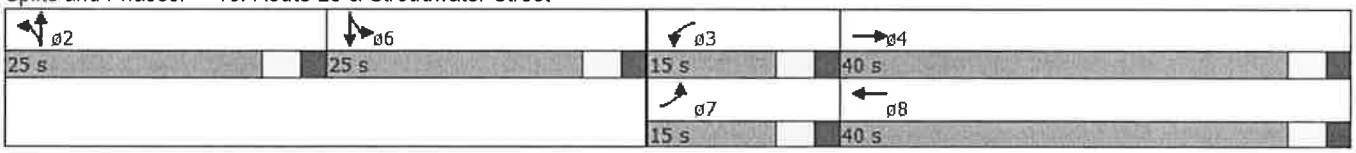
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	794	111	53	936	57	308	104	71	41	74	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3335	0	1805	3426	0	1754	1802	0	1685	1711	0
Flt Permitted	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (perm)	1787	3335	0	1805	3426	0	1754	1802	0	1685	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			6			18			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.80	0.80	0.80	0.81	0.81	0.81
Heavy Vehicles (%)	1%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)							21%					
Lane Group Flow (vph)	23	933	0	55	1034	0	304	300	0	51	119	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	14.3%	38.1%		14.3%	38.1%		23.8%	23.8%		23.8%	23.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	6.9	31.1		8.0	36.7		19.2	19.2		11.0	11.0	
Actuated g/C Ratio	0.08	0.36		0.09	0.42		0.22	0.22		0.13	0.13	
v/c Ratio	0.16	0.78		0.33	0.72		0.79	0.73		0.24	0.52	
Control Delay	45.0	31.1		46.9	25.8		51.1	44.3		40.1	43.0	
Queue Delay	0.0	5.9		0.0	50.0		0.0	0.0		0.0	0.0	
Total Delay	45.0	37.1		46.9	75.8		51.1	44.3		40.1	43.0	
LOS	D	D		D	E		D	D		D	D	
Approach Delay		37.3			74.4			47.7			42.2	
Approach LOS		D			E			D			D	
Stops (vph)	22	754		48	764		203	191		36	75	
Fuel Used(gal)	0	12		1	12		7	6		1	1	
CO Emissions (g/hr)	26	842		62	821		474	441		44	103	
NOx Emissions (g/hr)	5	164		12	160		92	86		9	20	
VOC Emissions (g/hr)	6	195		14	190		110	102		10	24	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	13	247		31	216		180	165		28	60	
Queue Length 95th (ft)	39	361		73	403		#294	#253		57	104	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			100			100		
Base Capacity (vph)	213	1402		215	1588		418	443		402	418	
Starvation Cap Reductn	0	408		0	653		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.94		0.26	1.11		0.73	0.68		0.13	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 87.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 54.1 Intersection LOS: D
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Route 25 & Stroudwater Street



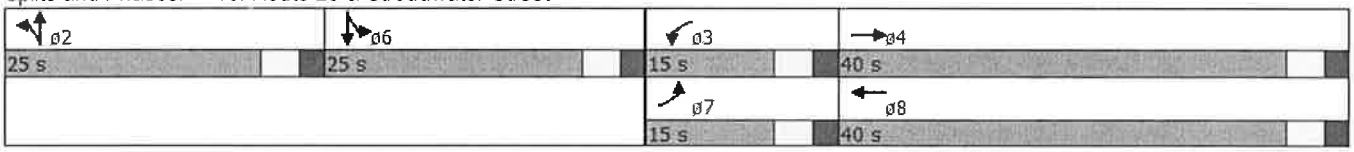
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	886	134	58	731	35	145	89	67	36	103	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3386	0	1805	3369	0	1772	1804	0	1685	1706	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (perm)	1805	3386	0	1805	3369	0	1772	1804	0	1685	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5			27			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.76	0.76	0.76	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	30	1097	0	64	841	0	172	224	0	41	157	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	40.0		15.0	40.0		25.0	25.0		25.0	25.0	
Total Split (%)	14.3%	38.1%		14.3%	38.1%		23.8%	23.8%		23.8%	23.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	7.3	33.6		8.3	36.9		15.0	15.0		13.1	13.1	
Actuated g/C Ratio	0.08	0.38		0.09	0.42		0.17	0.17		0.15	0.15	
v/c Ratio	0.20	0.84		0.37	0.59		0.57	0.68		0.16	0.59	
Control Delay	46.1	33.9		48.7	24.4		44.1	43.3		37.3	44.0	
Queue Delay	0.0	40.0		0.0	1.6		0.0	0.0		0.0	0.0	
Total Delay	46.1	73.9		48.7	26.0		44.1	43.3		37.3	44.0	
LOS	D	E		D	C		D	D		D	D	
Approach Delay		73.1			27.6			43.6			42.6	
Approach LOS		E			C			D			D	
Stops (vph)	27	817		53	564		113	131		31	108	
Fuel Used(gal)	0	14		1	9		3	4		1	2	
CO Emissions (g/hr)	33	977		70	607		244	308		37	150	
NOx Emissions (g/hr)	7	190		14	118		47	60		7	29	
VOC Emissions (g/hr)	8	226		16	141		56	71		9	35	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	17	298		36	201		98	114		21	79	
Queue Length 95th (ft)	49	#514		84	331		149	170		53	147	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			100			100		
Base Capacity (vph)	216	1433		216	1546		425	454		404	420	
Starvation Cap Reductn	0	415		0	494		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	1.08		0.30	0.80		0.40	0.49		0.10	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 87.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 50.7 Intersection LOS: D
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Route 25 & Stroudwater Street



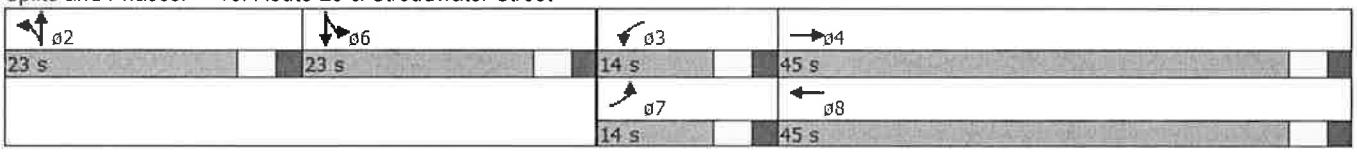
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	794	111	53	936	57	308	104	71	41	74	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3335	0	1805	3426	0	1754	1802	0	1685	1711	0
Flt Permitted	0.950			0.950			0.950	0.987		0.950		
Satd. Flow (perm)	1787	3335	0	1805	3426	0	1754	1802	0	1685	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			7			17			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.80	0.80	0.80	0.81	0.81	0.81
Heavy Vehicles (%)	1%	3%	1%	0%	1%	0%	1%	1%	0%	0%	0%	0%
Shared Lane Traffic (%)							21%					
Lane Group Flow (vph)	23	933	0	55	1034	0	304	300	0	51	119	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	14.0	45.0		14.0	45.0		23.0	23.0		23.0	23.0	
Total Split (%)	13.3%	42.9%		13.3%	42.9%		21.9%	21.9%		21.9%	21.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	7.1	32.1		7.9	37.4		19.4	19.4		11.2	11.2	
Actuated g/C Ratio	0.08	0.38		0.09	0.44		0.23	0.23		0.13	0.13	
v/c Ratio	0.15	0.73		0.33	0.68		0.76	0.71		0.23	0.50	
Control Delay	45.0	27.6		47.4	23.2		50.3	44.5		39.9	42.7	
Queue Delay	0.0	0.8		0.0	4.8		0.0	0.0		0.0	0.0	
Total Delay	45.0	28.4		47.4	28.0		50.3	44.5		39.9	42.7	
LOS	D	C		D	C		D	D		D	D	
Approach Delay		28.8			29.0			47.4			41.9	
Approach LOS		C			C			D			D	
Stops (vph)	22	717		48	739		187	182		36	73	
Fuel Used(gal)	0	11		1	11		7	6		1	1	
CO Emissions (g/hr)	26	783		63	775		465	438		44	102	
NOx Emissions (g/hr)	5	152		12	151		90	85		9	20	
VOC Emissions (g/hr)	6	181		15	180		108	102		10	24	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	13	237		30	204		176	162		27	57	
Queue Length 95th (ft)	40	342		75	390		#328	#296		58	106	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			100			100		
Base Capacity (vph)	204	1705		206	1792		401	425		385	401	
Starvation Cap Reductn	0	430		0	675		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.73		0.27	0.93		0.76	0.71		0.13	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 84.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 33.7 Intersection LOS: C
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Route 25 & Stroudwater Street



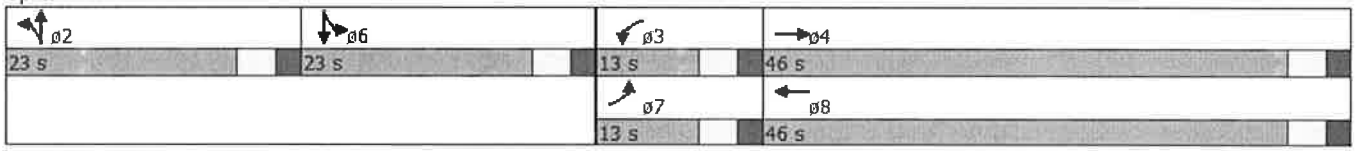
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	886	134	58	731	35	145	89	67	36	103	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	13	14	12	10	10	12
Storage Length (ft)	100		0	110		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3386	0	1805	3369	0	1772	1804	0	1685	1706	0
Flt Permitted	0.950			0.950			0.950	0.996		0.950		
Satd. Flow (perm)	1805	3386	0	1805	3369	0	1772	1804	0	1685	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			5			27			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		304			297			357			297	
Travel Time (s)		6.9			6.8			8.1			6.8	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.76	0.76	0.76	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	1%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	30	1097	0	64	841	0	172	224	0	41	157	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	13.0	46.0		13.0	46.0		23.0	23.0		23.0	23.0	
Total Split (%)	12.4%	43.8%		12.4%	43.8%		21.9%	21.9%		21.9%	21.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	7.2	34.9		7.6	37.7		14.6	14.6		13.0	13.0	
Actuated g/C Ratio	0.08	0.40		0.09	0.43		0.17	0.17		0.15	0.15	
v/c Ratio	0.20	0.81		0.41	0.58		0.59	0.70		0.17	0.60	
Control Delay	47.8	30.2		52.8	22.8		46.6	46.0		38.8	45.5	
Queue Delay	0.0	4.2		0.0	1.1		0.0	0.0		0.0	0.0	
Total Delay	47.8	34.3		52.8	23.8		46.6	46.0		38.8	45.5	
LOS	D	C		D	C		D	D		D	D	
Approach Delay		34.7			25.9			46.3			44.1	
Approach LOS		C			C			D			D	
Stops (vph)	27	836		53	544		113	131		31	108	
Fuel Used(gal)	0	13		1	8		4	5		1	2	
CO Emissions (g/hr)	34	930		73	582		248	315		38	153	
NOx Emissions (g/hr)	7	181		14	113		48	61		7	30	
VOC Emissions (g/hr)	8	215		17	135		58	73		9	36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Dilemma Vehicles (#)	0	0		0	0		0	**0**		**0**	**0**	
Queue Length 50th (ft)	18	301		39	207		106	123		23	85	
Queue Length 95th (ft)	50	426		86	303		153	**175**		**54**	**151**	
Internal Link Dist (ft)		224			217			277			217	
Turn Bay Length (ft)	100			110			**100**			100		
Base Capacity (vph)	176	1708		176	1721		390	418		371	386	
Starvation Cap Reductn	0	518		0	**589**		**0**	**0**		**0**	**0**	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	**0**		**0**	**0**		**0**	**0**	
Reduced v/c Ratio	0.17	0.92		0.36	0.74		0.44	0.54		0.11	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 88
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 34.1 Intersection LOS: C
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 16: Route 25 & Stroudwater Street



William Clarke Drive at Westbrook Arterial

2021 No-Build Weekday Evening Peak Hour
17: Route 25 & Westbrook Arterial

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	257	508	729	103	133	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	14	14
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3628	0	1925	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3628	0	1925	1706
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			18			216
Link Speed (mph)		30	30		30	
Link Distance (ft)		297	1038		294	
Travel Time (s)		6.8	23.6		6.7	
Peak Hour Factor	0.85	0.85	0.90	0.90	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	598	924	0	155	216
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	30.0	60.0	30.0		25.0	25.0
Total Split (%)	35.3%	70.6%	35.3%		29.4%	29.4%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	18.0	46.7	23.6		20.2	20.2
Actuated g/C Ratio	0.23	0.61	0.31		0.26	0.26
v/c Ratio	0.73	0.28	0.82		0.31	0.36
Control Delay	38.3	7.3	32.2		26.8	5.9
Queue Delay	0.5	0.3	0.0		0.0	0.1
Total Delay	38.8	7.6	32.2		26.8	6.1
LOS	D	A	C		C	A
Approach Delay		18.1	32.2		14.7	
Approach LOS		B	C		B	
Stops (vph)	225	212	701		104	25
Fuel Used(gal)	4	3	16		2	1
CO Emissions (g/hr)	269	217	1123		112	55
NOx Emissions (g/hr)	52	42	218		22	11
VOC Emissions (g/hr)	62	50	260		26	13

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Dilemma Vehicles (#)	0	0	0		0	0
Queue Length 50th (ft)	137	63	210		61	0
Queue Length 95th (ft)	203	81	#342		117	46
Internal Link Dist (ft)		217	958		214	
Turn Bay Length (ft)	130					
Base Capacity (vph)	579	2550	1200		504	606
Starvation Cap Reductn	70	1216	0		0	56
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.59	0.45	0.77		0.31	0.39

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 76.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 57.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Route 25 & Westbrook Arterial

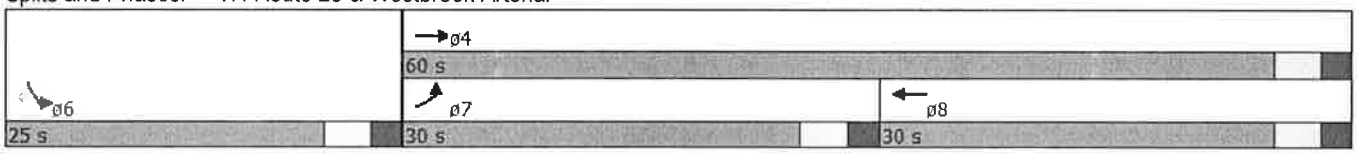
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	238	586	522	65	83	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	14	14
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1787	3539	3572	0	1925	1689
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3539	3572	0	1925	1689
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			16			191
Link Speed (mph)		30	30		30	
Link Distance (ft)		297	1038		294	
Travel Time (s)		6.8	23.6		6.7	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.93	0.93
Heavy Vehicles (%)	1%	2%	3%	0%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	617	652	0	89	191
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	30.0	60.0	30.0		25.0	25.0
Total Split (%)	35.3%	70.6%	35.3%		29.4%	29.4%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	15.0	38.5	18.3		20.4	20.4
Actuated g/C Ratio	0.22	0.56	0.27		0.30	0.30
v/c Ratio	0.65	0.31	0.68		0.16	0.30
Control Delay	33.4	8.2	26.3		22.3	5.6
Queue Delay	0.1	0.1	0.0		0.0	0.1
Total Delay	33.5	8.3	26.3		22.3	5.7
LOS	C	A	C		C	A
Approach Delay		15.6	26.3		11.0	
Approach LOS		B	C		B	
Stops (vph)	202	271	478		60	24
Fuel Used(gal)	3	4	11		1	1
CO Emissions (g/hr)	230	268	737		63	52
NOx Emissions (g/hr)	45	52	143		12	10
VOC Emissions (g/hr)	53	62	171		15	12

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Dilemma Vehicles (#)	0	0	0		0	0
Queue Length 50th (ft)	97	65	124		28	0
Queue Length 95th (ft)	182	90	201		75	49
Internal Link Dist (ft)		217	958		214	
Turn Bay Length (ft)	130					
Base Capacity (vph)	659	2871	1327		567	633
Starvation Cap Reductn	36	1038	0		0	58
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.40	0.34	0.49		0.16	0.33

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 46.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: Route 25 & Westbrook Arterial



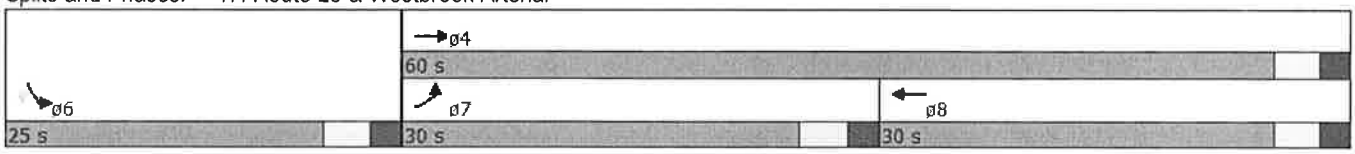
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	257	577	805	123	150	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	14	14
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3624	0	1925	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3624	0	1925	1706
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			20			216
Link Speed (mph)		30	30		30	
Link Distance (ft)		297	1038		294	
Travel Time (s)		6.8	23.6		6.7	
Peak Hour Factor	0.85	0.85	0.90	0.90	0.86	0.86
Heavy Vehicles (%)	2%	2%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	679	1031	0	174	216
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	30.0	60.0	30.0		25.0	25.0
Total Split (%)	35.3%	70.6%	35.3%		29.4%	29.4%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	18.1	48.0	24.8		20.1	20.1
Actuated g/C Ratio	0.23	0.61	0.32		0.26	0.26
v/c Ratio	0.74	0.31	0.89		0.35	0.36
Control Delay	39.0	7.5	36.6		27.5	6.0
Queue Delay	0.6	0.3	0.0		0.0	0.1
Total Delay	39.6	7.8	36.6		27.5	6.1
LOS	D	A	D		C	A
Approach Delay		17.6	36.6		15.7	
Approach LOS		B	D		B	
Stops (vph)	226	245	778		119	25
Fuel Used(gal)	4	4	19		2	1
CO Emissions (g/hr)	271	250	1309		129	55
NOx Emissions (g/hr)	53	49	255		25	11
VOC Emissions (g/hr)	63	58	303		30	13

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Dilemma Vehicles (#)	0	0	0		0	0
Queue Length 50th (ft)	137	73	243		69	0
Queue Length 95th (ft)	203	92	#411		129	46
Internal Link Dist (ft)		217	958		214	
Turn Bay Length (ft)	130					
Base Capacity (vph)	569	2504	1179		495	599
Starvation Cap Reductn	70	1180	0		0	56
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.61	0.51	0.87		0.35	0.40

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 78.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 61.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Route 25 & Westbrook Arterial



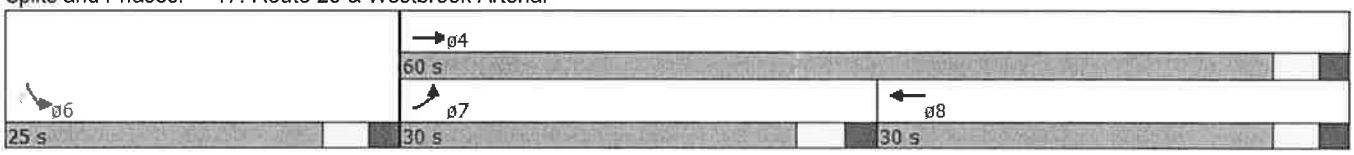
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	238	704	628	91	112	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	14	14
Storage Length (ft)	130			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1787	3539	3566	0	1925	1689
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3539	3566	0	1925	1689
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			19			191
Link Speed (mph)		30	30		30	
Link Distance (ft)		297	1038		294	
Travel Time (s)		6.8	23.6		6.7	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.93	0.93
Heavy Vehicles (%)	1%	2%	3%	0%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	741	799	0	120	191
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	30.0	60.0	30.0		25.0	25.0
Total Split (%)	35.3%	70.6%	35.3%		29.4%	29.4%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	15.4	41.9	21.4		20.3	20.3
Actuated g/C Ratio	0.21	0.58	0.30		0.28	0.28
v/c Ratio	0.66	0.36	0.75		0.22	0.31
Control Delay	35.3	8.3	27.8		24.1	5.7
Queue Delay	0.1	0.2	0.0		0.0	0.1
Total Delay	35.4	8.5	27.8		24.1	5.8
LOS	D	A	C		C	A
Approach Delay		15.3	27.8		12.9	
Approach LOS		B	C		B	
Stops (vph)	205	326	598		84	24
Fuel Used(gal)	3	5	13		1	1
CO Emissions (g/hr)	237	323	923		89	52
NOx Emissions (g/hr)	46	63	179		17	10
VOC Emissions (g/hr)	55	75	214		21	12

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Dilemma Vehicles (#)	0	0	0		0	0
Queue Length 50th (ft)	106	82	163		43	0
Queue Length 95th (ft)	182	111	254		95	49
Internal Link Dist (ft)		217	958		214	
Turn Bay Length (ft)	130					
Base Capacity (vph)	625	2727	1261		539	610
Starvation Cap Reductn	36	1074	0		0	55
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.43	0.45	0.63		0.22	0.34

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 72.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: Route 25 & Westbrook Arterial



Stroudwater Street at Forest Street

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	195	209	510	276	84	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1854	1799	0	1703	0
Flt Permitted		0.976			0.983	
Satd. Flow (perm)	0	1854	1799	0	1703	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1294	668		273	
Travel Time (s)		29.4	15.2		6.2	
Peak Hour Factor	0.93	0.93	0.81	0.81	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	435	971	0	258	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	37.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	195	209	510	276	84	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	81	81	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	210	225	630	341	89	169

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	970	0	-	0	1444	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	644	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	719	-	-	-	147	388
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	527	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	719	-	-	-	98	388
Mov Capacity-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	233.7
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	719	-	-	-	192
HCM Lane V/C Ratio	0.292	-	-	-	1.346
HCM Control Delay (s)	12.055	0	-	-	233.7
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	1.212	-	-	-	14.844

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	106	177	187	121	111	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	1788	0	1738	0
Flt Permitted		0.982			0.973	
Satd. Flow (perm)	0	1792	1788	0	1738	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1294	668		273	
Travel Time (s)		29.4	15.2		6.2	
Peak Hour Factor	0.82	0.82	0.70	0.70	0.80	0.80
Heavy Vehicles (%)	1%	6%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	345	440	0	249	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	106	177	187	121	111	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	70	70	80	80
Heavy Vehicles, %	1	6	1	0	0	0
Mvmt Flow	129	216	267	173	139	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	440	0	-	0	828	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	474	-
Follow-up Headway	2.209	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1125	-	-	-	344	694
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	630	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1125	-	-	-	299	694
Mov Capacity-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	27.7
HCM LOS			D

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1125	-	-	-	400
HCM Lane V/C Ratio	0.115	-	-	-	0.622
HCM Control Delay (s)	8.615	0	-	-	27.7
HCM Lane LOS	A	A			D
HCM 95th %tile Q(veh)	0.388	-	-	-	4.061

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	195	209	510	290	103	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1854	1795	0	1711	0
Flt Permitted		0.976			0.981	
Satd. Flow (perm)	0	1854	1795	0	1711	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1294	668		273	
Travel Time (s)		29.4	15.2		6.2	
Peak Hour Factor	0.93	0.93	0.81	0.81	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	435	988	0	279	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	56.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	195	209	510	290	103	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	81	81	94	94
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	210	225	630	358	110	169

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	988	0	-	0	1453	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	644	-
Follow-up Headway	2.2	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	708	-	-	-	145	384
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	527	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	708	-	-	-	# 96	384
Mov Capacity-2 Maneuver	-	-	-	-	# 96	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	348	-

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	$ 335.2
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	708	-	-	-	176
HCM Lane V/C Ratio	0.296	-	-	-	1.584
HCM Control Delay (s)	12.21	0	-	-	$ 335.2
HCM Lane LOS	B	A			F
HCM 95th %tile Q(veh)	1.238	-	-	-	18.493

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	106	177	187	150	137	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1792	1776	0	1745	0
Flt Permitted		0.982			0.970	
Satd. Flow (perm)	0	1792	1776	0	1745	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1294	668		273	
Travel Time (s)		29.4	15.2		6.2	
Peak Hour Factor	0.82	0.82	0.70	0.70	0.80	0.80
Heavy Vehicles (%)	1%	6%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	345	481	0	281	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.2% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	11

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	106	177	187	150	137	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	70	70	80	80
Heavy Vehicles, %	1	6	1	0	0	0
Mvmt Flow	129	216	267	214	171	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	481	0	-	0	848	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	474	-
Follow-up Headway	2.209	-	-	-	3.5	3.3
Pot Capacity-1 Maneuver	1087	-	-	-	334	677
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	630	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1087	-	-	-	289	677
Mov Capacity-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	39.2
HCM LOS			E

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	372
HCM Lane V/C Ratio	0.119	-	-	-	0.756
HCM Control Delay (s)	8.758	0	-	-	39.2
HCM Lane LOS	A	A			E
HCM 95th %tile Q(veh)	0.404	-	-	-	6.06

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Forest Street at Westbrook Arterial Eastbound On-Ramp

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	334	137	32	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1900	1826	0	0	1889
Flt Permitted						0.994
Satd. Flow (perm)	0	1900	1826	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	185		273			129
Travel Time (s)	4.2		6.2			2.9
Peak Hour Factor	0.92	0.92	0.89	0.89	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	529	0	0	312
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	334	137	32	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	375	154	36	276

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	801	452	0	0	529	0
Stage 1	452	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	356	612	-	-	1048	-
Stage 1	645	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	341	612	-	-	1048	-
Mov Capacity-2 Maneuver	341	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	0	1048	-
HCM Lane V/C Ratio	-	-	+	0.035	-
HCM Control Delay (s)	-	-	0	8.559	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	+	0.108	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	137	90	29	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1900	1769	0	0	1872
Flt Permitted						0.994
Satd. Flow (perm)	0	1900	1769	0	0	1872
Link Speed (mph)	30		30			30
Link Distance (ft)	185		273			129
Travel Time (s)	4.2		6.2			2.9
Peak Hour Factor	0.92	0.92	0.86	0.86	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	4%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	264	0	0	278
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	137	90	29	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	86	86	82	82
Heavy Vehicles, %	0	0	0	4	0	1
Mvmt Flow	0	0	159	105	35	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	525	212	0	0	264	0
Stage 1	212	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	516	833	-	-	1312	-
Stage 1	828	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	500	833	-	-	1312	-
Mov Capacity-2 Maneuver	500	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	0	1312	-
HCM Lane V/C Ratio	-	-	+	0.027	-
HCM Control Delay (s)	-	-	0	7.82	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	+	0.083	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	334	154	32	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1900	1818	0	0	1890
Flt Permitted						0.995
Satd. Flow (perm)	0	1900	1818	0	0	1890
Link Speed (mph)	30		30			30
Link Distance (ft)	185		273			129
Travel Time (s)	4.2		6.2			2.9
Peak Hour Factor	0.92	0.92	0.89	0.89	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	548	0	0	334
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	334	154	32	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	89	89	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	375	173	36	298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	832	462	0	0	548	0
Stage 1	462	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	342	604	-	-	1032	-
Stage 1	638	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	328	604	-	-	1032	-
Mov Capacity-2 Maneuver	328	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.9
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	0	1032	-
HCM Lane V/C Ratio	-	-	+	0.035	-
HCM Control Delay (s)	-	-	0	8.616	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	+	0.109	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	137	119	29	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1900	1748	0	0	1872
Flt Permitted						0.994
Satd. Flow (perm)	0	1900	1748	0	0	1872
Link Speed (mph)	30		30			30
Link Distance (ft)	185		273			129
Travel Time (s)	4.2		6.2			2.9
Peak Hour Factor	0.92	0.92	0.86	0.86	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	4%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	297	0	0	278
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	137	119	29	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	86	86	82	82
Heavy Vehicles, %	0	0	0	4	0	1
Mvmt Flow	0	0	159	138	35	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	541	228	0	0	298	0
Stage 1	228	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	506	816	-	-	1275	-
Stage 1	815	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	490	816	-	-	1275	-
Mov Capacity-2 Maneuver	490	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	0	1275	-
HCM Lane V/C Ratio	-	-	+	0.028	-
HCM Control Delay (s)	-	-	0	7.904	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	+	0.086	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Forest Street at Westbrook Arterial Westbound Off-Ramp and Libby Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Volume (vph)	2	0	17	116	18	196	18	316	0	0	142	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	16	12	13	12	12	13	12
Satd. Flow (prot)	0	1660	0	0	1820	1830	0	1957	0	0	1957	0
Flt Permitted		0.995			0.958			0.997				
Satd. Flow (perm)	0	1660	0	0	1820	1830	0	1957	0	0	1957	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			245			143			717	
Travel Time (s)		3.6			5.6			3.3			16.3	
Peak Hour Factor	0.61	0.61	0.61	0.85	0.85	0.85	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	157	231	0	384	0	0	171	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	0	17	116	18	196	18	316	0	0	142	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yeild	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	85	85	85	87	87	87	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	28	136	21	231	21	363	0	0	167	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	584	574	169	588	576	363	171	0	0	363	0	0
Stage 1	169	169	-	405	405	-	-	-	-	-	-	-
Stage 2	415	405	-	183	171	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	426	432	880	423	431	686	1418	-	-	1207	-	-
Stage 1	838	763	-	626	602	-	-	-	-	-	-	-
Stage 2	619	602	-	823	761	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	268	424	880	404	423	686	1418	-	-	1207	-	-
Mov Capacity-2 Maneuver	268	424	-	404	423	-	-	-	-	-	-	-
Stage 1	822	763	-	614	591	-	-	-	-	-	-	-
Stage 2	389	591	-	797	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	16.8	0.4	0
HCM LOS	B	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	709	469	686	1207	-	-
HCM Lane V/C Ratio	0.015	-	-	0.044	0.5	0.224	-	-	-
HCM Control Delay (s)	7.576	0	-	10.3	20.1	11.8	0	-	-
HCM Lane LOS	A	A		B	C	B	A		
HCM 95th %tile Q(veh)	0.044	-	-	0.138	2.743	0.855	0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	15	84	8	30	13	124	0	0	129	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	16	12	13	12	12	13	12
Satd. Flow (prot)	0	1672	0	0	1818	1830	0	1954	0	0	1955	0
Flt Permitted		0.992			0.957			0.995				
Satd. Flow (perm)	0	1672	0	0	1818	1830	0	1954	0	0	1955	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			245			143			717	
Travel Time (s)		3.6			5.6			3.3			16.3	
Peak Hour Factor	0.61	0.61	0.61	0.93	0.93	0.93	0.84	0.84	0.84	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	99	32	0	163	0	0	157	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	0	15	84	8	30	13	124	0	0	129	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yeild	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	93	93	93	84	84	84	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	25	90	9	32	15	148	0	0	152	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	337	333	154	345	335	148	156	0	0	148	0	0
Stage 1	154	154	-	179	179	-	-	-	-	-	-	-
Stage 2	183	179	-	166	156	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	621	590	897	613	589	904	1436	-	-	1446	-	-
Stage 1	853	774	-	827	755	-	-	-	-	-	-	-
Stage 2	823	755	-	841	772	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	587	584	897	591	583	904	1436	-	-	1446	-	-
Mov Capacity-2 Maneuver	587	584	-	591	583	-	-	-	-	-	-	-
Stage 1	844	774	-	818	747	-	-	-	-	-	-	-
Stage 2	776	747	-	818	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	11.7	0.7	0
HCM LOS	A	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	824	611	904	1446	-	-
HCM Lane V/C Ratio	0.011	-	-	0.036	0.18	0.024	-	-	-
HCM Control Delay (s)	7.534	0	-	9.5	12.2	9.1	0	-	-
HCM Lane LOS	A	A		A	B	A	A		
HCM 95th %tile Q(veh)	0.033	-	-	0.111	0.65	0.073	0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Volume (vph)	2	0	17	135	18	196	18	316	0	0	142	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	16	12	13	12	12	13	12
Satd. Flow (prot)	0	1660	0	0	1820	1830	0	1957	0	0	1957	0
Flt Permitted		0.995			0.958			0.997				
Satd. Flow (perm)	0	1660	0	0	1820	1830	0	1957	0	0	1957	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			245			143			717	
Travel Time (s)		3.6			5.6			3.3			16.3	
Peak Hour Factor	0.61	0.61	0.61	0.85	0.85	0.85	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	180	231	0	384	0	0	171	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 50.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	0	17	135	18	196	18	316	0	0	142	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yeild	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	85	85	85	87	87	87	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	28	159	21	231	21	363	0	0	167	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	584	574	169	588	576	363	171	0	0	363	0	0
Stage 1	169	169	-	405	405	-	-	-	-	-	-	-
Stage 2	415	405	-	183	171	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	426	432	880	423	431	686	1418	-	-	1207	-	-
Stage 1	838	763	-	626	602	-	-	-	-	-	-	-
Stage 2	619	602	-	823	761	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	268	424	880	404	423	686	1418	-	-	1207	-	-
Mov Capacity-2 Maneuver	268	424	-	404	423	-	-	-	-	-	-	-
Stage 1	822	763	-	614	591	-	-	-	-	-	-	-
Stage 2	389	591	-	797	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	18.2	0.4	0
HCM LOS	B	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	709	463	686	1207	-	-
HCM Lane V/C Ratio	0.015	-	-	0.044	0.555	0.224	-	-	-
HCM Control Delay (s)	7.576	0	-	10.3	22	11.8	0	-	-
HCM Lane LOS	A	A		B	C	B	A		
HCM 95th %tile Q(veh)	0.044	-	-	0.138	3.312	0.855	0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	15	110	8	30	13	124	0	0	129	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	12	16	12	13	12	12	13	12
Satd. Flow (prot)	0	1672	0	0	1816	1830	0	1954	0	0	1955	0
Flt Permitted		0.992			0.956			0.995				
Satd. Flow (perm)	0	1672	0	0	1816	1830	0	1954	0	0	1955	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		160			245			143			717	
Travel Time (s)		3.6			5.6			3.3			16.3	
Peak Hour Factor	0.61	0.61	0.61	0.93	0.93	0.93	0.84	0.84	0.84	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	127	32	0	163	0	0	157	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	0	15	110	8	30	13	124	0	0	129	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yeild	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	93	93	93	84	84	84	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	25	118	9	32	15	148	0	0	152	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	337	333	154	345	335	148	156	0	0	148	0	0
Stage 1	154	154	-	179	179	-	-	-	-	-	-	-
Stage 2	183	179	-	166	156	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	621	590	897	613	589	904	1436	-	-	1446	-	-
Stage 1	853	774	-	827	755	-	-	-	-	-	-	-
Stage 2	823	755	-	841	772	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	587	584	897	591	583	904	1436	-	-	1446	-	-
Mov Capacity-2 Maneuver	587	584	-	591	583	-	-	-	-	-	-	-
Stage 1	844	774	-	818	747	-	-	-	-	-	-	-
Stage 2	776	747	-	818	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	12.2	0.7	0
HCM LOS	A	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	824	607	904	1446	-	-
HCM Lane V/C Ratio	0.011	-	-	0.036	0.227	0.024	-	-	-
HCM Control Delay (s)	7.534	0	-	9.5	12.7	9.1	0	-	-
HCM Lane LOS	A	A		A	B	A	A		
HCM 95th %tile Q(veh)	0.033	-	-	0.111	0.867	0.073	0	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Westbrook Arterial at Larrabee Road

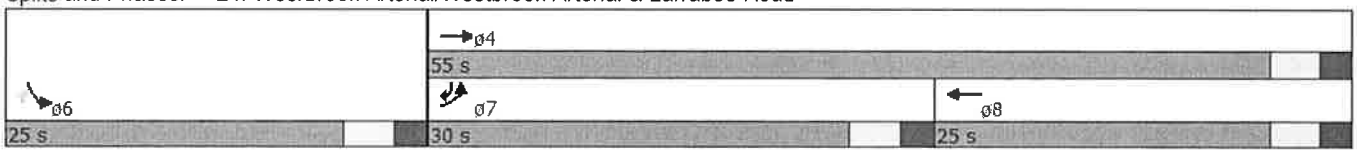
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Volume (vph)	238	586	771	120	161	559
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1829	3574	3478	0	1770	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1829	3574	3478	0	1770	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			21			10
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	1337		1918	
Travel Time (s)		25.1	30.4		43.6	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.88	0.88
Heavy Vehicles (%)	2%	1%	2%	0%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	264	651	979	0	183	635
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	30.0	55.0	25.0		25.0	30.0
Total Split (%)	37.5%	68.8%	31.3%		31.3%	37.5%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None		None	None
Act Effct Green (s)	18.2	43.6	20.4		11.9	35.1
Actuated g/C Ratio	0.28	0.66	0.31		0.18	0.53
v/c Ratio	0.52	0.27	0.90		0.57	0.72
Control Delay	24.4	5.2	36.6		33.0	16.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	24.4	5.2	36.6		33.0	16.0
LOS	C	A	D		C	B
Approach Delay		10.8	36.6		19.8	
Approach LOS		B	D		B	
Queue Length 50th (ft)	87	45	190		67	169
Queue Length 95th (ft)	168	89	#402		132	259
Internal Link Dist (ft)		1026	1257		1838	
Turn Bay Length (ft)						
Base Capacity (vph)	708	2771	1093		548	1070
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.37	0.23	0.90		0.33	0.59

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 65.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



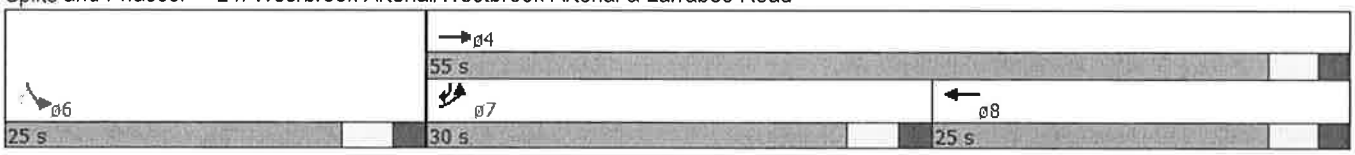
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	289	475	430	81	76	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1865	3539	3494	0	1805	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1865	3539	3494	0	1805	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			26			66
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	1337		1918	
Travel Time (s)		25.1	30.4		43.6	
Peak Hour Factor	0.96	0.96	0.82	0.82	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	495	623	0	86	345
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	30.0	55.0	25.0		25.0	30.0
Total Split (%)	37.5%	68.8%	31.3%		31.3%	37.5%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None		None	None
Act Effct Green (s)	14.8	39.3	15.5		8.7	21.9
Actuated g/C Ratio	0.30	0.81	0.32		0.18	0.45
v/c Ratio	0.53	0.17	0.55		0.27	0.44
Control Delay	20.5	3.0	17.5		24.8	8.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	20.5	3.0	17.5		24.8	8.6
LOS	C	A	B		C	A
Approach Delay		9.6	17.5		11.9	
Approach LOS		A	B		B	
Queue Length 50th (ft)	81	25	82		24	45
Queue Length 95th (ft)	171	48	144		68	99
Internal Link Dist (ft)		1026	1257		1838	
Turn Bay Length (ft)						
Base Capacity (vph)	1088	3177	1645		842	1222
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.28	0.16	0.38		0.10	0.28

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 48.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	289	638	828	190	237	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1829	3574	3453	0	1770	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1829	3574	3453	0	1770	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			33			7
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	562		834	
Travel Time (s)		25.1	12.8		19.0	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.88	0.88
Heavy Vehicles (%)	2%	1%	2%	0%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	321	709	1119	0	269	701
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	30.0	55.0	25.0		25.0	30.0
Total Split (%)	37.5%	68.8%	31.3%		31.3%	37.5%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None		None	None
Act Effct Green (s)	18.8	44.2	20.3		15.1	38.9
Actuated g/C Ratio	0.27	0.64	0.29		0.22	0.56
v/c Ratio	0.65	0.31	1.08		0.70	0.75
Control Delay	29.6	6.5	80.0		36.4	17.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	29.6	6.5	80.0		36.4	17.1
LOS	C	A	E		D	B
Approach Delay		13.7	80.0		22.4	
Approach LOS		B	E		C	
Queue Length 50th (ft)	121	63	~295		108	201
Queue Length 95th (ft)	214	106	#496		191	307
Internal Link Dist (ft)		1026	482		754	
Turn Bay Length (ft)						
Base Capacity (vph)	669	2618	1035		518	1086
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.48	0.27	1.08		0.52	0.65

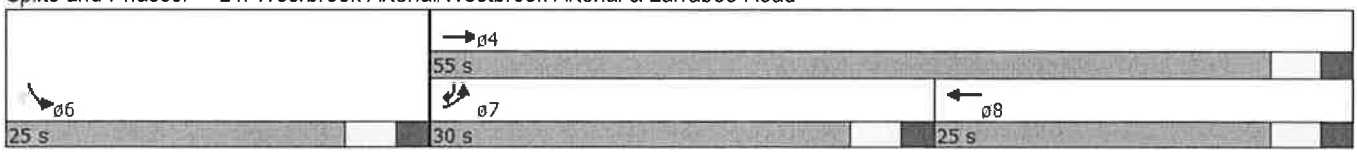
Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 69.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 75.5% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



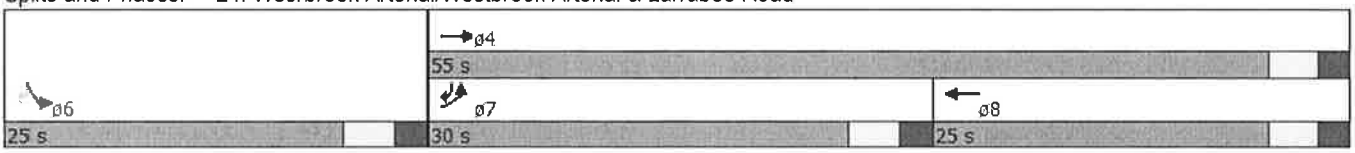
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	377	563	509	198	181	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1865	3539	3434	0	1805	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1865	3539	3434	0	1805	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			68			38
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	557		849	
Travel Time (s)		25.1	12.7		19.3	
Peak Hour Factor	0.96	0.96	0.82	0.82	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	393	586	862	0	206	458
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	30.0	55.0	25.0		25.0	30.0
Total Split (%)	37.5%	68.8%	31.3%		31.3%	37.5%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None		None	None
Act Effct Green (s)	19.1	44.0	19.7		13.1	37.3
Actuated g/C Ratio	0.28	0.65	0.29		0.19	0.55
v/c Ratio	0.74	0.25	0.82		0.59	0.49
Control Delay	31.7	5.5	30.3		33.1	9.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	31.7	5.5	30.3		33.1	9.9
LOS	C	A	C		C	A
Approach Delay		16.0	30.3		17.1	
Approach LOS		B	C		B	
Queue Length 50th (ft)	146	43	161		79	95
Queue Length 95th (ft)	264	84	#270		146	150
Internal Link Dist (ft)		1026	477		769	
Turn Bay Length (ft)						
Base Capacity (vph)	710	2694	1093		549	1088
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.55	0.22	0.79		0.38	0.42

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 67.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



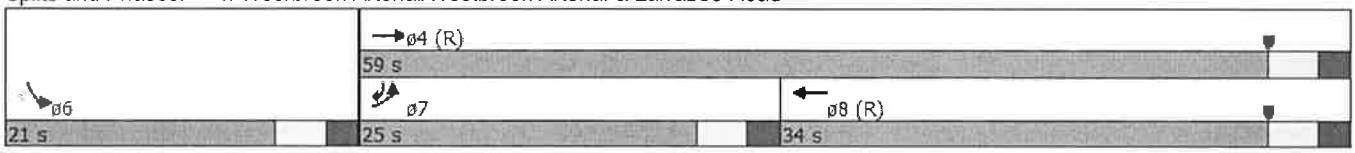
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↱		↰	↱
Volume (vph)	289	638	828	190	237	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1829	3574	3453	0	1770	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1829	3574	3453	0	1770	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			39			37
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	509		999	
Travel Time (s)		25.1	11.6		22.7	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.88	0.88
Heavy Vehicles (%)	2%	1%	2%	0%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	321	709	1119	0	269	701
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	25.0	59.0	34.0		21.0	25.0
Total Split (%)	31.3%	73.8%	42.5%		26.3%	31.3%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	19.3	55.0	30.7		15.0	39.3
Actuated g/C Ratio	0.24	0.69	0.38		0.19	0.49
v/c Ratio	0.73	0.29	0.83		0.81	0.85
Control Delay	38.7	5.4	18.5		51.3	27.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	38.7	5.4	18.5		51.3	27.8
LOS	D	A	B		D	C
Approach Delay		15.8	18.5		34.3	
Approach LOS		B	B		C	
Queue Length 50th (ft)	146	64	189		128	262
Queue Length 95th (ft)	#242	88	#187		#231	#416
Internal Link Dist (ft)		1026	429		919	
Turn Bay Length (ft)						
Base Capacity (vph)	457	2457	1349		354	844
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.70	0.29	0.83		0.76	0.83

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 75.5% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



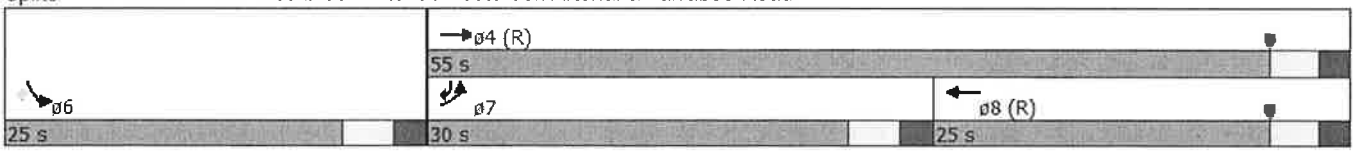
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	377	563	509	198	181	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Satd. Flow (prot)	1865	3539	3434	0	1805	1652
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1865	3539	3434	0	1805	1652
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			68			38
Link Speed (mph)		30	30		30	
Link Distance (ft)		1106	557		849	
Travel Time (s)		25.1	12.7		19.3	
Peak Hour Factor	0.96	0.96	0.82	0.82	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	393	586	862	0	206	458
Turn Type	Prot	NA	NA		NA	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases						6
Detector Phase	7	4	8		6	7
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	9.0
Total Split (s)	30.0	55.0	25.0		25.0	30.0
Total Split (%)	37.5%	68.8%	31.3%		31.3%	37.5%
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	21.6	55.7	29.1		14.3	40.9
Actuated g/C Ratio	0.27	0.70	0.36		0.18	0.51
v/c Ratio	0.78	0.24	0.67		0.64	0.53
Control Delay	37.9	5.2	16.3		39.1	13.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	37.9	5.2	16.3		39.1	13.3
LOS	D	A	B		D	B
Approach Delay		18.3	16.3		21.3	
Approach LOS		B	B		C	
Queue Length 50th (ft)	177	46	176		96	127
Queue Length 95th (ft)	263	84	#274		147	149
Internal Link Dist (ft)		1026	477		769	
Turn Bay Length (ft)						
Base Capacity (vph)	589	2464	1292		451	937
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Reduced v/c Ratio	0.67	0.24	0.67		0.46	0.49

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Wesrbrook Arterial/Westbrook Arterial & Larrabee Road



Westbrook Arterial at the Project Site Driveway

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	106	769	887	148	139	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3465	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3465	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		562	887		298	
Travel Time (s)		12.8	20.2		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	836	1125	0	151	142
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	45.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	106	769	887	148	139	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	836	964	161	151	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1125	0	-	0	1693	563
Stage 1	-	-	-	-	1045	-
Stage 2	-	-	-	-	648	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	617	-	-	-	# 84	470
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	483	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	617	-	-	-	# 68	470
Mov Capacity-2 Maneuver	-	-	-	-	# 68	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	$ 363.7
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	617	-	-	-	68	470
HCM Lane V/C Ratio	0.187	-	-	-	2.222	0.303
HCM Control Delay (s)	12.17	-	-	-	$ 691.3	16
HCM Lane LOS	B				F	C
HCM 95th %tile Q(veh)	0.681	-	-	-	14.338	1.265

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	154	590	568	187	180	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3408	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3408	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		557	647		359	
Travel Time (s)		12.7	14.7		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	641	820	0	196	151
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	47.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	154	590	568	187	180	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	641	617	203	196	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	821	0	-	0	1374	410
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	655	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	804	-	-	-	# 137	591
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	479	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	804	-	-	-	# 109	591
Mov Capacity-2 Maneuver	-	-	-	-	# 109	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	380	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	264.8
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	804	-	-	-	109	591
HCM Lane V/C Ratio	0.208	-	-	-	1.795	0.256
HCM Control Delay (s)	10.651	-	-	-	$ 459.1	13.2
HCM Lane LOS	B				F	B
HCM 95th %tile Q(veh)	0.781	-	-	-	15.55	1.012

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

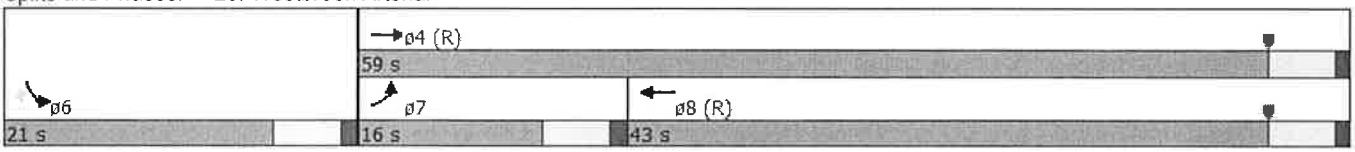
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	106	769	887	148	139	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3465	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3465	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			32			142
Link Speed (mph)		30	30		30	
Link Distance (ft)		509	887		298	
Travel Time (s)		11.6	20.2		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	836	1125	0	151	142
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	16.0	59.0	43.0		21.0	21.0
Total Split (%)	20.0%	73.8%	53.8%		26.3%	26.3%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	9.8	58.1	45.6		11.9	11.9
Actuated g/C Ratio	0.12	0.73	0.57		0.15	0.15
v/c Ratio	0.53	0.33	0.57		0.57	0.40
Control Delay	45.9	3.4	13.8		39.8	8.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.9	3.4	13.8		39.8	8.9
LOS	D	A	B		D	A
Approach Delay		8.6	13.8		24.8	
Approach LOS		A	B		C	
Queue Length 50th (ft)	52	40	186		71	0
Queue Length 95th (ft)	m99	83	282		122	45
Internal Link Dist (ft)		429	807		218	
Turn Bay Length (ft)	125					
Base Capacity (vph)	248	2569	1988		354	430
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.33	0.57		0.43	0.33

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 55.3% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: Westbrook Arterial



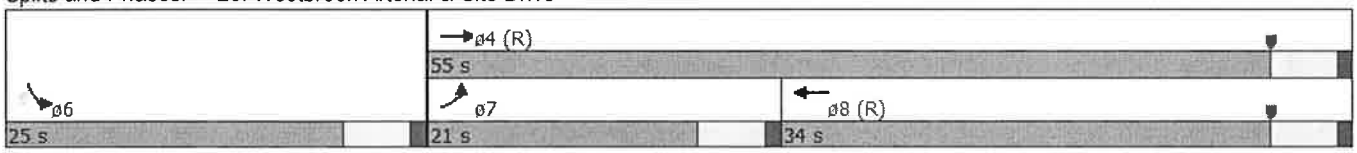
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	154	590	568	187	180	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	3539	3408	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3408	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			63			151
Link Speed (mph)		30	30		30	
Link Distance (ft)		557	647		359	
Travel Time (s)		12.7	14.7		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	641	820	0	196	151
Turn Type	Prot	NA	NA		NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phase	7	4	8		6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	21.0	21.0		21.0	21.0
Total Split (s)	21.0	55.0	34.0		25.0	25.0
Total Split (%)	26.3%	68.8%	42.5%		31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		None	None
Act Effct Green (s)	12.6	55.9	38.4		14.1	14.1
Actuated g/C Ratio	0.16	0.70	0.48		0.18	0.18
v/c Ratio	0.60	0.26	0.49		0.63	0.38
Control Delay	42.4	3.6	15.7		39.2	7.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	42.4	3.6	15.7		39.2	7.6
LOS	D	A	B		D	A
Approach Delay		11.6	15.7		25.5	
Approach LOS		B	B		C	
Queue Length 50th (ft)	71	36	128		92	0
Queue Length 95th (ft)	131	53	223		146	44
Internal Link Dist (ft)		477	567		279	
Turn Bay Length (ft)	100					
Base Capacity (vph)	357	2474	1666		442	509
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.47	0.26	0.49		0.44	0.30

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 52.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 26: Westbrook Arterial & Site Drive



Larrabee Road at Terminal Street and the North Project Site Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕			↕↕	
Volume (vph)	69	0	81	6	0	1	48	390	1	1	605	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1952	0	0	2028	0	0	3560	0	0	3531	0
Flt Permitted		0.978			0.958			0.995				
Satd. Flow (perm)	0	1952	0	0	2028	0	0	3560	0	0	3531	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			506			1918			903	
Travel Time (s)		16.0			11.5			43.6			20.5	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.84	0.84	0.84	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	0	8	0	0	522	0	0	810	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	69	0	81	6	0	1	48	390	1	1	605	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	88	88	88	84	84	84	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	74	0	87	7	0	1	57	464	1	1	738	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1122	1356	404	950	1390	233	809	0	0	465	0	0
Stage 1	776	776	-	579	579	-	-	-	-	-	-	-
Stage 2	346	580	-	371	811	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	163	151	602	218	144	775	825	-	-	1107	-	-
Stage 1	361	410	-	473	504	-	-	-	-	-	-	-
Stage 2	649	503	-	627	396	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	151	137	602	173	130	775	825	-	-	1107	-	-
Mov Capacity-2 Maneuver	151	137	-	173	130	-	-	-	-	-	-	-
Stage 1	327	409	-	429	457	-	-	-	-	-	-	-
Stage 2	588	456	-	535	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.9	24.2	1.4	0
HCM LOS	E	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	254	195	1107	-	-
HCM Lane V/C Ratio	0.069	-	-	0.635	0.041	0.001	-	-
HCM Control Delay (s)	9.688	0.4	-	40.9	24.2	8.256	0	-
HCM Lane LOS	A	A		E	C	A	A	
HCM 95th %tile Q(veh)	0.223	-	-	3.904	0.127	0.003	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	29	0	33	2	0	0	20	344	0	0	384	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1952	0	0	2046	0	0	3521	0	0	3496	0
Flt Permitted		0.977			0.950			0.997				
Satd. Flow (perm)	0	1952	0	0	2046	0	0	3521	0	0	3496	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			506			1918			903	
Travel Time (s)		16.0			11.5			43.6			20.5	
Peak Hour Factor	0.70	0.70	0.70	0.50	0.50	0.50	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	4	0	0	383	0	0	464	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	29	0	33	2	0	0	20	344	0	0	384	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	50	50	50	95	95	95	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	6	2	0	0	2	0
Mvmt Flow	41	0	47	4	0	0	21	362	0	0	422	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	666	847	232	615	868	181	464	0	0	362	0	0
Stage 1	443	443	-	404	404	-	-	-	-	-	-	-
Stage 2	223	404	-	211	464	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.26	-	-	2.2	-	-
Pot Capacity-1 Maneuver	349	301	776	379	293	837	1066	-	-	1208	-	-
Stage 1	569	579	-	600	603	-	-	-	-	-	-	-
Stage 2	765	603	-	777	567	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	342	293	776	349	286	837	1066	-	-	1208	-	-
Mov Capacity-2 Maneuver	342	293	-	349	286	-	-	-	-	-	-	-
Stage 1	555	579	-	585	588	-	-	-	-	-	-	-
Stage 2	746	588	-	730	567	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.4	0.6	0
HCM LOS	B	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	487	349	1208	-	-
HCM Lane V/C Ratio	0.02	-	-	0.182	0.011	-	-	-
HCM Control Delay (s)	8.445	0.1	-	14	15.4	0	-	-
HCM Lane LOS	A	A		B	C	A		
HCM 95th %tile Q(veh)	0.06	-	-	0.658	0.035	0	-	-

Notes

~: Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	0	81	122	0	109	48	423	63	149	582	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1952	0	0	2046	1615	0	3462	0	0	3512	0
Flt Permitted		0.978			0.950			0.996			0.991	
Satd. Flow (perm)	0	1952	0	0	2046	1615	0	3462	0	0	3512	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			506			1084			903	
Travel Time (s)		16.0			11.5			24.6			20.5	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	0	133	118	0	580	0	0	963	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	73.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	69	0	81	122	0	109	48	423	63	149	582	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	92	92	92	92	92	92	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	1	0
Mvmt Flow	74	0	87	133	0	118	52	460	68	182	710	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1443	1742	390	1316	1742	264	780	0	0	528	0	0
Stage 1	1109	1109	-	598	598	-	-	-	-	-	-	-
Stage 2	334	633	-	718	1144	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.2	-	-
Pot Capacity-1 Maneuver	95	88	614	# 118	88	741	833	-	-	1049	-	-
Stage 1	227	288	-	461	494	-	-	-	-	-	-	-
Stage 2	659	476	-	391	277	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	# 57	55	614	# 72	55	741	833	-	-	1049	-	-
Mov Capacity-2 Maneuver	# 57	55	-	# 72	55	-	-	-	-	-	-	-
Stage 1	207	198	-	420	450	-	-	-	-	-	-	-
Stage 2	504	434	-	231	191	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 311.2	$ 357.6	1.1	2.4
HCM LOS	F	F		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	112	91	741	1049	-	-
HCM Lane V/C Ratio	0.063	-	-	1.44	1.891	0.107	0.173	-	-
HCM Control Delay (s)	9.61	0.3	-	$ 311.2	$ 516.9	10.4	9.149	0.9	-
HCM Lane LOS	A	A		F	F	B	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	11.446	14.568	0.356	0.625	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	0	33	143	0	149	20	388	107	213	385	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Satd. Flow (prot)	0	1952	0	0	2046	1615	0	3431	0	0	3478	0
Flt Permitted		0.977			0.950			0.998			0.984	
Satd. Flow (perm)	0	1952	0	0	2046	1615	0	3431	0	0	3478	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			506			1069			903	
Travel Time (s)		16.0			11.5			24.3			20.5	
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.95	0.95	0.95	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	2%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	155	162	0	542	0	0	699	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	50.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	29	0	33	143	0	149	20	388	107	213	385	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	92	92	92	95	95	95	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	6	2	0	0	2	0
Mvmt Flow	41	0	47	155	0	162	21	408	113	234	423	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1158	1475	232	1187	1440	261	465	0	0	521	0	0
Stage 1	912	912	-	507	507	-	-	-	-	-	-	-
Stage 2	246	563	-	680	933	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.26	-	-	2.2	-	-
Pot Capacity-1 Maneuver	154	128	776	# 146	134	744	1065	-	-	1056	-	-
Stage 1	299	355	-	522	543	-	-	-	-	-	-	-
Stage 2	742	512	-	412	348	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	91	87	776	# 103	91	744	1065	-	-	1056	-	-
Mov Capacity-2 Maneuver	91	87	-	# 103	91	-	-	-	-	-	-	-
Stage 1	291	248	-	507	528	-	-	-	-	-	-	-
Stage 2	564	498	-	270	243	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.3	238.7	0.4	3.6
HCM LOS	E	F		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	172	132	744	1056	-	-
HCM Lane V/C Ratio	0.02	-	-	0.515	1.587	0.145	0.222	-	-
HCM Control Delay (s)	8.448	0.1	-	46.3	$ 356.3	10.7	9.377	0.7	-
HCM Lane LOS	A	A		E	F	B	A	A	
HCM 95th %tile Q(veh)	0.06	-	-	2.558	14.936	0.506	0.847	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Larrabee Road at Saunders Way and the South Project Site Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	15	64	0	65	5	384	90	29	790	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1717	0	0	1770	1583	0	3440	0	0	3529	0
Flt Permitted		0.970			0.950						0.998	
Satd. Flow (perm)	0	1717	0	0	1770	1583	0	3440	0	0	3529	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		482			456			999			919	
Travel Time (s)		11.0			10.4			22.7			20.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	70	71	0	520	0	0	896	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	25	0	15	64	0	65	5	384	90	29	790	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	0	16	70	0	71	5	417	98	32	859	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1144	1450	432	969	1404	258	864	0	0	515	0	0
Stage 1	924	924	-	477	477	-	-	-	-	-	-	-
Stage 2	220	526	-	492	927	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	155	130	572	208	138	741	774	-	-	1047	-	-
Stage 1	290	346	-	538	554	-	-	-	-	-	-	-
Stage 2	762	527	-	527	345	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	133	121	572	192	129	741	774	-	-	1047	-	-
Mov Capacity-2 Maneuver	133	121	-	192	129	-	-	-	-	-	-	-
Stage 1	287	326	-	533	549	-	-	-	-	-	-	-
Stage 2	683	522	-	482	325	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30	23.3	0.1	0.5
HCM LOS	D	C		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	187	236	741	1047	-	-
HCM Lane V/C Ratio	0.007	-	-	0.233	0.395	0.064	0.03	-	-
HCM Control Delay (s)	9.684	0	-	30	29.9	10.2	8.545	0.2	-
HCM Lane LOS	A	A		D	D	B	A	A	
HCM 95th %tile Q(veh)	0.021	-	-	0.867	1.778	0.203	0.093	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	5	88	0	87	5	429	141	48	491	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1694	0	0	1770	1583	0	3408	0	0	3522	0
Flt Permitted		0.976			0.950						0.996	
Satd. Flow (perm)	0	1694	0	0	1770	1583	0	3408	0	0	3522	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		516			394			849			1069	
Travel Time (s)		11.7			9.0			19.3			24.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	96	95	0	624	0	0	591	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	5	88	0	87	5	429	141	48	491	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	96	0	95	5	466	153	52	534	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	885	1271	270	925	1197	310	539	0	0	620	0	0
Stage 1	641	641	-	554	554	-	-	-	-	-	-	-
Stage 2	244	630	-	371	643	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	239	167	728	224	185	686	1025	-	-	956	-	-
Stage 1	430	468	-	484	512	-	-	-	-	-	-	-
Stage 2	738	473	-	622	467	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	193	153	728	208	169	686	1025	-	-	956	-	-
Mov Capacity-2 Maneuver	193	153	-	208	169	-	-	-	-	-	-	-
Stage 1	427	431	-	480	508	-	-	-	-	-	-	-
Stage 2	631	469	-	569	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	25.8	0.1	1.1
HCM LOS	C	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	305	251	686	956	-	-
HCM Lane V/C Ratio	0.005	-	-	0.036	0.507	0.092	0.055	-	-
HCM Control Delay (s)	8.531	0	-	17.2	33.2	10.8	8.983	0.3	-
HCM Lane LOS	A	A		C	D	B	A	A	
HCM 95th %tile Q(veh)	0.016	-	-	0.111	2.633	0.302	0.173	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Riverside Street at Warren Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	191	63	433	192	111	50	745	410	101	578	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1764	0	1698	1743	1599	1656	3574	1553	1805	3485	0
Flt Permitted	0.950			0.950	0.981		0.183			0.162		
Satd. Flow (perm)	1736	1764	0	1698	1743	1599	319	3574	1553	308	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				129			195		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91
Heavy Vehicles (%)	4%	2%	9%	1%	2%	1%	9%	1%	4%	0%	3%	0%
Shared Lane Traffic (%)				29%								
Lane Group Flow (vph)	138	326	0	357	369	129	57	847	466	111	668	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		40.0	40.0	15.0	15.0	26.0	26.0	15.0	26.0	
Total Split (%)	21.9%	21.9%		29.2%	29.2%	10.9%	10.9%	19.0%	19.0%	10.9%	19.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	24.9	24.9		28.6	28.6	42.8	29.0	21.1	21.1	32.3	24.7	
Actuated g/C Ratio	0.24	0.24		0.28	0.28	0.41	0.28	0.20	0.20	0.31	0.24	
v/c Ratio	0.33	0.76		0.76	0.77	0.18	0.30	1.17	0.99	0.49	0.80	
Control Delay	37.0	49.3		46.0	46.1	3.8	29.8	128.2	65.3	33.5	48.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.0	49.3		46.0	46.1	3.8	29.8	128.2	65.3	33.5	48.1	
LOS	D	D		D	D	A	C	F	E	C	D	
Approach Delay		45.7			39.6			102.7			46.0	
Approach LOS		D			D			F			D	
Queue Length 50th (ft)	78	200		231	240	0	26	~366	~202	52	231	
Queue Length 95th (ft)	121	266		322	331	29	58	#506	#420	101	#383	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	419	434		574	590	747	224	725	470	240	831	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.75		0.62	0.63	0.17	0.25	1.17	0.99	0.46	0.80	

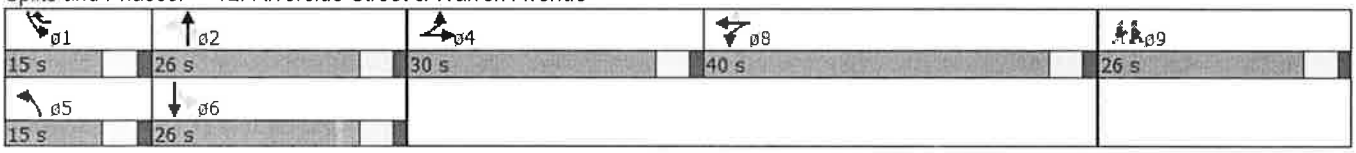
Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 103.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 66.8 Intersection LOS: E
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	234	34	365	258	129	67	503	319	168	499	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1825	0	1698	1771	1615	1805	3574	1615	1805	3533	0
Flt Permitted	0.950			0.950	0.991		0.268			0.218		
Satd. Flow (perm)	1770	1825	0	1698	1771	1615	509	3574	1615	414	3533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				145			224		10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	3%	1%	1%	0%	0%	1%	0%	0%	0%	2%
Shared Lane Traffic (%)				16%								
Lane Group Flow (vph)	117	285	0	344	356	145	73	547	347	181	613	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		40.0	40.0	15.0	15.0	26.0	26.0	15.0	26.0	
Total Split (%)	21.9%	21.9%		29.2%	29.2%	10.9%	10.9%	19.0%	19.0%	10.9%	19.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	21.2	21.2		27.0	27.0	42.1	29.5	21.2	21.2	33.4	25.7	
Actuated g/C Ratio	0.21	0.21		0.27	0.27	0.42	0.30	0.21	0.21	0.34	0.26	
v/c Ratio	0.31	0.73		0.75	0.74	0.19	0.28	0.72	0.67	0.65	0.67	
Control Delay	36.8	48.7		44.5	43.7	3.7	27.6	44.4	21.3	38.1	40.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.8	48.7		44.5	43.7	3.7	27.6	44.4	21.3	38.1	40.5	
LOS	D	D		D	D	A	C	D	C	D	D	
Approach Delay		45.2			37.2			34.9			40.0	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	64	169		214	222	0	32	177	70	84	196	
Queue Length 95th (ft)	123	280		324	331	34	72	#274	190	#171	#328	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	448	466		603	628	766	291	761	520	279	919	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

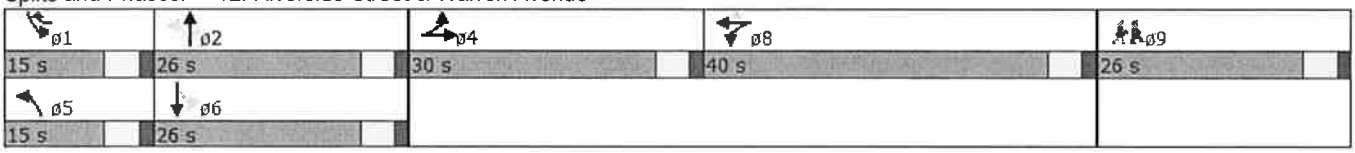
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.26	0.61		0.57	0.57	0.19	0.25	0.72	0.67	0.65	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 99.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 38.2 Intersection LOS: D
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	191	69	444	192	111	56	789	423	101	618	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1756	0	1698	1741	1599	1656	3574	1553	1805	3485	0
Flt Permitted	0.950			0.950	0.980		0.180			0.163		
Satd. Flow (perm)	1736	1756	0	1698	1741	1599	314	3574	1553	310	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				129			190		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91
Heavy Vehicles (%)	4%	2%	9%	1%	2%	1%	9%	1%	4%	0%	3%	0%
Shared Lane Traffic (%)				29%								
Lane Group Flow (vph)	138	333	0	366	373	129	64	897	481	111	712	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		40.0	40.0	15.0	15.0	26.0	26.0	15.0	26.0	
Total Split (%)	21.9%	21.9%		29.2%	29.2%	10.9%	10.9%	19.0%	19.0%	10.9%	19.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	25.1	25.1		29.3	29.3	43.5	29.3	21.1	21.1	32.1	24.5	
Actuated g/C Ratio	0.24	0.24		0.28	0.28	0.42	0.28	0.20	0.20	0.31	0.23	
v/c Ratio	0.33	0.78		0.77	0.77	0.17	0.33	1.25	1.04	0.49	0.87	
Control Delay	37.2	50.8		46.4	45.8	3.7	30.7	159.3	78.2	33.9	53.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.2	50.8		46.4	45.8	3.7	30.7	159.3	78.2	33.9	53.5	
LOS	D	D		D	D	A	C	F	E	C	D	
Approach Delay		46.8			39.8			126.6			50.9	
Approach LOS		D			D			F			D	
Queue Length 50th (ft)	79	207		238	243	0	30	~408	~246	53	254	
Queue Length 95th (ft)	121	272		331	335	29	63	#546	#451	101	#420	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	415	429		569	584	751	221	719	464	238	816	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

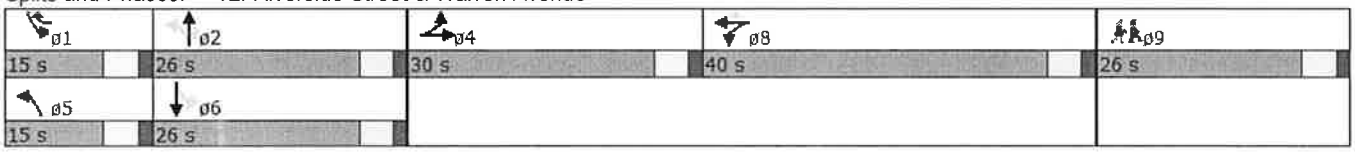
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.78		0.64	0.64	0.17	0.29	1.25	1.04	0.47	0.87	

Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 104.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 78.0 Intersection LOS: E
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	234	44	384	258	129	76	564	337	168	568	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1815	0	1698	1769	1615	1805	3574	1615	1805	3541	0
Flt Permitted	0.950			0.950	0.990		0.191			0.163		
Satd. Flow (perm)	1770	1815	0	1698	1769	1615	363	3574	1615	310	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				145			211		8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	3%	1%	1%	0%	0%	1%	0%	0%	0%	2%
Shared Lane Traffic (%)				18%								
Lane Group Flow (vph)	117	296	0	353	368	145	83	613	366	181	687	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		40.0	40.0	15.0	15.0	26.0	26.0	15.0	26.0	
Total Split (%)	21.9%	21.9%		29.2%	29.2%	10.9%	10.9%	19.0%	19.0%	10.9%	19.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	22.2	22.2		28.0	28.0	43.2	29.8	21.2	21.2	33.1	25.4	
Actuated g/C Ratio	0.22	0.22		0.28	0.28	0.42	0.29	0.21	0.21	0.33	0.25	
v/c Ratio	0.30	0.74		0.75	0.76	0.19	0.37	0.82	0.73	0.73	0.77	
Control Delay	36.8	49.3		45.0	44.6	3.6	29.9	50.5	26.3	45.1	45.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.8	49.3		45.0	44.6	3.6	29.9	50.5	26.3	45.1	45.4	
LOS	D	D		D	D	A	C	D	C	D	D	
Approach Delay		45.8			37.9			40.5			45.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	64	178		227	236	0	38	210	97	88	236	
Queue Length 95th (ft)	123	291		333	345	34	79	#331	#244	#200	#392	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	439	454		589	614	769	254	744	503	249	889	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

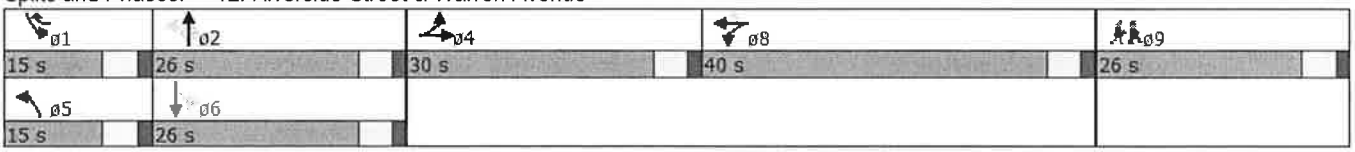
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.65		0.60	0.60	0.19	0.33	0.82	0.73	0.73	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 101.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	191	69	444	192	111	56	789	423	101	618	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	1756	0	1698	1741	1599	1656	3574	1553	1805	3485	0
Flt Permitted	0.950			0.950	0.980		0.194			0.129		
Satd. Flow (perm)	1736	1756	0	1698	1741	1599	338	3574	1553	245	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				129			202		3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.88	0.88	0.88	0.91	0.91	0.91
Heavy Vehicles (%)	4%	2%	9%	1%	2%	1%	9%	1%	4%	0%	3%	0%
Shared Lane Traffic (%)				29%								
Lane Group Flow (vph)	138	333	0	366	373	129	64	897	481	111	712	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		34.0	34.0	14.0	14.0	33.0	33.0	14.0	33.0	
Total Split (%)	21.9%	21.9%		24.8%	24.8%	10.2%	10.2%	24.1%	24.1%	10.2%	24.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	25.0	25.0		29.0	29.0	42.6	35.8	28.0	28.0	38.1	31.0	
Actuated g/C Ratio	0.23	0.23		0.26	0.26	0.39	0.32	0.25	0.25	0.34	0.28	
v/c Ratio	0.35	0.82		0.82	0.82	0.19	0.32	0.99	0.89	0.54	0.73	
Control Delay	39.2	57.0		55.2	54.4	4.6	26.9	69.9	42.5	33.3	42.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	57.0		55.2	54.4	4.6	26.9	69.9	42.5	33.3	42.0	
LOS	D	E		E	D	A	C	E	D	C	D	
Approach Delay		51.8			47.3			58.8			40.8	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	83	219		258	264	0	29	337	204	52	248	
Queue Length 95th (ft)	121	272		#387	#389	33	58	#458	#380	92	323	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	392	406		445	456	700	220	904	543	211	977	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

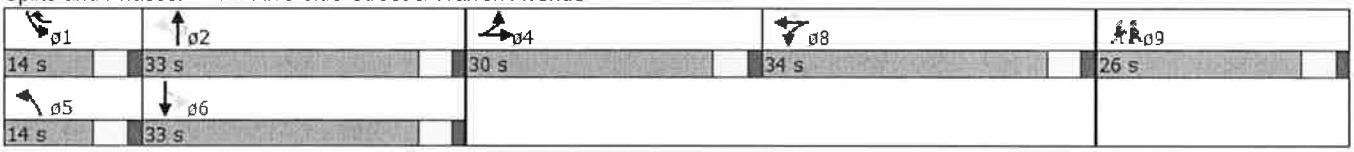
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.82		0.82	0.82	0.18	0.29	0.99	0.89	0.53	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 110.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 51.0 Intersection LOS: D
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	234	44	384	258	129	76	564	337	168	568	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	300		0	125		125	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1815	0	1698	1769	1615	1805	3574	1615	1805	3541	0
Flt Permitted	0.950			0.950	0.990		0.212			0.188		
Satd. Flow (perm)	1770	1815	0	1698	1769	1615	403	3574	1615	357	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				145			219		9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			420			1969			262	
Travel Time (s)		7.8			9.5			44.8			6.0	
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	3%	1%	1%	0%	0%	1%	0%	0%	0%	2%
Shared Lane Traffic (%)				18%								
Lane Group Flow (vph)	117	296	0	353	368	145	83	613	366	181	687	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	30.0		36.0	36.0	15.0	15.0	30.0	30.0	15.0	30.0	
Total Split (%)	21.9%	21.9%		26.3%	26.3%	10.9%	10.9%	21.9%	21.9%	10.9%	21.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	22.5	22.5		28.7	28.7	43.7	32.9	24.3	24.3	36.2	28.5	
Actuated g/C Ratio	0.21	0.21		0.27	0.27	0.41	0.31	0.23	0.23	0.34	0.27	
v/c Ratio	0.31	0.76		0.77	0.77	0.19	0.35	0.75	0.68	0.70	0.72	
Control Delay	38.2	52.1		48.3	47.8	4.0	27.8	45.0	22.3	40.8	41.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.2	52.1		48.3	47.8	4.0	27.8	45.0	22.3	40.8	41.8	
LOS	D	D		D	D	A	C	D	C	D	D	
Approach Delay		48.1			40.7			35.8			41.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	70	192		240	250	0	39	215	94	90	241	
Queue Length 95th (ft)	123	291		352	364	37	74	282	204	#168	#340	
Internal Link Dist (ft)		265			340			1889			182	
Turn Bay Length (ft)	75			300			125		125	225		
Base Capacity (vph)	421	436		501	522	753	264	850	551	260	960	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

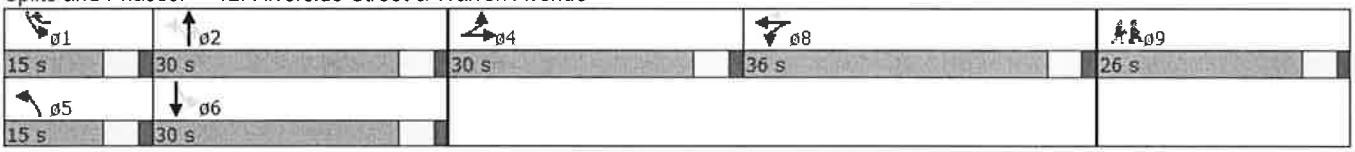
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	26.0
Total Split (%)	19%
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0.68		0.70	0.70	0.19	0.31	0.72	0.66	0.70	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 137
Actuated Cycle Length: 105.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 40.3 Intersection LOS: D
Intersection Capacity Utilization 74.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Riverside Street & Warren Avenue



Riverside Street at Larrabee Road and the I-95 Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	309	247	65	152	288	713	38	430	221	392	372	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3498	0	1787	1863	1553	1805	3574	1583	1595	3215	0
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1787	3498	0	1787	1863	1553	1805	3574	1583	1595	3215	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				498			238		136	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	1%	0%	0%	1%	2%	4%	0%	1%	2%	3%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	386	390	0	169	320	792	41	462	238	420	834	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	20.0	25.0		20.0	25.0	25.0	30.0	30.0	30.0	35.0	35.0	
Total Split (%)	18.2%	22.7%		18.2%	22.7%	22.7%	27.3%	27.3%	27.3%	31.8%	31.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	15.0	21.6		13.5	20.0	20.0	19.9	19.9	19.9	30.0	30.0	
Actuated g/C Ratio	0.14	0.21		0.13	0.19	0.19	0.19	0.19	0.19	0.29	0.29	
v/c Ratio	1.51	0.53		0.74	0.90	1.13	0.12	0.68	0.48	0.92	0.82	
Control Delay	283.5	38.8		64.2	71.7	93.2	35.4	45.0	8.2	64.6	37.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	283.5	38.8		64.2	71.7	93.2	35.4	45.0	8.2	64.6	37.4	
LOS	F	D		E	E	F	D	D	A	E	D	
Approach Delay		160.5			84.0			32.7			46.6	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	~365	118		109	213	~331	23	153	0	302	245	
Queue Length 95th (ft)	#494	153		#206	#397	#589	53	207	63	#481	310	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	255	739		255	355	699	430	852	558	456	1017	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.51	0.53		0.66	0.90	1.13	0.10	0.54	0.43	0.92	0.82	

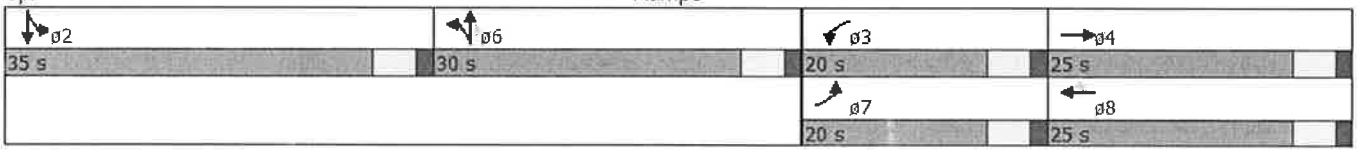
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 105
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay: 77.7 Intersection LOS: E
Intersection Capacity Utilization 85.7% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



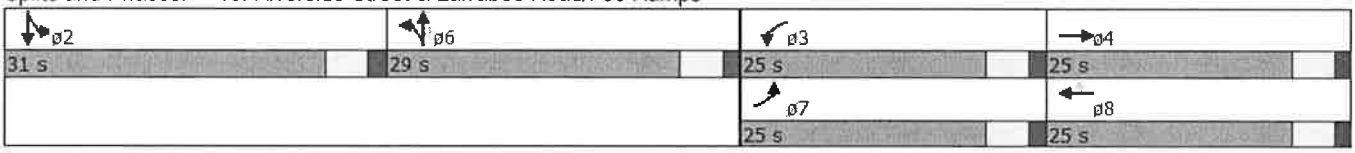
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	255	136	65	145	218	471	34	404	174	418	473	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3410	0	1805	1881	1599	1805	3574	1599	1626	3288	0
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1805	3410	0	1805	1881	1599	1805	3574	1599	1626	3288	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64				466			193		46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	1%	0%	1%
Shared Lane Traffic (%)										12%		
Lane Group Flow (vph)	293	231	0	158	237	512	38	449	193	395	787	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	29.0	29.0	29.0	31.0	31.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%	22.7%	26.4%	26.4%	26.4%	28.2%	28.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	19.1	22.7		14.2	17.8	17.8	19.2	19.2	19.2	26.2	26.2	
Actuated g/C Ratio	0.19	0.22		0.14	0.17	0.17	0.19	0.19	0.19	0.26	0.26	
v/c Ratio	0.87	0.29		0.63	0.73	0.77	0.11	0.67	0.42	0.95	0.90	
Control Delay	67.9	26.2		54.0	54.7	14.8	35.9	44.4	8.3	73.5	50.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.9	26.2		54.0	54.7	14.8	35.9	44.4	8.3	73.5	50.5	
LOS	E	C		D	D	B	D	D	A	E	D	
Approach Delay		49.5			32.1			33.6			58.2	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	195	47		103	151	26	22	150	0	295	274	
Queue Length 95th (ft)	#340	87		168	#248	152	50	203	59	#537	#424	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	355	811		355	370	689	426	844	525	416	876	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.83	0.28		0.45	0.64	0.74	0.09	0.53	0.37	0.95	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 102.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



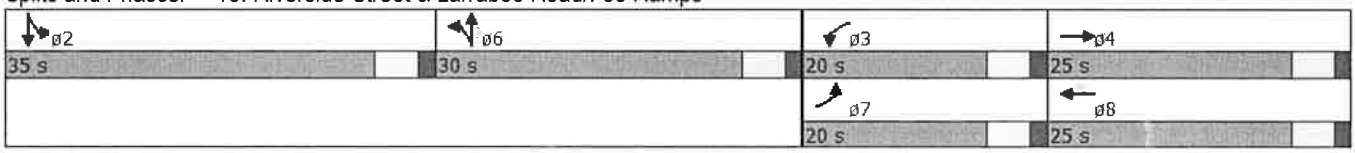
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	340	345	65	181	374	713	38	462	253	392	400	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3523	0	1787	1863	1553	1805	3574	1583	1595	3212	0
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1787	3523	0	1787	1863	1553	1805	3574	1583	1595	3212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				492			272		146	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	1%	0%	0%	1%	2%	4%	0%	1%	2%	3%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	425	512	0	201	416	792	41	497	272	420	902	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	20.0	25.0		20.0	25.0	25.0	30.0	30.0	30.0	35.0	35.0	
Total Split (%)	18.2%	22.7%		18.2%	22.7%	22.7%	27.3%	27.3%	27.3%	31.8%	31.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	15.0	20.7		14.4	20.0	20.0	21.4	21.4	21.4	30.0	30.0	
Actuated g/C Ratio	0.14	0.19		0.14	0.19	0.19	0.20	0.20	0.20	0.28	0.28	
v/c Ratio	1.69	0.73		0.83	1.19	1.15	0.11	0.69	0.51	0.93	0.89	
Control Delay	357.8	46.9		73.8	149.3	98.6	35.0	44.9	7.9	67.8	43.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	357.8	46.9		73.8	149.3	98.6	35.0	44.9	7.9	67.8	43.4	
LOS	F	D		E	F	F	C	D	A	E	D	
Approach Delay		187.9			110.0			32.0			51.2	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	~433	172		136	~350	~348	23	166	0	312	282	
Queue Length 95th (ft)	#550	206		#264	#556	#596	53	223	66	#481	#350	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	251	697		251	350	691	424	840	579	450	1011	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.69	0.73		0.80	1.19	1.15	0.10	0.59	0.47	0.93	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 106.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.69
Intersection Signal Delay: 94.8 Intersection LOS: F
Intersection Capacity Utilization 89.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	268	65	194	364	471	34	448	218	418	522	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3477	0	1805	1881	1599	1805	3574	1599	1626	3274	0
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1805	3477	0	1805	1881	1599	1805	3574	1599	1626	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				372			242		57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	1%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	333	383	0	211	396	512	38	498	242	404	882	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	29.0	29.0	29.0	31.0	31.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%	22.7%	26.4%	26.4%	26.4%	28.2%	28.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	20.0	23.4		16.7	20.0	20.0	20.9	20.9	20.9	26.0	26.0	
Actuated g/C Ratio	0.19	0.22		0.16	0.19	0.19	0.20	0.20	0.20	0.24	0.24	
v/c Ratio	0.99	0.49		0.75	1.12	0.85	0.11	0.71	0.48	1.02	1.05	
Control Delay	91.0	38.2		60.1	127.8	26.9	35.6	46.4	8.0	92.5	83.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	91.0	38.2		60.1	127.8	26.9	35.6	46.4	8.0	92.5	83.0	
LOS	F	D		E	F	C	D	D	A	F	F	
Approach Delay		62.8			68.9			33.9			86.0	
Approach LOS		E			E			C			F	
Queue Length 50th (ft)	~236	118		141	~325	96	22	168	0	~335	~358	
Queue Length 95th (ft)	#405	167		221	#521	#293	50	226	64	#553	#500	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	337	777		337	352	601	405	802	546	395	839	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.99	0.49		0.63	1.13	0.85	0.09	0.62	0.44	1.02	1.05	

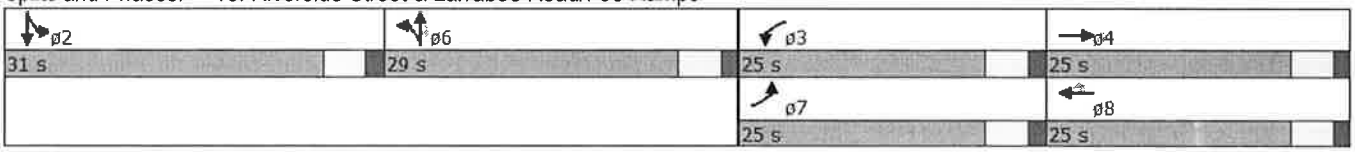
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 107
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 66.4 Intersection LOS: E
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



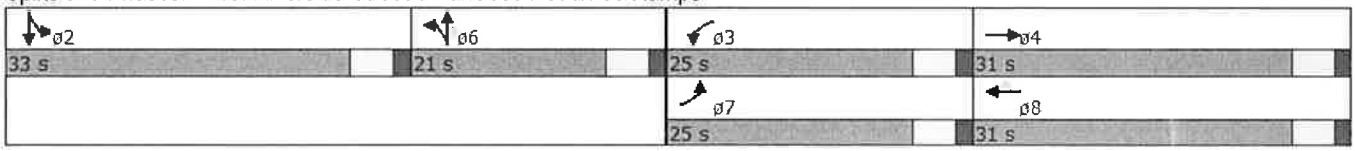
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	340	345	65	181	374	713	38	462	253	392	400	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3523	0	1787	1863	1553	1805	3574	1583	1595	3212	0
Flt Permitted	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (perm)	1787	3523	0	1787	1863	1553	1805	3574	1583	1595	3212	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				494			272		117	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	1%	0%	0%	1%	2%	4%	0%	1%	2%	3%	0%	1%
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	425	512	0	201	416	792	41	497	272	374	948	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	25.0	31.0		25.0	31.0	31.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	22.7%	28.2%		22.7%	28.2%	28.2%	19.1%	19.1%	19.1%	30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	20.0	29.2		16.8	26.0	26.0	16.0	16.0	16.0	28.0	28.0	
Actuated g/C Ratio	0.18	0.27		0.15	0.24	0.24	0.15	0.15	0.15	0.25	0.25	
v/c Ratio	1.31	0.54		0.74	0.95	1.06	0.16	0.96	0.59	0.92	1.05	
Control Delay	197.8	36.5		60.7	73.5	68.0	42.9	77.6	10.9	69.7	79.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	197.8	36.5		60.7	73.5	68.0	42.9	77.6	10.9	69.7	79.0	
LOS	F	D		E	E	E	D	E	B	E	E	
Approach Delay		109.7			68.6			53.4			76.4	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	~387	158		136	290	~332	26	185	0	283	~365	
Queue Length 95th (ft)	#490	191		211	#481	#570	59	#291	75	#427	#441	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	324	949		324	440	744	262	519	462	406	904	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.31	0.54		0.62	0.95	1.06	0.16	0.96	0.59	0.92	1.05	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 76.7 Intersection LOS: E
Intersection Capacity Utilization 89.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



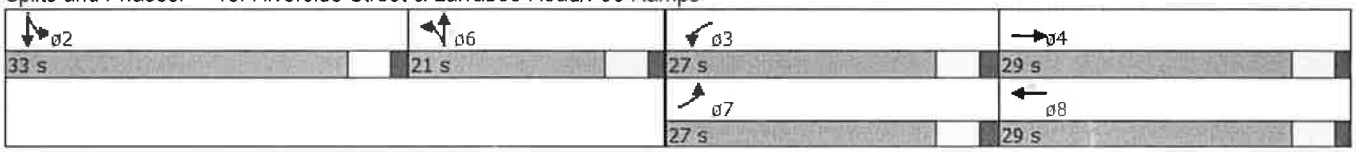
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	268	65	194	364	471	34	448	218	418	522	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	155		155	100		0	160		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3477	0	1805	1881	1599	1805	3574	1599	1626	3274	0
Flt Permitted	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (perm)	1805	3477	0	1805	1881	1599	1805	3574	1599	1626	3274	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				390			242		58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1181			1206			1456			1969	
Travel Time (s)		26.8			27.4			33.1			44.8	
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	1%	1%	0%	1%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	333	383	0	211	396	512	38	498	242	404	882	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		6	6		2	2	
Permitted Phases						8			6			
Detector Phase	7	4		3	8	8	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	
Total Split (s)	27.0	29.0		27.0	29.0	29.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	24.5%	26.4%		24.5%	26.4%	26.4%	19.1%	19.1%	19.1%	30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	21.7	28.2		17.5	24.0	24.0	16.0	16.0	16.0	28.0	28.0	
Actuated g/C Ratio	0.20	0.26		0.16	0.22	0.22	0.15	0.15	0.15	0.26	0.26	
v/c Ratio	0.94	0.42		0.73	0.96	0.78	0.14	0.96	0.55	0.98	1.00	
Control Delay	77.9	34.2		58.7	79.4	19.6	42.7	77.1	10.6	80.0	70.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	77.9	34.2		58.7	79.4	19.6	42.7	77.1	10.6	80.0	70.0	
LOS	E	C		E	E	B	D	E	B	E	E	
Approach Delay		54.5			48.1			54.8			73.1	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	233	111		143	279	76	24	186	0	312	~328	
Queue Length 95th (ft)	#381	158		216	#471	220	55	#292	71	#529	#475	
Internal Link Dist (ft)		1101			1126			1376			1889	
Turn Bay Length (ft)	190			155		155	100			160		
Base Capacity (vph)	362	911		362	411	654	263	521	440	414	879	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.92	0.42		0.58	0.96	0.78	0.14	0.96	0.55	0.98	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 109.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 58.9 Intersection LOS: E
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Riverside Street & Larrabee Road/I-95 Ramps



Main Street and Brighton Avenue at Riverside Street

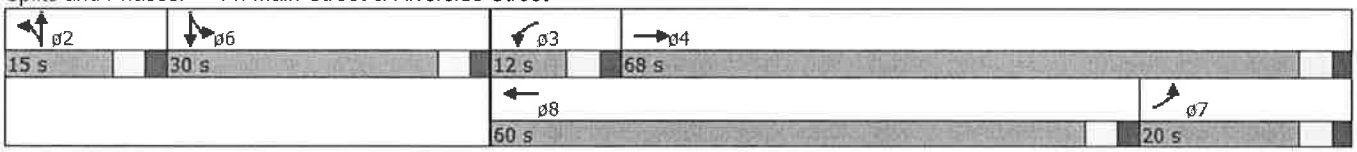
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	443	3	9	807	534	7	5	3	377	9	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Flt Permitted	0.950			0.950				0.978		0.950	0.954	
Satd. Flow (perm)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				192		5				192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.63	0.63	0.63	0.88	0.88	0.88
Heavy Vehicles (%)	8%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	78	479	0	10	887	587	0	24	0	218	220	68
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	68.0		12.0	60.0		15.0	15.0		30.0	30.0	
Total Split (%)	16.0%	54.4%		9.6%	48.0%		12.0%	12.0%		24.0%	24.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	10.3	38.1		7.1	28.3	72.1		7.5		16.7	16.7	72.1
Actuated g/C Ratio	0.14	0.53		0.10	0.39	1.00		0.10		0.23	0.23	1.00
v/c Ratio	0.33	0.25		0.06	0.63	0.37		0.12		0.55	0.56	0.04
Control Delay	40.6	11.4		44.1	22.4	0.7		37.9		36.1	36.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	40.6	11.4		44.1	22.4	0.7		37.9		36.1	36.1	0.1
LOS	D	B		D	C	A		D		D	D	A
Approach Delay		15.5			13.9			37.9			31.2	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	30	41		4	149	0		8		85	86	0
Queue Length 95th (ft)	99	147		25	336	0		27		224	226	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	420	2996		211	2795	1599		307		711	715	1583
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.19	0.16		0.05	0.32	0.37		0.08		0.31	0.31	0.04

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 72.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 14: Main Street & Riverside Street



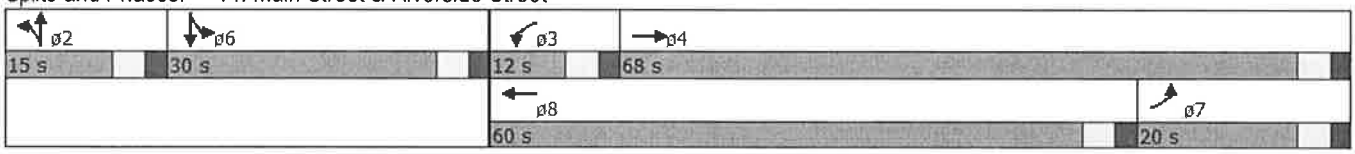
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	453	10	8	572	395	13	16	0	467	5	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Flt Permitted	0.950			0.950				0.978		0.950	0.953	
Satd. Flow (perm)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				192						192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.58	0.58	0.58	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	5	488	0	9	615	425	0	50	0	243	248	45
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	68.0		12.0	60.0		15.0	15.0		30.0	30.0	
Total Split (%)	16.0%	54.4%		9.6%	48.0%		12.0%	12.0%		24.0%	24.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	6.7	17.9		6.8	17.9	53.2		8.1		15.6	15.6	53.2
Actuated g/C Ratio	0.13	0.34		0.13	0.34	1.00		0.15		0.29	0.29	1.00
v/c Ratio	0.02	0.40		0.04	0.51	0.27		0.18		0.48	0.49	0.03
Control Delay	32.0	17.4		31.8	18.5	0.4		29.4		22.9	23.0	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	32.0	17.4		31.8	18.5	0.4		29.4		22.9	23.0	0.0
LOS	C	B		C	B	A		C		C	C	A
Approach Delay		17.5			11.3			29.4			21.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	2	63		3	84	0		15		68	70	0
Queue Length 95th (ft)	14	160		20	204	0		38		194	198	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	570	3394		279	3241	1599		410		947	950	1568
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.01	0.14		0.03	0.19	0.27		0.12		0.26	0.26	0.03

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 53.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 43.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Main Street & Riverside Street



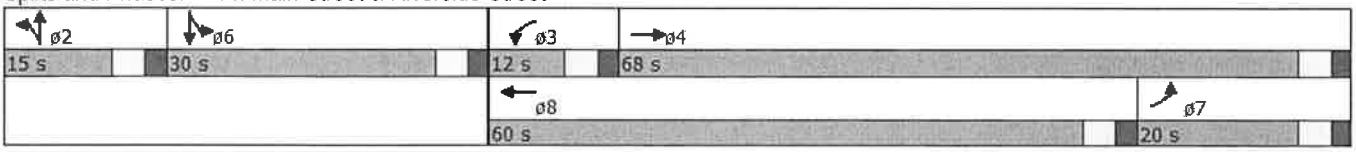
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	540	3	9	893	534	7	5	3	377	9	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Flt Permitted	0.950			0.950				0.978		0.950	0.954	
Satd. Flow (perm)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				192		5				192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.63	0.63	0.63	0.88	0.88	0.88
Heavy Vehicles (%)	8%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	147	584	0	10	981	587	0	24	0	218	220	133
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	68.0		12.0	60.0		15.0	15.0		30.0	30.0	
Total Split (%)	16.0%	54.4%		9.6%	48.0%		12.0%	12.0%		24.0%	24.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	13.1	49.4		6.5	32.6	83.2		7.1		17.2	17.2	83.2
Actuated g/C Ratio	0.16	0.59		0.08	0.39	1.00		0.09		0.21	0.21	1.00
v/c Ratio	0.56	0.27		0.07	0.69	0.37		0.15		0.62	0.63	0.08
Control Delay	48.0	10.9		48.7	25.3	0.7		41.3		42.6	42.6	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	48.0	10.9		48.7	25.3	0.7		41.3		42.6	42.6	0.1
LOS	D	B		D	C	A		D		D	D	A
Approach Delay		18.3			16.3			41.3			32.7	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	67	54		5	201	0		9		104	105	0
Queue Length 95th (ft)	#195	181		26	382	0		27		238	240	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	330	2827		166	2562	1599		242		558	561	1583
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.45	0.21		0.06	0.38	0.37		0.10		0.39	0.39	0.08

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 83.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 20.2 **Intersection LOS: C**
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Main Street & Riverside Street



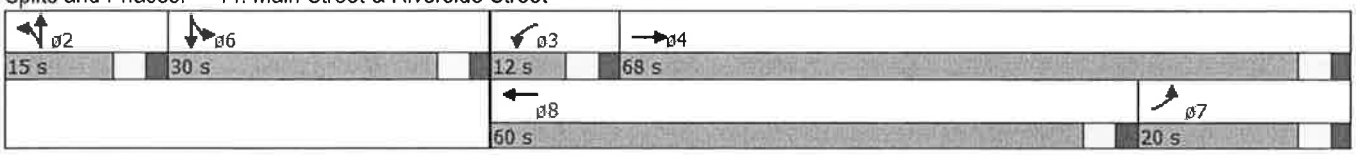
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	584	10	8	718	395	13	16	0	467	5	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Flt Permitted	0.950			0.950				0.978		0.950	0.953	
Satd. Flow (perm)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				192						192
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.58	0.58	0.58	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	147	626	0	9	772	425	0	50	0	243	248	147
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	68.0		12.0	60.0		15.0	15.0		30.0	30.0	
Total Split (%)	16.0%	54.4%		9.6%	48.0%		12.0%	12.0%		24.0%	24.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	12.8	42.7		6.5	26.3	80.6		8.1		18.2	18.2	80.6
Actuated g/C Ratio	0.16	0.53		0.08	0.33	1.00		0.10		0.23	0.23	1.00
v/c Ratio	0.54	0.33		0.06	0.66	0.27		0.27		0.63	0.64	0.09
Control Delay	45.1	14.0		45.4	28.3	0.4		44.8		39.5	39.9	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	45.1	14.0		45.4	28.3	0.4		44.8		39.5	39.9	0.1
LOS	D	B		D	C	A		D		D	D	A
Approach Delay		19.9			18.6			44.8			30.6	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	76	99		5	197	0		26		129	132	0
Queue Length 95th (ft)	163	203		22	295	0		44		244	249	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	349	2840		171	2552	1599		251		581	582	1568
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.42	0.22		0.05	0.30	0.27		0.20		0.42	0.43	0.09

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 80.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 14: Main Street & Riverside Street



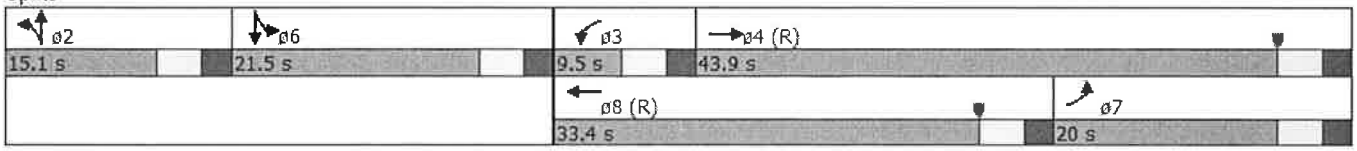
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	540	3	9	893	534	7	5	3	377	9	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Flt Permitted	0.950			0.950				0.978		0.950	0.954	
Satd. Flow (perm)	1671	3606	0	1805	3610	1599	0	1806	0	1698	1706	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				267		5				267
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.63	0.63	0.63	0.88	0.88	0.88
Heavy Vehicles (%)	8%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	2%
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	147	584	0	10	981	587	0	24	0	218	220	133
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	43.9		9.5	33.4		15.1	15.1		21.5	21.5	
Total Split (%)	22.2%	48.8%		10.6%	37.1%		16.8%	16.8%		23.9%	23.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	15.0	57.0		5.2	38.9	90.0		6.6		16.1	16.1	90.0
Actuated g/C Ratio	0.17	0.63		0.06	0.43	1.00		0.07		0.18	0.18	1.00
v/c Ratio	0.53	0.26		0.10	0.63	0.37		0.18		0.72	0.72	0.08
Control Delay	39.7	6.3		42.9	24.6	0.7		35.8		48.5	48.6	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	39.7	6.3		42.9	24.6	0.7		35.8		48.5	48.6	0.1
LOS	D	A		D	C	A		D		D	D	A
Approach Delay		13.0			15.8			35.8			37.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	83	28		6	202	0		10		122	124	0
Queue Length 95th (ft)	140	193		22	#381	0		23		194	195	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	278	2282		104	1558	1599		207		331	332	1583
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.53	0.26		0.10	0.63	0.37		0.12		0.66	0.66	0.08

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Main Street & Riverside Street



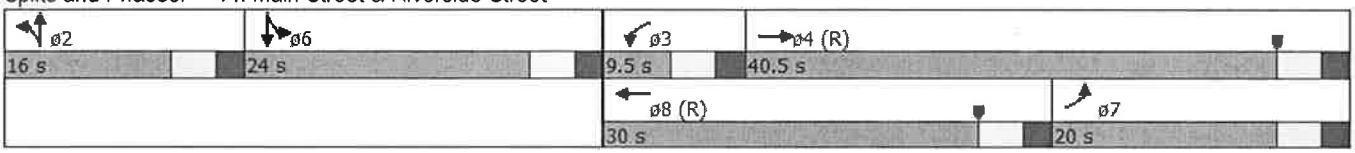
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	584	10	8	718	395	13	16	0	467	5	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		75	0		0	0		50
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Flt Permitted	0.950			0.950				0.978		0.950	0.953	
Satd. Flow (perm)	1719	3599	0	1805	3574	1599	0	1858	0	1715	1720	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				267						267
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		546			837			336			1456	
Travel Time (s)		12.4			19.0			7.6			33.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.58	0.58	0.58	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	3%
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	147	626	0	9	772	425	0	50	0	243	248	147
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						Free						Free
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	21.5		9.5	21.5		15.0	15.0		21.5	21.5	
Total Split (s)	20.0	40.5		9.5	30.0		16.0	16.0		24.0	24.0	
Total Split (%)	22.2%	45.0%		10.6%	33.3%		17.8%	17.8%		26.7%	26.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	15.0	52.3		5.2	34.2	90.0		7.9		17.4	17.4	90.0
Actuated g/C Ratio	0.17	0.58		0.06	0.38	1.00		0.09		0.19	0.19	1.00
v/c Ratio	0.51	0.30		0.09	0.57	0.27		0.31		0.73	0.75	0.09
Control Delay	44.6	16.9		42.6	26.6	0.4		42.8		47.4	48.3	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	44.6	16.9		42.6	26.6	0.4		42.8		47.4	48.3	0.1
LOS	D	B		D	C	A		D		D	D	A
Approach Delay		22.2			17.5			42.8			36.9	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	72	116		5	201	0		27		134	137	0
Queue Length 95th (ft)	125	192		20	281	0		38		218	223	0
Internal Link Dist (ft)		466			757			256			1376	
Turn Bay Length (ft)	150			100		75						50
Base Capacity (vph)	286	2091		104	1357	1599		227		372	373	1568
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.51	0.30		0.09	0.57	0.27		0.22		0.65	0.66	0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 59.8% **ICU Level of Service B**
Analysis Period (min) 15

Splits and Phases: 14: Main Street & Riverside Street



Westbrook Arterial and Rand Road at the I-95 Ramps

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	322	425	203	355	536	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1689	1719	1881	1770	1524
Flt Permitted			0.242		0.950	
Satd. Flow (perm)	1881	1689	438	1881	1770	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		310				160
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.93	0.93	0.79	0.79	0.87	0.87
Heavy Vehicles (%)	1%	2%	5%	1%	2%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	457	257	449	616	160
Turn Type	NA	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	35.0	35.0	20.0	55.0	35.0	20.0
Total Split (%)	38.9%	38.9%	22.2%	61.1%	38.9%	22.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	19.3	54.7	36.4	36.4	30.3	47.5
Actuated g/C Ratio	0.25	0.71	0.47	0.47	0.39	0.62
v/c Ratio	0.73	0.35	0.63	0.50	0.88	0.16
Control Delay	36.4	2.2	19.2	15.7	40.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	2.2	19.2	15.7	40.7	1.9
LOS	D	A	B	B	D	A
Approach Delay	16.9			17.0	32.7	
Approach LOS	B			B	C	
Queue Length 50th (ft)	152	18	72	139	266	0
Queue Length 95th (ft)	246	49	99	174	#547	23
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	742	1290	460	1236	698	1057

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.35	0.56	0.36	0.88	0.15

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 70.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: I-95 Ramps & Route 25

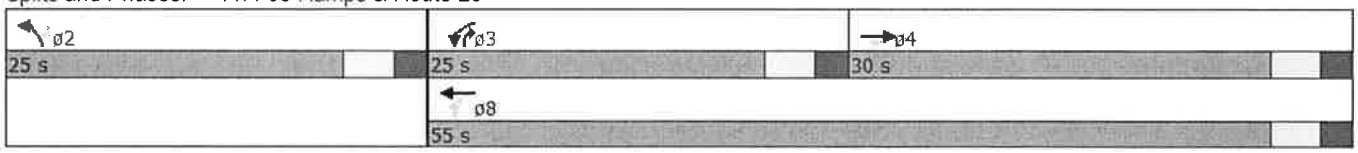
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	248	303	117	233	278	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1583	1787	1900	1770	1568
Flt Permitted			0.369		0.950	
Satd. Flow (perm)	1881	1583	694	1900	1770	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		374				117
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.81	0.81	0.92	0.92	0.84	0.84
Heavy Vehicles (%)	1%	2%	1%	0%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	374	127	253	331	117
Turn Type	NA	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	30.0	30.0	25.0	55.0	25.0	25.0
Total Split (%)	37.5%	37.5%	31.3%	68.8%	31.3%	31.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	16.1	16.1	25.6	25.6	16.0	29.4
Actuated g/C Ratio	0.31	0.31	0.49	0.49	0.30	0.56
v/c Ratio	0.53	0.50	0.25	0.27	0.62	0.13
Control Delay	20.4	4.8	8.4	8.5	23.9	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	4.8	8.4	8.5	23.9	2.5
LOS	C	A	A	A	C	A
Approach Delay	11.8			8.5	18.3	
Approach LOS	B			A	B	
Queue Length 50th (ft)	83	0	19	41	93	0
Queue Length 95th (ft)	143	33	45	84	186	19
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	986	1008	851	1681	742	1254
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.37	0.15	0.15	0.45	0.09

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 52.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: I-95 Ramps & Route 25



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	353	555	203	384	651	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1689	1719	1881	1770	1524
Flt Permitted			0.217		0.950	
Satd. Flow (perm)	1881	1689	393	1881	1770	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		295				160
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.93	0.93	0.79	0.79	0.87	0.87
Heavy Vehicles (%)	1%	2%	5%	1%	2%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	597	257	486	748	160
Turn Type	NA	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	35.0	35.0	20.0	55.0	35.0	20.0
Total Split (%)	38.9%	38.9%	22.2%	61.1%	38.9%	22.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.7	56.1	37.9	37.9	30.3	47.5
Actuated g/C Ratio	0.26	0.72	0.48	0.48	0.39	0.61
v/c Ratio	0.76	0.46	0.65	0.53	1.09	0.16
Control Delay	37.4	3.5	20.0	16.0	89.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	3.5	20.0	16.0	89.5	2.0
LOS	D	A	B	B	F	A
Approach Delay	16.7			17.4	74.1	
Approach LOS	B			B	E	
Queue Length 50th (ft)	170	42	72	155	~420	0
Queue Length 95th (ft)	273	92	98	191	#722	24
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	728	1293	446	1214	685	1040

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.46	0.58	0.40	1.09	0.15

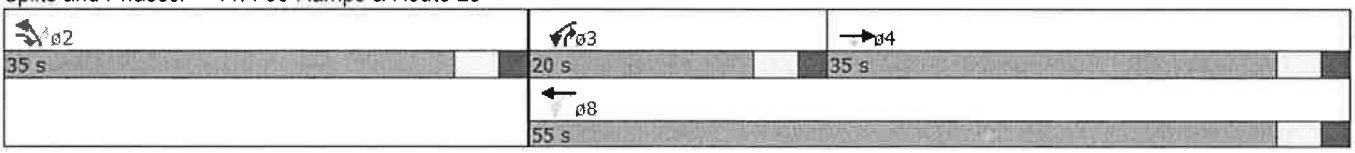
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: I-95 Ramps & Route 25



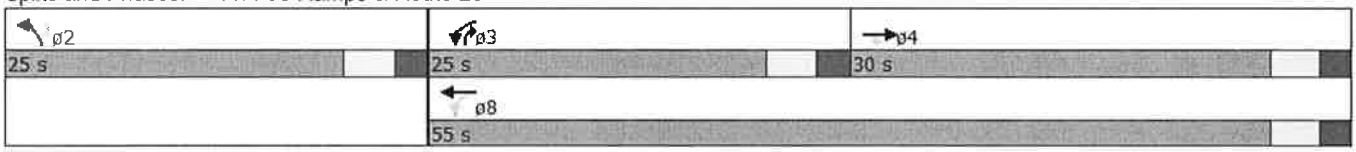
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	292	478	117	282	473	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1583	1787	1900	1770	1568
Flt Permitted			0.306		0.950	
Satd. Flow (perm)	1881	1583	576	1900	1770	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		590				117
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.81	0.81	0.92	0.92	0.84	0.84
Heavy Vehicles (%)	1%	2%	1%	0%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	590	127	307	563	117
Turn Type	NA	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	30.0	30.0	25.0	55.0	25.0	25.0
Total Split (%)	37.5%	37.5%	31.3%	68.8%	31.3%	31.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	19.3	19.3	32.1	32.1	20.2	33.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.32	0.53
v/c Ratio	0.62	0.66	0.28	0.31	0.98	0.13
Control Delay	23.4	5.7	9.1	9.4	60.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	5.7	9.1	9.4	60.3	2.6
LOS	C	A	A	A	E	A
Approach Delay	12.4			9.3	50.3	
Approach LOS	B			A	D	
Queue Length 50th (ft)	114	0	23	61	211	0
Queue Length 95th (ft)	170	35	45	102	#416	19
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	761	991	688	1537	573	1174
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.60	0.18	0.20	0.98	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 62.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 60.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: I-95 Ramps & Route 25



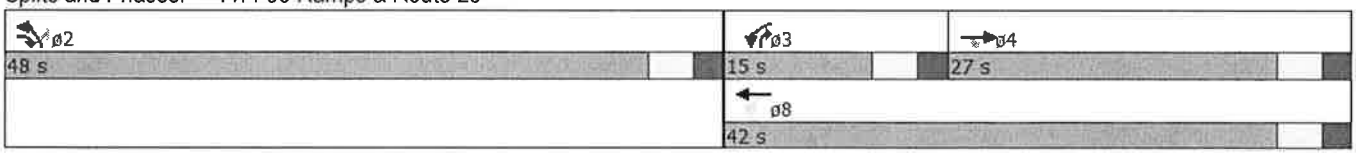
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	353	555	203	384	651	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1689	1719	1881	1770	1524
Flt Permitted			0.170		0.950	
Satd. Flow (perm)	1881	1689	308	1881	1770	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139				140
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.93	0.93	0.79	0.79	0.87	0.87
Heavy Vehicles (%)	1%	2%	5%	1%	2%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	597	257	486	748	160
Turn Type	NA	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	27.0	48.0	15.0	42.0	48.0	15.0
Total Split (%)	30.0%	53.3%	16.7%	46.7%	53.3%	16.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.0	64.0	35.2	35.2	39.0	54.2
Actuated g/C Ratio	0.24	0.76	0.42	0.42	0.46	0.64
v/c Ratio	0.85	0.45	0.86	0.62	0.91	0.16
Control Delay	51.0	3.8	48.7	24.3	39.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	3.8	48.7	24.3	39.0	1.9
LOS	D	A	D	C	D	A
Approach Delay	22.1			32.8	32.4	
Approach LOS	C			C	C	
Queue Length 50th (ft)	205	61	99	214	369	4
Queue Length 95th (ft)	#353	101	#175	264	#569	22
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	496	1400	298	836	914	1028

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.43	0.86	0.58	0.82	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 78.4% **ICU Level of Service D**
Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: I-95 Ramps & Route 25



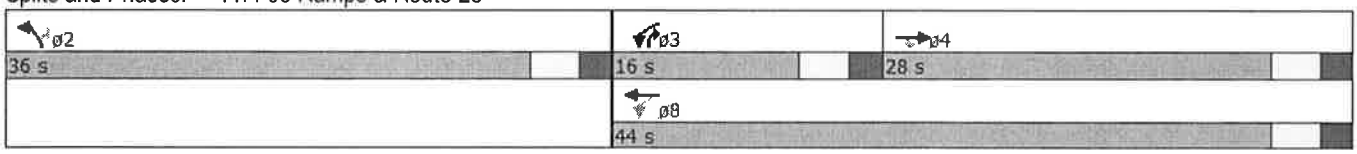
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Volume (vph)	292	478	117	282	473	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	325		150	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1881	1583	1787	1900	1770	1568
Flt Permitted			0.273		0.950	
Satd. Flow (perm)	1881	1583	514	1900	1770	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		590				117
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			802	506	
Travel Time (s)	10.3			18.2	11.5	
Peak Hour Factor	0.81	0.81	0.92	0.92	0.84	0.84
Heavy Vehicles (%)	1%	2%	1%	0%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	360	590	127	307	563	117
Turn Type	NA	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	9.0
Total Split (s)	28.0	28.0	16.0	44.0	36.0	16.0
Total Split (%)	35.0%	35.0%	20.0%	55.0%	45.0%	20.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	19.4	19.4	33.0	33.0	25.9	39.4
Actuated g/C Ratio	0.28	0.28	0.48	0.48	0.37	0.57
v/c Ratio	0.68	0.68	0.32	0.34	0.85	0.12
Control Delay	30.9	6.8	13.4	13.3	34.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	6.8	13.4	13.3	34.9	2.0
LOS	C	A	B	B	C	A
Approach Delay	15.9			13.3	29.3	
Approach LOS	B			B	C	
Queue Length 50th (ft)	146	0	32	86	232	0
Queue Length 95th (ft)	217	40	63	144	#346	16
Internal Link Dist (ft)	373			722	426	
Turn Bay Length (ft)		250	325		150	
Base Capacity (vph)	647	932	454	1109	821	1007
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.63	0.28	0.28	0.69	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 69.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.8 **Intersection LOS: B**
Intersection Capacity Utilization 60.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: I-95 Ramps & Route 25



Brighton Avenue at Rand Road and Cabot Street

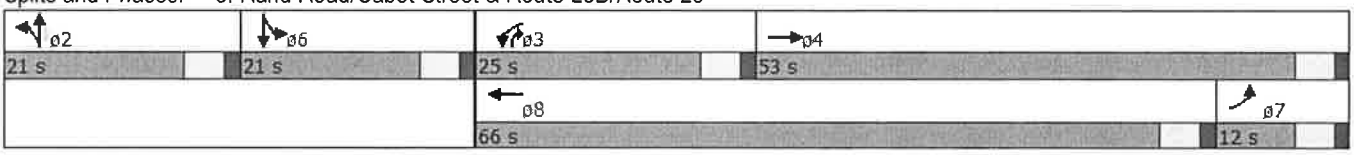
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	713	0	387	1164	32	73	3	419	18	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	13	12	16	12
Storage Length (ft)	85		0	275		0	0		100	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3574	0	3433	3596	0	0	1703	1669	0	2001	0
Flt Permitted	0.950			0.950				0.954			0.968	
Satd. Flow (perm)	1805	3574	0	3433	3596	0	0	1703	1669	0	2001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				281		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			670			753			328	
Travel Time (s)		8.8			15.2			17.1			7.5	
Peak Hour Factor	0.92	0.90	0.92	0.91	0.91	0.91	0.89	0.89	0.89	0.63	0.63	0.63
Heavy Vehicles (%)	0%	1%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	792	0	425	1314	0	0	85	471	0	44	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	7	4		3	8		2	2	3	6	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0	9.0	21.0	21.0	
Total Split (s)	12.0	53.0		25.0	66.0		21.0	21.0	25.0	21.0	21.0	
Total Split (%)	10.0%	44.2%		20.8%	55.0%		17.5%	17.5%	20.8%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead				Lead			
Lead-Lag Optimize?		Yes		Yes					Yes			
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	7.1	27.1		16.7	50.8			10.5	25.6		8.0	
Actuated g/C Ratio	0.10	0.37		0.23	0.69			0.14	0.35		0.11	
v/c Ratio	0.05	0.60		0.55	0.53			0.35	0.62		0.19	
Control Delay	44.4	23.0		33.3	11.3			41.4	10.5		33.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	44.4	23.0		33.3	11.3			41.4	10.5		33.8	
LOS	D	C		C	B			D	B		C	
Approach Delay		23.2			16.7			15.2			33.8	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	4	174		97	192			39	44		14	
Queue Length 95th (ft)	22	277		205	423			106	161		37	
Internal Link Dist (ft)		307			590			673			248	
Turn Bay Length (ft)	85			275					100			
Base Capacity (vph)	209	2431		1138	2885			451	909		540	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	108			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.33		0.37	0.47			0.19	0.52		0.08	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 73.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 61.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Rand Road/Cabot Street & Route 25B/Route 25



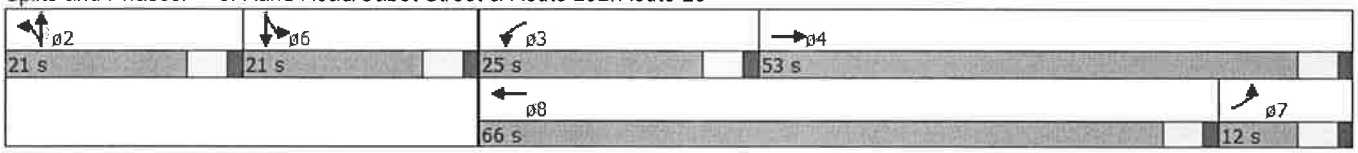
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	790	47	213	786	15	58	5	249	13	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	13	12	16	12
Storage Length (ft)	85		0	275		0	0		100	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3577	0	3502	3564	0	0	1756	1669	0	2032	0
Flt Permitted	0.950			0.950				0.956			0.972	
Satd. Flow (perm)	1805	3577	0	3502	3564	0	0	1756	1669	0	2032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2				274		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			670			753			328	
Travel Time (s)		8.8			15.2			17.1			7.5	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	951	0	232	870	0	0	69	274	0	33	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	12.0	53.0		25.0	66.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	10.0%	44.2%		20.8%	55.0%		17.5%	17.5%	17.5%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	7.5	27.6		11.1	41.4			9.3	9.3		7.1	
Actuated g/C Ratio	0.11	0.39		0.16	0.58			0.13	0.13		0.10	
v/c Ratio	0.01	0.68		0.42	0.42			0.30	0.60		0.16	
Control Delay	36.0	21.7		33.7	11.8			37.4	11.2		34.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	36.0	21.7		33.7	11.8			37.4	11.2		34.0	
LOS	D	C		C	B			D	B		C	
Approach Delay		21.7			16.4			16.4			34.0	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	0	188		51	101			30	0		11	
Queue Length 95th (ft)	6	311		109	286			82	72		34	
Internal Link Dist (ft)		307			590			673			248	
Turn Bay Length (ft)	85			275					100			
Base Capacity (vph)	225	2605		1089	2961			437	621		510	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.37		0.21	0.29			0.16	0.44		0.06	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 70.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 18.7 Intersection LOS: B
Intersection Capacity Utilization 54.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Rand Road/Cabot Street & Route 25B/Route 25



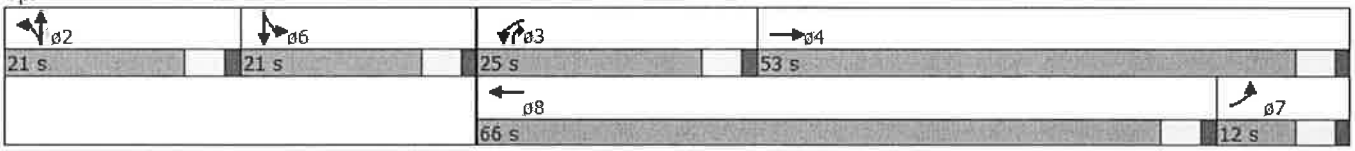
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	810	0	416	1250	32	73	3	450	18	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	13	12	16	12
Storage Length (ft)	85		0	275		0	0		100	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3574	0	3433	3596	0	0	1703	1669	0	2001	0
Flt Permitted	0.950			0.950				0.954			0.968	
Satd. Flow (perm)	1805	3574	0	3433	3596	0	0	1703	1669	0	2001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3				263		13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			670			753			328	
Travel Time (s)		8.8			15.2			17.1			7.5	
Peak Hour Factor	0.92	0.90	0.92	0.91	0.91	0.91	0.89	0.89	0.89	0.63	0.63	0.63
Heavy Vehicles (%)	0%	1%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	900	0	457	1409	0	0	85	506	0	44	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	7	4		3	8		2	2	3	6	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		2	2	3	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0	9.0	21.0	21.0	
Total Split (s)	12.0	53.0		25.0	66.0		21.0	21.0	25.0	21.0	21.0	
Total Split (%)	10.0%	44.2%		20.8%	55.0%		17.5%	17.5%	20.8%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead				Lead			
Lead-Lag Optimize?		Yes		Yes					Yes			
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	6.9	30.4		17.6	54.7			10.6	26.7		7.9	
Actuated g/C Ratio	0.09	0.39		0.23	0.70			0.14	0.34		0.10	
v/c Ratio	0.05	0.64		0.59	0.56			0.37	0.68		0.21	
Control Delay	46.0	23.9		35.4	11.6			43.5	14.0		35.1	
Queue Delay	0.0	0.0		0.0	0.1			0.0	0.0		0.0	
Total Delay	46.0	23.9		35.4	11.7			43.5	14.0		35.1	
LOS	D	C		D	B			D	B		D	
Approach Delay		24.1			17.5			18.2			35.1	
Approach LOS		C			B			B			D	
Queue Length 50th (ft)	4	215		114	217			43	67		16	
Queue Length 95th (ft)	22	325		221	472			106	200		37	
Internal Link Dist (ft)		307			590			673			248	
Turn Bay Length (ft)	85			275					100			
Base Capacity (vph)	193	2323		1051	2777			417	856		499	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	204			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.39		0.43	0.55			0.20	0.59		0.09	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 77.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Rand Road/Cabot Street & Route 25B/Route 25



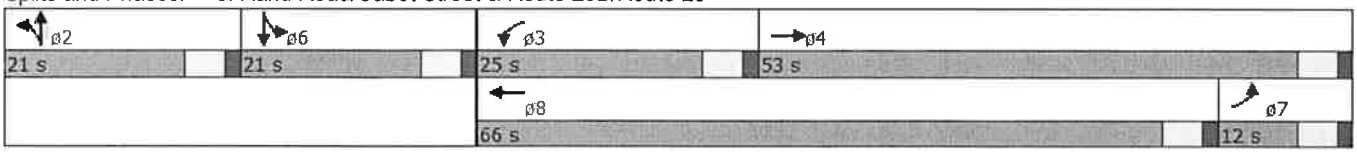
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	921	47	262	932	15	58	5	293	13	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	13	12	16	12
Storage Length (ft)	85		0	275		0	0		100	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3581	0	3502	3568	0	0	1756	1669	0	2032	0
Flt Permitted	0.950			0.950				0.956			0.972	
Satd. Flow (perm)	1805	3581	0	3502	3568	0	0	1756	1669	0	2032	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2				322		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		387			670			753			328	
Travel Time (s)		8.8			15.2			17.1			7.5	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	1100	0	285	1029	0	0	69	322	0	33	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	12.0	53.0		25.0	66.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	10.0%	44.2%		20.8%	55.0%		17.5%	17.5%	17.5%	17.5%	17.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	7.6	33.7		12.9	49.1			9.7	9.7		7.2	
Actuated g/C Ratio	0.10	0.43		0.16	0.62			0.12	0.12		0.09	
v/c Ratio	0.01	0.72		0.50	0.46			0.32	0.66		0.17	
Control Delay	41.0	23.0		37.3	11.8			42.2	12.3		38.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	41.0	23.0		37.3	11.8			42.2	12.3		38.1	
LOS	D	C		D	B			D	B		D	
Approach Delay		23.0			17.4			17.6			38.1	
Approach LOS		C			B			B			D	
Queue Length 50th (ft)	1	245		72	130			34	0		13	
Queue Length 95th (ft)	6	394		140	360			88	82		36	
Internal Link Dist (ft)		307			590			673			248	
Turn Bay Length (ft)	85			275					100			
Base Capacity (vph)	204	2390		973	2803			390	621		457	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.46		0.29	0.37			0.18	0.52		0.07	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 79.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Rand Road/Cabot Street & Route 25B/Route 25



Brighton Avenue at Capisic Street, Kent Street and Hillcrest Avenue

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBT	WBR	NBT	NBR	NBR2	SBL2	SBT
Lane Configurations		↕				↕		↕				↕
Volume (vph)	6	889	268	1	2	1116	20	0	3	1	8	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	14
Satd. Flow (prot)	0	3457	0	0	0	3564	0	1863	0	0	0	1868
Flt Permitted		0.946				0.953						0.922
Satd. Flow (perm)	0	3271	0	0	0	3397	0	1863	0	0	0	1742
Right Turn on Red				No			Yes			Yes		
Satd. Flow (RTOR)						2		109				25
Link Speed (mph)		30				30		30				30
Link Distance (ft)		670				949		342				398
Travel Time (s)		15.2				21.6		7.8				9.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.50	0.50	0.50	0.72	0.72
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1308	0	0	0	1224	0	8	0	0	0	50
Turn Type	Perm	NA			Perm	NA		NA			Perm	NA
Protected Phases		4				8		2				6
Permitted Phases	4				8						6	
Detector Phase	4	4			8	8		2			6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Minimum Split (s)	23.0	23.0			23.0	23.0		23.0			23.0	23.0
Total Split (s)	54.0	54.0			54.0	54.0		16.0			16.0	16.0
Total Split (%)	54.0%	54.0%			54.0%	54.0%		16.0%			16.0%	16.0%
Yellow Time (s)	3.5	3.5			3.5	3.5		3.5			3.5	3.5
All-Red Time (s)	3.5	3.5			3.5	3.5		3.5			3.5	3.5
Lost Time Adjust (s)		0.0				0.0		0.0				0.0
Total Lost Time (s)		7.0				7.0		7.0				7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None		None			None	None
Act Effct Green (s)		40.5				40.5		7.1				7.2
Actuated g/C Ratio		0.51				0.51		0.09				0.09
v/c Ratio		0.78				0.70		0.03				0.28
Control Delay		21.2				18.7		0.2				29.1
Queue Delay		0.0				0.0		0.0				0.0
Total Delay		21.2				18.7		0.2				29.1
LOS		C				B		A				C
Approach Delay		21.2				18.7		0.3				29.1
Approach LOS		C				B		A				C
Queue Length 50th (ft)		299				262		0				13
Queue Length 95th (ft)		452				403		0				37
Internal Link Dist (ft)		590				869		262				318
Turn Bay Length (ft)												
Base Capacity (vph)		2106				2188		325				236
Starvation Cap Reductn		0				0		0				0
Spillback Cap Reductn		0				0		0				0
Storage Cap Reductn		0				0		0				0

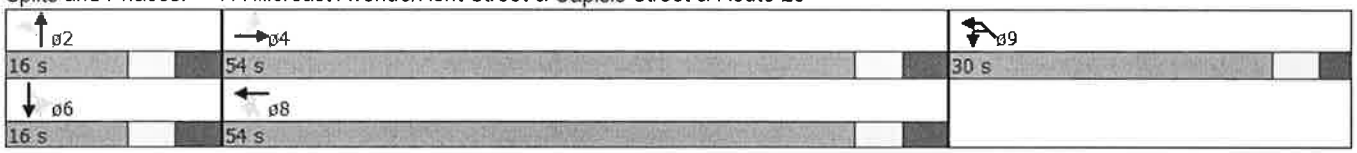
Lane Group	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations					
Volume (vph)	18	1	361	14	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12
Satd. Flow (prot)	0	0	3362	0	0
Flt Permitted			0.956		
Satd. Flow (perm)	0	0	3362	0	0
Right Turn on Red	Yes				No
Satd. Flow (RTOR)					
Link Speed (mph)			30		
Link Distance (ft)			881		
Travel Time (s)			20.0		
Peak Hour Factor	0.72	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	440	0	0
Turn Type		Split	NA		
Protected Phases		9	9		
Permitted Phases					
Detector Phase		9	9		
Switch Phase					
Minimum Initial (s)		4.0	4.0		
Minimum Split (s)		22.0	22.0		
Total Split (s)		30.0	30.0		
Total Split (%)		30.0%	30.0%		
Yellow Time (s)		3.5	3.5		
All-Red Time (s)		2.5	2.5		
Lost Time Adjust (s)			0.0		
Total Lost Time (s)			6.0		
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		None	None		
Act Effct Green (s)			16.7		
Actuated g/C Ratio			0.21		
v/c Ratio			0.62		
Control Delay			34.8		
Queue Delay			0.0		
Total Delay			34.8		
LOS			C		
Approach Delay			34.8		
Approach LOS			C		
Queue Length 50th (ft)			119		
Queue Length 95th (ft)			177		
Internal Link Dist (ft)			801		
Turn Bay Length (ft)					
Base Capacity (vph)			1105		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBT	WBR	NBT	NBR	NBR2	SBL2	SBT
Reduced v/c Ratio		0.62				0.56		0.02				0.21

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 78.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 74.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: Hillcreast Avenue/Kent Street & Capisis Street & Route 25



Lane Group	SBR	NWL2	NWL	NWR	NWR2
Reduced v/c Ratio			0.40		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	744	232	7	779	4	1	0	14	11	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Satd. Flow (prot)	0	3457	0	0	3606	0	0	2046	0	0	1877	0
Flt Permitted		0.946			0.943							
Satd. Flow (perm)	0	3271	0	0	3401	0	0	2153	0	0	1944	0
Right Turn on Red						Yes						Yes
Satd. Flow (RTOR)					1						109	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			949			342			398	
Travel Time (s)		15.2			21.6			7.8			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.25	0.25	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1081	0	0	940	0	0	4	0	0	56	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		6	6		
Detector Phase	4	4		8	8		2	2	6	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	
Total Split (s)	54.0	54.0		54.0	54.0		16.0	16.0	16.0	16.0	16.0	
Total Split (%)	54.0%	54.0%		54.0%	54.0%		16.0%	16.0%	16.0%	16.0%	16.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)		31.0			31.0			6.3			6.3	
Actuated g/C Ratio		0.49			0.49			0.10			0.10	
v/c Ratio		0.68			0.57			0.02			0.19	
Control Delay		15.9			13.9			35.0			2.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.9			13.9			35.0			2.6	
LOS		B			B			C			A	
Approach Delay		15.9			13.9			35.0			2.6	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		183			146			2			0	
Queue Length 95th (ft)		281			204			3			0	
Internal Link Dist (ft)		590			869			262			318	
Turn Bay Length (ft)												
Base Capacity (vph)		2490			2590			335			395	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

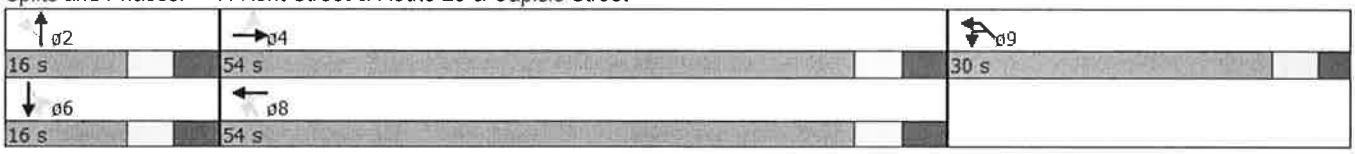
Lane Group	NWL2	NWL	NWR	NWR2
Lane Configurations				
Volume (vph)	1	213	11	5
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12
Satd. Flow (prot)	0	3341	0	0
Flt Permitted		0.956		
Satd. Flow (perm)	0	3341	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		30		
Link Distance (ft)		881		
Travel Time (s)		20.0		
Peak Hour Factor	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	0%	0%
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	277	0	0
Turn Type	Split	NA		
Protected Phases	9	9		
Permitted Phases				
Detector Phase	9	9		
Switch Phase				
Minimum Initial (s)	4.0	4.0		
Minimum Split (s)	22.0	22.0		
Total Split (s)	30.0	30.0		
Total Split (%)	30.0%	30.0%		
Yellow Time (s)	3.5	3.5		
All-Red Time (s)	2.5	2.5		
Lost Time Adjust (s)		0.0		
Total Lost Time (s)		6.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None		
Act Effct Green (s)		11.8		
Actuated g/C Ratio		0.19		
v/c Ratio		0.45		
Control Delay		29.1		
Queue Delay		0.0		
Total Delay		29.1		
LOS		C		
Approach Delay		29.1		
Approach LOS		C		
Queue Length 50th (ft)		54		
Queue Length 95th (ft)		100		
Internal Link Dist (ft)		801		
Turn Bay Length (ft)				
Base Capacity (vph)		1389		
Starvation Cap Reductn		0		
Spillback Cap Reductn		0		
Storage Cap Reductn		0		

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	SBR
Reduced v/c Ratio		0.43			0.36			0.01			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 63.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Kent Street & Route 25 & Capisic Street



Lane Group	NWL2	NWL	NWR	NWR2
Reduced v/c Ratio		0.20		

Intersection Summary

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBT	WBR	NBT	NBR	NBR2	SBL2	SBT
Lane Configurations		↕				↕		↕				↕
Volume (vph)	6	986	299	1	2	1202	20	0	3	1	8	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	14
Satd. Flow (prot)	0	3457	0	0	0	3564	0	1863	0	0	0	1868
Flt Permitted		0.946				0.953						0.922
Satd. Flow (perm)	0	3271	0	0	0	3397	0	1863	0	0	0	1742
Right Turn on Red				No			Yes			Yes		
Satd. Flow (RTOR)						2		109				25
Link Speed (mph)		30				30		30				30
Link Distance (ft)		670				949		342				398
Travel Time (s)		15.2				21.6		7.8				9.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.93	0.93	0.93	0.50	0.50	0.50	0.72	0.72
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1452	0	0	0	1316	0	8	0	0	0	50
Turn Type	Perm	NA			Perm	NA		NA			Perm	NA
Protected Phases		4				8		2				6
Permitted Phases	4				8						6	
Detector Phase	4	4			8	8		2			6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0		4.0			4.0	4.0
Minimum Split (s)	23.0	23.0			23.0	23.0		23.0			23.0	23.0
Total Split (s)	54.0	54.0			54.0	54.0		16.0			16.0	16.0
Total Split (%)	54.0%	54.0%			54.0%	54.0%		16.0%			16.0%	16.0%
Yellow Time (s)	3.5	3.5			3.5	3.5		3.5			3.5	3.5
All-Red Time (s)	3.5	3.5			3.5	3.5		3.5			3.5	3.5
Lost Time Adjust (s)		0.0				0.0		0.0				0.0
Total Lost Time (s)		7.0				7.0		7.0				7.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None			None	None		None			None	None
Act Effct Green (s)		44.4				44.4		7.0				7.0
Actuated g/C Ratio		0.53				0.53		0.08				0.08
v/c Ratio		0.84				0.73		0.03				0.30
Control Delay		24.4				20.0		0.2				29.9
Queue Delay		0.0				0.0		0.0				0.0
Total Delay		24.4				20.0		0.2				29.9
LOS		C				C		A				C
Approach Delay		24.4				20.0		0.3				29.9
Approach LOS		C				C		A				C
Queue Length 50th (ft)		368				302		0				14
Queue Length 95th (ft)		#601				463		0				37
Internal Link Dist (ft)		590				869		262				318
Turn Bay Length (ft)												
Base Capacity (vph)		1924				1999		306				218
Starvation Cap Reductn		0				0		0				0
Spillback Cap Reductn		0				0		0				0
Storage Cap Reductn		0				0		0				0

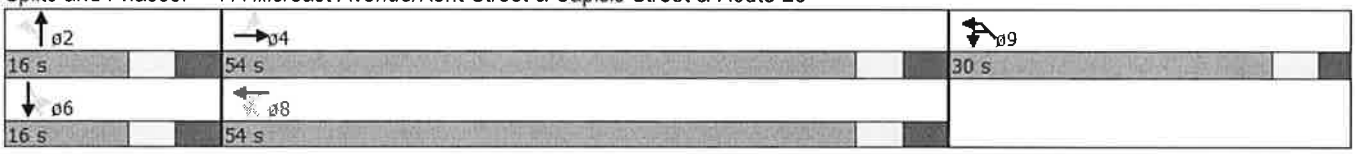
Lane Group	SBR	NWL2	NWL	NWR	NWR2
Lane Configurations					
Volume (vph)	18	1	390	14	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12
Satd. Flow (prot)	0	0	3365	0	0
Flt Permitted			0.956		
Satd. Flow (perm)	0	0	3365	0	0
Right Turn on Red	Yes				No
Satd. Flow (RTOR)					
Link Speed (mph)			30		
Link Distance (ft)			881		
Travel Time (s)			20.0		
Peak Hour Factor	0.72	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	472	0	0
Turn Type		Split	NA		
Protected Phases		9	9		
Permitted Phases					
Detector Phase		9	9		
Switch Phase					
Minimum Initial (s)		4.0	4.0		
Minimum Split (s)		22.0	22.0		
Total Split (s)		30.0	30.0		
Total Split (%)		30.0%	30.0%		
Yellow Time (s)		3.5	3.5		
All-Red Time (s)		2.5	2.5		
Lost Time Adjust (s)			0.0		
Total Lost Time (s)			6.0		
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode		None	None		
Act Effct Green (s)			17.8		
Actuated g/C Ratio			0.21		
v/c Ratio			0.66		
Control Delay			36.7		
Queue Delay			0.0		
Total Delay			36.7		
LOS			D		
Approach Delay			36.7		
Approach LOS			D		
Queue Length 50th (ft)			132		
Queue Length 95th (ft)			189		
Internal Link Dist (ft)			801		
Turn Bay Length (ft)					
Base Capacity (vph)			1010		
Starvation Cap Reductn			0		
Spillback Cap Reductn			0		
Storage Cap Reductn			0		

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBT	WBR	NBT	NBR	NBR2	SBL2	SBT
Reduced v/c Ratio		0.75				0.66		0.03				0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 83.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 78.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Hillcreast Avenue/Kent Street & Capisis Street & Route 25



Lane Group	SBR	NWL2	NWL	NWR	NWR2
Reduced v/c Ratio			0.47		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	7	875	276	7	925	4	1	0	14	11	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Satd. Flow (prot)	0	3454	0	0	3606	0	0	2046	0	0	1877	0
Flt Permitted		0.946			0.942							
Satd. Flow (perm)	0	3267	0	0	3397	0	0	2153	0	0	1944	0
Right Turn on Red						Yes						Yes
Satd. Flow (RTOR)					1						109	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		670			949			342			398	
Travel Time (s)		15.2			21.6			7.8			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.25	0.25	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1273	0	0	1114	0	0	4	0	0	56	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		6	6		
Detector Phase	4	4		8	8		2	2	6	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	
Total Split (s)	54.0	54.0		54.0	54.0		16.0	16.0	16.0	16.0	16.0	
Total Split (%)	54.0%	54.0%		54.0%	54.0%		16.0%	16.0%	16.0%	16.0%	16.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)		38.2			38.2			6.2			6.2	
Actuated g/C Ratio		0.53			0.53			0.09			0.09	
v/c Ratio		0.74			0.62			0.02			0.21	
Control Delay		17.6			14.9			39.0			2.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.6			14.9			39.0			2.8	
LOS		B			B			D			A	
Approach Delay		17.6			14.9			39.0			2.8	
Approach LOS		B			B			D			A	
Queue Length 50th (ft)		256			203			2			0	
Queue Length 95th (ft)		381			270			3			0	
Internal Link Dist (ft)		590			869			262			318	
Turn Bay Length (ft)												
Base Capacity (vph)		2240			2329			289			355	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

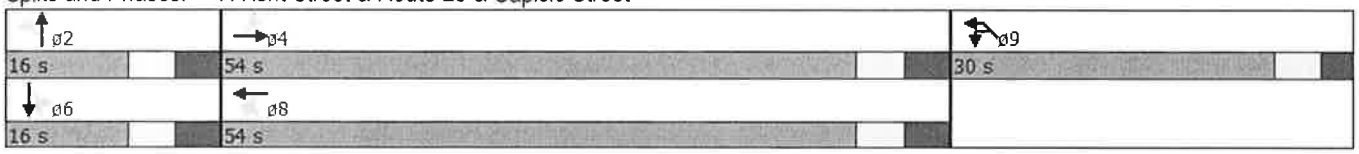
Lane Group	NWL2	NWL	NWR	NWR2
Lane Configurations				
Volume (vph)	1	262	11	5
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12
Satd. Flow (prot)	0	3344	0	0
Flt Permitted		0.955		
Satd. Flow (perm)	0	3344	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		30		
Link Distance (ft)		881		
Travel Time (s)		20.0		
Peak Hour Factor	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	0%	0%
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	336	0	0
Turn Type	Split	NA		
Protected Phases	9	9		
Permitted Phases				
Detector Phase	9	9		
Switch Phase				
Minimum Initial (s)	4.0	4.0		
Minimum Split (s)	22.0	22.0		
Total Split (s)	30.0	30.0		
Total Split (%)	30.0%	30.0%		
Yellow Time (s)	3.5	3.5		
All-Red Time (s)	2.5	2.5		
Lost Time Adjust (s)		0.0		
Total Lost Time (s)		6.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None		
Act Effct Green (s)		13.7		
Actuated g/C Ratio		0.19		
v/c Ratio		0.53		
Control Delay		32.9		
Queue Delay		0.0		
Total Delay		32.9		
LOS		C		
Approach Delay		32.9		
Approach LOS		C		
Queue Length 50th (ft)		80		
Queue Length 95th (ft)		121		
Internal Link Dist (ft)		801		
Turn Bay Length (ft)				
Base Capacity (vph)		1197		
Starvation Cap Reductn		0		
Spillback Cap Reductn		0		
Storage Cap Reductn		0		

Lane Group	EBL	EBT	EBR	WBL2	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	SBR
Reduced v/c Ratio		0.57			0.48			0.01			0.16	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 72.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Kent Street & Route 25 & Capisic Street



Lane Group	NWL2	NWL	NWR	NWR2
Reduced v/c Ratio		0.28		

Intersection Summary

Brighton Avenue at Columbia Road and Colonial Road

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	18	237	571	42	18	765	14	6	35	57	19	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	12	12	16	12	12
Satd. Flow (prot)	0	1805	3541	0	0	3472	0	0	0	2025	0	0
Flt Permitted		0.111				0.926				0.853		
Satd. Flow (perm)	0	211	3541	0	0	3219	0	0	0	1749	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			7			1				8		
Link Speed (mph)			30			30				30		
Link Distance (ft)			949			615				249		
Travel Time (s)			21.6			14.0				5.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	667	0	0	893	0	0	0	208	0	0
Turn Type	pm+pt	pm+pt	NA		Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4			8				2			
Detector Phase	7	7	4		8	8			2	2		
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0	4.0		
Minimum Split (s)	10.0	10.0	22.0		22.0	22.0			22.0	22.0		
Total Split (s)	26.0	26.0	73.0		47.0	47.0			26.0	26.0		
Total Split (%)	17.9%	17.9%	50.3%		32.4%	32.4%			17.9%	17.9%		
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5	3.5		
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			2.5	2.5		
Lost Time Adjust (s)		0.0	0.0			0.0				0.0		
Total Lost Time (s)		6.0	6.0			6.0				6.0		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Recall Mode	None	None	None		None	None			None	None		
Act Effct Green (s)		66.2	66.2			40.2				18.5		
Actuated g/C Ratio		0.54	0.54			0.33				0.15		
v/c Ratio		0.74	0.35			0.84				0.77		
Control Delay		38.8	17.3			47.4				67.9		
Queue Delay		0.0	0.0			0.0				0.0		
Total Delay		38.8	17.3			47.4				67.9		
LOS		D	B			D				E		
Approach Delay			23.6			47.4				67.9		
Approach LOS			C			D				E		
Queue Length 50th (ft)		135	142			333				149		
Queue Length 95th (ft)		#336	252			#560				200		
Internal Link Dist (ft)			869			535				169		
Turn Bay Length (ft)												
Base Capacity (vph)		377	1957			1087				294		
Starvation Cap Reductn		0	0			0				0		
Spillback Cap Reductn		0	0			0				0		
Storage Cap Reductn		0	0			0				0		

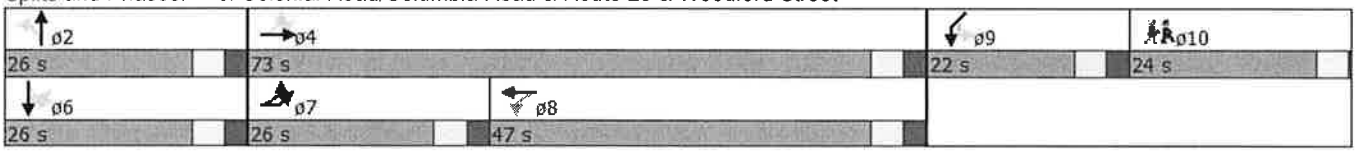
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Lane Configurations									
Volume (vph)	7	15	20	37	22	34	359	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	16	12	12	12	12	12	
Satd. Flow (prot)	0	0	1989	0	0	3184	0	0	
Flt Permitted			0.708			0.993			
Satd. Flow (perm)	0	0	1429	0	0	3184	0	0	
Right Turn on Red				Yes				Yes	
Satd. Flow (RTOR)			25			143			
Link Speed (mph)			30			30			
Link Distance (ft)			587			697			
Travel Time (s)			13.3			15.8			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	109	0	0	458	0	0	
Turn Type	Perm	Perm	NA		Perm	NA			
Protected Phases			6			9			10
Permitted Phases	6	6			9				
Detector Phase	6	6	6		9	9			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			20.0
Total Split (s)	26.0	26.0	26.0		22.0	22.0			24.0
Total Split (%)	17.9%	17.9%	17.9%		15.2%	15.2%			17%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			0.5
Lost Time Adjust (s)			0.0			0.0			
Total Lost Time (s)			6.0			6.0			
Lead/Lag					Lead	Lead			Lag
Lead-Lag Optimize?					Yes	Yes			Yes
Recall Mode	None	None	None		None	None			None
Act Effct Green (s)			18.5			15.9			
Actuated g/C Ratio			0.15			0.13			
v/c Ratio			0.46			1.17dr			
Control Delay			44.6			51.9			
Queue Delay			0.0			0.0			
Total Delay			44.6			51.9			
LOS			D			D			
Approach Delay			44.6			51.9			
Approach LOS			D			D			
Queue Length 50th (ft)			59			126			
Queue Length 95th (ft)			104			#258			
Internal Link Dist (ft)			507			617			
Turn Bay Length (ft)									
Base Capacity (vph)			256			543			
Starvation Cap Reductn			0			0			
Spillback Cap Reductn			0			0			
Storage Cap Reductn			0			0			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Reduced v/c Ratio		0.74	0.34			0.82				0.71		

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 122.2
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 41.1 **Intersection LOS: D**
Intersection Capacity Utilization 82.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Colonial Road/Columbia Road & Route 25 & Woodford Street



Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Reduced v/c Ratio			0.43			0.84			

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	13	212	477	28	18	464	14	4	27	20	17	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	12	12	16	12	12
Satd. Flow (prot)	0	1805	3548	0	0	3433	0	0	0	1990	0	0
Flt Permitted		0.235				0.918				0.880		
Satd. Flow (perm)	0	446	3548	0	0	3158	0	0	0	1777	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			6							10		
Link Speed (mph)			30			30				30		
Link Distance (ft)			949			615				249		
Travel Time (s)			21.6			14.0				5.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	548	0	0	556	0	0	0	103	0	0
Turn Type	pm+pt	pm+pt	NA		Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4			8				2			
Detector Phase	7	7	4		8	8			2	2		
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0	4.0		
Minimum Split (s)	10.0	10.0	22.0		22.0	22.0			22.0	22.0		
Total Split (s)	31.0	31.0	77.0		46.0	46.0			22.0	22.0		
Total Split (%)	21.4%	21.4%	53.1%		31.7%	31.7%			15.2%	15.2%		
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5	3.5		
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			2.5	2.5		
Lost Time Adjust (s)		0.0	0.0			0.0				0.0		
Total Lost Time (s)		6.0	6.0			6.0				6.0		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Recall Mode	None	None	None		None	None			None	None		
Act Effct Green (s)		47.5	47.5			22.7				11.0		
Actuated g/C Ratio		0.52	0.52			0.25				0.12		
v/c Ratio		0.49	0.30			0.71				0.47		
Control Delay		17.4	14.0			39.0				47.4		
Queue Delay		0.0	0.0			0.0				0.0		
Total Delay		17.4	14.0			39.0				47.4		
LOS		B	B			D				D		
Approach Delay			15.0			39.0				47.4		
Approach LOS			B			D				D		
Queue Length 50th (ft)		67	79			143				47		
Queue Length 95th (ft)		185	191			300				132		
Internal Link Dist (ft)			869			535				169		
Turn Bay Length (ft)												
Base Capacity (vph)		628	2845			1478				340		
Starvation Cap Reductn		0	0			0				0		
Spillback Cap Reductn		0	0			0				0		
Storage Cap Reductn		0	0			0				0		

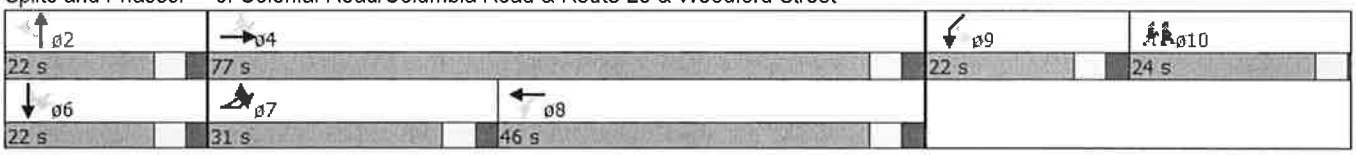
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Lane Configurations									
Volume (vph)	5	12	29	31	4	14	228	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	16	12	12	12	12	12	
Satd. Flow (prot)	0	0	2015	0	0	3133	0	0	
Flt Permitted			0.906			0.996			
Satd. Flow (perm)	0	0	1846	0	0	3133	0	0	
Right Turn on Red				Yes				Yes	
Satd. Flow (RTOR)			19			143			
Link Speed (mph)			30			30			
Link Distance (ft)			587			697			
Travel Time (s)			13.3			15.8			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.77	0.77	0.77	0.77	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	92	0	0	327	0	0	
Turn Type	Perm	Perm	NA		Perm	NA			
Protected Phases			6			9			10
Permitted Phases	6	6			9				
Detector Phase	6	6	6		9	9			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			20.0
Total Split (s)	22.0	22.0	22.0		22.0	22.0			24.0
Total Split (%)	15.2%	15.2%	15.2%		15.2%	15.2%			17%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			0.5
Lost Time Adjust (s)			0.0			0.0			
Total Lost Time (s)			6.0			6.0			
Lead/Lag					Lead	Lead			Lag
Lead-Lag Optimize?					Yes	Yes			Yes
Recall Mode	None	None	None		None	None			None
Act Effct Green (s)			11.0			11.3			
Actuated g/C Ratio			0.12			0.12			
v/c Ratio			0.39			0.93dr			
Control Delay			41.3			30.1			
Queue Delay			0.0			0.0			
Total Delay			41.3			30.1			
LOS			D			C			
Approach Delay			41.3			30.1			
Approach LOS			D			C			
Queue Length 50th (ft)			37			48			
Queue Length 95th (ft)			108			102			
Internal Link Dist (ft)			507			617			
Turn Bay Length (ft)									
Base Capacity (vph)			361			702			
Starvation Cap Reductn			0			0			
Spillback Cap Reductn			0			0			
Storage Cap Reductn			0			0			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Reduced v/c Ratio		0.39	0.19			0.38				0.30		

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 91.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Colonial Road/Columbia Road & Route 25 & Woodford Street



Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Reduced v/c Ratio			0.25			0.47			

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	18	288	610	42	18	799	14	6	35	57	19	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	12	12	16	12	12
Satd. Flow (prot)	0	1805	3541	0	0	3472	0	0	0	2025	0	0
Flt Permitted		0.099				0.925				0.851		
Satd. Flow (perm)	0	188	3541	0	0	3215	0	0	0	1745	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			6			1				8		
Link Speed (mph)			30			30				30		
Link Distance (ft)			949			615				249		
Travel Time (s)			21.6			14.0				5.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.69	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	333	709	0	0	931	0	0	0	208	0	0
Turn Type	pm+pt	pm+pt	NA		Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4			8				2			
Detector Phase	7	7	4		8	8			2	2		
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0	4.0		
Minimum Split (s)	10.0	10.0	22.0		22.0	22.0			22.0	22.0		
Total Split (s)	26.0	26.0	73.0		47.0	47.0			26.0	26.0		
Total Split (%)	17.9%	17.9%	50.3%		32.4%	32.4%			17.9%	17.9%		
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5	3.5		
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			2.5	2.5		
Lost Time Adjust (s)		0.0	0.0			0.0				0.0		
Total Lost Time (s)		6.0	6.0			6.0				6.0		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Recall Mode	None	None	None		None	None			None	None		
Act Effct Green (s)		67.3	67.3			41.2				18.5		
Actuated g/C Ratio		0.54	0.54			0.33				0.15		
v/c Ratio		0.91	0.37			0.87				0.78		
Control Delay		61.8	17.5			49.1				68.9		
Queue Delay		0.0	0.0			0.0				0.0		
Total Delay		61.8	17.5			49.1				68.9		
LOS		E	B			D				E		
Approach Delay			31.7			49.1				68.9		
Approach LOS			C			D				E		
Queue Length 50th (ft)		194	154			354				149		
Queue Length 95th (ft)		#470	270			#602				200		
Internal Link Dist (ft)			869			535				169		
Turn Bay Length (ft)												
Base Capacity (vph)		365	1932			1072				290		
Starvation Cap Reductn		0	0			0				0		
Spillback Cap Reductn		0	0			0				0		
Storage Cap Reductn		0	0			0				0		

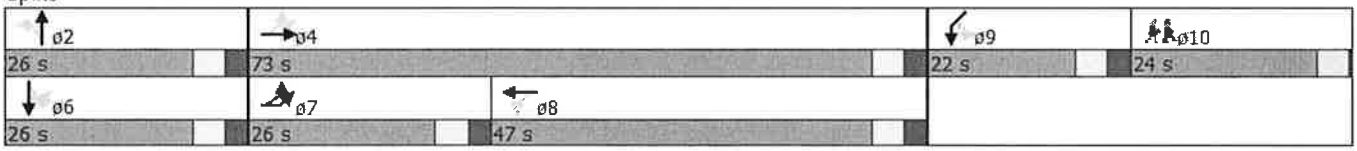
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Lane Configurations									
Volume (vph)	7	15	20	37	22	34	405	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	16	12	12	12	12	12	
Satd. Flow (prot)	0	0	1989	0	0	3180	0	0	
Flt Permitted			0.704			0.994			
Satd. Flow (perm)	0	0	1420	0	0	3180	0	0	
Right Turn on Red				Yes				Yes	
Satd. Flow (RTOR)			25			143			
Link Speed (mph)			30			30			
Link Distance (ft)			587			697			
Travel Time (s)			13.3			15.8			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	109	0	0	508	0	0	
Turn Type	Perm	Perm	NA		Perm	NA			
Protected Phases			6			9			10
Permitted Phases	6	6			9				
Detector Phase	6	6	6		9	9			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			20.0
Total Split (s)	26.0	26.0	26.0		22.0	22.0			24.0
Total Split (%)	17.9%	17.9%	17.9%		15.2%	15.2%			17%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			0.5
Lost Time Adjust (s)			0.0			0.0			
Total Lost Time (s)			6.0			6.0			
Lead/Lag					Lead	Lead			Lag
Lead-Lag Optimize?					Yes	Yes			Yes
Recall Mode	None	None	None		None	None			None
Act Effct Green (s)			18.5			16.1			
Actuated g/C Ratio			0.15			0.13			
v/c Ratio			0.47			1.32dr			
Control Delay			44.9			65.8			
Queue Delay			0.0			0.0			
Total Delay			44.9			65.8			
LOS			D			E			
Approach Delay			44.9			65.8			
Approach LOS			D			E			
Queue Length 50th (ft)			59			150			
Queue Length 95th (ft)			104			#312			
Internal Link Dist (ft)			507			617			
Turn Bay Length (ft)									
Base Capacity (vph)			251			538			
Starvation Cap Reductn			0			0			
Spillback Cap Reductn			0			0			
Storage Cap Reductn			0			0			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Reduced v/c Ratio		0.91	0.37			0.87				0.72		

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 123.5
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 47.0 Intersection LOS: D
Intersection Capacity Utilization 86.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Colonial Road/Columbia Road & Route 25 & Woodford Street



Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Reduced v/c Ratio			0.43			0.94			

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Volume (vph)	13	282	529	28	18	522	14	4	27	20	17	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	12	12	16	12	12
Satd. Flow (prot)	0	1805	3551	0	0	3433	0	0	0	1990	0	0
Flt Permitted		0.193				0.918				0.860		
Satd. Flow (perm)	0	367	3551	0	0	3158	0	0	0	1737	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			5							10		
Link Speed (mph)			30			30				30		
Link Distance (ft)			949			615				249		
Travel Time (s)			21.6			14.0				5.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	605	0	0	620	0	0	0	103	0	0
Turn Type	pm+pt	pm+pt	NA		Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4			8				2			
Detector Phase	7	7	4		8	8			2	2		
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0	4.0		
Minimum Split (s)	10.0	10.0	22.0		22.0	22.0			22.0	22.0		
Total Split (s)	31.0	31.0	77.0		46.0	46.0			22.0	22.0		
Total Split (%)	21.4%	21.4%	53.1%		31.7%	31.7%			15.2%	15.2%		
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5	3.5		
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			2.5	2.5		
Lost Time Adjust (s)		0.0	0.0			0.0				0.0		
Total Lost Time (s)		6.0	6.0			6.0				6.0		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Recall Mode	None	None	None		None	None			None	None		
Act Effct Green (s)		54.7	54.7			26.3				11.3		
Actuated g/C Ratio		0.53	0.53			0.26				0.11		
v/c Ratio		0.64	0.32			0.77				0.52		
Control Delay		22.9	14.8			43.8				53.4		
Queue Delay		0.0	0.0			0.0				0.0		
Total Delay		22.9	14.8			43.8				53.4		
LOS		C	B			D				D		
Approach Delay			17.6			43.8				53.4		
Approach LOS			B			D				D		
Queue Length 50th (ft)		106	103			197				57		
Queue Length 95th (ft)		269	212			338				135		
Internal Link Dist (ft)			869			535				169		
Turn Bay Length (ft)												
Base Capacity (vph)		561	2572			1287				291		
Starvation Cap Reductn		0	0			0				0		
Spillback Cap Reductn		0	0			0				0		
Storage Cap Reductn		0	0			0				0		

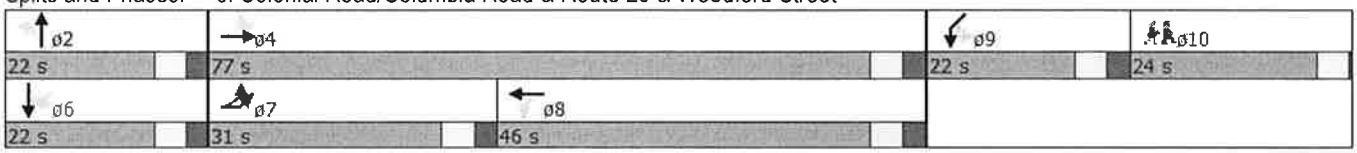
Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Lane Configurations									
Volume (vph)	5	12	29	31	4	14	306	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	16	12	12	12	12	12	
Satd. Flow (prot)	0	0	2015	0	0	3124	0	0	
Flt Permitted			0.887			0.997			
Satd. Flow (perm)	0	0	1807	0	0	3124	0	0	
Right Turn on Red				Yes				Yes	
Satd. Flow (RTOR)			19			143			
Link Speed (mph)			30			30			
Link Distance (ft)			587			697			
Travel Time (s)			13.3			15.8			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.77	0.77	0.77	0.77	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	92	0	0	428	0	0	
Turn Type	Perm	Perm	NA		Perm	NA			
Protected Phases			6			9			10
Permitted Phases	6	6			9				
Detector Phase	6	6	6		9	9			
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			20.0
Total Split (s)	22.0	22.0	22.0		22.0	22.0			24.0
Total Split (%)	15.2%	15.2%	15.2%		15.2%	15.2%			17%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	2.5	2.5	2.5		2.5	2.5			0.5
Lost Time Adjust (s)			0.0			0.0			
Total Lost Time (s)			6.0			6.0			
Lead/Lag					Lead	Lead			Lag
Lead-Lag Optimize?					Yes	Yes			Yes
Recall Mode	None	None	None		None	None			None
Act Effct Green (s)			11.3			15.0			
Actuated g/C Ratio			0.11			0.15			
v/c Ratio			0.43			1.13dr			
Control Delay			45.8			38.6			
Queue Delay			0.0			0.0			
Total Delay			45.8			38.6			
LOS			D			D			
Approach Delay			45.8			38.6			
Approach LOS			D			D			
Queue Length 50th (ft)			44			90			
Queue Length 95th (ft)			110			155			
Internal Link Dist (ft)			507			617			
Turn Bay Length (ft)									
Base Capacity (vph)			310			629			
Starvation Cap Reductn			0			0			
Spillback Cap Reductn			0			0			
Storage Cap Reductn			0			0			

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Reduced v/c Ratio		0.57	0.24			0.48				0.35		

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 102.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Colonial Road/Columbia Road & Route 25 & Woodford Street



Lane Group	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2	ø10
Reduced v/c Ratio			0.30			0.68			

Intersection Summary

Brighton Avenue at Steven Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	547	54	91	721	113	117	404	73	139	314	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1795	0	1745	1785	0	1805	1838	0	1745	1865	0
Flt Permitted	0.083			0.119			0.550			0.125		
Satd. Flow (perm)	152	1795	0	219	1785	0	1045	1838	0	230	1865	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					9						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	699	0	101	927	0	126	512	0	146	352	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	13.0	53.0		13.0	53.0		32.0	32.0		12.0	44.0	
Total Split (%)	11.8%	48.2%		11.8%	48.2%		29.1%	29.1%		10.9%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	52.7	47.2		54.8	50.2		27.1	27.1		39.1	39.1	
Actuated g/C Ratio	0.50	0.44		0.52	0.47		0.25	0.25		0.37	0.37	
v/c Ratio	0.23	0.88		0.46	1.10		0.48	1.10		0.79	0.51	
Control Delay	14.8	41.9		18.9	89.5		42.0	109.0		56.9	30.1	
Queue Delay	0.0	3.3		0.0	0.0		0.0	0.0		0.0	3.3	
Total Delay	14.8	45.2		18.9	89.5		42.0	109.0		56.9	33.4	
LOS	B	D		B	F		D	F		E	C	
Approach Delay		43.6			82.5			95.8			40.3	
Approach LOS		D			F			F			D	
Queue Length 50th (ft)	13	445		32	~771		77	~422		72	194	
Queue Length 95th (ft)	27	#624		58	#1037		140	#630		#164	287	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	196	811		228	846		265	467		184	687	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	55		0	0		0	0		0	237	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.92		0.44	1.10		0.48	1.10		0.79	0.78	

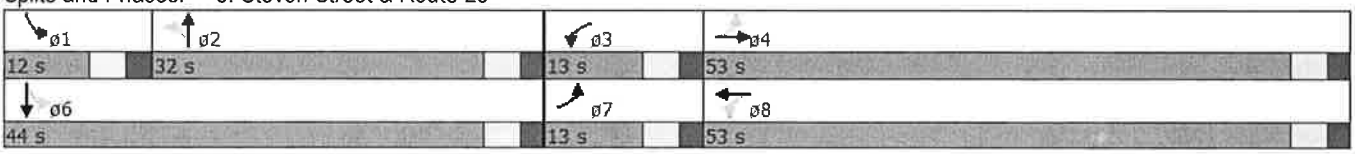
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 106.4
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 68.3 Intersection LOS: E
Intersection Capacity Utilization 98.2% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Steven Street & Route 25



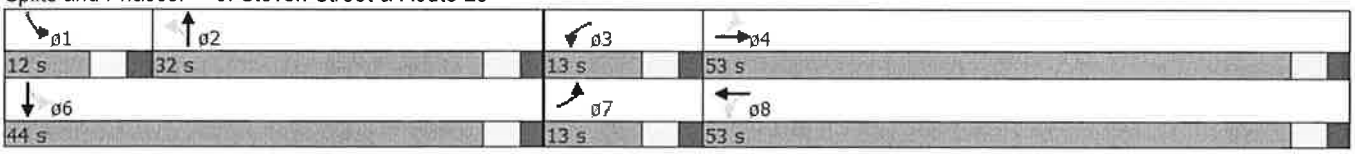
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	468	43	74	447	71	47	285	40	78	292	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1792	0	1728	1783	0	1805	1864	0	1728	1857	0
Flt Permitted	0.277			0.170			0.509			0.224		
Satd. Flow (perm)	509	1792	0	309	1783	0	967	1864	0	407	1857	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					9						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	608	0	81	569	0	50	346	0	94	387	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	13.0	53.0		13.0	53.0		32.0	32.0		12.0	44.0	
Total Split (%)	11.8%	48.2%		11.8%	48.2%		29.1%	29.1%		10.9%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	40.1	35.8		43.5	41.0		22.2	22.2		30.6	30.6	
Actuated g/C Ratio	0.46	0.41		0.50	0.47		0.25	0.25		0.35	0.35	
v/c Ratio	0.05	0.83		0.28	0.68		0.20	0.73		0.36	0.59	
Control Delay	11.6	36.0		14.0	24.4		34.3	44.9		26.8	29.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.4	
Total Delay	11.6	36.0		14.0	24.4		34.3	44.9		26.8	29.9	
LOS	B	D		B	C		C	D		C	C	
Approach Delay		35.4			23.1			43.6			29.3	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	5	334		23	225		25	199		38	186	
Queue Length 95th (ft)	14	453		49	447		63	#354		76	285	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	377	1054		309	1072		357	688		269	959	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	17		0	0		0	0		0	215	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.59		0.26	0.53		0.14	0.50		0.35	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 87.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Steven Street & Route 25



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	586	54	91	789	113	117	404	73	139	314	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1796	0	1745	1786	0	1805	1838	0	1745	1865	0
Flt Permitted	0.082			0.077			0.544			0.125		
Satd. Flow (perm)	151	1796	0	141	1786	0	1034	1838	0	230	1865	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					8						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	744	0	101	1003	0	126	512	0	146	352	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	13.0	53.0		13.0	53.0		32.0	32.0		12.0	44.0	
Total Split (%)	11.8%	48.2%		11.8%	48.2%		29.1%	29.1%		10.9%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	53.2	46.5		56.5	51.8		27.0	27.0		39.0	39.0	
Actuated g/C Ratio	0.49	0.43		0.52	0.48		0.25	0.25		0.36	0.36	
v/c Ratio	0.24	0.96		0.55	1.17		0.49	1.12		0.81	0.52	
Control Delay	14.8	55.5		27.3	115.7		43.0	116.1		59.4	30.8	
Queue Delay	0.0	10.3		0.0	0.0		0.0	0.0		0.0	3.9	
Total Delay	14.8	65.7		27.3	115.7		43.0	116.1		59.4	34.8	
LOS	B	E		C	F		D	F		E	C	
Approach Delay		63.1			107.6			101.6			42.0	
Approach LOS		E			F			F			D	
Queue Length 50th (ft)	13	494		32	~885		77	~422		72	194	
Queue Length 95th (ft)	27	#691		78	#1155		140	#630		#164	287	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	194	798		192	860		258	459		180	675	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	53		0	0		0	0		0	237	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	1.00		0.53	1.17		0.49	1.12		0.81	0.80	

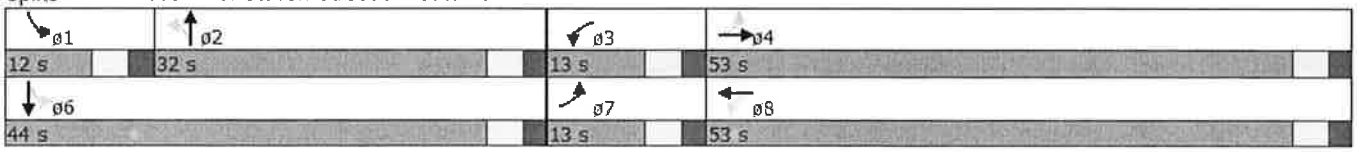
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 108.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 84.0 Intersection LOS: F
Intersection Capacity Utilization 101.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Steven Street & Route 25



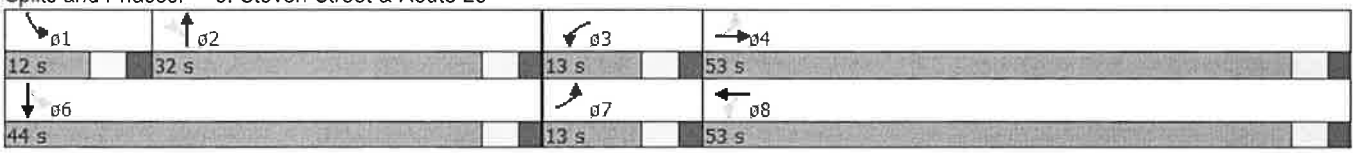
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	520	43	74	505	71	47	285	40	78	292	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1796	0	1728	1788	0	1805	1864	0	1728	1857	0
Flt Permitted	0.232			0.139			0.484			0.212		
Satd. Flow (perm)	426	1796	0	253	1788	0	920	1864	0	386	1857	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					8						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	670	0	81	633	0	50	346	0	94	387	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	13.0	53.0		13.0	53.0		32.0	32.0		12.0	44.0	
Total Split (%)	11.8%	48.2%		11.8%	48.2%		29.1%	29.1%		10.9%	40.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	44.2	39.8		47.6	44.9		22.8	22.8		31.3	31.3	
Actuated g/C Ratio	0.48	0.43		0.52	0.49		0.25	0.25		0.34	0.34	
v/c Ratio	0.06	0.86		0.31	0.72		0.22	0.75		0.39	0.61	
Control Delay	11.6	38.4		14.6	26.1		35.8	47.3		28.6	31.4	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay	11.6	38.6		14.6	26.1		35.8	47.3		28.6	31.9	
LOS	B	D		B	C		D	D		C	C	
Approach Delay		37.9			24.8			45.9			31.3	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	5	402		24	277		28	223		44	212	
Queue Length 95th (ft)	14	522		49	524		63	#354		76	285	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	344	1024		280	1073		313	635		250	917	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	48		0	0		0	0		0	218	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.69		0.29	0.59		0.16	0.54		0.38	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 91.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 72.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Steven Street & Route 25



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	586	54	91	789	113	117	404	73	139	314	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1796	0	1745	1786	0	1805	1838	0	1745	1865	0
Flt Permitted	0.079			0.105			0.522			0.129		
Satd. Flow (perm)	145	1796	0	193	1786	0	992	1838	0	237	1865	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					9						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	1%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	744	0	101	1003	0	126	512	0	146	352	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	11.0	57.0		11.0	57.0		31.0	31.0		11.0	42.0	
Total Split (%)	10.0%	51.8%		10.0%	51.8%		28.2%	28.2%		10.0%	38.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	54.2	48.3		56.4	52.9		26.0	26.0		37.1	37.1	
Actuated g/C Ratio	0.51	0.45		0.53	0.50		0.24	0.24		0.35	0.35	
v/c Ratio	0.25	0.91		0.53	1.12		0.52	1.14		0.87	0.54	
Control Delay	14.4	44.1		21.9	97.5		44.9	124.5		73.7	32.1	
Queue Delay	0.0	5.1		0.0	0.0		0.0	0.0		0.0	3.6	
Total Delay	14.4	49.3		21.9	97.5		44.9	124.5		73.7	35.8	
LOS	B	D		C	F		D	F		E	D	
Approach Delay		47.4			90.6			108.8			46.9	
Approach LOS		D			F			F			D	
Queue Length 50th (ft)	12	459		30	~853		78	~434		74	200	
Queue Length 95th (ft)	26	#614		56	#1105		144	#642		#174	296	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	164	879		190	893		242	449		167	651	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	89		0	0		0	0		0	210	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.94		0.53	1.12		0.52	1.14		0.87	0.80	

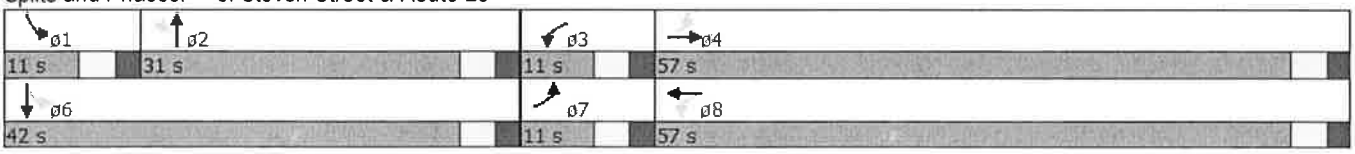
Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 106.4
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 76.0 Intersection LOS: E
Intersection Capacity Utilization 101.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Steven Street & Route 25



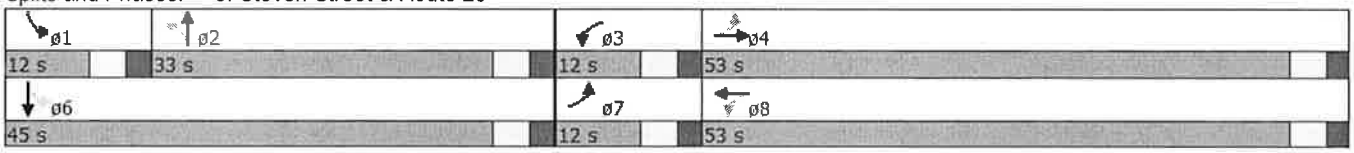
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	520	43	74	505	71	47	285	40	78	292	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	12	12	12	12	11	12	12
Storage Length (ft)	125		0	80		0	220		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1745	1796	0	1728	1788	0	1805	1864	0	1728	1857	0
Flt Permitted	0.225			0.141			0.491			0.216		
Satd. Flow (perm)	413	1796	0	256	1788	0	933	1864	0	393	1857	0
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)					8						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		615			883			554			375	
Travel Time (s)		14.0			20.1			12.6			8.5	
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	670	0	81	633	0	50	346	0	94	387	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4		3	8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		9.0	21.0	
Total Split (s)	12.0	53.0		12.0	53.0		33.0	33.0		12.0	45.0	
Total Split (%)	10.9%	48.2%		10.9%	48.2%		30.0%	30.0%		10.9%	40.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	43.9	39.6		46.5	44.2		22.9	22.9		31.4	31.4	
Actuated g/C Ratio	0.48	0.44		0.51	0.49		0.25	0.25		0.35	0.35	
v/c Ratio	0.06	0.86		0.32	0.73		0.21	0.74		0.38	0.60	
Control Delay	11.9	38.3		15.2	26.8		34.9	46.0		27.9	30.6	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay	11.9	38.4		15.2	26.8		34.9	46.0		27.9	31.1	
LOS	B	D		B	C		C	D		C	C	
Approach Delay		37.8			25.5			44.6			30.4	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	5	392		24	274		27	218		43	207	
Queue Length 95th (ft)	15	522		50	534		63	331		75	281	
Internal Link Dist (ft)		535			803			474			295	
Turn Bay Length (ft)	125			80			220			105		
Base Capacity (vph)	320	1029		261	1065		331	662		254	945	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	44		0	0		0	0		0	220	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.68		0.31	0.59		0.15	0.52		0.37	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 91
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 72.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Steven Street & Route 25



Brighton Avenue at St. John Street and Devonshire Street

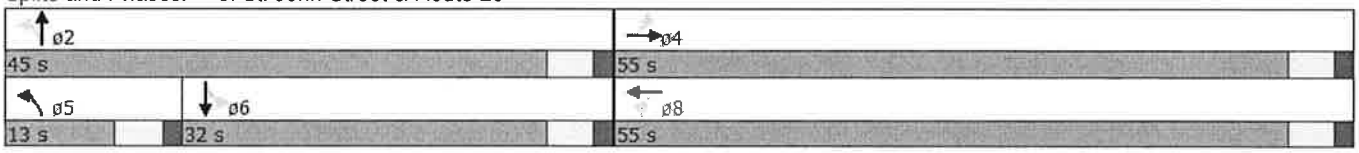
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Volume (vph)	85	577	148	3	708	12	211	135	18	10	94	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	9	10	12	12	16	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3470	0	0	3568	0	1624	1741	0	0	2052	0
Flt Permitted		0.750			0.952		0.404				0.972	
Satd. Flow (perm)	0	2616	0	0	3397	0	691	1741	0	0	2001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			2			8			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		883			571			335			844	
Travel Time (s)		20.1			13.0			7.6			19.2	
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	870	0	0	812	0	232	168	0	0	176	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		9.5	21.5		21.5	21.5	
Total Split (s)	55.0	55.0		55.0	55.0		13.0	45.0		32.0	32.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		13.0%	45.0%		32.0%	32.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		28.7			28.7		24.3	24.3			10.8	
Actuated g/C Ratio		0.45			0.45		0.38	0.38			0.17	
v/c Ratio		0.72			0.53		0.60	0.25			0.49	
Control Delay		17.2			13.6		24.6	15.9			27.0	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		17.2			13.6		24.6	15.9			27.0	
LOS		B			B		C	B			C	
Approach Delay		17.2			13.6			21.0			27.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		124			106		59	39			51	
Queue Length 95th (ft)		213			172		#165	105			125	
Internal Link Dist (ft)		803			491			255			764	
Turn Bay Length (ft)							50					
Base Capacity (vph)		2125			2750		387	1142			897	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.41			0.30		0.60	0.15			0.20	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 63.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 80.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: St. John Street & Route 25



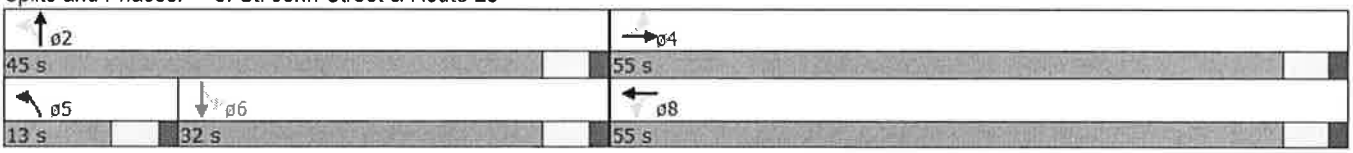
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Volume (vph)	46	440	117	1	453	18	111	81	3	3	84	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	9	10	12	12	16	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3459	0	0	3554	0	1624	1763	0	0	2050	0
Flt Permitted		0.874			0.954		0.459				0.992	
Satd. Flow (perm)	0	3036	0	0	3391	0	785	1763	0	0	2036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			6			2			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		883			571			335			844	
Travel Time (s)		20.1			13.0			7.6			19.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79	0.80	0.80	0.80
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	710	0	0	555	0	141	107	0	0	168	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		9.5	21.5		21.5	21.5	
Total Split (s)	55.0	55.0		55.0	55.0		13.0	45.0		32.0	32.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		13.0%	45.0%		32.0%	32.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		18.8			18.8		19.2	19.0			9.5	
Actuated g/C Ratio		0.39			0.39		0.40	0.39			0.20	
v/c Ratio		0.59			0.42		0.31	0.15			0.40	
Control Delay		14.3			12.8		12.3	10.5			20.1	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		14.3			12.8		12.3	10.5			20.1	
LOS		B			B		B	B			C	
Approach Delay		14.3			12.8			11.5			20.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		82			62		24	17			37	
Queue Length 95th (ft)		130			100		56	44			81	
Internal Link Dist (ft)		803			491			255			764	
Turn Bay Length (ft)							50					
Base Capacity (vph)		2854			3185		465	1421			1227	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.25			0.17		0.30	0.08			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 48.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 60.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: St. John Street & Route 25



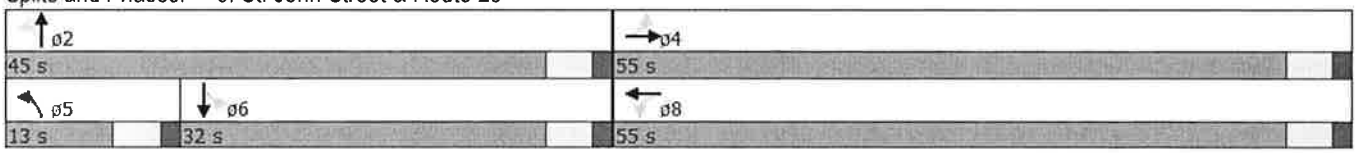
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑			↕	
Volume (vph)	85	596	161	3	725	12	222	135	18	10	94	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	9	10	12	12	16	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3463	0	0	3568	0	1624	1741	0	0	2052	0
Flt Permitted		0.752			0.953		0.394				0.972	
Satd. Flow (perm)	0	2617	0	0	3400	0	674	1741	0	0	2001	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			2			8			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		883			571			335			844	
Travel Time (s)		20.1			13.0			7.6			19.2	
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	905	0	0	831	0	244	168	0	0	176	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		9.5	21.5		21.5	21.5	
Total Split (s)	55.0	55.0		55.0	55.0		13.0	45.0		32.0	32.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		13.0%	45.0%		32.0%	32.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		30.5			30.5		24.4	24.4			10.9	
Actuated g/C Ratio		0.47			0.47		0.37	0.37			0.17	
v/c Ratio		0.73			0.52		0.65	0.26			0.50	
Control Delay		17.1			13.3		28.5	17.0			28.2	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		17.1			13.3		28.5	17.0			28.2	
LOS		B			B		C	B			C	
Approach Delay		17.1			13.3			23.8			28.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		132			111		68	42			54	
Queue Length 95th (ft)		223			176		#199	110			129	
Internal Link Dist (ft)		803			491			255			764	
Turn Bay Length (ft)							50					
Base Capacity (vph)		2074			2685		373	1109			872	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.44			0.31		0.65	0.15			0.20	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 65.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: St. John Street & Route 25



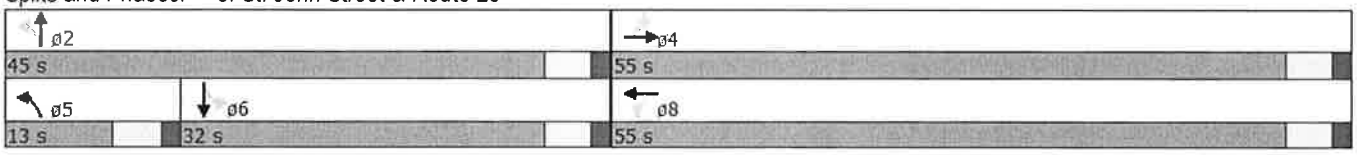
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	466	134	1	482	18	130	81	3	3	84	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	9	10	12	12	16	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3452	0	0	3558	0	1624	1763	0	0	2050	0
Flt Permitted		0.874			0.954		0.440				0.992	
Satd. Flow (perm)	0	3029	0	0	3394	0	752	1763	0	0	2036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			5			2			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		883			571			335			844	
Travel Time (s)		20.1			13.0			7.6			19.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.79	0.79	0.79	0.80	0.80	0.80
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	760	0	0	589	0	165	107	0	0	168	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.5	21.5		21.5	21.5		9.5	21.5		21.5	21.5	
Total Split (s)	55.0	55.0		55.0	55.0		13.0	45.0		32.0	32.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		13.0%	45.0%		32.0%	32.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.7			19.7		22.5	22.5			9.4	
Actuated g/C Ratio		0.38			0.38		0.43	0.43			0.18	
v/c Ratio		0.65			0.46		0.36	0.14			0.44	
Control Delay		15.6			13.5		13.4	10.9			21.2	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		15.6			13.5		13.4	10.9			21.2	
LOS		B			B		B	B			C	
Approach Delay		15.6			13.5			12.4			21.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		90			67		29	18			38	
Queue Length 95th (ft)		141			107		68	46			83	
Internal Link Dist (ft)		803			491			255			764	
Turn Bay Length (ft)							50					
Base Capacity (vph)		2808			3143		458	1376			1085	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.27			0.19		0.36	0.08			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 52.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: St. John Street & Route 25



Woodford Street at Steven Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	240	18	71	337	160	10	452	222	92	380	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		60	0		110	95		0
Storage Lanes	1		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1875	0	0	1883	1615	0	1898	1615	1805	1832	0
Flt Permitted	0.347				0.890			0.989		0.193		
Satd. Flow (perm)	659	1875	0	0	1691	1615	0	1879	1615	367	1832	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						89			124		14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			823			375			520	
Travel Time (s)		15.8			18.7			8.5			11.8	
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.96	0.96	0.96	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	307	0	0	435	170	0	481	231	97	492	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	
Total Split (s)	34.0	34.0		34.0	34.0	34.0	39.0	39.0	39.0	16.0	55.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%	30.9%	35.5%	35.5%	35.5%	14.5%	50.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	30.9	30.9			30.9	30.9		25.5	25.5	34.5	34.5	
Actuated g/C Ratio	0.42	0.42			0.42	0.42		0.35	0.35	0.47	0.47	
v/c Ratio	0.22	0.39			0.61	0.23		0.74	0.36	0.30	0.57	
Control Delay	21.0	20.0			24.9	10.3		29.0	10.3	12.0	15.5	
Queue Delay	0.0	0.0			0.0	0.0		0.4	0.1	0.0	0.0	
Total Delay	21.0	20.0			24.9	10.3		29.4	10.3	12.0	15.5	
LOS	C	B			C	B		C	B	B	B	
Approach Delay		20.1			20.8			23.2			15.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	19	103			164	24		196	35	23	144	
Queue Length 95th (ft)	52	186			#320	75		308	86	45	221	
Internal Link Dist (ft)		617			743			295			440	
Turn Bay Length (ft)	80					60			110	95		
Base Capacity (vph)	276	787			709	729		920	854	413	1311	
Starvation Cap Reductn	0	0			0	0		133	77	0	0	

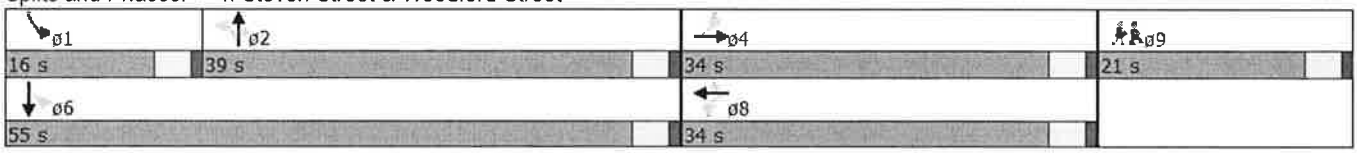
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	21.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0		0	0	0	0	
Storage Cap Reductn	0	0			0	0		0	0	0	0	
Reduced v/c Ratio	0.22	0.39			0.61	0.23		0.61	0.30	0.23	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 73.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 98.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Steven Street & Woodford Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	192	24	46	183	89	7	291	10	96	352	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		60	0		110	95		0
Storage Lanes	1		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1841	0	0	1866	1615	0	1898	1615	1805	1856	0
Flt Permitted	0.501				0.896			0.987		0.352		
Satd. Flow (perm)	952	1841	0	0	1689	1615	0	1875	1615	669	1856	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						89			89		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			823			375			520	
Travel Time (s)		15.8			18.7			8.5			11.8	
Peak Hour Factor	0.87	0.87	0.87	0.80	0.80	0.80	0.93	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	249	0	0	287	111	0	321	11	112	483	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	
Total Split (s)	34.0	34.0		34.0	34.0	34.0	39.0	39.0	39.0	16.0	55.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%	30.9%	35.5%	35.5%	35.5%	14.5%	50.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	18.3	18.3			18.3	18.3		16.8	16.8	25.8	25.8	
Actuated g/C Ratio	0.35	0.35			0.35	0.35		0.32	0.32	0.49	0.49	
v/c Ratio	0.20	0.39			0.49	0.18		0.54	0.02	0.22	0.53	
Control Delay	16.0	16.8			18.6	6.1		21.3	0.1	9.3	12.1	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	16.0	16.8			18.6	6.1		21.3	0.1	9.3	12.1	
LOS	B	B			B	A		C	A	A	B	
Approach Delay		16.7			15.1			20.6			11.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	14	59			71	5		83	0	16	84	
Queue Length 95th (ft)	44	131			139	29		198	0	49	203	
Internal Link Dist (ft)		617			743			295			440	
Turn Bay Length (ft)	80					60			110	95		
Base Capacity (vph)	592	1145			1050	1038		1298	1145	616	1659	
Starvation Cap Reductn	0	0			0	0		20	0	0	0	

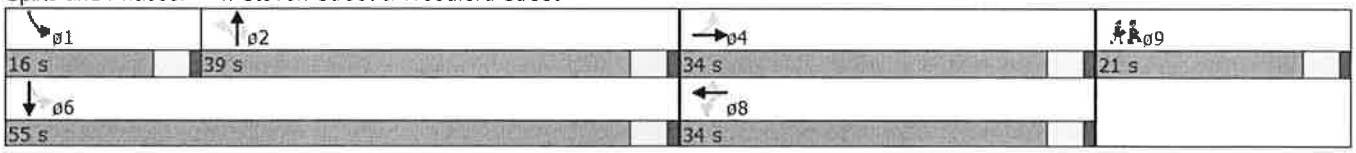
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	21.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0		0	0	0	0	
Storage Cap Reductn	0	0			0	0		0	0	0	0	
Reduced v/c Ratio	0.11	0.22			0.27	0.11		0.25	0.01	0.18	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 53
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 75.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Steven Street & Woodford Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	272	18	71	366	160	10	452	222	92	380	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		60	0		110	95		0
Storage Lanes	1		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1877	0	0	1885	1615	0	1898	1615	1805	1825	0
Flt Permitted	0.317				0.876			0.989		0.193		
Satd. Flow (perm)	602	1877	0	0	1664	1615	0	1879	1615	367	1825	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						89			124		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			823			375			520	
Travel Time (s)		15.8			18.7			8.5			11.8	
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.96	0.96	0.96	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	345	0	0	465	170	0	481	231	97	509	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	
Total Split (s)	34.0	34.0		34.0	34.0	34.0	39.0	39.0	39.0	16.0	55.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%	30.9%	35.5%	35.5%	35.5%	14.5%	50.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	30.9	30.9			30.9	30.9		25.5	25.5	34.5	34.5	
Actuated g/C Ratio	0.42	0.42			0.42	0.42		0.35	0.35	0.47	0.47	
v/c Ratio	0.33	0.44			0.67	0.23		0.74	0.36	0.30	0.59	
Control Delay	23.9	20.7			26.9	10.3		29.0	10.3	12.0	15.9	
Queue Delay	0.0	0.0			0.0	0.0		0.4	0.1	0.0	0.0	
Total Delay	23.9	20.7			26.9	10.3		29.4	10.3	12.0	15.9	
LOS	C	C			C	B		C	B	B	B	
Approach Delay		21.3			22.5			23.2			15.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	27	118			181	24		196	35	23	151	
Queue Length 95th (ft)	71	210			#385	75		308	86	45	230	
Internal Link Dist (ft)		617			743			295			440	
Turn Bay Length (ft)	80					60			110	95		
Base Capacity (vph)	252	787			698	729		920	854	413	1307	
Starvation Cap Reductn	0	0			0	0		133	77	0	0	

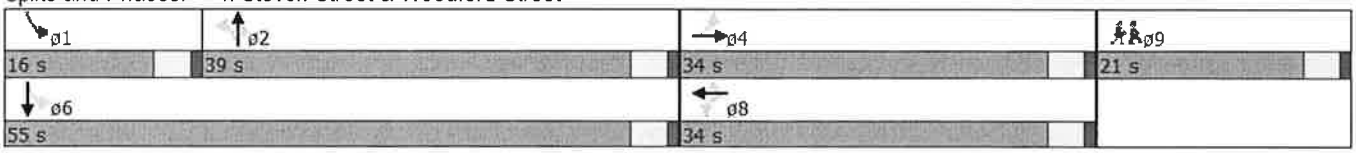
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	21.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0		0	0	0	0	
Storage Cap Reductn	0	0			0	0		0	0	0	0	
Reduced v/c Ratio	0.33	0.44			0.67	0.23		0.61	0.30	0.23	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 73.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 102.6% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Steven Street & Woodford Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	236	24	46	232	89	7	291	10	96	352	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	0		60	0		110	95		0
Storage Lanes	1		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1848	0	0	1869	1615	0	1898	1615	1805	1841	0
Flt Permitted	0.463				0.907			0.985		0.300		
Satd. Flow (perm)	880	1848	0	0	1709	1615	0	1872	1615	570	1841	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						89			89		16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		697			823			375			520	
Travel Time (s)		15.8			18.7			8.5			11.8	
Peak Hour Factor	0.87	0.87	0.87	0.80	0.80	0.80	0.93	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	299	0	0	348	111	0	321	11	112	517	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0	
Total Split (s)	34.0	34.0		34.0	34.0	34.0	39.0	39.0	39.0	16.0	55.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%	30.9%	35.5%	35.5%	35.5%	14.5%	50.0%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0	4.0	4.0	4.0	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	None	None	None	None	None	None	None	
Act Effct Green (s)	28.9	28.9			28.9	28.9		17.7	17.7	27.1	27.1	
Actuated g/C Ratio	0.45	0.45			0.45	0.45		0.28	0.28	0.42	0.42	
v/c Ratio	0.24	0.36			0.45	0.14		0.62	0.02	0.28	0.66	
Control Delay	15.6	15.1			16.6	5.4		27.5	0.1	12.8	18.5	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	15.6	15.1			16.6	5.4		27.5	0.1	12.8	18.5	
LOS	B	B			B	A		C	A	B	B	
Approach Delay		15.2			13.9			26.6			17.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	22	76			93	5		117	0	26	152	
Queue Length 95th (ft)	62	157			169	28		201	0	50	225	
Internal Link Dist (ft)		617			743			295			440	
Turn Bay Length (ft)	80					60			110	95		
Base Capacity (vph)	421	885			818	820		1046	942	477	1477	
Starvation Cap Reductn	0	0			0	0		19	0	0	0	

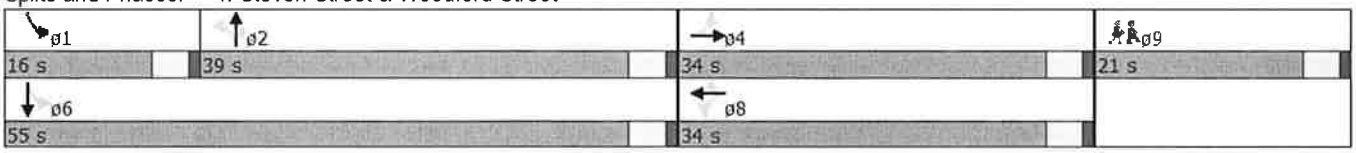
Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	8.0
Total Split (s)	21.0
Total Split (%)	19%
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0		0	0	0	0	
Storage Cap Reductn	0	0			0	0		0	0	0	0	
Reduced v/c Ratio	0.22	0.34			0.43	0.14		0.31	0.01	0.23	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 64.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Steven Street & Woodford Street



Forest Avenue at Woodford Street and Deering Avenue

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	167	175	101	7	4	20	237	14	24	167	845	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	11	11	12	12	12	12	12
Storage Length (ft)	75		0			65		0		195		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	25					25				25		
Satd. Flow (prot)	1745	1711	0	0	0	1745	1822	0	0	1805	3564	0
Flt Permitted	0.152					0.560				0.950		
Satd. Flow (perm)	279	1711	0	0	0	1029	1822	0	0	1805	3564	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)		1					2				3	
Link Speed (mph)		30					30				30	
Link Distance (ft)		823					605				844	
Travel Time (s)		18.7					13.8				19.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.82	0.82	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	333	0	0	0	29	306	0	0	208	936	0
Turn Type	pm+pt	NA			pm+pt	Perm	NA		Prot	Prot	NA	
Protected Phases	7	4			3		8		5	5	2	
Permitted Phases	4				8	8					2	
Detector Phase	7	4			3	8	8		5	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0			10.0	22.0	22.0		22.0	22.0	22.0	
Total Split (s)	16.0	34.0			13.0	31.0	31.0		25.0	25.0	83.0	
Total Split (%)	12.3%	26.2%			10.0%	23.8%	23.8%		19.2%	19.2%	63.8%	
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0				5.0	5.0			5.0	5.0	
Lead/Lag	Lead	Lag			Lead	Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None			None	None	None		None	None	C-Max	
Act Effct Green (s)	40.4	40.4				24.4	24.4			18.3	79.6	
Actuated g/C Ratio	0.31	0.31				0.19	0.19			0.14	0.61	
v/c Ratio	0.93	0.63				0.15	0.89			0.82	0.43	
Control Delay	83.6	43.9				45.4	78.4			78.9	14.2	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	83.6	43.9				45.4	78.4			78.9	14.2	
LOS	F	D				D	E			E	B	
Approach Delay		58.6					75.6				26.0	
Approach LOS		E					E				C	
Queue Length 50th (ft)	126	235				20	249			170	212	
Queue Length 95th (ft)	#223	313				45	#335			#282	260	
Internal Link Dist (ft)		743					525				764	
Turn Bay Length (ft)	75					65				195		
Base Capacity (vph)	210	532				205	366			277	2182	

Lane Group	SBT	SBR	SBR2
Lane Configurations	↑	↱	
Volume (vph)	698	328	102
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	13	13	13
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Satd. Flow (prot)	1963	1656	0
Flt Permitted			
Satd. Flow (perm)	1963	1656	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		101	
Link Speed (mph)	30		
Link Distance (ft)	509		
Travel Time (s)	11.6		
Peak Hour Factor	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	821	506	0
Turn Type	NA	Perm	
Protected Phases	6		
Permitted Phases		6	
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	4.0	4.0	
Minimum Split (s)	22.0	22.0	
Total Split (s)	58.0	58.0	
Total Split (%)	44.6%	44.6%	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	
Act Effct Green (s)	56.3	56.3	
Actuated g/C Ratio	0.43	0.43	
v/c Ratio	0.97	0.65	
Control Delay	54.7	23.8	
Queue Delay	28.8	1.1	
Total Delay	83.5	24.9	
LOS	F	C	
Approach Delay	61.1		
Approach LOS	E		
Queue Length 50th (ft)	~761	343	
Queue Length 95th (ft)	#920	444	
Internal Link Dist (ft)	429		
Turn Bay Length (ft)			
Base Capacity (vph)	849	773	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	170	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.93	0.63				0.14	0.84			0.75	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 50.1 Intersection LOS: D
Intersection Capacity Utilization 86.6% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodford Street & Forest Avenue

Lane Group	SBT	SBR	SBR2
Starvation Cap Reductn	81	99	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	1.07	0.75	

Intersection Summary

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	135	136	105	17	23	15	13	10	44	136	657	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	9	11	11	12	12	12	12	12
Storage Length (ft)	75		0			65		0		195		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	25					25				25		
Satd. Flow (prot)	1728	1690	0	0	0	1731	1715	0	0	1770	3529	0
Flt Permitted	0.479					0.588				0.950		
Satd. Flow (perm)	871	1690	0	0	0	1072	1715	0	0	1770	3529	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)		3					11				4	
Link Speed (mph)		30					30				30	
Link Distance (ft)		823					605				844	
Travel Time (s)		18.7					13.8				19.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.92	0.93	0.93	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	2%	2%	0%	2%	0%	0%	2%	2%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	280	0	0	0	41	25	0	0	193	714	0
Turn Type	pm+pt	NA			pm+pt	Perm	NA		Prot	Prot	NA	
Protected Phases	7	4			3		8		5	5	2	
Permitted Phases	4				8	8					2	
Detector Phase	7	4			3	8	8		5	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0			10.0	22.0	22.0		22.0	22.0	22.0	
Total Split (s)	13.0	24.0			12.0	23.0	23.0		23.0	23.0	64.0	
Total Split (%)	13.0%	24.0%			12.0%	23.0%	23.0%		23.0%	23.0%	64.0%	
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0				6.0	6.0			6.0	6.0	
Lead/Lag	Lead	Lag			Lead	Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None			None	None	None		None	None	C-Max	
Act Effct Green (s)	24.8	24.8				12.1	12.1			14.9	63.2	
Actuated g/C Ratio	0.25	0.25				0.12	0.12			0.15	0.63	
v/c Ratio	0.50	0.67				0.32	0.12			0.73	0.32	
Control Delay	36.2	40.9				44.8	26.2			56.8	9.5	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	36.2	40.9				44.8	26.2			56.8	9.5	
LOS	D	D				D	C			E	A	
Approach Delay		39.3					37.7				19.6	
Approach LOS		D					D				B	
Queue Length 50th (ft)	76	158				24	8			117	102	
Queue Length 95th (ft)	124	232				55	31			191	153	
Internal Link Dist (ft)		743					525				764	
Turn Bay Length (ft)	75					65				195		
Base Capacity (vph)	293	423				182	300			303	2232	

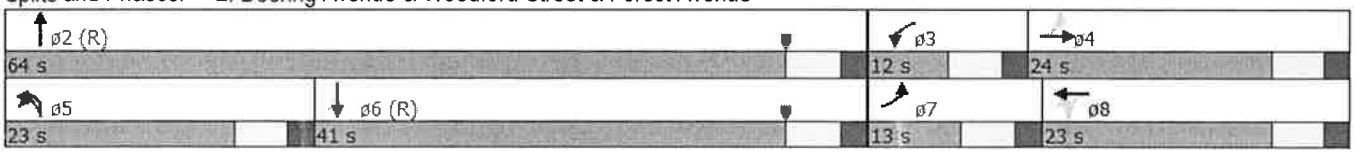
Lane Group	SBT	SBR	SBR2
Lane Configurations	↑	↱	
Volume (vph)	576	217	105
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	13	13	12
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Satd. Flow (prot)	1944	1646	0
Flt Permitted			
Satd. Flow (perm)	1944	1646	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		164	
Link Speed (mph)	30		
Link Distance (ft)	509		
Travel Time (s)	11.6		
Peak Hour Factor	0.95	0.92	0.95
Heavy Vehicles (%)	1%	2%	0%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	606	347	0
Turn Type	NA	Perm	
Protected Phases	6		
Permitted Phases		6	
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	4.0	4.0	
Minimum Split (s)	22.0	22.0	
Total Split (s)	41.0	41.0	
Total Split (%)	41.0%	41.0%	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	
Act Effct Green (s)	42.3	42.3	
Actuated g/C Ratio	0.42	0.42	
v/c Ratio	0.74	0.44	
Control Delay	23.1	4.7	
Queue Delay	0.1	0.0	
Total Delay	23.2	4.7	
LOS	C	A	
Approach Delay	16.4		
Approach LOS	B		
Queue Length 50th (ft)	355	19	
Queue Length 95th (ft)	#573	37	
Internal Link Dist (ft)	429		
Turn Bay Length (ft)			
Base Capacity (vph)	822	790	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.50	0.66				0.23	0.08			0.64	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 78.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Deering Avenue & Woodford Street & Forest Avenue



Lane Group	SBT	SBR	SBR2
Starvation Cap Reductn	8	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.74	0.44	

Intersection Summary

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	180	175	114	7	4	20	237	14	24	178	845	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	11	11	12	12	12	12	12
Storage Length (ft)	75		0			65		0		195		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	25					25				25		
Satd. Flow (prot)	1745	1704	0	0	0	1745	1822	0	0	1805	3564	0
Flt Permitted	0.152					0.541				0.950		
Satd. Flow (perm)	279	1704	0	0	0	994	1822	0	0	1805	3564	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)		1					2				3	
Link Speed (mph)		30					30				30	
Link Distance (ft)		823					605				844	
Travel Time (s)		18.7					13.8				19.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.82	0.82	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	348	0	0	0	29	306	0	0	219	936	0
Turn Type	pm+pt	NA			pm+pt	Perm	NA		Prot	Prot	NA	
Protected Phases	7	4			3		8		5	5	2	
Permitted Phases	4				8	8					2	
Detector Phase	7	4			3	8	8		5	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0			10.0	22.0	22.0		22.0	22.0	22.0	
Total Split (s)	16.0	34.0			13.0	31.0	31.0		25.0	25.0	83.0	
Total Split (%)	12.3%	26.2%			10.0%	23.8%	23.8%		19.2%	19.2%	63.8%	
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0			0.0	0.0	
Total Lost Time (s)	5.0	5.0				5.0	5.0			5.0	5.0	
Lead/Lag	Lead	Lag			Lead	Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None			None	None	None		None	None	C-Max	
Act Effct Green (s)	40.4	40.4				24.4	24.4			18.7	79.6	
Actuated g/C Ratio	0.31	0.31				0.19	0.19			0.14	0.61	
v/c Ratio	1.01	0.66				0.16	0.89			0.85	0.43	
Control Delay	101.9	45.1				45.6	78.4			81.6	14.2	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	101.9	45.1				45.6	78.4			81.6	14.2	
LOS	F	D				D	E			F	B	
Approach Delay		66.6					75.6				27.0	
Approach LOS		E					E				C	
Queue Length 50th (ft)	137	248				20	249			180	212	
Queue Length 95th (ft)	#257	330				45	#335			#303	260	
Internal Link Dist (ft)		743					525				764	
Turn Bay Length (ft)	75					65				195		
Base Capacity (vph)	210	530				198	366			277	2182	

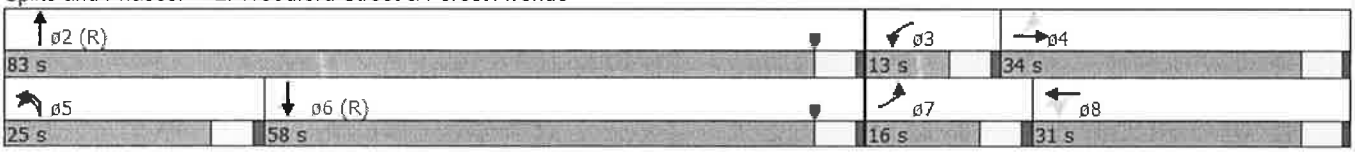
Lane Group	SBT	SBR	SBR2
Lane Configurations	↑	↱	
Volume (vph)	698	328	113
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	13	13	13
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Satd. Flow (prot)	1963	1657	0
Flt Permitted			
Satd. Flow (perm)	1963	1657	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		101	
Link Speed (mph)	30		
Link Distance (ft)	509		
Travel Time (s)	11.6		
Peak Hour Factor	0.85	0.85	0.85
Heavy Vehicles (%)	0%	1%	0%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	821	519	0
Turn Type	NA	Perm	
Protected Phases	6		
Permitted Phases		6	
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	4.0	4.0	
Minimum Split (s)	22.0	22.0	
Total Split (s)	58.0	58.0	
Total Split (%)	44.6%	44.6%	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	
Act Effct Green (s)	55.9	55.9	
Actuated g/C Ratio	0.43	0.43	
v/c Ratio	0.97	0.67	
Control Delay	56.0	24.7	
Queue Delay	30.6	1.2	
Total Delay	86.6	25.9	
LOS	F	C	
Approach Delay	63.1		
Approach LOS	E		
Queue Length 50th (ft)	~761	357	
Queue Length 95th (ft)	#919	458	
Internal Link Dist (ft)	429		
Turn Bay Length (ft)			
Base Capacity (vph)	844	770	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	176	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	1.01	0.66				0.15	0.84			0.79	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 52.6 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Woodford Street & Forest Avenue



Lane Group	SBT	SBR	SBR2
Starvation Cap Reductn	81	98	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	1.08	0.77	

Intersection Summary

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	152	136	123	17	23	15	13	10	44	155	657	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	9	11	11	12	12	12	12	12
Storage Length (ft)	75		0			65		0		195		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	25					25				25		
Satd. Flow (prot)	1728	1680	0	0	0	1731	1715	0	0	1770	3529	0
Flt Permitted	0.494					0.577				0.950		
Satd. Flow (perm)	898	1680	0	0	0	1052	1715	0	0	1770	3529	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)		3					11				4	
Link Speed (mph)		30					30				30	
Link Distance (ft)		823					605				844	
Travel Time (s)		18.7					13.8				19.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.92	0.93	0.93	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	2%	2%	0%	2%	0%	0%	2%	2%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	300	0	0	0	41	25	0	0	213	714	0
Turn Type	pm+pt	NA			pm+pt	Perm	NA		Prot	Prot	NA	
Protected Phases	7	4			3		8		5	5	2	
Permitted Phases	4				8	8					2	
Detector Phase	7	4			3	8	8		5	5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0			10.0	22.0	22.0		22.0	22.0	22.0	
Total Split (s)	13.0	24.0			12.0	23.0	23.0		23.0	23.0	64.0	
Total Split (%)	13.0%	24.0%			12.0%	23.0%	23.0%		23.0%	23.0%	64.0%	
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0				6.0	6.0			6.0	6.0	
Lead/Lag	Lead	Lag			Lead	Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	None			None	None	None		None	None	C-Max	
Act Effct Green (s)	26.8	26.8				13.2	13.2			15.6	61.2	
Actuated g/C Ratio	0.27	0.27				0.13	0.13			0.16	0.61	
v/c Ratio	0.51	0.66				0.30	0.11			0.77	0.33	
Control Delay	35.3	39.6				43.0	25.7			59.8	10.3	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	35.3	39.6				43.0	25.7			59.8	10.3	
LOS	D	D				D	C			E	B	
Approach Delay		38.1					36.4				21.7	
Approach LOS		D					D				C	
Queue Length 50th (ft)	84	167				24	8			129	108	
Queue Length 95th (ft)	138	250				55	31			#228	153	
Internal Link Dist (ft)		743					525				764	
Turn Bay Length (ft)	75					65				195		
Base Capacity (vph)	323	452				178	300			302	2162	

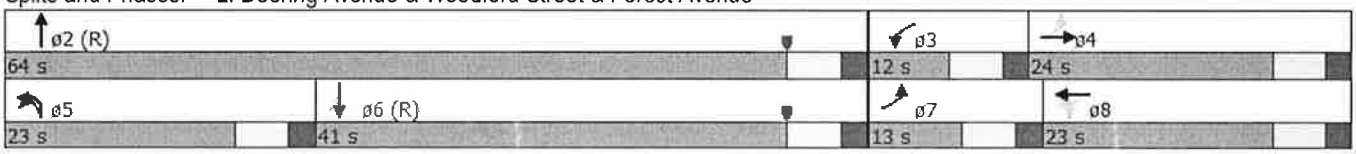
Lane Group	SBT	SBR	SBR2
Lane Configurations	↑	↱	
Volume (vph)	576	217	124
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	13	13	12
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Satd. Flow (prot)	1944	1648	0
Flt Permitted			
Satd. Flow (perm)	1944	1648	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		164	
Link Speed (mph)	30		
Link Distance (ft)	509		
Travel Time (s)	11.6		
Peak Hour Factor	0.95	0.92	0.95
Heavy Vehicles (%)	1%	2%	0%
Shared Lane Traffic (%)			
Lane Group Flow (vph)	606	367	0
Turn Type	NA	Perm	
Protected Phases	6		
Permitted Phases		6	
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	4.0	4.0	
Minimum Split (s)	22.0	22.0	
Total Split (s)	41.0	41.0	
Total Split (%)	41.0%	41.0%	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	
Act Effct Green (s)	39.6	39.6	
Actuated g/C Ratio	0.40	0.40	
v/c Ratio	0.79	0.49	
Control Delay	26.5	6.2	
Queue Delay	0.1	0.0	
Total Delay	26.6	6.2	
LOS	C	A	
Approach Delay	18.9		
Approach LOS	B		
Queue Length 50th (ft)	372	26	
Queue Length 95th (ft)	#575	47	
Internal Link Dist (ft)	429		
Turn Bay Length (ft)			
Base Capacity (vph)	770	752	

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Starvation Cap Reductn	0	0				0	0			0	0	
Spillback Cap Reductn	0	0				0	0			0	0	
Storage Cap Reductn	0	0				0	0			0	0	
Reduced v/c Ratio	0.51	0.66				0.23	0.08			0.71	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Deering Avenue & Woodford Street & Forest Avenue



Lane Group	SBT	SBR	SBR2
Starvation Cap Reductn	4	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.79	0.49	

Intersection Summary

Forest Avenue at Ocean Avenue, Saunders Street and Vannah Avenue

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Lane Configurations			↕			↕			↑↑↕			
Volume (vph)	4	11	12	14	7	3	111	7	791	222	13	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	16	12	12	12	12	12	12
Storage Length (ft)		0		0	0		0			0		
Storage Lanes		0		0	0		0			0		
Taper Length (ft)		25			25							
Satd. Flow (prot)	0	0	1897	0	0	1881	0	0	3461	0	0	0
Flt Permitted			0.687			0.983						
Satd. Flow (perm)	0	0	1327	0	0	1854	0	0	3461	0	0	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)			18						1			
Link Speed (mph)			30			30			30			
Link Distance (ft)			195			197			509			
Travel Time (s)			4.4			4.5			11.6			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	55	0	0	151	0	0	1081	0	0	0
Turn Type	Perm	Perm	NA		Perm	NA			NA			pm+pt
Protected Phases			4			8			2			1
Permitted Phases	4	4			8							6
Detector Phase	4	4	4		8	8			2			1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			22.0			10.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0			54.0			13.0
Total Split (%)	23.8%	23.8%	23.8%		23.8%	23.8%			41.5%			10.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0			2.0			2.0
Lost Time Adjust (s)			0.0			0.0			0.0			
Total Lost Time (s)			6.0			6.0			6.0			
Lead/Lag									Lag			Lead
Lead-Lag Optimize?									Yes			Yes
Recall Mode	None	None	None		None	None			C-Max			None
Act Effct Green (s)			15.8			15.8			60.8			
Actuated g/C Ratio			0.12			0.12			0.47			
v/c Ratio			0.31			0.67			0.67			
Control Delay			40.5			68.6			23.6			
Queue Delay			0.0			0.0			0.2			
Total Delay			40.5			68.6			23.8			
LOS			D			E			C			
Approach Delay			40.5			68.6			23.8			
Approach LOS			D			E			C			
Queue Length 50th (ft)			29			124			189			
Queue Length 95th (ft)			52			176			m537			
Internal Link Dist (ft)			115			117			429			
Turn Bay Length (ft)												
Base Capacity (vph)			269			356			1620			

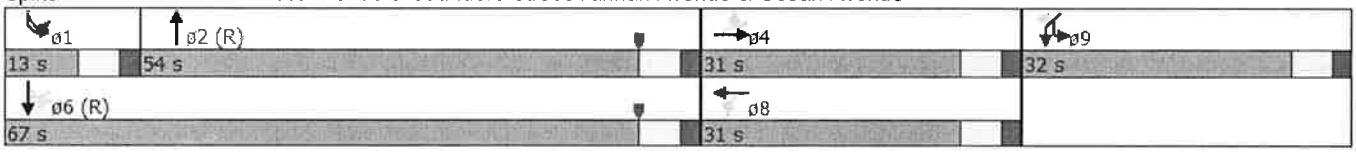
Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Volume (vph)	29	900	5	1	207	15	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12
Storage Length (ft)	120		0		0	100	
Storage Lanes	1		0		1	1	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1805	3571	0	0	1745	1615	0
Flt Permitted	0.138				0.950		
Satd. Flow (perm)	262	3571	0	0	1745	1615	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		1				126	
Link Speed (mph)		30			30		
Link Distance (ft)		440			240		
Travel Time (s)		10.0			5.5		
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	1065	0	0	224	110	0
Turn Type	pm+pt	NA		Split	NA	Perm	
Protected Phases	1	6		9	9		
Permitted Phases	6					9	
Detector Phase	1	6		9	9	9	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0		22.0	22.0	22.0	
Total Split (s)	13.0	67.0		32.0	32.0	32.0	
Total Split (%)	10.0%	51.5%		24.6%	24.6%	24.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	
Lead/Lag	Lead						
Lead-Lag Optimize?	Yes						
Recall Mode	None	C-Max		None	None	None	
Act Effct Green (s)	74.4	74.4			21.8	21.8	
Actuated g/C Ratio	0.57	0.57			0.17	0.17	
v/c Ratio	0.33	0.52			0.77	0.29	
Control Delay	18.8	19.6			68.3	7.1	
Queue Delay	0.0	0.5			0.0	0.0	
Total Delay	18.8	20.1			68.3	7.1	
LOS	B	C			E	A	
Approach Delay		20.0			48.1		
Approach LOS		C			D		
Queue Length 50th (ft)	29	275			182	0	
Queue Length 95th (ft)	62	385			258	38	
Internal Link Dist (ft)		360			160		
Turn Bay Length (ft)	120					100	
Base Capacity (vph)	241	2042			357	430	

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Starvation Cap Reductn			0			0			87			
Spillback Cap Reductn			2			0			0			
Storage Cap Reductn			0			0			0			
Reduced v/c Ratio			0.21			0.42			0.71			

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Forest Avenue & Saunders Street/Vannah Avenue & Ocean Avenue



Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Starvation Cap Reductn	0	0			0	0	
Spillback Cap Reductn	0	494			0	0	
Storage Cap Reductn	0	0			0	0	
Reduced v/c Ratio	0.33	0.69			0.63	0.26	

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Lane Configurations			↔			↔			↑↑↑			
Volume (vph)	3	12	4	10	15	4	105	8	628	159	15	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	16	12	12	12	12	12	12
Storage Length (ft)		0		0	0		0			0		
Storage Lanes		0		0	0		0			0		
Taper Length (ft)		25			25							
Satd. Flow (prot)	0	0	1883	0	0	1894	0	0	3491	0	0	0
Flt Permitted			0.698			0.958						
Satd. Flow (perm)	0	0	1350	0	0	1826	0	0	3491	0	0	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)			13						2			
Link Speed (mph)			30			30			30			
Link Distance (ft)			195			197			509			
Travel Time (s)			4.4			4.5			11.6			
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85	0.85	0.85	0.92	0.92	0.92	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	38	0	0	156	0	0	872	0	0	0
Turn Type	Perm	Perm	NA		Perm	NA			NA			pm+pt
Protected Phases			4			8			2			1
Permitted Phases	4	4			8							6
Detector Phase	4	4	4		8	8			2			1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			22.0			10.0
Total Split (s)	23.0	23.0	23.0		23.0	23.0			38.0			14.0
Total Split (%)	23.0%	23.0%	23.0%		23.0%	23.0%			38.0%			14.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0			2.0			2.0
Lost Time Adjust (s)			0.0			0.0			0.0			
Total Lost Time (s)			6.0			6.0			6.0			
Lead/Lag									Lag			Lead
Lead-Lag Optimize?									Yes			Yes
Recall Mode	None	None	None		None	None			C-Max			None
Act Effct Green (s)			13.4			13.4			39.1			
Actuated g/C Ratio			0.13			0.13			0.39			
v/c Ratio			0.20			0.64			0.64			
Control Delay			29.5			52.8			25.7			
Queue Delay			0.0			0.0			0.0			
Total Delay			29.5			52.8			25.7			
LOS			C			D			C			
Approach Delay			29.5			52.8			25.7			
Approach LOS			C			D			C			
Queue Length 50th (ft)			14			95			257			
Queue Length 95th (ft)			34			146			349			
Internal Link Dist (ft)			115			117			429			
Turn Bay Length (ft)												
Base Capacity (vph)			240			310			1366			

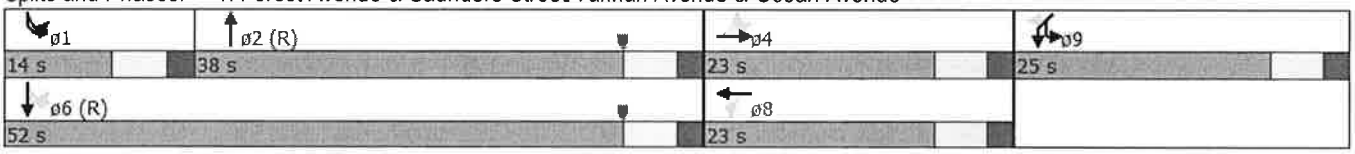
Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Volume (vph)	63	707	3	1	166	13	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12
Storage Length (ft)	120		0		0	100	
Storage Lanes	1		0		1	1	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1805	3571	0	0	1745	1615	0
Flt Permitted	0.175				0.950		
Satd. Flow (perm)	332	3571	0	0	1745	1615	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		1				164	
Link Speed (mph)		30			30		
Link Distance (ft)		440			240		
Travel Time (s)		10.0			5.5		
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	115	763	0	0	192	106	0
Turn Type	pm+pt	NA		Split	NA	Perm	
Protected Phases	1	6		9	9		
Permitted Phases	6					9	
Detector Phase	1	6		9	9	9	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0		22.0	22.0	22.0	
Total Split (s)	14.0	52.0		25.0	25.0	25.0	
Total Split (%)	14.0%	52.0%		25.0%	25.0%	25.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	
Lead/Lag	Lead						
Lead-Lag Optimize?	Yes						
Recall Mode	None	C-Max		None	None	None	
Act Effct Green (s)	53.1	53.1			15.5	15.5	
Actuated g/C Ratio	0.53	0.53			0.16	0.16	
v/c Ratio	0.39	0.40			0.71	0.27	
Control Delay	17.6	15.9			54.3	3.0	
Queue Delay	0.0	0.0			0.0	0.0	
Total Delay	17.6	15.9			54.3	3.0	
LOS	B	B			D	A	
Approach Delay		16.1			36.0		
Approach LOS		B			D		
Queue Length 50th (ft)	36	148			117	0	
Queue Length 95th (ft)	75	221			178	9	
Internal Link Dist (ft)		360			160		
Turn Bay Length (ft)	120					100	
Base Capacity (vph)	300	1896			331	439	

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Starvation Cap Reductn			0			0			0			
Spillback Cap Reductn			0			0			0			
Storage Cap Reductn			0			0			0			
Reduced v/c Ratio			0.16			0.50			0.64			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 66.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Forest Avenue & Saunders Street/Vannah Avenue & Ocean Avenue



Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Starvation Cap Reductn	0	0			0	0	
Spillback Cap Reductn	0	89			0	0	
Storage Cap Reductn	0	0			0	0	
Reduced v/c Ratio	0.38	0.42			0.58	0.24	

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Lane Configurations												
Volume (vph)	4	11	12	14	7	3	111	7	791	235	13	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	16	12	12	12	12	12	12
Storage Length (ft)		0		0	0		0			0		
Storage Lanes		0		0	0		0			0		
Taper Length (ft)		25			25							
Satd. Flow (prot)	0	0	1897	0	0	1881	0	0	3454	0	0	0
Flt Permitted			0.687			0.983						
Satd. Flow (perm)	0	0	1327	0	0	1854	0	0	3454	0	0	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)			18						1			
Link Speed (mph)			30			30			30			
Link Distance (ft)			195			197			509			
Travel Time (s)			4.4			4.5			11.6			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	55	0	0	151	0	0	1094	0	0	0
Turn Type	Perm	Perm	NA		Perm	NA			NA			pm+pt
Protected Phases			4			8			2			1
Permitted Phases	4	4			8							6
Detector Phase	4	4	4		8	8			2			1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			22.0			10.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0			54.0			13.0
Total Split (%)	23.8%	23.8%	23.8%		23.8%	23.8%			41.5%			10.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0			2.0			2.0
Lost Time Adjust (s)			0.0			0.0			0.0			
Total Lost Time (s)			6.0			6.0			6.0			
Lead/Lag									Lag			Lead
Lead-Lag Optimize?									Yes			Yes
Recall Mode	None	None	None		None	None			C-Max			None
Act Effct Green (s)			15.8			15.8			60.2			
Actuated g/C Ratio			0.12			0.12			0.46			
v/c Ratio			0.31			0.67			0.68			
Control Delay			40.5			68.6			24.6			
Queue Delay			0.0			0.0			0.2			
Total Delay			40.5			68.6			24.8			
LOS			D			E			C			
Approach Delay			40.5			68.6			24.8			
Approach LOS			D			E			C			
Queue Length 50th (ft)			29			124			196			
Queue Length 95th (ft)			52			176			m535			
Internal Link Dist (ft)			115			117			429			
Turn Bay Length (ft)												
Base Capacity (vph)			269			356			1600			

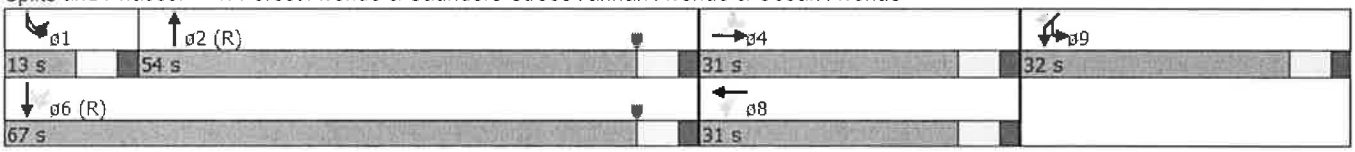
Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Volume (vph)	29	900	5	1	218	15	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12
Storage Length (ft)	120		0		0	100	
Storage Lanes	1		0		1	1	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1805	3571	0	0	1745	1615	0
Flt Permitted	0.132				0.950		
Satd. Flow (perm)	251	3571	0	0	1745	1615	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		1				126	
Link Speed (mph)		30			30		
Link Distance (ft)		440			240		
Travel Time (s)		10.0			5.5		
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	1065	0	0	235	110	0
Turn Type	pm+pt	NA		Split	NA	Perm	
Protected Phases	1	6		9	9		
Permitted Phases	6					9	
Detector Phase	1	6		9	9	9	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0		22.0	22.0	22.0	
Total Split (s)	13.0	67.0		32.0	32.0	32.0	
Total Split (%)	10.0%	51.5%		24.6%	24.6%	24.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	
Lead/Lag	Lead						
Lead-Lag Optimize?	Yes						
Recall Mode	None	C-Max		None	None	None	
Act Effct Green (s)	73.7	73.7			22.5	22.5	
Actuated g/C Ratio	0.57	0.57			0.17	0.17	
v/c Ratio	0.35	0.53			0.78	0.29	
Control Delay	19.5	20.1			68.6	6.9	
Queue Delay	0.0	0.5			0.0	0.0	
Total Delay	19.5	20.6			68.6	6.9	
LOS	B	C			E	A	
Approach Delay		20.5			48.9		
Approach LOS		C			D		
Queue Length 50th (ft)	29	279			191	0	
Queue Length 95th (ft)	63	388			268	37	
Internal Link Dist (ft)		360			160		
Turn Bay Length (ft)	120					100	
Base Capacity (vph)	234	2024			358	431	

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Starvation Cap Reductn			0			0			84			
Spillback Cap Reductn			2			0			0			
Storage Cap Reductn			0			0			0			
Reduced v/c Ratio			0.21			0.42			0.72			

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Forest Avenue & Saunders Street/Vannah Avenue & Ocean Avenue



Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Starvation Cap Reductn	0	0			0	0	
Spillback Cap Reductn	0	488			0	0	
Storage Cap Reductn	0	0			0	0	
Reduced v/c Ratio	0.34	0.69			0.66	0.26	

Intersection Summary

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Lane Configurations			↔			↔			↑↑↑			
Volume (vph)	3	12	4	10	15	4	105	8	628	176	15	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	16	12	12	12	12	12	12
Storage Length (ft)		0		0	0		0			0		
Storage Lanes		0		0	0		0			0		
Taper Length (ft)		25			25							
Satd. Flow (prot)	0	0	1883	0	0	1894	0	0	3484	0	0	0
Flt Permitted			0.698			0.958						
Satd. Flow (perm)	0	0	1350	0	0	1826	0	0	3484	0	0	0
Right Turn on Red				Yes				No			Yes	
Satd. Flow (RTOR)			13						2			
Link Speed (mph)			30			30			30			
Link Distance (ft)			195			197			509			
Travel Time (s)			4.4			4.5			11.6			
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85	0.85	0.85	0.92	0.92	0.92	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	38	0	0	156	0	0	890	0	0	0
Turn Type	Perm	Perm	NA		Perm	NA			NA			pm+pt
Protected Phases			4			8			2			1
Permitted Phases	4	4			8							6
Detector Phase	4	4	4		8	8			2			1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
Minimum Split (s)	22.0	22.0	22.0		22.0	22.0			22.0			10.0
Total Split (s)	23.0	23.0	23.0		23.0	23.0			38.0			14.0
Total Split (%)	23.0%	23.0%	23.0%		23.0%	23.0%			38.0%			14.0%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0			4.0			4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0			2.0			2.0
Lost Time Adjust (s)			0.0			0.0			0.0			
Total Lost Time (s)			6.0			6.0			6.0			
Lead/Lag									Lag			Lead
Lead-Lag Optimize?									Yes			Yes
Recall Mode	None	None	None		None	None			C-Max			None
Act Effct Green (s)			13.4			13.4			38.4			
Actuated g/C Ratio			0.13			0.13			0.38			
v/c Ratio			0.20			0.64			0.66			
Control Delay			29.5			52.8			26.5			
Queue Delay			0.0			0.0			0.0			
Total Delay			29.5			52.8			26.5			
LOS			C			D			C			
Approach Delay			29.5			52.8			26.5			
Approach LOS			C			D			C			
Queue Length 50th (ft)			14			95			270			
Queue Length 95th (ft)			34			146			358			
Internal Link Dist (ft)			115			117			429			
Turn Bay Length (ft)												
Base Capacity (vph)			240			310			1340			

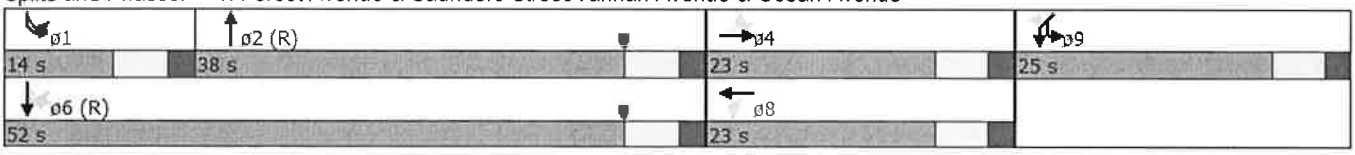
Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Volume (vph)	63	707	3	1	185	13	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12
Storage Length (ft)	120		0		0	100	
Storage Lanes	1		0		1	1	
Taper Length (ft)	25				25		
Satd. Flow (prot)	1805	3571	0	0	1745	1615	0
Flt Permitted	0.164				0.950		
Satd. Flow (perm)	312	3571	0	0	1745	1615	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)		1				164	
Link Speed (mph)		30			30		
Link Distance (ft)		440			240		
Travel Time (s)		10.0			5.5		
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	115	763	0	0	214	106	0
Turn Type	pm+pt	NA		Split	NA	Perm	
Protected Phases	1	6		9	9		
Permitted Phases	6					9	
Detector Phase	1	6		9	9	9	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0	22.0		22.0	22.0	22.0	
Total Split (s)	14.0	52.0		25.0	25.0	25.0	
Total Split (%)	14.0%	52.0%		25.0%	25.0%	25.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0	
Lead/Lag	Lead						
Lead-Lag Optimize?	Yes						
Recall Mode	None	C-Max		None	None	None	
Act Effct Green (s)	52.2	52.2			16.4	16.4	
Actuated g/C Ratio	0.52	0.52			0.16	0.16	
v/c Ratio	0.41	0.41			0.75	0.26	
Control Delay	18.6	16.4			55.8	2.9	
Queue Delay	0.0	0.0			0.0	0.0	
Total Delay	18.6	16.4			55.8	2.9	
LOS	B	B			E	A	
Approach Delay		16.7			38.3		
Approach LOS		B			D		
Queue Length 50th (ft)	37	152			130	0	
Queue Length 95th (ft)	75	221			197	9	
Internal Link Dist (ft)		360			160		
Turn Bay Length (ft)	120					100	
Base Capacity (vph)	285	1864			334	442	

Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	NBR2	SBL2
Starvation Cap Reductn			0			0			0			
Spillback Cap Reductn			0			0			0			
Storage Cap Reductn			0			0			0			
Reduced v/c Ratio			0.16			0.50			0.66			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 67.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Forest Avenue & Saunders Street/Vannah Avenue & Ocean Avenue



Lane Group	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Starvation Cap Reductn	0	0			0	0	
Spillback Cap Reductn	0	90			0	0	
Storage Cap Reductn	0	0			0	0	
Reduced v/c Ratio	0.40	0.43			0.64	0.24	

Intersection Summary

Steven Avenue at Capisic Street and Anson Road

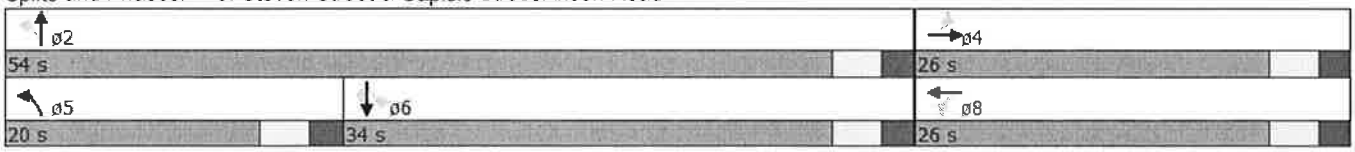
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	359	1	254	1	0	2	368	266	3	0	214	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	0		0	55		0	0		100
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1617	0	0	1688	0	1805	1896	0	0	1881	1599
Flt Permitted	0.755				0.947		0.351					
Satd. Flow (perm)	1434	1617	0	0	1618	0	667	1896	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		282			95			1				266
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			152			279			554	
Travel Time (s)		6.6			3.5			6.3			12.6	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.91	0.91	0.91	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	399	283	0	0	4	0	404	295	0	0	249	266
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		20.0	54.0		34.0	34.0	34.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		25.0%	67.5%		42.5%	42.5%	42.5%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	21.1	21.1			21.1		33.9	33.9			14.4	14.4
Actuated g/C Ratio	0.32	0.32			0.32		0.52	0.52			0.22	0.22
v/c Ratio	0.86	0.40			0.01		0.67	0.30			0.60	0.47
Control Delay	43.3	4.7			0.0		15.5	9.4			29.0	6.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	43.3	4.7			0.0		15.5	9.4			29.0	6.1
LOS	D	A			A		B	A			C	A
Approach Delay		27.3			0.0			12.9			17.1	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	148	0			0		90	60			90	0
Queue Length 95th (ft)	#347	52			0		145	100			144	42
Internal Link Dist (ft)		209			72			199			474	
Turn Bay Length (ft)	165						55					100
Base Capacity (vph)	465	715			589		611	1437			843	864
Starvation Cap Reductn	0	0			0		0	0			0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.86	0.40			0.01		0.66	0.21			0.30	0.31

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 65.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Steven Street & Capisic Street/Anson Road



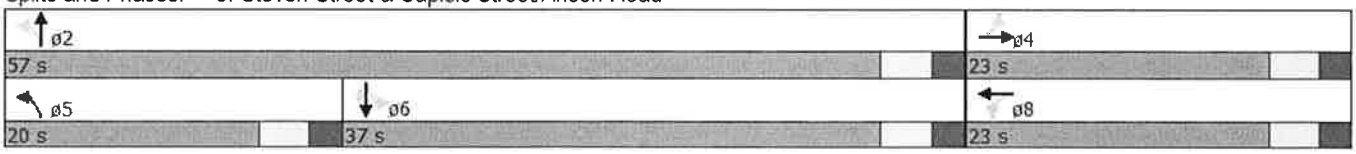
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	1	186	4	3	0	191	178	2	2	205	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	0		0	55		0	0		100
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1617	0	0	1847	0	1805	1878	0	0	1861	1599
Flt Permitted	0.750				0.839		0.376				0.996	
Satd. Flow (perm)	1425	1617	0	0	1594	0	714	1878	0	0	1856	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		202						1				286
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			152			279			554	
Travel Time (s)		6.6			3.5			6.3			12.6	
Peak Hour Factor	0.92	0.92	0.92	0.58	0.58	0.58	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	203	0	0	12	0	210	198	0	0	269	286
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	21.0
Total Split (s)	23.0	23.0		23.0	23.0		20.0	57.0		37.0	37.0	37.0
Total Split (%)	28.8%	28.8%		28.8%	28.8%		25.0%	71.3%		46.3%	46.3%	46.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	13.7	13.7			13.7		30.6	30.6			13.9	13.9
Actuated g/C Ratio	0.25	0.25			0.25		0.56	0.56			0.25	0.25
v/c Ratio	0.63	0.37			0.03		0.34	0.19			0.57	0.46
Control Delay	29.0	5.8			18.3		7.9	6.7			24.0	5.5
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	29.0	5.8			18.3		7.9	6.7			24.0	5.5
LOS	C	A			B		A	A			C	A
Approach Delay		18.0			18.3			7.3			14.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	65	0			3		29	27			76	0
Queue Length 95th (ft)	155	46			10		65	61			129	27
Internal Link Dist (ft)		209			72			199			474	
Turn Bay Length (ft)	165						55					100
Base Capacity (vph)	490	689			548		712	1692			1135	1089
Starvation Cap Reductn	0	0			0		0	0			0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.46	0.29			0.02		0.29	0.12			0.24	0.26

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 54.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 52.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Steven Street & Capisic Street/Anson Road



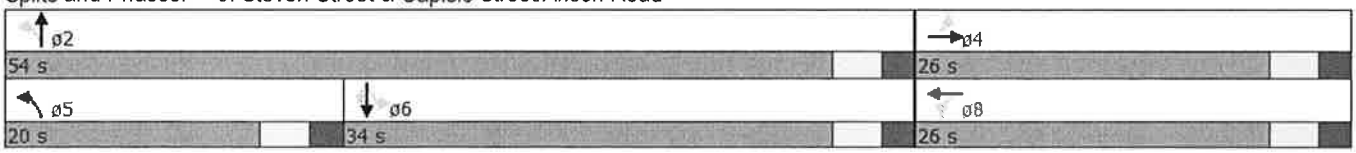
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	359	1	267	1	0	2	379	266	3	0	214	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	0		0	55		0	0		100
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1617	0	0	1688	0	1805	1896	0	0	1881	1599
Flt Permitted	0.755				0.945		0.351					
Satd. Flow (perm)	1434	1617	0	0	1614	0	667	1896	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		297			95			1				266
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			152			279			554	
Travel Time (s)		6.6			3.5			6.3			12.6	
Peak Hour Factor	0.90	0.90	0.90	0.75	0.75	0.75	0.91	0.91	0.91	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	399	298	0	0	4	0	416	295	0	0	249	266
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	21.0
Total Split (s)	26.0	26.0		26.0	26.0		20.0	54.0		34.0	34.0	34.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		25.0%	67.5%		42.5%	42.5%	42.5%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	21.1	21.1			21.1		34.0	34.0			14.4	14.4
Actuated g/C Ratio	0.32	0.32			0.32		0.52	0.52			0.22	0.22
v/c Ratio	0.86	0.41			0.01		0.69	0.30			0.60	0.47
Control Delay	43.6	4.8			0.0		16.1	9.4			28.9	6.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	43.6	4.8			0.0		16.1	9.4			28.9	6.1
LOS	D	A			A		B	A			C	A
Approach Delay		27.0			0.0			13.3			17.1	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	148	0			0		94	60			90	0
Queue Length 95th (ft)	#347	53			0		151	100			144	42
Internal Link Dist (ft)		209			72			199			474	
Turn Bay Length (ft)	165						55					100
Base Capacity (vph)	464	724			587		611	1433			841	862
Starvation Cap Reductn	0	0			0		0	0			0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.86	0.41			0.01		0.68	0.21			0.30	0.31

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 65.2
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 71.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Steven Street & Capisic Street/Anson Road



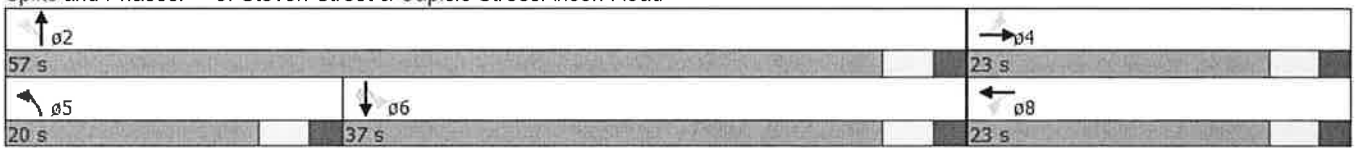
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	1	204	4	3	0	211	178	2	2	205	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	0		0	55		0	0		100
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1617	0	0	1847	0	1805	1878	0	0	1861	1599
Flt Permitted	0.750				0.833		0.374				0.996	
Satd. Flow (perm)	1425	1617	0	0	1583	0	711	1878	0	0	1856	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		222						1				286
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			152			279			554	
Travel Time (s)		6.6			3.5			6.3			12.6	
Peak Hour Factor	0.92	0.92	0.92	0.58	0.58	0.58	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	225	223	0	0	12	0	232	198	0	0	269	286
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	21.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	21.0
Total Split (s)	23.0	23.0		23.0	23.0		20.0	57.0		37.0	37.0	37.0
Total Split (%)	28.8%	28.8%		28.8%	28.8%		25.0%	71.3%		46.3%	46.3%	46.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	None
Act Effct Green (s)	13.7	13.7			13.7		31.3	31.3			14.0	14.0
Actuated g/C Ratio	0.25	0.25			0.25		0.56	0.56			0.25	0.25
v/c Ratio	0.64	0.39			0.03		0.36	0.19			0.57	0.46
Control Delay	29.7	5.9			18.6		8.1	6.7			24.3	5.5
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	29.7	5.9			18.6		8.1	6.7			24.3	5.5
LOS	C	A			B		A	A			C	A
Approach Delay		17.8			18.6			7.4			14.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	66	0			3		33	27			78	0
Queue Length 95th (ft)	155	48			10		72	61			128	27
Internal Link Dist (ft)		209			72			199			474	
Turn Bay Length (ft)	165						55					100
Base Capacity (vph)	484	695			537		710	1680			1121	1078
Starvation Cap Reductn	0	0			0		0	0			0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.46	0.32			0.02		0.33	0.12			0.24	0.27

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 55.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Steven Street & Capisic Street/Anson Road



Capisic Street at Frost Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑						↔	
Volume (vph)	0	224	90	211	386	0	194	0	390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	16	12	16	12	12	12
Storage Length (ft)	0		0	200		0	100		100	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1887	0	1770	1900	0	2046	0	1830	0	1900	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1887	0	1770	1900	0	2046	0	1830	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			289			238			121	
Travel Time (s)		15.5			6.6			5.4			2.8	
Peak Hour Factor	0.90	0.90	0.90	0.98	0.98	0.98	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	215	394	0	209	0	419	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	35.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	224	90	211	386	0	194	0	390	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	93	93	93	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0	0	0	0	0	0	0
Mvmt Flow	0	249	100	215	394	0	209	0	419	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	349	0	0	1123	1123	299	1123	1173	394
Stage 1	-	-	-	-	-	-	299	299	-	824	824	-
Stage 2	-	-	-	-	-	-	824	824	-	299	349	-
Follow-up Headway	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1176	-	-	1210	-	-	# 185	207	745	185	194	659
Stage 1	-	-	-	-	-	-	714	670	-	370	390	-
Stage 2	-	-	-	-	-	-	370	390	-	714	637	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1176	-	-	1210	-	-	# 160	170	745	70	160	659
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 160	170	-	70	160	-
Stage 1	-	-	-	-	-	-	714	670	-	370	321	-
Stage 2	-	-	-	-	-	-	304	321	-	312	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3	86.9	0
HCM LOS			F	A

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	745	1176	-	-	1210	-	-	0
HCM Lane V/C Ratio	1.304	0.563	-	-	-	0.178	-	-	+
HCM Control Delay (s)	229.5	15.9	0	-	-	8.618	-	-	0
HCM Lane LOS	F	C	A			A			A
HCM 95th %tile Q(veh)	12.389	3.553	0	-	-	0.646	-	-	+

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	187	145	221	193	0	102	0	203	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	16	12	16	12	12	12
Storage Length (ft)	0		0	200		0	0		100	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1847	0	1805	1900	0	0	1770	1830	0	1805	0
Flt Permitted				0.950				0.950			0.950	
Satd. Flow (perm)	0	1847	0	1805	1900	0	0	1770	1830	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			289			238			121	
Travel Time (s)		15.5			6.6			5.4			2.8	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.90	0.90	0.90	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	248	217	0	0	113	226	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	187	145	221	193	0	102	0	203	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	89	89	89	90	90	90	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	0	0
Mvmt Flow	0	212	165	248	217	0	113	0	226	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	377	0	0	1008	1008	295	1008	1090	217
Stage 1	-	-	-	-	-	-	295	295	-	713	713	-
Stage 2	-	-	-	-	-	-	713	713	-	295	377	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.518	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1365	-	-	1193	-	-	219	242	749	221	217	828
Stage 1	-	-	-	-	-	-	713	673	-	426	438	-
Stage 2	-	-	-	-	-	-	423	438	-	718	619	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1365	-	-	1193	-	-	184	192	749	130	172	828
Mov Capacity-2 Maneuver	-	-	-	-	-	-	184	192	-	130	172	-
Stage 1	-	-	-	-	-	-	713	673	-	426	347	-
Stage 2	-	-	-	-	-	-	335	347	-	502	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.7	31	34.5
HCM LOS			D	D

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	263	749	1365	-	-	1193	-	-	130
HCM Lane V/C Ratio	0.717	0.201	-	-	-	0.208	-	-	0.062
HCM Control Delay (s)	47	11	0	-	-	8.809	-	-	34.5
HCM Lane LOS	E	B	A			A			D
HCM 95th %tile Q(veh)	4.956	0.746	0	-	-	0.783	-	-	0.194

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Volume (vph)	0	237	103	211	397	0	205	0	390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	16	12	16	12	12	12
Storage Length (ft)	0		0	200		0	100		100	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1883	0	1770	1900	0	2046	0	1830	0	1900	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	1883	0	1770	1900	0	2046	0	1830	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			289			238			121	
Travel Time (s)		15.5			6.6			5.4			2.8	
Peak Hour Factor	0.90	0.90	0.90	0.98	0.98	0.98	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	215	405	0	220	0	419	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	45.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	237	103	211	397	0	205	0	390	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	93	93	93	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0	0	0	0	0	0	0
Mvmt Flow	0	263	114	215	405	0	220	0	419	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	378	0	0	1157	1157	321	1157	1214	405
Stage 1	-	-	-	-	-	-	321	321	-	836	836	-
Stage 2	-	-	-	-	-	-	836	836	-	321	378	-
Follow-up Headway	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1165	-	-	1180	-	-	# 175	198	724	175	183	650
Stage 1	-	-	-	-	-	-	695	655	-	364	385	-
Stage 2	-	-	-	-	-	-	364	385	-	695	619	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1165	-	-	1180	-	-	# 150	162	724	63	150	650
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 150	162	-	63	150	-
Stage 1	-	-	-	-	-	-	695	655	-	364	315	-
Stage 2	-	-	-	-	-	-	298	315	-	292	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3	113.9	0
HCM LOS			F	A

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	724	1165	-	-	1180	-	-	0
HCM Lane V/C Ratio	1.47	0.579	-	-	-	0.182	-	-	+
HCM Control Delay (s)	299.1	16.6	0	-	-	8.73	-	-	0
HCM Lane LOS	F	C	A			A			A
HCM 95th %tile Q(veh)	14.503	3.759	0	-	-	0.666	-	-	+

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	205	163	221	213	0	121	0	203	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	16	12	16	12	12	12
Storage Length (ft)	0		0	200		0	0		100	0		0
Storage Lanes	0		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1846	0	1805	1900	0	0	1770	1830	0	1805	0
Flt Permitted				0.950				0.950			0.950	
Satd. Flow (perm)	0	1846	0	1805	1900	0	0	1770	1830	0	1805	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			289			238			121	
Travel Time (s)		15.5			6.6			5.4			2.8	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.90	0.90	0.90	0.50	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	418	0	248	239	0	0	134	226	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.3% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	205	163	221	213	0	121	0	203	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	89	89	89	90	90	90	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	0	0
Mvmt Flow	0	233	185	248	239	0	134	0	226	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	239	0	0	418	0	0	1062	1062	326	1062	1154	239
Stage 1	-	-	-	-	-	-	326	326	-	736	736	-
Stage 2	-	-	-	-	-	-	736	736	-	326	418	-
Follow-up Headway	2.2	-	-	2.2	-	-	3.518	4	3.3	3.5	4	3.3
Pot Capacity-1 Maneuver	1340	-	-	1152	-	-	201	225	720	203	199	805
Stage 1	-	-	-	-	-	-	687	652	-	414	428	-
Stage 2	-	-	-	-	-	-	411	428	-	691	594	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1340	-	-	1152	-	-	168	177	720	116	156	805
Mov Capacity-2 Maneuver	-	-	-	-	-	-	168	177	-	116	156	-
Stage 1	-	-	-	-	-	-	687	652	-	414	336	-
Stage 2	-	-	-	-	-	-	323	336	-	475	594	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.6	52	38.3
HCM LOS			F	E

Minor Lane / Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	720	1340	-	-	1152	-	-	116
HCM Lane V/C Ratio	0.904	0.209	-	-	-	0.216	-	-	0.069
HCM Control Delay (s)	81.2	11.3	0	-	-	8.982	-	-	38.3
HCM Lane LOS	F	B	A			A			E
HCM 95th %tile Q(veh)	7.578	0.783	0	-	-	0.818	-	-	0.219

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

TRAFFIC SIGNAL WARRANT ANALYSIS

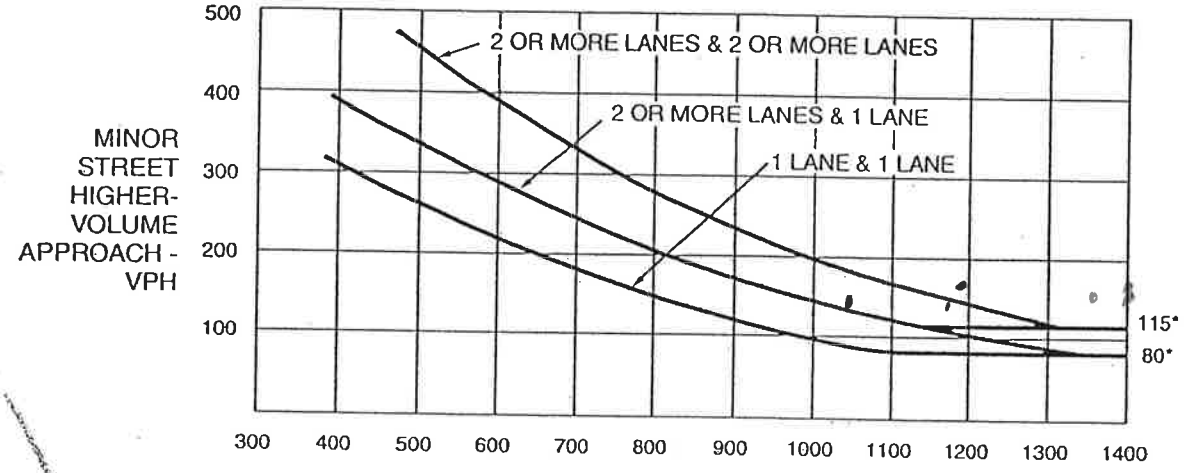
Traffic Signal Warrant Analysis Summary - Westbrook Arterial/Project Site Drive
2021 Build - Average-Month Conditions

Time	Westbrook Arterial Volume (Major Street)[a]	Project Site Drive Volume (Minor Street)[b]	Warrant 1 Condition A[c]	Warrant 1 Condition B[d]	Warrant 2[e]	Warrant 3[f]
7:00	1456	17	No	No	No	No
8:00	1229	23	No	No	No	No
9:00	977	38	No	No	No	No
10:00	1014	79	No	No	No	No
11:00	1063	116	No	Yes	No	No
12:00	1138	156	No	Yes	No	No
1:00	1088	161	No	Yes	No	No
2:00	1195	167	No	Yes	Yes	No
3:00	1361	166	No	Yes	Yes	No
4:00	1603	167	No	Yes	Yes	No
5:00	1565	177	No	Yes	Yes	No
6:00	1044	141	No	Yes	No	No
Warrant Satisfied?			No	Yes	Yes	No

[a]Based on ATR counts conducted on Westbrook Arterial by VAI in September 2015. Volume for both Westbrook Arterial directions.
[b]Based on ITE weekday Shopping Center hourly distribution. A 40% reduction applied for right-turns.
[c]Warrant 1 Condition A - Eight Hour Vehicular Volume, Minimum Vehicular Volume - satisfied when major street volume > 600 and minor street volume > 200.
[d]Warrant 1 Condition B - Eight Hour Vehicular Volume, Interruption of Continuous Traffic - satisfied when major street volume > 900 and minor street volume >100.

Westbrook Arterial/Project Site Drive
2021 Build - Average-Month Conditions

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

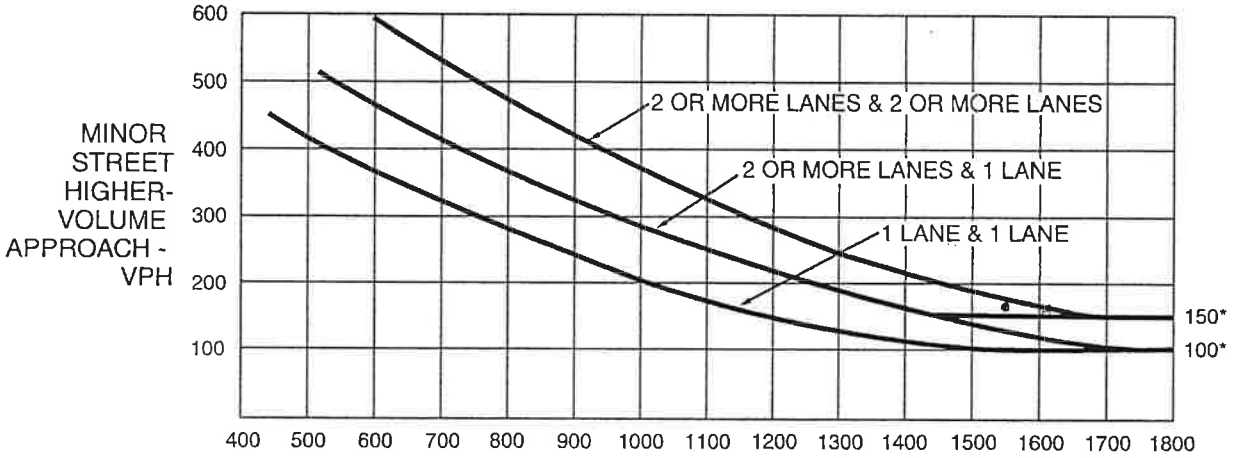


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Meets Warrant 2

 Westbrook Arterial/Project Site Drive. 2021 Build - Average Month Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Do not Meet Warrat 3

Average Weekday

start time	Weekday Entering (From ITE LUC 820)	Weekday Entering (adjusted)	Weekday Exiting (From ITE LUC 820)	Weekday Exiting (adjusted)	Entering Trips	Exiting Trips	Westbrook Arterial Site Drive (34%) Entering	Westbrook Arterial Site Drive (22%) Exiting	Westbrook Arterial Site Drive (9%) Right-Turn Exiting	Westbrook Arterial Site Drive (40%) Exiting Reduction for Right-Turns	Westbrook Arterial Site Drive Exiting with Reduction for Right-Turns	Total Trips
7:00:00 AM	2.0%	2.6%	0.9%	0.9%	174	92	59	12	8	5	17	266
8:00:00 AM	3.1%	3.8%	1.2%	1.2%	254	122	86	16	11	7	23	376
9:00:00 AM	5.5%	5.2%	2.0%	2.0%	348	204	118	27	18	11	38	145
10:00:00 AM	7.0%	7.5%	4.3%	4.2%	501	429	170	56	39	23	79	226
11:00:00 AM	8.4%	7.9%	6.2%	6.2%	528	633	180	82	57	34	116	262
12:00:00 PM	9.4%	8.6%	8.3%	8.3%	575	847	196	110	76	46	156	306
1:00:00 PM	8.2%	7.8%	8.6%	8.6%	521	878	177	114	79	47	161	291
2:00:00 PM	7.7%	7.1%	8.9%	8.9%	477	908	162	118	82	49	167	280
3:00:00 PM	7.8%	6.9%	8.8%	8.8%	461	898	157	117	81	49	166	274
4:00:00 PM	8.0%	7.4%	8.9%	8.9%	495	908	168	118	82	49	167	286
5:00:00 PM	8.4%	8.8%	9.2%	9.4%	588	959	200	125	86	52	177	325
6:00:00 PM	8.0%	8.7%	7.5%	7.5%	581	766	198	100	69	41	141	298
7:00:00 PM	7.9%	7.9%	7.2%	7.2%	528	735	180	96	66	40	136	276
8:00:00 PM	4.3%	4.9%	7.7%	7.7%	327	786	111	102	71	43	145	213
9:00:00 PM	1.8%	2.4%	7.2%	7.1%	160	725	54	94	65	39	133	148
TOTAL	**97.5%**	**97.5%**	**96.9%**	**96.9%**	**6683**	**10207**	2272	1327	919	551	1878	3599

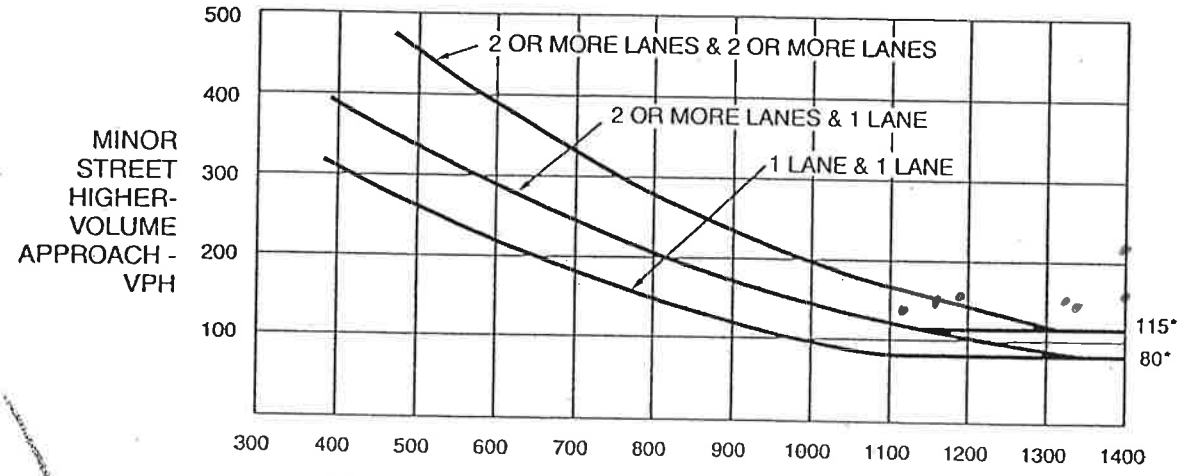
Traffic Signal Warrant Analysis Summary - Main Street/Project Site Drive
2021 Build - Average-Month Conditions

Time	Main Street Volume (Major Street)[a]	Project Site Drive Volume (Minor Street)[b]	Warrant 1 Condition A[c]	Warrant 1 Condition B[d]	Warrant 2[e]	Warrant 3[f]
7:00	924	17	No	No	No	No
8:00	966	22	No	No	No	No
9:00	952	37	No	No	No	No
10:00	1018	77	No	No	No	No
11:00	1290	114	No	Yes	No	No
12:00	1332	152	No	Yes	Yes	No
1:00	1178	158	No	Yes	No	No
2:00	1192	163	No	Yes	Yes	No
3:00	1318	161	No	Yes	Yes	No
4:00	1431	163	No	Yes	Yes	Yes
5:00	1399	202	Yes	Yes	Yes	Yes
6:00	1117	138	No	Yes	No	No
Warrant Satisfied?			No	Yes	Yes	Yes

[a]Based on 12-hour TMC counts conducted at the Main Street/Westbrook Crossing Driveway intersection by VAI in September 2015. Volume for both Main Street directions.
[b]Based on ITE weekday Shopping Center hourly distribution. A 40% reduction applied for right-turns.
[c]Warrant 1 Condition A - Eight Hour Vehicular Volume, Minimum Vehicular Volume - satisfied when major street volume > 600 and minor street volume > 200.
[d]Warrant 1 Condition B - Eight Hour Vehicular Volume, Interruption of Continuous Traffic - satisfied when major street volume > 900 and minor street volume >100.

Main Street/Project Site Drive
2021 Build - Average Month Condition

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

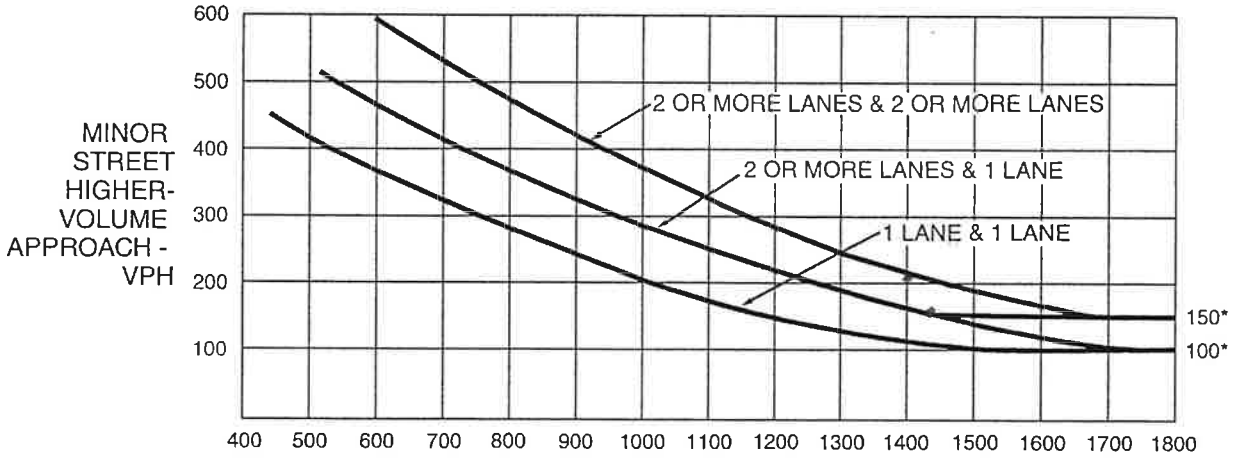


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Meets Warrant 2

Main Street/Project Site Drive
2021 Build - Average - Mid Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Proposed Commercial Development - Westbrook, ME

Average Weekday

start time	Weekday Entering (From ITE LUC 820)	Weekday Entering (adjusted)	Weekday Exiting (From ITE LUC 820)	Weekday Exiting (adjusted)	Entering Trips	Exiting Trips	Main Site Drive (30%) Entering	Main Site Drive (30%) Exiting	Main Site Drive (40%) Exiting Reduction for Right-Turns	Total Trips
7:00:00 AM	2.0%	2.6%	0.9%	0.9%	174	92	52	28	17	266
8:00:00 AM	3.1%	3.8%	1.2%	1.2%	254	122	76	37	22	376
9:00:00 AM	5.5%	5.2%	2.0%	2.0%	348	204	104	61	37	165
10:00:00 AM	7.0%	7.5%	4.3%	4.2%	501	429	150	129	77	279
11:00:00 AM	8.4%	7.9%	6.2%	6.2%	528	633	158	190	114	348
12:00:00 PM	9.4%	8.6%	8.3%	8.3%	575	847	173	254	152	427
1:00:00 PM	8.2%	7.8%	8.6%	8.6%	521	878	156	263	158	419
2:00:00 PM	7.7%	7.1%	8.9%	8.9%	477	908	143	272	163	415
3:00:00 PM	7.8%	6.9%	8.8%	8.8%	461	898	138	269	161	407
4:00:00 PM	8.0%	7.4%	8.9%	8.9%	495	908	149	272	163	421
5:00:00 PM	8.4%	8.8%	9.2%	9.4%	588	959	176	336	202	512
6:00:00 PM	8.0%	8.7%	7.5%	7.5%	581	766	174	230	138	404
7:00:00 PM	7.9%	7.9%	7.2%	7.2%	528	735	158	221	133	379
8:00:00 PM	4.3%	4.9%	7.7%	7.7%	327	786	98	236	142	334
9:00:00 PM	1.8%	2.4%	7.2%	7.1%	160	725	48	218	131	266
TOTAL	**97.5%**	**97.5%**	**96.9%**	**96.9%**	**6683**	**10207**	2005	3109	1865	5114

Job# 6846

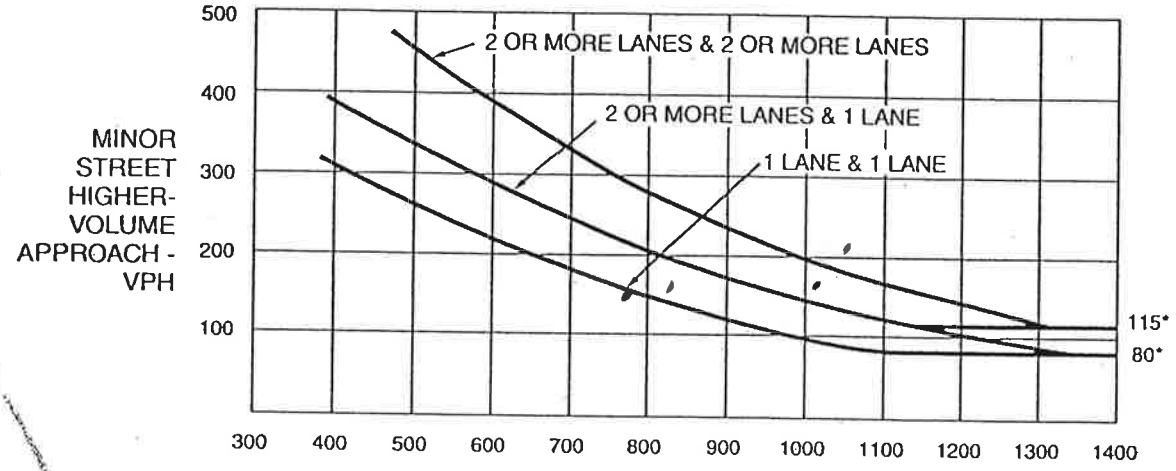
Traffic Signal Warrant Analysis Summary - Larrabee Road/North Project Site Drive
2021 Build - Average-Month Conditions

Time	Larrabee Road Volume (Major Street)[a]	North Project Site Drive Volume (Minor Street)[b]	Warrant 1 Condition A[c]	Warrant 1 Condition B[d]	Warrant 2[e]	Warrant 3[f]
7:00	673	17	No	No	No	No
8:00	704	22	No	No	No	No
9:00	558	37	No	No	No	No
10:00	674	77	No	No	No	No
11:00	762	114	No	No	No	No
12:00	916	152	No	No	No	No
1:00	812	158	No	No	No	No
2:00	792	163	No	No	No	No
3:00	824	161	No	No	No	No
4:00	1017	163	No	Yes	No	No
5:00	1062	202	No	Yes	Yes	No
6:00	543	138	No	No	No	No
Warrant Satisfied?			No	No	No	No

[a]Based on 12-hour TMC counts conducted at the Larrabee Road/Terminal Street/Site Driveway intersection by VAI in September 2015. Volume for both Larrabee Road directions.
[b]Based on ITE weekday Shopping Center hourly distribution. A 40% reduction applied for right-turns.
[c]Warrant 1 Condition A - Eight Hour Vehicular Volume, Minimum Vehicular Volume - satisfied when major street volume > 600 and minor street volume > 200.
[d]Warrant 1 Condition B - Eight Hour Vehicular Volume, Interruption of Continuous Traffic - satisfied when major street volume > 900 and minor street volume >100.

Laurelee Road/North Site Drive
2021 Build - Average - Month Conditions

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

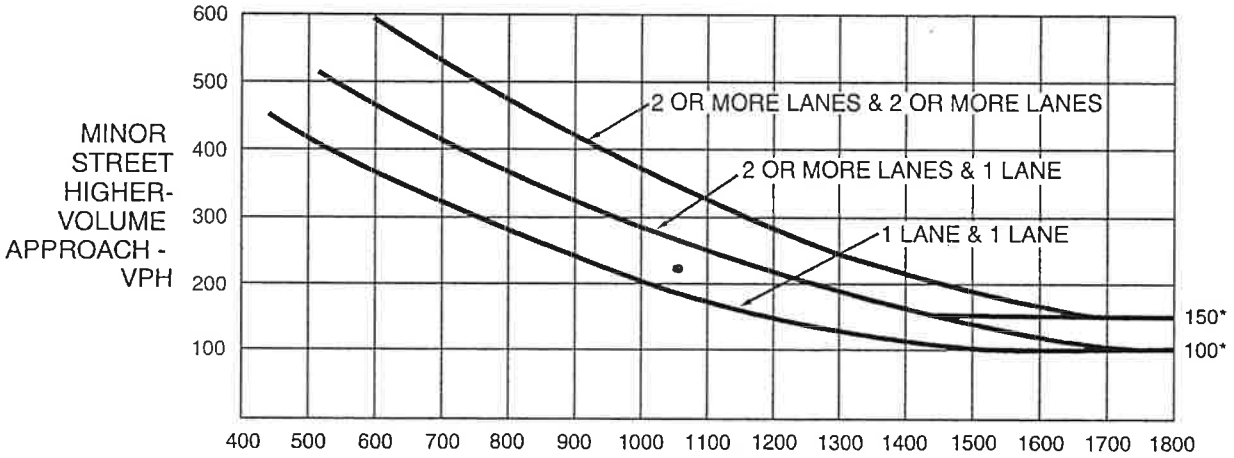


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Do not meet Warrant 2

Lavabee Rock/North Project Site Dunnie
2021 Build - Average Month Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Do not meet Warrant 3

Proposed Commercial Development - Westbrook, ME

Average Weekday

start time	Weekday Entering (From ITE LUC 820)	Weekday Entering (adjusted)	Weekday Exiting (From ITE LUC 820)	Weekday Exiting (adjusted)	Entering Trips	Exiting Trips	North Site Drive (28%) Entering	North Site Drive (28%) Exiting	North Site Drive (40%) Exiting Reduction for Right-Turns	Total Trips
7:00:00 AM	2.0%	2.6%	0.9%	0.9%	174	92	49	26	16	266
8:00:00 AM	3.1%	3.8%	1.2%	1.2%	254	122	71	34	20	376
9:00:00 AM	5.5%	5.2%	2.0%	2.0%	348	204	97	57	34	154
10:00:00 AM	7.0%	7.5%	4.3%	4.2%	501	429	140	120	72	260
11:00:00 AM	8.4%	7.9%	6.2%	6.2%	528	633	148	177	106	325
12:00:00 PM	9.4%	8.6%	8.3%	8.3%	575	847	161	237	142	398
1:00:00 PM	8.2%	7.8%	8.6%	8.6%	521	878	146	246	148	392
2:00:00 PM	7.7%	7.1%	8.9%	8.9%	477	908	134	254	152	388
3:00:00 PM	7.8%	6.9%	8.8%	8.8%	461	898	129	251	151	380
4:00:00 PM	8.0%	7.4%	8.9%	8.9%	495	908	139	254	152	393
5:00:00 PM	8.4%	8.8%	9.2%	9.4%	588	959	165	231	139	396
6:00:00 PM	8.0%	8.7%	7.5%	7.5%	581	766	163	214	128	377
7:00:00 PM	7.9%	7.9%	7.2%	7.2%	528	735	148	206	124	354
8:00:00 PM	4.3%	4.9%	7.7%	7.7%	327	786	92	220	132	312
9:00:00 PM	1.8%	2.4%	7.2%	7.1%	160	725	45	203	122	248
TOTAL	**97.5%**	**97.5%**	**96.9%**	**96.9%**	**6683**	**10207**	1871	2858	1715	4729

Job# 6846