



July 11, 2014  
02249

Jean Fraser, Planner  
Planning and Urban Development Department  
City of Portland  
389 Congress Street  
Portland, ME 04101

**Level III Final Site Plan Application;**  
**50 Industrial Way, LLC - Allagash Brewing Company**  
**Tax Map 326 Block B, Lot 8, Lot 9 and Lot 10**

Dear Jean:

On behalf of 50 Industrial Way, LLC, Sebago Technics, Inc. is submitting this Final Site Plan application for an expansion of the Allagash Brewing facility located at 50 Industrial Way in Portland, Maine. As you will recall, we met with the Planning Board at their July 8<sup>th</sup> workshop meeting to introduce the proposed phased development for this property.

Generally, the application and plans have been updated to clarify the proposed phasing for this project and to address specific comments contained in the Planning Division memorandum. The following information summarizes the modifications:

**Application and Narratives**

Exhibit 1 - The application form has been completed, signed and dated to include final application criteria. The project data sheet has been updated to correspond with the site improvements through Phase 2.

Exhibit 2 – The project description has been updated to reflect the proposed phasing for the project.

Exhibit 4 – The applicant understands that State and Federal permits will be required prior to commencing construction which impacts the wetlands on-site. As such, the condition of approval request has been reworded accordingly.

Exhibit 5 – The proposed space and bulk dimensions for Phase 1 and Phase 2 have been incorporated in the narrative.

Exhibit 7 – The waiver criteria for the sidewalk has been modified as suggested by Tom Errico in his email dated July 2, 2014. The waiver request pertaining to the number of driveways has been added, as suggested by Tom Errico in his email dated July 2, 2014.

Exhibit 8 – Crash data was obtained for the latest three year period (2011-2013) which was not previously available at the time of our original traffic memorandum dated June 3rd, 2013 (data provided at that time was from 2010-2012). Four intersections on Riverside Street within a ½ mile of the Allagash site were requested beginning with Evergreen Dr. @ Riverside St. to the north, Industrial Way @ Riverside St., Forest Ave. @ Riverside St. and Waldron Way @ Riverside St. During this time period, Forest Ave. @ Riverside St. had 34 crashes, with a CRF of 1.10, making it a High Crash Location (minimum of 8 crashes in a three year period and a CRF greater than 1.00). The remaining three intersections all experienced 0 crashes in a three year period. From this data it appears that 32 of the 34 crashes experienced at Riverside and Forest were rear ends collisions as a result of driver inattention, which is very typical of a signalized, heavily congested traffic signal. Given this fact and MaineDOT recently completing a project through this intersection in 2012, it is our opinion that there are no correctible crash patterns on Riverside Street. Crash summaries along with the police reports (where applicable) are provided for all four intersections. The crash data sheets are appended to the original traffic analysis memorandum.

Exhibit 15 – The stormwater management plan has been modified to demonstrate compliance with Chapter 500 in both Phase 1 and Phase 2 of the proposed development. HydroCAD calculations and Watershed plans for the 2010 site conditions, 2012 site conditions, 2014 – Phase 1 site conditions and 2014 – Phase 2 site conditions are provided for comparison. The calculations are included within Exhibit 15 and the plans are provided as individual PDF files. (C10.1 Stormwater, C10.2 Stormwater, C10.3 Stormwater and C10.4 Stormwater, respectively)

## Plans

C1 Cover – The cover sheet has been amended to show the current list of plans. Please note that the stormwater plans are not included on the cover. The proposed gravel access drive has been removed.

C2 Existing Conditions – The plan was corrected to remove an aerial utility cable which had served 100 Industrial Way, but was removed during the previous construction activity.

C3.1 Demolition: Phase 1 – This plan was added to depict the required demolition to complete Phase 1.

C3 Demolition – This plan was updated to depict the required demolition to complete Phase 2. Phase 1 site elements are shown as “existing”.

C4 Phasing – This plan was updated to show the final proposed limits of each phase of construction. The proposed gravel access drive has been removed.

C5.1 Site: Phase 1 – This plan was added to depict the proposed site improvements associated with Phase 1.

C5 Site – This plan was updated to depict the proposed site improvements associated with Phase 2. Phase 1 site elements are shown as “existing”. The proposed gravel access drive has been removed.

C6.1 Grading: Phase 1 – This plan was added to depict the proposed grading, utility and storm drainage infrastructure associated with Phase 1.

Jean Fraser  
02249

July 11, 2014

C6 Grading – This plan was updated to depict the proposed grading, utility and storm drainage infrastructure associated with Phase 2. Phase 1 grading, utility and storm drainage elements are shown as “existing”. The proposed gravel access drive has been removed and grading adjusted accordingly.

C7.1 Landscape: Phase 1 – This plan was added to depict the proposed landscape and lighting improvements associated with Phase 1.

C7 Landscape - This plan was updated to depict the proposed landscape and lighting improvements associated with Phase 2. Phase 1 landscape and lighting elements are shown as “existing”. Additional plantings have been added adjacent to the proposed detention basin and concrete pad.

C8 Details – There are no changes to this plan. It is provided with a consistent revision note.

C9 Details - There are no changes to this plan. It is provided with a consistent revision note.

C10.1 Stormwater through C10.4 Stormwater – As noted previously, these plans are provided for review of the stormwater management plan.

C11 Turning Template – This plan is provided to satisfy the requirements of the site plan submission checklist.

We are awaiting responses from the Portland Water District and City of Portland Public Services Department regarding capacity to serve the project’s potable water demand and wastewater flows, respectively. We are also awaiting completion of a photometric plan which will address Section 12 of the Technical Manual. These items will be forwarded upon receipt or completion.

We are hopeful that the information provided is sufficient to complete a review of the application and to proceed with final approval of the development proposal. Please contact me if you have any questions or if you require additional information. Thank you for your consideration.

Sincerely,

SEBAGO TECHNICS, INC.



Richard L. Meek, P.E.  
Sr. Project Engineer

RLM:llg

cc: Rob Tod, Allagash Brewing Company  
Paul Ureneck, CBRE/Boulos Asset Management



# FINAL SITE PLAN APPLICATION

For

Allagash Brewing Company

Prepared for:

50 Industrial Way, LLC  
50 Industrial Way  
Portland, ME 04103

July 11, 2014

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### **Final Plan Written Requirements**

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# **Exhibit 1**

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## **Application Form**





Jeff Levine, AICP, Director  
 Planning & Urban Development Department

**Electronic Signature and Fee Payment Confirmation**

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

  
 Applicant Signature: \_\_\_\_\_

6/3/14  
 Date: \_\_\_\_\_

\_\_\_\_\_  
 I have provided digital copies and sent them on:

\_\_\_\_\_  
 Date:

NOTE: All electronic paperwork must be delivered to [buildinginspections@portlandmaine.gov](mailto:buildinginspections@portlandmaine.gov) or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3<sup>rd</sup> Floor, Room 315.



## Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

### Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

**Planning Division**  
Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8719

**Office Hours**  
Monday thru Friday  
8:00 a.m. – 4:30 p.m.



**PROJECT NAME:** Allagash Brewery 2015 Expansion

**PROPOSED DEVELOPMENT ADDRESS:**

50 Industrial Way, Portland

**PROJECT DESCRIPTION:**

2,400 SQ FT Tank Support Addition (Bunker), 18,360 sq.ft.

Production Exp. (connecting 50&100 Industrial Way Facilities)  
Adding loading docks and associated site work.

**CHART/BLOCK/LOT:** 326,B (89,210)

**PRELIMINARY PLAN**

6-3-14 (date)

**FINAL PLAN**

7-11-14 (date)

**CONTACT INFORMATION:**

<b>Applicant – must be owner, Lessee or Buyer</b> Name: 50 Industrial Way, LLC Business Name, if applicable: Allagash Brewing Co. Address: 50 Industrial Way City/State: Portland, ME Zip Code: 04103	<b>Applicant Contact Information</b> Work # 207-878-5385 Home# Cell # 207-450-4274 Fax# e-mail: robtod@allagash.com
<b>Owner – (if different from Applicant)</b> Name: Address: City/State : Zip Code:	<b>Owner Contact Information</b> Work # Home# Cell # Fax# e-mail:
<b>Agent/ Representative</b> Name: Richard Meek, P.E. Address: 75 John Roberts RD Suite 1A City/State: So. Portland Zip Code: 04106	<b>Agent/Representative Contact information</b> Work # 207-200-2075 Cell # e-mail: rmeek@sebagotechnics.com
<b>Billing Information</b> Name: Rob Too c/o Allagash Brewing Co. Address: 50 Industrial Way City/State: Portland, ME Zip Code: 04103	<b>Billing Information</b> Work # 207-878-5385 Cell # 207-450-4274 Fax# e-mail: robtod@allagash.com



**APPLICATION SUBMISSION:**

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

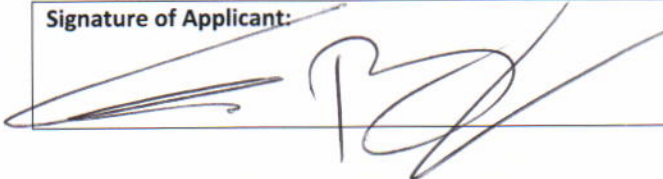
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

**APPLICANT SIGNATURE:**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

**This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.**

Signature of Applicant:	Date:
	6/3/14

## PROJECT DATA

**The following information is required where applicable, in order to complete the application.**

<b>Total Area of Site</b>	191,979	sq. ft.
<b>Proposed Total Disturbed Area of the Site</b>	171,000	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
<b>Impervious Surface Area</b>		
Impervious Area (Total Existing)	93,404	sq. ft.
Impervious Area (Total Proposed)	118,200	sq. ft.
<b>Building Ground Floor Area and Total Floor Area</b>		
Building Footprint (Total Existing)	35,722	sq. ft.
Building Footprint (Total Proposed)	57,770	sq. ft.
Building Floor Area (Total Existing)	37,055	sq. ft.
Building Floor Area (Total Proposed)	65,080	sq. ft.
<b>Zoning</b>		
Existing	I-M	
Proposed, if applicable	I-M	
<b>Land Use</b>		
Existing	BREWERY	
Proposed	BREWERY	
<b>Residential, If applicable</b>		
# of Residential Units (Total Existing)	N/A	
# of Residential Units (Total Proposed)	N/A	
# of Lots (Total Proposed)	N/A	
# of Affordable Housing Units (Total Proposed)	N/A	
<b>Proposed Bedroom Mix</b>		
# of Efficiency Units (Total Proposed)	N/A	
# of One-Bedroom Units (Total Proposed)	N/A	
# of Two-Bedroom Units (Total Proposed)	N/A	
# of Three-Bedroom Units (Total Proposed)	N/A	
<b>Parking Spaces</b>		
# of Parking Spaces (Total Existing)	64	
# of Parking Spaces (Total Proposed)	74	
# of Handicapped Spaces (Total Proposed)	3	
<b>Bicycle Parking Spaces</b>		
# of Bicycle Spaces (Total Existing)	10	
# of Bicycle Spaces (Total Proposed)	10	
<b>Estimated Cost of Project</b>	\$750,000	

<b>PRELIMINARY PLAN (Optional) - Level III Site Plan</b>			
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>GENERAL WRITTEN SUBMISSIONS CHECKLIST</b>
X		1	Completed Application form
X		1	Application fees
x		1	Written description of project
X		1	Evidence of right, title and interest
x		1	Evidence of state and/or federal approvals, if applicable
x		1	Written assessment of proposed project's compliance with applicable zoning requirements
x		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
x		1	Written requests for waivers from site plan or technical standards, if applicable.
x		1	Evidence of financial and technical capacity
x		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>SITE PLAN SUBMISSIONS CHECKLIST</b>
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	<b>Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)</b>
X			Proposed grading and contours;
x			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
X			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
X			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
X			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
X			Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;
X			Exterior building elevations.

<b>FINAL PLAN - Level III Site Plan</b>			
<b>Applicant Checklist</b>	<b>Planner Checklist</b>	<b># of Copies</b>	<b>GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)</b>
x		1	* Completed Application form
N/A		1	* Application fees
x		1	* Written description of project
x		1	* Evidence of right, title and interest
x		1	* Evidence of state and/or federal permits
x		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
x		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
x		1	* Evidence of financial and technical capacity
x		1	Construction Management Plan
x		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
x		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
x		1	Stormwater management plan and stormwater calculations
x		1	Written summary of project's consistency with related city master plans
x		1	Evidence of utility capacity to serve
x		1	Written summary of solid waste generation and proposed management of solid waste
x		1	A code summary referencing NFPA 1 and all Fire Department technical standards
x		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
x		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	<b>SITE PLAN SUBMISSIONS CHECKLIST</b> <b>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)</b>
x		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
x		1	<b>Final Site Plans including the following:</b>
x			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
x			Existing and proposed structures on parcels abutting site;
x			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
x			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
x			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
x			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
N/A			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
x			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
x			Location of all snow storage areas and/or a snow removal plan;
N/A			A traffic control plan as detailed in Section 1 of the Technical Manual;
N/A			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A			Location and proposed alteration to any watercourse;
x			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
N/A			Proposed buffers and preservation measures for wetlands;
N/A			Existing soil conditions and location of test pits and test borings;
x			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
x			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
x			Grading plan;
N/A			Ground water protection measures;
x			Existing and proposed sewer mains and connections;

- Continued on next page -



x		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
x		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
x		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
x		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
x		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
x		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
x		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
x		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
x		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST



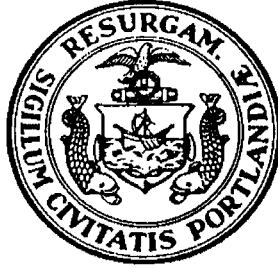
A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
  - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: June 3, 2014

**1. Please, Submit Utility, Site, and Locus Plans.**

Site Address: 50 Industrial Way, Portland ME 04103

Chart Block Lot Number: 326/B/8,9,10

Proposed Use: Brewery

Previous Use: Brewery

Existing Sanitary Flows: 900 GPD

Existing Process Flows: 22,000 GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

10" DIA. Pipe, Unknown Material Located

Aproximately in The Center of Industrial Way

Site Category	Commercial (see part 4 below)	<input type="checkbox"/>
	Industrial (complete part 5 below)	<input checked="" type="checkbox"/>
	Governmental	<input type="checkbox"/>
	Residential	<input type="checkbox"/>
	Other (specify)	<input type="checkbox"/>

**(Clearly, indicate the proposed connections, on the submitted plans)**

**2. Please, Submit Contact Information.**

City Planner's Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Owner/Developer Name: Rob Tod c/o 50 Industrial Way, LLC

Owner/Developer Address: 50 Industrial Way, Portland ME 04103

Phone: 207-878-5385 Fax: \_\_\_\_\_ E-mail: robtod@allagash.com

Engineering Consultant Name: Richard Meek c/o Sebago Technics, Inc.

Engineering Consultant Address: 75 John Roberts RD Suite 1A So. Portland, ME 04106

Phone: 207-200-2075 Fax: 207-856-2206 E-mail: rmeek@sebagotechnics.com

**(Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review)**

**3. Please, Submit Domestic Wastewater Design Flow Calculations.**

Estimated Domestic Wastewater Flow Generated: 975 GPD

Peaking Factor/ Peak Times: M-F 5am to 11pm

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"  
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

15 GPD per employee = 65 employees x 15 GPD = 975 GPD

**(Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet)**



# **Exhibit 2**

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## **Project Description**

## Project Description

50 Industrial Way, LLC (the applicant) currently owns and operates the Allagash Brewing Company facility located in the I-M zone at 50 Industrial Way, identified as Block B, Lot 9 on the City of Portland Tax Map 326. The original Site Plan was approved in 2006; with construction of 11,700 square feet footprint occurring in 2007. A 5,200 square foot addition (approved as part of the original Site Plan) was constructed in 2010. The applicant purchased the adjacent, undeveloped, lot identified as Block B, Lot 8 on the City of Portland Tax Map 326 in April 2011. A 1,464 square foot addition was approved and constructed in 2011. In November 2011, the applicant purchased the adjacent lot identified as Block B, Lot 10 on the City of Portland Tax Map 326 (100 Industrial Way). In 2012, a 1,464 square foot building addition, a 5,894 square foot building addition and a 64 space parking lot were approved and constructed.

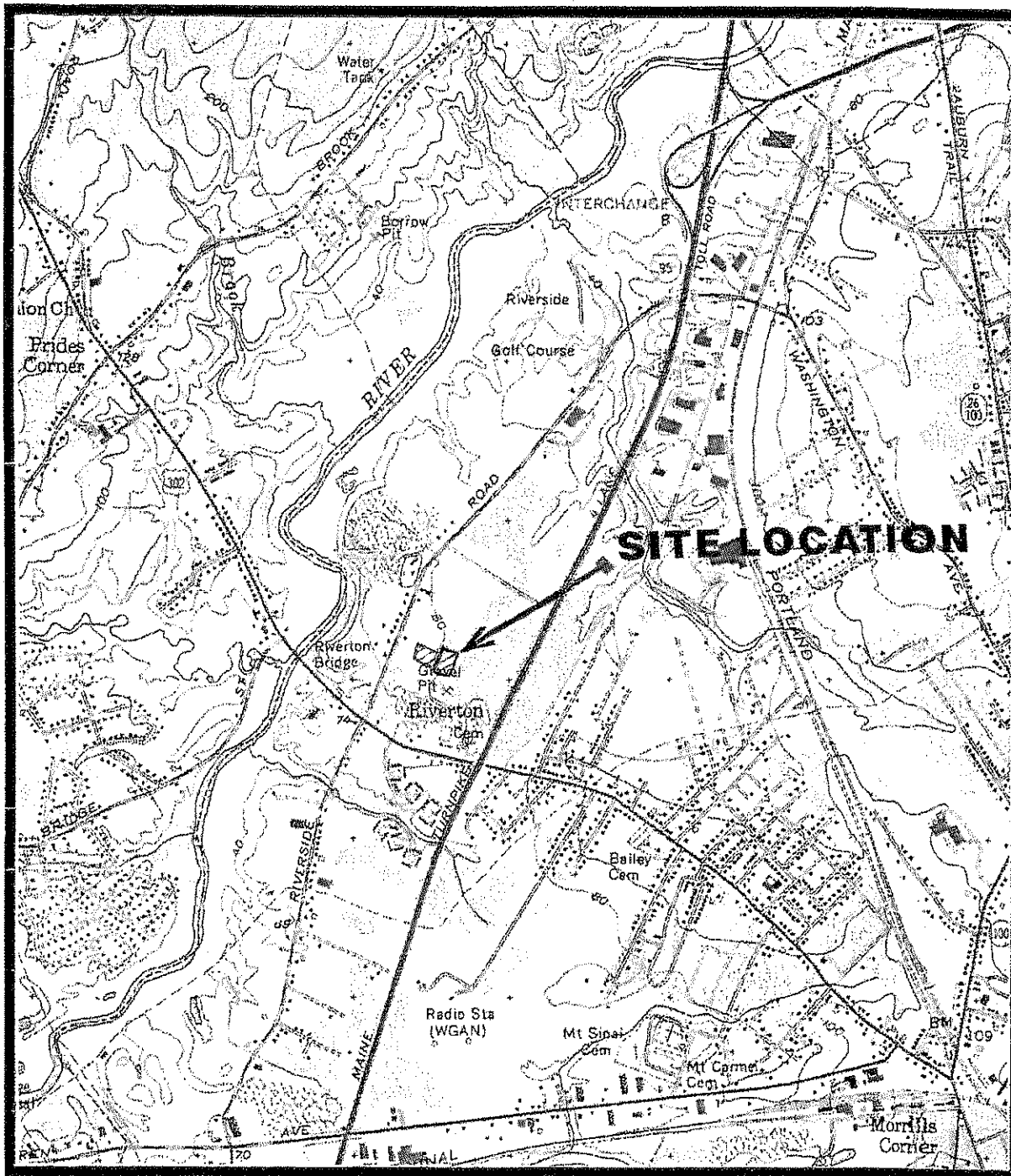
The proposed development includes a 19,100 square feet building addition (2015 Production addition), which will connect 50 Industrial Way and 100 Industrial Way, a 40' x 60' concrete tank support pad, a 2,422 square feet building addition (Bunker), site improvements associated with the loading dock area and a future Bunker expansion.

The project is proposed to be phased. Phase 1 will include approximately 10,000 square feet of the 2015 Production addition, approximately 40' x 16' of the concrete tank support pad, the Bunker addition and the site improvements associated with the loading dock area. Phase 2 will include construction of an approximately 7,800 square feet addition at the rear of the 2015 Production addition, connection of 50 Industrial Way and 100 Industrial Way and completion of the 40' x 60' concrete tank support pad. Phase 2 will require expansion of the existing wet pond, construction of the proposed stormwater detention basin, and applications for a Tier 2 wetland alteration permit with the Maine Department of Environmental Protection (MDEP) and a Tier 1 Maine Programmatic General Permit with the U.S. Army Corps of Engineers (ACOE). Phase 3 will include an approximately 4,560 square foot addition to the Bunker.

All utilities including: public water, sanitary sewer, natural gas, electrical and communications are currently serving the existing building via connections within Industrial Way. These utilities will be extended to the proposed addition(s) within the building.

The majority of stormwater runoff from the site will be collected and routed to the existing wet pond such that the post-development peak rates of discharge will be maintained or reduced when compared to the pre-development peak rates of discharge. In addition, the wet pond provides water quality treatment in general conformance with Chapter 500 of the Maine Stormwater Law.

FIGURE 1



SITE LOCATION MAP  
USGS TOPOGRAPHIC  
7.5 MIN. QUADRANGLE  
PORTLAND WEST  
SCALE: 1"=2,000'



# **Exhibit 3**

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## **Title, Right and Interest**

**Title, Right or Interest**

The record owner of the parcel(s) is 50 Industrial Way, LLC by deeds recorded at the Cumberland County Registry of Deeds (CCRD). The parcels are identified on the City of Portland Tax Map 326 as Block B, Lot 8 (subdivision Lot 19), Lot 9 (subdivision Lot 18) and Lot 10 (subdivision Lot 17). Copies of the following deeds are attached, for reference:

Lot 9	CCRD Book 18385, page 348, dated November 14, 2002
Lot 8	CCRD Book 28660, page 237, dated April 26, 2011
Lot 10	CCRD Book 29167, page 291, dated November 30, 2011

QUITCLAIM DEED WITH COVENANT

NORTHEASTERN GRAPHIC SUPPLY, INC., a Maine corporation, for consideration paid, grants to 50 INDUSTRIAL WAY LLC, a Maine limited liability company with an address of 100 Industrial Way, Portland, Maine, 04103, with Quitclaim Covenant, the following described real property:

A certain lot or parcel of land, with any buildings and improvements thereon, situated in on the northerly side of Industrial Way, so-called, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Lot 18 as shown on a Plan entitled Turnpike Industrial Park-Riverside Street, Portland Maine; Recording Plat, made for Portland Venture Partners, 100 Silver Street, Portland, Maine, by Land Use Consultants, dated March 25, 1986, revised through September 9, 1986 and recorded in the Cumberland County Registry of Deeds, in Plan Book 157, Page 61 ("the Subdivision Plan"), to which Subdivision Plan reference is hereby made for a more particular description.

Meaning and intending to convey and hereby conveying the same premises as conveyed to Northeastern Graphic Supply by deed of Alfred H. Milliken, Jr., et als, dated June 2, 1988 and recorded in the Cumberland County Registry of Deeds in Book 8317, Page 51.

Together with an easement to benefit the above described Lot 18, over the parcel of land described hereinafter (the "Easement Area") for ingress and egress by foot and by vehicle, together with the right to construct, improve, maintain, repair, grade, excavate, fill and pave a driveway within the Easement Area for access to Lot 18, and together with the right to install within the Easement Area, both above and below ground, utility services to include, without limitation, facilities necessary or convenient for the transmission of electricity, gas, telephone communications, cable television, computer communications, sewerage and water.

The Easement Area is a fifty (50) foot wide parcel of land, being a portion of Lot 19 as shown on the Subdivision Plan, bound and described as follows:

Beginning on the northerly side of Industrial Park Way, also known as Industrial Way, at the southwesterly corner of Lot 18 as shown on the Subdivision Plan, said point also being the most southerly corner of Lot 19 as shown on the Subdivision Plan;

Thence N 29° 52' 15" E along the westerly sideline of Lot 18 and the easterly sideline of Lot 19 a distance of 90.00 feet;

MAINE REAL ESTATE TAX PAID

Received  
Recorded Register of Deeds  
Nov 15, 2002 10:01:56A  
Cumberland County  
Maine

Thence N 60° 03' 55" W through land of Northeastern Graphic Supply, Inc., being Lot 19 as aforesaid, a distance of 50.00 feet;

Thence S 29° 52' 15" W through land of Northeastern Graphic Supply, Inc., being Lot 19 as aforesaid, a distance of 90.00 feet to the northerly sideline of Industrial Way;

Thence S 60° 03' 55" E along the northerly sideline of Industrial Way a distance of 50.00 feet to the point of beginning.

The Easement Area consists of approximately 4,500 square feet.

The Grantor herein reserves for itself, its successors and assigns, the right to use the Easement Area in common with the Grantee for all purposes, including but not limited to, ingress and egress by foot and vehicle and the right to install and/or connect to all utilities located within the Easement Area, all of which reserved rights shall benefit the Grantor's adjoining property.

IN WITNESS WHEREOF, Northeastern Graphic Supply, Inc. has caused this instrument to be executed by Brian Kroot, its President this 14<sup>th</sup> day of November, 2002.

WITNESS

Catherine E. Decker

NORTHEASTERN GRAPHIC  
SUPPLY, INC.

By:

Brian Kroot

Its: President

State of Maine  
County of Cumberland

November 14, 2002

Personally appeared before me the above named Brian Kroot, President of Northeastern Graphic Supply, Inc. and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of Northeastern Graphic Supply, Inc.

Catherine E. Decker  
Notary Public/Attorney at Law

Print Name CATHERINE E. DECKER

My Commission Expires N/A

QUITCLAIM DEED WITH COVENANT

NORTHEASTERN GRAPHIC SUPPLY, INC., a Maine corporation, for consideration paid, grants to 50 INDUSTRIAL WAY LLC, a Maine limited liability company with an address of 100 Industrial Way, Portland, Maine 04103, with Quitclaim Covenant, the following described real property:

MAINE REAL ESTATE TAX PAID

A certain lot or parcel of land, with any buildings and improvements thereon, situated on the northerly side of Industrial Way, so-called, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

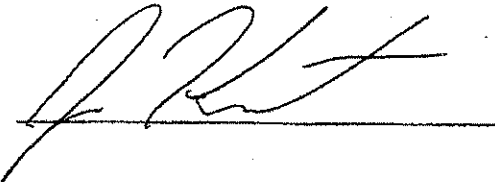
Lot 19 as shown on a Plan entitled Turnpike Industrial Park-Riverside Street, Portland, Maine, Recording Plat, made for Portland Venture Partners, 100 Silver Street, Portland, Maine, by Land Use Consultants, dated March 25, 1986, revised through September 9, 1986 and recorded in the Cumberland County Registry of Deeds, in Plan Book 157, Page 61 ("the Subdivision Plan"), to which Subdivision Plan reference is hereby made for a more particular description.


Meaning and intending to convey and hereby conveying a portion of the premises as conveyed to Northeastern Graphic Supply, Inc. by deed of Turnstone Properties, dated March 29, 1988 and recorded in the Cumberland County Registry of Deeds in Book 8226, Page 37.

IN WITNESS WHEREOF, Northeastern Graphic Supply, Inc. has caused this instrument to be executed by Brian Kroot, its Treasurer, as of the 26<sup>th</sup> day of April, 2011.

WITNESS

NORTHEASTERN GRAPHIC SUPPLY, INC.

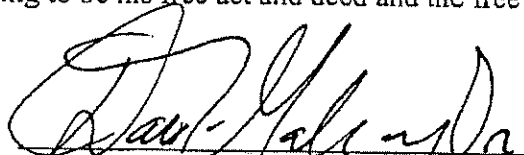


By:   
Brian Kroot  
Its Treasurer

State of Maine  
County of Cumberland, ss.

April 26, 2011

Personally appeared before me the above named Brian Kroot, Treasurer of Northeastern Graphic Supply, Inc. and acknowledged the foregoing to be his free act and deed and the free act and deed of Northeastern Graphic Supply, Inc.

  
Notary Public / Attorney At Law  
Print Name: David L. GALLOP JR  
My Commission Expires: \_\_\_\_\_

Received  
Recorded Register of Deeds  
Apr 26, 2011 12:41:53P  
Cumberland County  
Pamela E. Lovley

BAE-H 003643

QUITCLAIM DEED  
With Covenant

MAINE REAL ESTATE TAX PAID

THAT, 100 INDUSTRIAL WAY, LLC, a Maine Limited Liability Company with an office in Portland, County of Cumberland, State of Maine (Grantor) in consideration of one dollar and other valuable consideration paid by 50 INDUSTRIAL WAY LLC, a Maine Limited Liability Company with an office in Portland, County of Cumberland, State of Maine whose mailing address is 50 Industrial Way, Portland, Maine 04103 (Grantee), the receipt whereof Grantor does hereby acknowledge, does hereby remise, release, bargain, sell and convey and forever quitclaim unto the said 50 Industrial Way LLC, its successors and assigns forever, the following described real estate:

A certain lot or parcel of land, together with the buildings and improvements thereon, situated on the northerly side of Industrial Way, so-called, in the City of Portland, County of Cumberland and State of Maine, and described as follows:

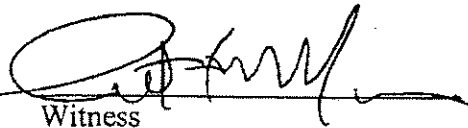
Lot 17 as shown on a Plan of Turnpike Industrial Park made for Portland Venture Partners by Land Use Consultants (Jeffrey H. McAllister, Registered Land Surveyor No. 1263), dated March 25, 1986 and recorded September 17, 1986 in the Cumberland County Registry of Deeds in Plan Book 157, page 61, to which Plan reference is hereby made for a more particular description.


Being the same premises conveyed to the Grantor herein by deed from Bruce E. Milliken dated August 29, 2006 and recorded in the Cumberland County Registry of Deeds in Book 24314, Page 237.

TO HAVE AND TO HOLD the same, together with all the privileges and appurtenances thereunto belonging to the said 50 Industrial Way LLC, its successors and assigns forever.

AND Grantor does covenant with the said Grantee, its successors and assigns, that Grantor shall and will warrant and defend the premises to the said Grantee, its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through or under Grantor.

IN WITNESS WHEREOF, Peter Colesworthy, Manager of 100 Industrial Way, LLC have hereunto set my hand and seal in my said capacity this 30<sup>th</sup> day of November, 2011.

  
Witness

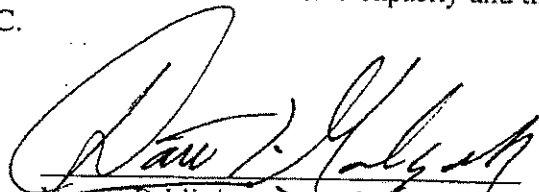
100 INDUSTRIAL WAY, LLC  
By:   
Peter Colesworthy, Its Manager

State of Maine  
Cumberland, ss.

November 30, 2011

Personally appeared Peter Colesworthy, Manager of 100 Industrial Way, LLC and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said 100 Industrial Way, LLC.

Before me,

  
Notary Public/  
Attorney at Law  
David L. Galtgay Jr.  
Bar # 003643

Received  
Recorded Register of Deeds  
Dec 01, 2011 11:31:38A  
Cumberland County  
Pamela E. Lovley



# **Exhibit 4**

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## **State and Federal Permits**

### **State and Federal Permits**

The development of the site has required alteration (filling) of approximately 14,790 square feet of forested wetlands. As such, a Natural Resource Protection Act Permit (NRPA) - Tier 1 and a Maine Programmatic General Permit - Tier 1 were obtained. These permit applications were filed through the Maine Department of Environmental Protection (MDEP) and the Army Corps of Engineers, respectively. Copies of the existing permits are provided, for reference.

The remaining wetlands on site (approximately 3,757 square feet) will be directly altered or impacted during Phase 2 of the proposed expansion. As such, a Natural Resource Protection Act Permit (NRPA) - Tier 2 and a Maine Programmatic General Permit will be required. The applicant would prefer to delay application for the State and Federal permits until necessary to construct Phase 2. As such, the applicant will be requesting a Condition of Approval which requires the State and Federal permits to be obtained prior to commencing with construction which impacts the wetlands.

A Notice of Intent to Comply with Maine Construction General Permit application will be filed with the MDEP because greater than one acre of disturbance is proposed. This permit is typically approved 14 days after submission unless notified otherwise. A copy of the application will be forwarded once submitted to MDEP.



STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
17 STATE HOUSE STATION  
AUGUSTA, ME 04333

DEPARTMENT ORDER  
IN THE MATTER OF

50 INDUSTRIAL WAY, LLC  
Portland, Cumberland County  
ALLAGASH BREWING COMPANY  
L-21059-TC-D-N (approval)

) NATURAL RESOURCES PROTECTION ACT  
) FRESHWATER WETLAND ALTERATION  
) WATER QUALITY CERTIFICATION  
) FINDINGS OF FACT AND ORDER

**Project History:** In Department Order # L-21059-TC-B-N, dated December 28, 2005, the applicant received approval to fill approximately 14,180 square feet of freshwater wetlands to construct a new 18,200-square foot production warehouse and office facility with associated parking and loading. In Department Order # L-21059-TC-C-N, dated September 7, 2011, the applicant received approval to fill an additional 979 square feet of freshwater wetland to construct a 1,600 square foot building addition.

**Project Description:** The applicant proposes to fill an additional 64 square feet of freshwater wetlands to relocate an existing accessory structure adjacent to the existing building. This accessory structure contains an open-air brewing tank that requires electrical and piping connections with the existing building. The applicant considered alternate locations around the existing building, but the alternatives were rejected because they would either require more extensive wetland impacts, would be located in a stormwater management area, or would conflict with brewing equipment within the existing building. In order to minimize wetland impacts to the greatest extent practicable, side slopes of fill along the wetland boundary and within the wetlands will be constructed at a 2:1 ratio. With the wetland fill proposed by the applicant, the total cumulative wetland alteration for the development will be approximately 14,790 square feet. The proposed project is shown on a plan titled "Site Plan of Allagash Brewing Company" drawn by Sebago Technics and dated July 29, 2011, with a last revision date of September 29, 2011. According to the Department's Geographic Information System (GIS), there are no mapped significant wildlife habitats associated with the project site. The project is located on Industrial Way in Portland.

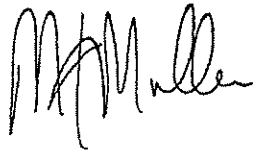
<b>Permit for:</b>	<input checked="" type="checkbox"/> Tier 1
<b>DEP Decision:</b>	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied (see attached letter)
<b>CORPS Action:</b>	<input checked="" type="checkbox"/> The Corps has been notified of your application. The following are subject to Federal screening: (1) projects with previously authorized or unauthorized work, in combination with a Tier I permit for a single and complete project, which total more than 15,000 square feet of altered area; (2) projects with multiple state permits and/or state exemptions which apply to a single and complete project that total more than 15,000 square feet of altered area; and (3) projects that may impact a vernal pool, as determined by the State of Maine or the Corps. If your activity is listed above, <i>Corps approval is required for your project.</i> For information regarding the status of your application contact the Corps' Maine Project Office at 623-8367.

Standard Conditions:

- 1) If construction or operation of the activity is not begun within four (4) years from the date signed, this permit shall lapse and the applicant shall reapply to the Department for a new permit. This permit is transferable only with prior approval from the Department. If the activity is associated with a larger project, starting any aspect of that project constitutes start of construction.
- 2) The project shall be completed according to the plans in the application. Any change in the project plans must be reviewed and approved by the Department.
- 3) Properly installed erosion control measures shall be installed prior to beginning the project, and all disturbed soil should be stabilized immediately upon project completion.
- 4) A copy of this approval will be sent to the City of Portland. Department approval of your activity does not supersede or substitute the need for any necessary local approvals.

THIS APPROVAL DOES NOT CONSTITUTE OR SUBSTITUTE FOR ANY OTHER REQUIRED STATE, FEDERAL OR LOCAL APPROVALS NOR DOES IT VERIFY COMPLIANCE WITH ANY APPLICABLE SHORELAND ZONING ORDINANCES.

DEPARTMENT OF ENVIRONMENTAL PROTECTION



This permit is digitally signed by Michael Mullen on behalf of Commissioner Patricia Aho. It is digitally signed pursuant to 10 M.R.S.A. § 9418. It has been filed with the Board of Environmental Protection as of the signature date.  
2011.10.31 13:34:20 -04'00'

PLEASE NOTE THE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES...

cgw/l21059dn/ats73963



## Natural Resource Protection Act (NRPA) Standard Conditions

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THE FOLLOWING STANDARD CONDITIONS SHALL APPLY TO ALL PERMITS GRANTED UNDER THE NATURAL RESOURCE PROTECTION ACT, TITLE 38, M.R.S.A. SECTION 480-A ET. SEQ. UNLESS OTHERWISE SPECIFICALLY STATED IN THE PERMIT.

- A. Approval of Variations From Plans. The granting of this permit is dependent upon and limited to the proposals and plans contained in the application and supporting documents submitted and affirmed to by the applicant. Any variation from these plans, proposals, and supporting documents is subject to review and approval prior to implementation.
- B. Compliance With All Applicable Laws. The applicant shall secure and comply with all applicable federal, state, and local licenses, permits, authorizations, conditions, agreements, and orders prior to or during construction and operation, as appropriate.
- C. Erosion Control. The applicant shall take all necessary measures to ensure that his activities or those of his agents do not result in measurable erosion of soils on the site during the construction and operation of the project covered by this Approval.
- D. Compliance With Conditions. Should the project be found, at any time, not to be in compliance with any of the Conditions of this Approval, or should the applicant construct or operate this development in any way other the specified in the Application or Supporting Documents, as modified by the Conditions of this Approval, then the terms of this Approval shall be considered to have been violated.
- E. Time frame for approvals. If construction or operation of the activity is not begun within four years, this permit shall lapse and the applicant shall reapply to the Board for a new permit. The applicant may not begin construction or operation of the activity until a new permit is granted. Reapplications for permits may include information submitted in the initial application by reference. This approval, if construction is begun within the four-year time frame, is valid for seven years. If construction is not completed within the seven-year time frame, the applicant must reapply for, and receive, approval prior to continuing construction.
- F. No Construction Equipment Below High Water. No construction equipment used in the undertaking of an approved activity is allowed below the mean high water line unless otherwise specified by this permit.
- G. Permit Included In Contract Bids. A copy of this permit must be included in or attached to all contract bid specifications for the approved activity.
- H. Permit Shown To Contractor. Work done by a contractor pursuant to this permit shall not begin before the contractor has been shown by the applicant a copy of this permit.

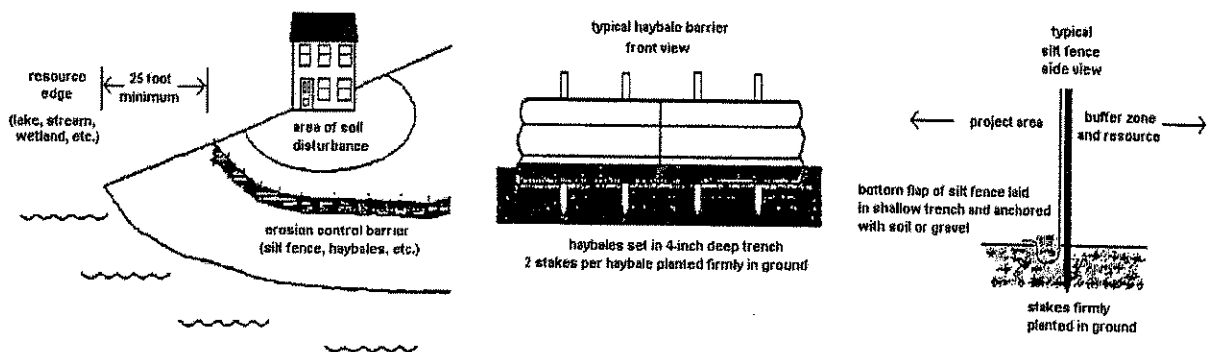


STATE OF MAINE  
**DEPARTMENT OF ENVIRONMENTAL PROTECTION**  
 17 STATE HOUSE STATION, AUGUSTA, MAINE 04333

## Erosion Control for Homeowners

### Before Construction

1. If you have hired a contractor, make sure you discuss your permit-by-rule with them. Talk about what measures they plan to take to control erosion. Everybody involved should understand what the resource is, and where it is located. Most people can identify the edge of a lake or river. However, the edges of wetlands are often not so obvious. Your contractor may be the person actually pushing dirt around, but you are both responsible for complying with the permit-by-rule.
2. Call around to find where erosion control materials are available. Chances are your contractor has these materials already on hand. You probably will need silt fence, hay bales, wooden stakes, grass seed (or conservation mix), and perhaps filter fabric. Places to check for these items include farm & feed supply stores, garden & lawn suppliers, and landscaping companies. It is not always easy to find hay or straw during late winter and early spring. It also may be more expensive during those times of year. Plan ahead -- buy a supply early and keep it under a tarp.
3. Before any soil is disturbed, make sure an erosion control barrier has been installed. The barrier can be either a silt fence, a row of staked hay bales, or both. Use the drawings below as a guide for correct installation and placement. The barrier should be placed as close as possible to the soil-disturbance activity.
4. If a contractor is installing the erosion control barrier, double check it as a precaution. Erosion control barriers should be installed "on the contour", meaning at the same level or elevation across the land slope, whenever possible. This keeps stormwater from flowing to the lowest point along the barrier where it can build up and overflow or destroy the barrier.



### During Construction

1. Use lots of hay or straw mulch on disturbed soil. The idea behind mulch is to prevent rain from striking the soil directly. It is the force of raindrops hitting the bare ground that makes the soil begin to move downslope with the runoff water, and cause erosion. More than 90% of erosion is prevented by keeping the soil covered.
2. Inspect your erosion control barriers frequently. This is especially important after a rainfall. If there is muddy water leaving the project site, then your erosion controls are not working as intended. You or your contractor then need to figure out what can be done to prevent more soil from getting past the barrier.
3. Keep your erosion control barrier up and maintained until you get a good and healthy growth of grass and the area is permanently stabilized.



## DEP INFORMATION SHEET

# Appealing a Commissioner's Licensing Decision

Dated: May 2004

Contact: (207) 287-2811

### SUMMARY

There are two methods available to an aggrieved person seeking to appeal a licensing decision made by the Department of Environmental Protection's (DEP) Commissioner: (1) in an administrative process before the Board of Environmental Protection (Board); or (2) in a judicial process before Maine's Superior Court. This INFORMATION SHEET, in conjunction with consulting statutory and regulatory provisions referred to herein, can help aggrieved persons with understanding their rights and obligations in filing an administrative or judicial appeal.

### I. ADMINISTRATIVE APPEALS TO THE BOARD

#### LEGAL REFERENCES

DEP's General Laws, 38 M.R.S.A. § 341-D(4), and its Rules Concerning the Processing of Applications and Other Administrative Matters (Chapter 2), 06-096 CMR 2.24 (April 1, 2003).

#### HOW LONG YOU HAVE TO SUBMIT AN APPEAL TO THE BOARD

The Board must receive a written notice of appeal within 30 calendar days of the date on which the Commissioner's decision was filed with the Board. Appeals filed after 30 calendar days will be rejected.

#### HOW TO SUBMIT AN APPEAL TO THE BOARD

Signed original appeal documents must be sent to: Chair, Board of Environmental Protection, c/o Department of Environmental Protection, 17 State House Station, Augusta, ME 04333-0017; faxes are acceptable for purposes of meeting the deadline when followed by receipt of mailed original documents within five (5) working days. Receipt on a particular day must be by 5:00 PM at DEP's offices in Augusta; materials received after 5:00 PM are not considered received until the following day. The person appealing a licensing decision must also send the DEP's Commissioner and the applicant a copy of the documents. All the information listed in the next section must be submitted at the time the appeal is filed. Only the extraordinary circumstances described at the end of that section will justify evidence not in the DEP's record at the time of decision being added to the record for consideration by the Board as part of an appeal.

#### WHAT YOUR APPEAL PAPERWORK MUST CONTAIN

The materials constituting an appeal must contain the following information at the time submitted:

1. *Aggrieved Status.* Standing to maintain an appeal requires the appellant to show they are particularly injured by the Commissioner's decision.
2. *The findings, conclusions or conditions objected to or believed to be in error.* Specific references and facts regarding the appellant's issues with the decision must be provided in the notice of appeal.
3. *The basis of the objections or challenge.* If possible, specific regulations, statutes or other facts should be referenced. This may include citing omissions of relevant requirements, and errors believed to have been made in interpretations, conclusions, and relevant requirements.
4. *The remedy sought.* This can range from reversal of the Commissioner's decision on the license or permit to changes in specific permit conditions.



5. *All the matters to be contested.* The Board will limit its consideration to those arguments specifically raised in the written notice of appeal.
6. *Request for hearing.* The Board will hear presentations on appeals at its regularly scheduled meetings, unless a public hearing is requested and granted. A request for public hearing on an appeal must be filed as part of the notice of appeal.
7. *New or additional evidence to be offered.* The Board may allow new or additional evidence as part of an appeal only when the person seeking to add information to the record can show due diligence in bringing the evidence to the DEP's attention at the earliest possible time in the licensing process or show that the evidence itself is newly discovered and could not have been presented earlier in the process. Specific requirements for additional evidence are found in Chapter 2, Section 24(B)(5)

#### **OTHER CONSIDERATIONS IN APPEALING A DECISION TO THE BOARD**

1. *Be familiar with all relevant material in the DEP record.* A license file is public information made easily accessible by DEP. Upon request, the DEP will make the material available during normal working hours, provide space to review the file, and provide opportunity for photocopying materials. There is a charge for copies or copying services.
2. *Be familiar with the regulations and laws under which the application was processed, and the procedural rules governing your appeal.* DEP staff will provide this information on request and answer questions regarding applicable requirements.
3. *The filing of an appeal does not operate as a stay to any decision.* An applicant proceeding with a project pending the outcome of an appeal runs the risk of the decision being reversed or modified as a result of the appeal.

#### **WHAT TO EXPECT ONCE YOU FILE A TIMELY APPEAL WITH THE BOARD**

The Board will formally acknowledge initiation of the appeals procedure, including the name of the DEP project manager assigned to the specific appeal, within 15 days of receiving a timely filing. The notice of appeal, all materials accepted by the Board Chair as additional evidence, and any materials submitted in response to the appeal will be sent to Board members along with a briefing and recommendation from DEP staff. Parties filing appeals and interested persons are notified in advance of the final date set for Board consideration of an appeal or request for public hearing. With or without holding a public hearing, the Board may affirm, amend, or reverse a Commissioner decision. The Board will notify parties to an appeal and interested persons of its decision.

#### **II. APPEALS TO MAINE SUPERIOR COURT**

Maine law allows aggrieved persons to appeal final Commissioner licensing decisions to Maine's Superior Court, see 38 M.R.S.A. § 346(1); 06-096 CMR 2.26; 5 M.R.S.A. § 11001; & MRCivP 80C. Parties to the licensing decision must file a petition for review within 30 days after receipt of notice of the Commissioner's written decision. A petition for review by any other person aggrieved must be filed within 40-days from the date the written decision is rendered. The laws cited in this paragraph and other legal procedures govern the contents and processing of a Superior Court appeal.

**ADDITIONAL INFORMATION:** If you have questions or need additional information on the appeal process, contact the DEP's Director of Procedures and Enforcement at (207) 287-2811.

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Note: The DEP provides this INFORMATION SHEET for general guidance only; it is not intended for use as a legal reference. Maine law governs an appellant's rights.

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DEPARTMENT OF THE ARMY  
 NEW ENGLAND DISTRICT, CORPS OF ENGINEERS  
 696 VIRGINIA ROAD  
 CONCORD, MASSACHUSETTS 01742-2751

REPLY TO  
 ATTENTION OF

MAINE GENERAL PERMIT (GP)  
 AUTHORIZATION LETTER AND SCREENING SUMMARY

50 Industrial Way, LLC.  
 Allagash Brewing Company  
 50 Industrial Way  
 Portland, Maine 04103

CORPS PERMIT # NAE-2005-04110 Amend #2  
 CORPS PGP ID# Non-screen  
 STATE ID# L-21059-TC-B-N

DESCRIPTION OF WORK:

To amend Department of the Army permit NAE-2005-04110 to place additional fill in 64 SF (0.001 acres) of wetland in conjunction with the construction of an 1,600 square foot expansion to the existing facility and relocating an 250 SF accessory structure off 50 Industrial Way at Portland, Maine as shown on the attached plans entitled "Allagash Brewing Company for 50 Industrial Way, LLC, Portland, Maine" by Sebago Technics in 2 sheets. The total cumulative impacts to wetlands is 14,790 SF (0.34 acres).

LAT/LONG COORDINATES : 43.70284 N 70.31806 W USGS QUAD: ME-PORTLAND WEST

I. CORPS DETERMINATION:

Based on our review of the information you provided, we have determined that your project will have only minimal individual and cumulative impacts on waters and wetlands of the United States. Your work is therefore authorized by the U.S. Army Corps of Engineers under the enclosed Federal Permit, the Maine General Permit (GP). Accordingly, we do not plan to take any further action on this project.

You must perform the activity authorized herein in compliance with all the terms and conditions of the GP [including any attached Additional Conditions and any conditions placed on the State 401 Water Quality Certification including any required mitigation]. Please review the enclosed GP carefully, including the GP conditions beginning on page 5, to familiarize yourself with its contents. You are responsible for complying with all of the GP requirements; therefore you should be certain that whoever does the work fully understands all of the conditions. You may wish to discuss the conditions of this authorization with your contractor to ensure the contractor can accomplish the work in a manner that conforms to all requirements.

If you change the plans or construction methods for work within our jurisdiction, please contact us immediately to discuss modification of this authorization. This office must approve any changes before you undertake them.

Condition 41 of the GP (page 18) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of the GP on October 12, 2015. You will need to apply for reauthorization for any work within Corps jurisdiction that is not completed by October 12, 2016.

This authorization presumes the work shown on your plans noted above is in waters of the U.S. Should you desire to appeal our jurisdiction, please submit a request for an approved jurisdictional determination in writing to the undersigned.

No work may be started unless and until all other required local, State and Federal licenses and permits have been obtained. This includes but is not limited to a Flood Hazard Development Permit issued by the town if necessary.

II. STATE ACTIONS: PENDING [ ], ISSUED [ ], DENIED [ ] DATE \_\_\_\_\_

APPLICATION TYPE: PBR: \_\_\_\_\_ TIER 1: X TIER 2: \_\_\_\_\_ TIER 3: \_\_\_\_\_ LURC: \_\_\_\_\_ DMR LEASE: \_\_\_\_\_ NA: \_\_\_\_\_

III. FEDERAL ACTIONS:

JOINT PROCESSING MEETING: Non-screen LEVEL OF REVIEW: CATEGORY 1: X CATEGORY 2: \_\_\_\_\_

AUTHORITY (Based on a review of plans and/or State/Federal applications): SEC 10 \_\_\_\_\_, 404 X 10/404 \_\_\_\_\_, 103 \_\_\_\_\_

EXCLUSIONS: The exclusionary criteria identified in the general permit do not apply to this project.

FEDERAL RESOURCE AGENCY OBJECTIONS: EPA\_NO \_\_\_\_\_, USF&WS\_NO \_\_\_\_\_, NMFS\_NO \_\_\_\_\_

If you have any questions on this matter, please contact my staff at 207-623-8367 at our Manchester, Maine Project Office. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at <http://per2.nwp.usace.army.mil/survey.html>

Rodney A. Howe  
 RODNEY A. HOWE  
 SENIOR PROJECT MANAGER  
 MAINE PROJECT OFFICE

Frank J. Del Giudice 9/30/11  
 FRANK J. DEL GIUDICE DATE  
 CHIEF, PERMITS & ENFORCEMENT BRANCH  
 REGULATORY DIVISION

# **Exhibit 5**

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## **Assessment of Zoning**

**Assessment of Zoning**

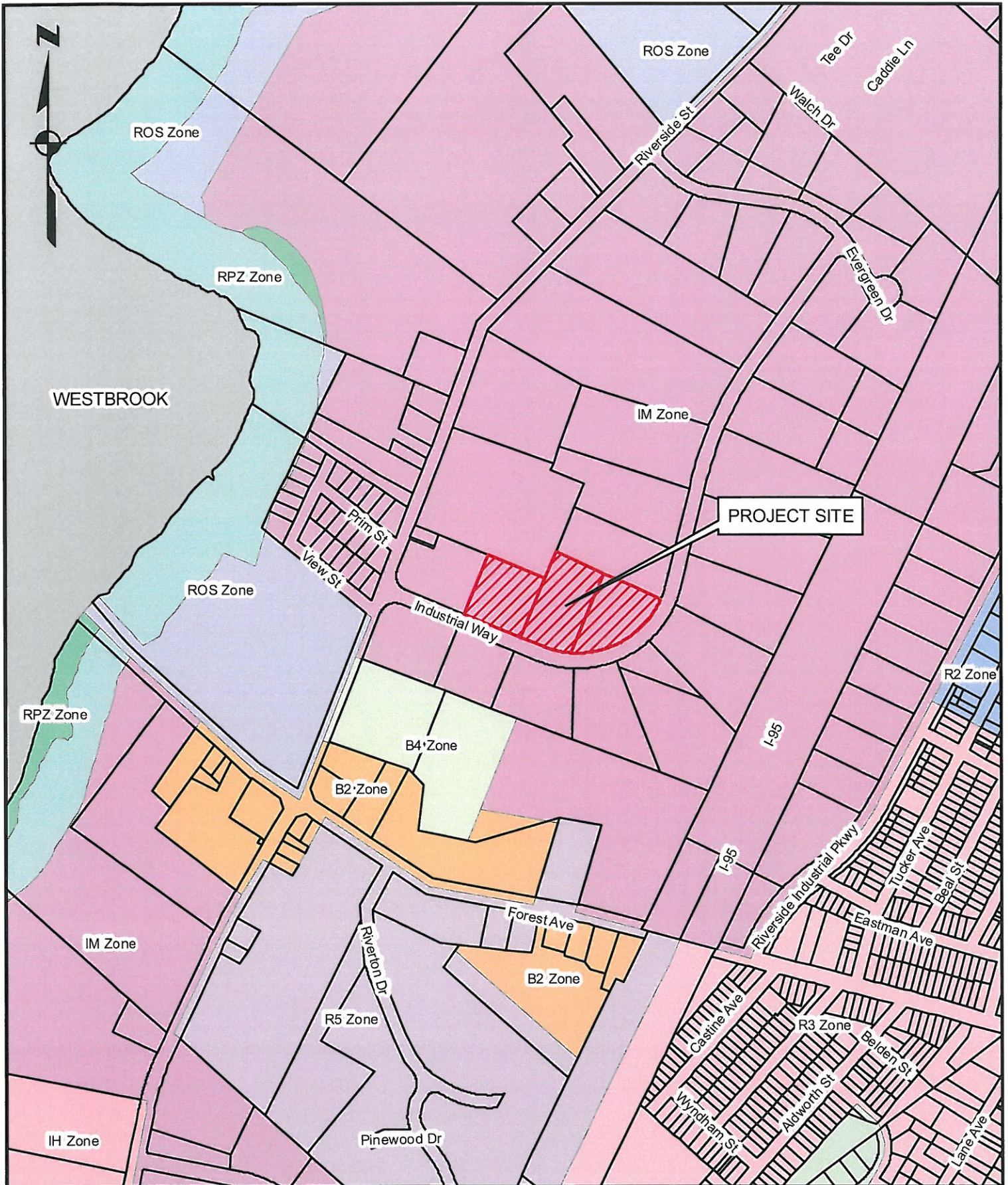
A copy of the zoning map indicating the location of the project site is provided. As depicted, the subject parcel is located entirely within the medium intensity industrial zone (I-M); and does not abut any other City zoning districts.

The proposed use is a brewery, which is a permitted use as described in Section 14-247.a of the City of Portland Code of Ordinances.

In accordance with the dimensional requirements defined in Section 14-250 of the City of Portland Code of Ordinances, the proposed development meets or exceeds the requirements as follows:

	<u>Ordinance Requirement</u>	<u>Phase 1</u>	<u>Phase 2</u>
Min. lot size	none	4.407 acres	4.407 acres
Max. impervious ratio	75%	56.5%	61.6%
Max. building height	75 feet	31 feet	31 feet
Min. side yard	25 feet	74.5 feet	36.3 feet
Min. rear yard	25 feet	30.6 feet	30.6 feet
Min. front yard	1 ft./1 ft. of building height	35.8 feet	35.8 feet
Min. street frontage	60 feet	881.5 feet	881.5 feet
Pavement setback	10 feet	12 feet	12 feet





**SEBAGO**  
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd - Suite 1A  
South Portland, ME 04106  
Tel: 207-200-2100

250 Goddard Rd - Suite B  
Lewiston, ME 04240  
Tel: 207-789-5656

**ZONING MAP**  
OF LOT 18, TURNPIKE INDUSTRIAL PARK

LOCATION:  
INDUSTRIAL WAY  
PORTLAND, MAINE

INFORMATION:  
ZONING MAP AND PARCEL DATA FROM  
THE CITY OF PORTLAND GIS DEPARTMENT

SCALE: 1" = 500'

DATE: 07/03/12



# Exhibit 6

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## Existing/Proposed Easements

**Existing/Proposed Easements**

There is an existing drainage easement to the City of Portland located along the site frontage in the vicinity of the loading dock entrance. Additionally, the site is encumbered by an existing 30 foot preservation buffer. The site is composed of three parcels which were created as lots within the Turnpike Industrial Park Subdivision in 1986. The subdivision abuts property previously occupied by Spurwink School which prompted the 30 foot wide preservation buffer to be established within all lots which abut the Spurwink School property.

There are no proposed easements anticipated in association with the project.

# **Exhibit 7**

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## **Waivers**



## Waivers

The applicant is requesting a waiver pertaining to the construction of curbs and sidewalks along the site's frontage. In accordance with the provisions of Sec 14-506 (b) – Sidewalks, the following apply:

1. A safe alternative walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly traveled.
2. Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value (i.e. the existing roadside drainage swales).

In accordance with the provisions of Sec 14-506 (b) – Curbing, the following apply:

1. Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value (i.e. the existing roadside drainage swales).
2. Stormwater runoff within the street does not require curbing for stormwater management.

The applicant is requesting a waiver pertaining to the number of street trees. In accordance with the provisions of Sec 4.6.3 of the City Technical manual, trees are required within the right-of-way spaced at 30-45 feet on-center. The following mitigating circumstances apply:

1. The City maintains drainage swales along Industrial Way. The existing swales occupy the area from the edge of pavement to the limits of the right-of-way.
2. Existing trees, which will be preserved to the extent possible, exceed the 30 to 45 foot spacing requirement.
3. Providing street trees within the right-of-way potentially conflicts with the sight distance requirements of the existing driveways.

The applicant is requesting a waiver pertaining to the number of driveways. In accordance with the provisions of Section 1.7.2.8 of the City of Portland Technical Manual, only two curb cuts are permitted per site. The following mitigating circumstances apply:

1. The applicant owns three contiguous lots, which were purchased separately. There are four existing driveways accessing the site (three parcels).
2. The site development generally separates trucks and passenger vehicle movements.
3. The curved alignment of Industrial Way creates circulation constraints on site, particularly for truck movements.
4. Industrial Way is a low volume, low speed street.

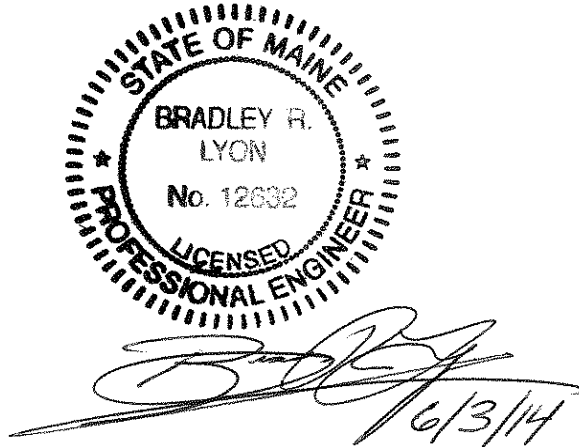
# **Exhibit 8**

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## **Traffic Analysis**

## Memorandum

**Project:** 02249  
**To:** Richard Meek, P.E.,  
Project Manager  
**From:** Bradley Lyon, P.E., PTOE,  
Sr. Transportation Engineer  
**Date:** June 3<sup>rd</sup>, 2014  
**Subject:** Traffic Evaluation for the  
2015 Allagash Brewing Company  
Expansion, Portland, ME



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This memorandum is to present relevant traffic information in response to the City of Portland's Technical Manual, Section 1.1 Traffic Studies which states, "*Developments that generate less than 100 passenger car equivalents (PCE), but require a Scoping Meeting because they generate 25 PCE or more and are located*

- (1) *On an arterial; and/or*
- (2) *Within ½ mile of a high crash location; and/or*
- (3) *Within ¼ mile of an intersection that has been identified in a previous traffic study as a failing intersection, with an overall Level of Service below Level of Service D."*

### **Proposed Development Plan**

The applicant is proposing to expand their existing operations located at 100 and 50 Industrial Way in Portland, ME. Once the project is complete, the full build out will comprise of 57,276 s.f. of manufacturing / office space with 50 employees, 3,810 s.f. of warehouse and 1,736 s.f. of specialty retail (tour facility and merchandise) with 10 employees.

### **Trip Generation**

Given the fact that the existing development does not currently have a Traffic Movement Permit and was developed within the last 10 years, we have calculated the total trip generation for the weekday AM, weekday PM and Saturday peak hours of the generator per ITE's Trip

Generation, 8<sup>th</sup> Edition including both the existing and proposed buildout. Land Use Code (LUC) #140 Manufacturing, LUC #150 Warehousing and LUC #814 Specialty Retail were used. As can be seen from the attached table, trip generation rates were used per 1,000 square feet and averaged with rates per employee where possible.

Using this methodology the total trip ends generated by this development is expected to be 49 trips in the weekday AM peak hour, 51 trips in the weekday PM peak hour and 26 trips in the Saturday peak hour.

Given the fact that the warehousing component of this facility will primarily include deliveries by tractor trailer we factored the trip ends for this use by 2.0 per the City of Portland's Technical Manual, Section 1.1 Traffic Studies, in order to calculate an applicable passenger car equivalent (PCE). In turn the total PCE generated by this development is expected to be 57 PCE in the weekday AM Peak Hour, 56 PCE in the weekday PM Peak Hour and 26 PCE in the Saturday Peak Hour. Since this development generates less than 100 PCE in a peak hour a Traffic Movement Permit (TMP) will not be required.

### **Road Classification**

The development is located on Industrial Way, which is classified by the MaineDOT as a "local road" and therefore is not located on an arterial.

### **High Crash Locations**

High crash locations (HCL's) are defined by MaineDOT as locations having a minimum of 8 crashes in a three-year period and a Critical Rate Factor (CRF) greater than 1. The latest three year period from 2010-2012 was studied and it was determined that there was one high crash location within a ½ mile radius of the project site located on the section of roadway between the intersection of Riverside Street @ Forest Avenue to the intersection of Riverton Drive @ Forest Avenue. As can be seen from the attached crash summary report provided by MaineDOT there were 13 crashes and a CRF of 2.40 within the latest three year period. MaineDOT recently had a roadway improvement project in 2012 (Project No. NH-1310(700)E) that began at the intersection of Riverside Street @ Forest Avenue and extended easterly for 0.41 miles to the intersection of Castine Avenue @ Forest Avenue. Given the fact that MaineDOT recently made improvements to this corridor in 2012 and that the crash data we're analyzing is from 2010-2012, a determination cannot be made on the effectiveness of this project in correcting this HCL. Since there are no other HCL's within a ½ mile of this project we believe no further action is needed.

### **Level of Service**

The major intersections within ¼ mile of the project site at Industrial Way were determined to be Riverside Street @ Forest Avenue, Riverton Drive @ Forest Avenue and Hannaford Drive @ Forest Avenue. As stated previously, MaineDOT recently had a project that improved this corridor in 2012, therefore, it is our opinion that any intersections that may have been

previously identified as failing intersections will have been improved by this project and no further action is needed.

## Conclusions

Based on traffic assessment, we offer the following conclusions:

- The proposed expansion of the Allagash Brewing Company facility on 100 and 50 Industrial Way is expected to generate less than 100 PCE and therefore will not require a Traffic Movement Permit (TMP).
- Even though the development generates more than 25 PCE, a Scoping Meeting will not be required per the City of Portland's Technical Manual, Section 1.1 Traffic Studies due to the fact that
  - (1) The development is located on a "local road" and not an arterial.
  - (2) There is only 1 high crash location within a ½ mile radius of the development. This high crash location occurs within the limits of a MaineDOT project which was built in 2012. Since this project was built less than 3 years ago it cannot be determined if the presence of the high crash location has been eliminated as a result of this construction.
  - (3) There are no intersections within a ¼ mile that have been identified in a previous traffic study as a failing intersection, with an overall Level of Service below Level of Service D. The recent construction of the MaineDOT project on Forest Avenue (Project No. NH-1310(700)E) covered all three major intersections of Riverside Street @ Forest Avenue, Riverton Drive @ Forest Avenue and Hannaford Drive @ Forest Avenue.

## Enclosures

1. Trip Generation Computations
2. 2010-2012 MaineDOT Crash Summary Reports

**2015 Allagash Brewing Company Expansion  
50 Industrial Way, Portland**

**TRIP GENERATION COMPUTATIONS**

**FULL BUILD OUT**

<b>MANUFACTURING, LUC #140</b>				
<b>BY 1000 SF</b>	<b>SF</b>	<b>RATE (Trips/1000SF)</b>	<b>TOTAL TRIP ENDS</b>	<b>PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR	57,276	$T=0.83(X)-17.71$	30	30
WEEKDAY PM PEAK HOUR	57,276	$T=0.76(X)-5.15$	38	38
SATURDAY PEAK HOUR	57,276	0.28	16	16
<b>BY EMPLOYEES</b>	<b>Employees</b>	<b>RATE (Trips/Employee)</b>	<b>TOTAL TRIP ENDS</b>	<b>PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR	50	$\ln(T)=0.89\ln(X)-0.11$	29	29
WEEKDAY PM PEAK HOUR	50	$\ln(T)=0.82\ln(X)+0.31$	34	34
SATURDAY PEAK HOUR	50	0.16	8	8
<b>AVERAGE</b>		<b>TOTAL TRIP ENDS</b>		<b>PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR		29		29
WEEKDAY PM PEAK HOUR		36		36
SATURDAY PEAK HOUR		12		12

<b>WAREHOUSING, LUC #150</b>				
<b>BY 1000 SF</b>	<b>SF</b>	<b>RATE (Trips/1000SF)</b>	<b>TOTAL TRIP ENDS</b>	<b>PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR	3,810	$\ln(T)=0.70\ln(X)+1.11$	8	15
WEEKDAY PM PEAK HOUR	3,810	$\ln(T)=0.78\ln(X)+0.72$	6	12
SATURDAY PEAK HOUR	3,810	0.13	1	2

<b>SPECIALTY RETAIL CENTER, LUC #814</b>				
<b>BY 1000 SF</b>	<b>SF</b>	<b>RATE (Trips/1000SF)</b>	<b>TOTAL TRIP ENDS</b>	<b>PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR	1,736	6.84	12	12
WEEKDAY PM PEAK HOUR	1,736	5.02	9	9
SATURDAY PEAK HOUR*	1,736	6.84	12	12

<b>TOTAL TRIP GENERATION</b>		
	<b>TOTAL TRIP ENDS</b>	<b>TOTAL PASSENGER CAR EQUIVALENTS</b>
WEEKDAY AM PEAK HOUR	49	<b>57</b>
WEEKDAY PM PEAK HOUR	51	<b>56</b>
SATURDAY PEAK HOUR*	25	<b>26</b>

\*Data for Saturday Peak Hour is not available, therefore the highest rate between the AM and PM peak hours has been used

# 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

Rt 302

### REPORT PARAMETERS

Year 2010, Start Month 1 through Year 2012 End Month: 12

Route: 0302X

Start Node: 16885

Start Offset: 0

Exclude First Node

End Node: 16894

End Offset: 0

Exclude Last Node

---



## Crash Summary I

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
16885	0302X - 3.32	Int of FOREST AV STUART ST	2	1	0	0	0	0	1	0.0	6.570	0.05	0.30	0.00	
												Statewide Crash Rate: 0.12			
16886	0302X - 3.37	Int of FARNHAM ST FOREST AV	2	1	0	0	0	0	1	0.0	6.318	0.05	0.30	0.00	
												Statewide Crash Rate: 0.12			
16887	0302X - 3.42	Int of FOREST AV LANE AV	2	0	0	0	0	0	0	0.0	6.484	0.00	0.30	0.00	
												Statewide Crash Rate: 0.12			
16888	0302X - 3.46	Int of BAILEY AV FOREST AV	2	3	0	0	1	1	1	66.7	6.209	0.16	0.30	0.00	
												Statewide Crash Rate: 0.12			
16889	0302X - 3.52	Int of ALDWORTH ST FOREST AV	2	2	0	0	0	1	1	50.0	6.028	0.11	0.30	0.00	
												Statewide Crash Rate: 0.12			
16890	0302X - 3.56	Int of FOREST AV TUCKER AV	2	0	0	0	0	0	0	0.0	5.871	0.00	0.30	0.00	
												Statewide Crash Rate: 0.12			
A16891	0302X - 3.62	Int of CASTINE AV FOREST AV	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	
												Statewide Crash Rate: 0.12			
P13321	0302X - 3.64	Int of FOREST AV, RIVERSIDE IND P	9	7	0	0	1	2	4	42.9	6.285	0.37	1.10	0.00	
												Statewide Crash Rate: 0.65			
18508	0302X - 3.92	Int of FOREST AV RIVERTON DR	2	3	0	0	1	0	2	33.3	5.607	0.18	0.31	0.00	
												Statewide Crash Rate: 0.12			
P16892	0302X - 4	Int of FOREST AV RIVERSIDE ST	9	29	0	0	3	9	17	41.4	10.580	0.91	1.00	0.00	
												Statewide Crash Rate: 0.65			
A66782	0302X - 4.02	Int of FOREST AV RD INV 3209706	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	
												Statewide Crash Rate: 0.12			
16893	0302X - 4.23	TL Portland Westbrook	2	0	0	0	0	0	0	0.0	7.613	0.00	0.28	0.00	
												Statewide Crash Rate: 0.12			
16894	0302X - 4.27	Int of BRIDGTON RD EAST BRIDGE ST	9	12	0	0	0	2	10	16.7	7.774	0.51	1.06	0.00	
												Statewide Crash Rate: 0.65			
Study Years:	3.00	<b>NODE TOTALS:</b>		58	0	0	6	15	37	36.2	75.339	0.26	0.38	0.67	

## Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
								A	B	C	PD						
16885	16886	3122266	0 - 0.05	0302X - 3.32 US 302	0.05	2	0	0	0	0	0	0.0	0.00315	0.00	460.39	0.00	
													Statewide Crash Rate: 168.84				
16886	16887	3106435	0 - 0.05	0302X - 3.37 US 302	0.05	2	1	0	0	0	1	0.0	0.00313	106.61	461.14	0.00	
													Statewide Crash Rate: 168.84				
16887	16888	3106436	0 - 0.04	0302X - 3.42 US 302	0.04	2	0	0	0	0	0	0.0	0.00245	0.00	491.47	0.00	
													Statewide Crash Rate: 168.84				
16888	16889	3129284	0 - 0.06	0302X - 3.46 US 302	0.06	2	2	0	0	1	1	100.0	0.00361	184.54	444.23	0.00	
													Statewide Crash Rate: 168.84				
16889	16890	3122267	0 - 0.04	0302X - 3.52 US 302	0.04	2	1	0	0	0	1	100.0	0.00238	140.08	494.96	0.00	
													Statewide Crash Rate: 168.84				
16890	16891	3106437	0 - 0.06	0302X - 3.56 US 302	0.06	2	3	0	0	1	1	66.7	0.00337	296.35	452.13	0.00	
													Statewide Crash Rate: 168.84				
13321	16891	3106247	0 - 0.02	0302X - 3.62 US 302	0.02	2	0	0	0	0	0	0.0	0.00112	0.00	596.88	0.00	
													Statewide Crash Rate: 168.84				
13321	18508	3123934	0 - 0.28	0302X - 3.64 US 302	0.28	2	7	0	0	0	4	3	57.1	0.01598	146.05	311.30	0.00
													Statewide Crash Rate: 168.84				
16892	18508	3106439	0 - 0.08	0302X - 3.92 US 302	0.08	2	13	0	0	2	1	10	23.1	0.00423	1024.45	426.58	2.40
													Statewide Crash Rate: 168.84				
16892	66782	3154570	0 - 0.02	0302X - 4 US 302	0.02	2	0	0	0	0	0	0.0	0.00151	0.00	556.20	0.00	
													Statewide Crash Rate: 168.84				
66782	16893	3154571	0 - 0.21	0302X - 4.02 US 302	0.21	2	7	0	0	1	2	4	42.9	0.01581	147.62	312.01	0.00
													Statewide Crash Rate: 168.84				
16893	16894	3106441	0 - 0.04	0302X - 4.23 US 302	0.04	2	3	0	0	0	1	2	33.3	0.00308	324.75	462.97	0.00
													Statewide Crash Rate: 168.84				
Study Years: 3.00				Section Totals:		0.95	37	0	0	5	11	21	43.2	0.05981	206.22	245.08	0.84
				Grand Totals:		0.95	95	0	0	11	26	58	38.9	0.05981	529.48	362.08	1.46

## Crash Summary

## Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
16885	16886	3122266	0 - 0.05	0302X - 3.32	0	0	0	0	0	0				
16886	16887	3106435	0 - 0.05	0302X - 3.37	1	0	0	0	0	1	2011-2956C	02/10/2011	3.41	PD
16887	16888	3106436	0 - 0.04	0302X - 3.42	0	0	0	0	0	0				
16888	16889	3129284	0 - 0.06	0302X - 3.46	2	0	0	1	1	0	2012-48564	12/25/2012	3.47	B
											2010-24429C	11/03/2010	3.51	C
16889	16890	3122267	0 - 0.04	0302X - 3.52	1	0	0	0	1	0	2010-7680C	03/30/2010	3.55	C
16890	16891	3106437	0 - 0.06	0302X - 3.56	3	0	0	1	1	1	2010-2543C	02/03/2010	3.57	C
											2012-45902	12/02/2012	3.60	B
											2010-15287C	08/01/2010	3.61	PD
13321	16891	3106247	0 - 0.02	0302X - 3.62	0	0	0	0	0	0				
13321	18508	3123934	0 - 0.28	0302X - 3.64	7	0	0	0	4	3	2010-16651C	08/09/2010	3.66	PD
											2011-17266	11/29/2011	3.67	C
											2011-1772C	01/31/2011	3.75	C
											2012-32345	07/11/2012	3.75	PD
											2010-30516C	12/31/2010	3.84	C
											2012-253	01/08/2012	3.89	C
											2011-728C	01/13/2011	3.91	PD
16892	18508	3106439	0 - 0.08	0302X - 3.92	13	0	0	2	1	10	2012-46813	12/08/2012	3.95	PD
											2011-8558C	05/22/2011	3.96	PD
											2010-17574C	08/17/2010	3.97	B
											2012-27943	05/09/2012	3.97	B
											2011-14946	11/07/2011	3.97	C
											2012-40847	10/11/2012	3.97	PD
											2012-46520	12/06/2012	3.97	PD
											2010-24466C	11/09/2010	3.97	PD
											2010-30511C	12/31/2010	3.97	PD
											2011-18190	12/08/2011	3.97	PD
											2012-24623	02/10/2012	3.98	PD
											2010-10353C	05/23/2010	3.98	PD
											2010-8639C	04/17/2010	3.99	PD
16892	66782	3154570	0 - 0.02	0302X - 4	0	0	0	0	0	0				

## Crash Summary

### Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
66782	16893	3154571	0 - 0.21	0302X - 4.02	7	0	0	1	2	4	2012-2229	01/28/2012	4.03	B
											2011-3530	06/27/2011	4.03	C
											2011-18467	12/10/2011	4.03	PD
											2011-18464	12/09/2011	4.06	C
											2011-7450	08/10/2011	4.06	PD
											2012-51181	12/08/2012	4.19	PD
											2010-18314C	08/29/2010	4.20	PD
16893	16894	3106441	0 - 0.04	0302X - 4.23	3	0	0	0	1	2	2011-5674	01/25/2011	4.26	C
											2010-8060C	04/12/2010	4.26	PD
											2010-16138C	07/21/2010	4.26	PD
Totals:					37	0	0	5	11	21				

## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	Hour of Day											Hour of Day														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
SUNDAY	0	1	0	0	0	0	0	1	1	1	2	2	1	0	0	0	0	1	0	0	1	1	0	0	0	12
MONDAY	0	0	0	0	1	0	0	1	1	2	2	0	1	1	3	1	1	2	1	0	0	0	1	0	0	18
TUESDAY	0	0	0	0	0	0	0	2	3	1	1	0	1	1	2	1	2	1	1	0	1	1	0	1	0	19
WEDNESDAY	0	0	0	0	0	0	0	1	1	2	0	3	1	0	0	3	1	3	1	0	0	0	0	0	0	16
THURSDAY	0	0	0	0	0	0	0	2	0	0	0	0	3	1	3	0	0	1	3	0	0	0	0	1	0	14
FRIDAY	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	2	0	3	1	0	0	0	1	0	0	10
SATURDAY	1	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>95</b>

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	114	23-Bicyclist	2
2-(Sport) Utility Vehicle	30	24-Witness	6
3-Passenger Van	11	25-Other	2
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>197</b>
5-Pickup	27		
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	2		

## 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	23	21	2	0	0	0	46
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	7	6	0	0	0	0	13
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	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	1	1	0	0	0	2
Drove Too Fast For Conditions	4	0	0	0	0	0	4
Improper Turn	3	0	0	0	0	0	3
Improper Backing	1	1	0	0	0	0	2
Improper Passing	1	1	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	10	13	2	0	0	0	25
Failed to Keep in Proper Lane	2	2	0	0	0	0	4
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	1	0	0	0	0	0	1
Other Contributing Action	2	5	1	0	0	0	8
Unknown	0	1	0	0	0	0	1
<b>Total</b>	<b>58</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	90	78	11	1	0	2	182
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	4	2	0	0	0	0	6
Other	0	1	0	0	0	0	1
<b>Total</b>	<b>95</b>	<b>81</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>190</b>

### 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	27	0	0	0	0	27
25-29	24	0	0	0	0	24
30-39	31	0	0	0	0	31
40-49	39	0	0	0	0	39
50-59	30	0	0	0	0	30
60-69	19	0	0	0	0	19
70-79	6	0	0	0	0	6
80-Over	0	0	0	0	0	0
Unknown	3	2	0	2	0	7
<b>Total</b>	<b>187</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>191</b>

## Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	2
2-Fire / Explosion	0	39-Unknown	13
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	<b>Total</b>	<b>93</b>
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	2		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	70		
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	1		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	2		
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		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	59	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	1	
6-Yield Sign	1	
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	1	
13-None	32	
14-Other	0	
<b>Total</b>	<b>95</b>	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	11	13
C	26	35
PD	58	0
<b>Total</b>	<b>95</b>	<b>48</b>

Road Character	
Road Grade	Total
1-Level	79
2-On Grade	16
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
<b>Total</b>	<b>95</b>

Light	
Light Condition	Total
1-Daylight	66
2-Dawn	1
3-Dusk	3
4-Dark - Lighted	25
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
<b>Total</b>	<b>95</b>

## Crash Summary II - Characteristics

## Crashes by Year and Month

Month	2010	2011	2012	Total
JANUARY	1	4	2	7
FEBRUARY	1	3	1	5
MARCH	3	2	2	7
APRIL	3	2	1	6
MAY	4	3	1	8
JUNE	1	2	2	5
JULY	3	0	2	5
AUGUST	6	2	4	12
SEPTEMBER	2	0	3	5
OCTOBER	2	2	3	7
NOVEMBER	5	4	2	11
DECEMBER	4	3	10	17
Total	35	27	33	95

Report is limited to the last 10 years of data.



## 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	1	0	0	0	0	0	0	0	0	0	0	1
Rear End / Sideswipe	17	0	22	24	0	4	0	0	0	0	0	0	0	67
Head-on / Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	5	2	0	7	0	0	0	0	0	0	0	14
Pedestrians	1	0	0	1	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	6	1	2	0	0	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	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	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
<b>Total</b>	<b>25</b>	<b>1</b>	<b>31</b>	<b>27</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>

## 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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
Dark - Lighted	13	0	0	0	0	0	0	1	0	0	2	16
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	39	0	0	0	0	0	0	0	0	0	2	41
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
<b>Cloudy</b>												
Dark - Lighted	1	1	0	0	0	0	0	0	0	0	2	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	12	0	0	0	0	0	0	0	0	0	1	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

## 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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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
<b>Rain</b>												
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	1	1
Daylight	1	0	0	0	0	0	0	0	0	0	6	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
<b>Severe Crosswinds</b>												
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

## 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
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
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	0	0	0	0
<b>Snow</b>												
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	4	0	0	0	5
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
<b>TOTAL</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>

## Crash Summary Report

### Report Selections and Input Parameters

#### REPORT SELECTIONS

Crash Summary I -  
Single Node       Section Detail       Crash Summary II       1320 Public       1320 Private       1320 Summary

#### REPORT DESCRIPTION

Evergreen Dr. @ Riverside St.

#### REPORT PARAMETERS

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

Route: 0560621

Start Node: 19434

Start Offset: 0

Exclude First Node

End Node: 19434

End Offset: 0

Exclude Last Node

---

## Crash Summary I

### Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes				Percent Annual M PD Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF					
					K	A	B	C										
19434	0560621 - 2.33	Int of EVERGREEN DR RIVERSIDE ST	2	0	0	0	0	0	0.0	2.539	0.00	0.40	0.00					
				Statewide Crash Rate:						0.13								
Study Years: 3.00				NODE TOTALS:						0	0	0	0	0.0	2.539	0.00	0.40	0.00

## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	Hour of Day											Hour of Day														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	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
WEDNESDAY	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	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
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	0	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>0</b>
5-Pickup	0		
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		

## 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	0	0	0	0	0	0	0
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	0	0	0	0	0	0	0
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
<b>Total</b>	0	0	0	0	0	0	0

### 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	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0



## Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	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	0		
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		

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	
A	0	
B	0	
C	0	
PD	0	0
Total	0	0

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

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	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	0	
14-Other	0	
Total	0	

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

## Crash Summary II - Characteristics

### Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Report is limited to the last 10 years of data.

## 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	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
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
<b>Cloudy</b>												
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

## 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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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
<b>Rain</b>												
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
<b>Severe Crosswinds</b>												
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

## 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
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
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
<b>Snow</b>												
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
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Crash Summary Report

### Report Selections and Input Parameters

#### REPORT SELECTIONS

Crash Summary I -  
Single Node       Section Detail       Crash Summary II       1320 Public       1320 Private       1320 Summary

#### REPORT DESCRIPTION

Industrial Way @ Riverside St.

#### REPORT PARAMETERS

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

Route: 0560621

Start Node: 19435

Start Offset: 0

Exclude First Node

End Node: 19435

End Offset: 0

Exclude Last Node

## Crash Summary I

### Nodes

Node	Route - MP	Node Description	U/R	Injury Crashes							Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF
				Total Crashes	K	A	B	C	PD					
19435	0560621 - 1.95	Int of INDUSTRIAL WY RIVERSIDE ST	2	0	0	0	0	0	0	0.0	2.962	0.00	0.39	0.00
NODE TOTALS:				0	0	0	0	0	0	0.0	2.962	0.00	0.39	0.00

Statewide Crash Rate: 0.13

Study Years: 3.00



## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	Hour of Day											Hour of Day														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	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
WEDNESDAY	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	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
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	0	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>0</b>
5-Pickup	0		
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		

## 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	0	0	0	0	0	0	0
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	0	0	0	0	0	0	0
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
<b>Total</b>	0	0	0	0	0	0	0

### 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	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0

## Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	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	0		
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		

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	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	0	
14-Other	0	
Total	0	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	
A	0	
B	0	
C	0	
PD	0	0
Total	0	0

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

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

## Crash Summary II - Characteristics

### Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Report is limited to the last 10 years of data.

## 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	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
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
<b>Cloudy</b>												
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

## 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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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
<b>Rain</b>												
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
<b>Severe Crosswinds</b>												
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

## 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
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
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
<b>Snow</b>												
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
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## Crash Summary Report

### Report Selections and Input Parameters

#### REPORT SELECTIONS

- Crash Summary I - Single Node       Section Detail       Crash Summary II       1320 Public       1320 Private       1320 Summary

#### REPORT DESCRIPTION

Riverside St. @ Forest Ave. along with 66781 & 66782

#### REPORT PARAMETERS

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

Route: 0302X

Start Node: 16892

Start Offset: 0

Exclude First Node

End Node: 16892

End Offset: 0

Exclude Last Node

## Crash Summary I

### Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes				PD	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
					K	A	B	C						
P16892	0302X - 4	Int of FOREST AV RIVERSIDE ST	9	34	0	0	2	8	24	29.4	10.263	1.10	1.01	1.10
				<i>Statewide Crash Rate: 0.65</i>										
Study Years: 3.00		NODE TOTALS:		34	0	0	2	8	24	29.4	10.263	1.10	1.01	1.10

## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	Hour of Day											Hour of Day														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	0	0	2	0	0	0	2	2	1	0	1	0	1	0	0	0	0	0	9	
TUESDAY	0	0	0	0	0	0	1	2	1	1	1	0	1	1	0	0	0	0	2	0	1	0	0	0	11	
WEDNESDAY	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	5	
THURSDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	5	
FRIDAY	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
SATURDAY	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	
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	43	23-Bicyclist	0
2-(Sport) Utility Vehicle	14	24-Witness	2
3-Passenger Van	4	25-Other	0
4-Cargo Van (10K lbs or Less)	0	Total	73
5-Pickup	5		
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)	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	1		

## 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	14	2	0	0	0	32
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	1	0	0	0	0	2
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	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	1	0	0	0	0	1
Improper Passing	0	1	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	8	5	0	0	0	0	13
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	1	1	0	0	0	0	2
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	6	1	0	0	0	9
Unknown	0	0	0	0	0	0	0
<b>Total</b>	<b>30</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	33	33	3	0	0	1	70
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	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>34</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>

### 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	1	0	0	0	0	1
20-24	9	0	0	0	0	9
25-29	9	0	0	0	0	9
30-39	13	0	0	0	0	13
40-49	13	0	0	0	0	13
50-59	13	0	0	0	0	13
60-69	9	0	0	0	0	9
70-79	2	0	0	0	0	2
80-Over	1	0	0	0	0	1
Unknown	0	0	0	1	0	1
<b>Total</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>71</b>

## Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	10
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	62
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	0		
13-Motor Vehicle in Transport	51		
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		

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	8	10
PD	24	0
Total	34	12

Road Character	
Road Grade	Total
1-Level	28
2-On Grade	6
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	34

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	31	
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	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	2	
14-Other	0	
Total	34	

Light	
Light Condition	Total
1-Daylight	30
2-Dawn	0
3-Dusk	1
4-Dark - Lighted	3
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	34

## Crash Summary II - Characteristics

### Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	1	0	0	1
FEBRUARY	1	0	0	1
MARCH	0	0	1	1
APRIL	2	0	1	3
MAY	0	0	2	2
JUNE	0	2	0	2
JULY	0	1	2	3
AUGUST	1	4	1	6
SEPTEMBER	0	2	2	4
OCTOBER	1	2	1	4
NOVEMBER	1	2	0	3
DECEMBER	0	4	0	4
Total	7	17	10	34

Report is limited to the last 10 years of data.

## 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	1	30	0	0	0	0	0	0	0	0	0	31
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	2
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	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	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>

## 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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
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	20	0	0	0	0	0	0	0	0	0	0	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
<b>Cloudy</b>												
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	6	0	0	0	0	0	0	0	0	0	0	6
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



## 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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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
<b>Rain</b>												
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	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
<b>Severe Crosswinds</b>												
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

## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

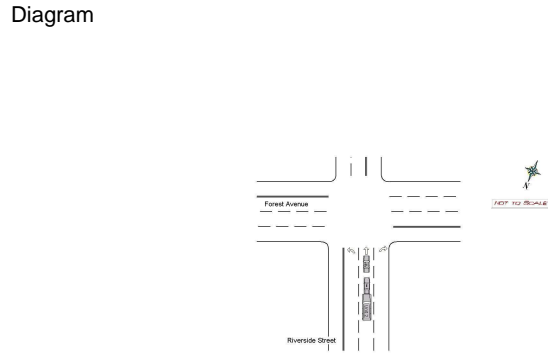
Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	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
<b>Snow</b>												
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	1	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
<b>TOTAL</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>

# Maine Crash Report Summary

Crash Date: 1/4/2011      Time: 08:18      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1      Cont. Circ. Env 2  
 Cont. Circ. Road 1      Cont. Circ. Road 2

**Narrative**  
 Unit 1 driver stated that she was stopped in traffic on Riverside Street at the stop light at Forest Avenue. Unit 1 driver said that she was in the middle lane to head straight and was behind another vehicle. Unit 1 driver stated that while she was completely stopped, Unit 2 struck her from the rear.



Unit 2 driver stated that he was stopped behind Unit 1 on Riverside Street at the red light at Forest Avenue. Unit 2 driver told me the following: "I was stopped and I must have looked down to grab my soda or something and then boom, she backed right into me." I confirmed with the driver of Unit 2 that he was saying that at a red light, Unit 1 went in reverse and struck Unit 2. Unit 2 driver showed me his bent license plate and stated that it could not have bent the way it did if he went forward into Unit 1.

There are no other witnesses to this crash.

**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	4 - Possible Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 14 - Followed Too Closely

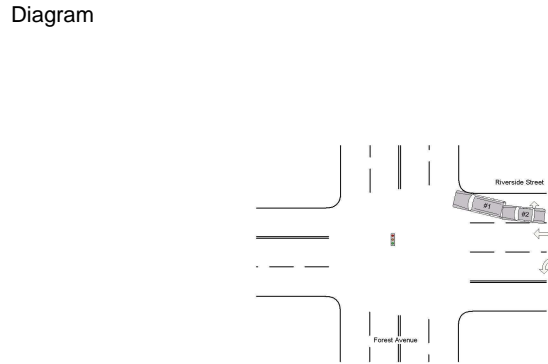
Person Type	Age	Sex	Injury Degree
1 - Driver	20	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 2/7/2011      Time: 14:44      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 3 - Three Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1      Cont. Circ. Env 2  
 Cont. Circ. Road 1      Cont. Circ. Road 2

**Narrative**  
 Unit #1 was stopped in traffic waiting to make a right hand turn onto Forest Avenue from Riverside Street. Unit #2 was behind Unit #1. Unit #2 thought that Unit #1 had already turned and hit Unit #1.



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 5 - Making right turn  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	51	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 5 - Making right turn  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

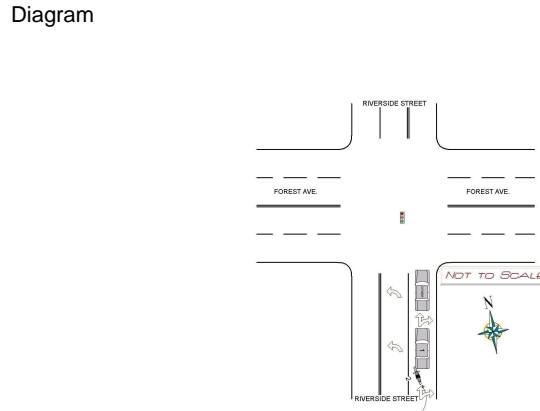
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	62	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 4/19/2011      Time: 18:11      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 10385      Int of RIVERSIDE ST, WALDRON WY      OE End Node: 16892      Int of FOREST AV RIVERSIDE ST

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1      Cont. Circ. Env 2  
 Cont. Circ. Road 1      Cont. Circ. Road 2

**Narrative**  
 UNIT NO.1 AND UNIT NO.2 RIGHT LANE OUTBOUND RIVERSIDE STREET STOPPED IN TRAFFIC AT INTERSECTION OF FOREST AVENUE. THE TRAFFIC LIGHT TURNED GREEN AND UNIT NO.1 BEGAN TO MOVE. OPERATOR OF UNIT NO.2 ADMITTED THAT HAND SLIPPED OFF THE CLUTCH AND HE PANICKED. THE FRONT END AND RIGHT SIDE OF UNIT NO.2 STRUCK THE LEFT REAR OF UNIT NO.1.



4-19-11 jte.

**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 7 - Rear Driver Side  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	1 - Male	5 - No Injury

**Unit: 2**      Type: 11 - Motorcycle  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 14 - Followed Too Closely

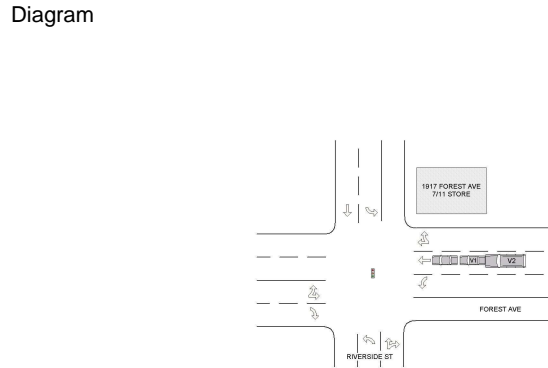
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	21	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 4/20/2011      Time: 07:19      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1      Cont. Circ. Env 2  
 Cont. Circ. Road 1      Cont. Circ. Road 2

**Narrative**  
 VEH 1 WAS STOPPED IN TRAFFIC. VEH 2 WAS STOPPED BEHIND VEH 1. VEH 2 PROCEEDED FORWARD BEFORE THE LIGHT TURNED GREEN AND BEFORE VEH 1 PROCEEDED FORWARD. VEH 2 STRUCK VEH 1.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 5 - Rear Passenger Corner  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1:

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	43	2 - Female	4 - Possible Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 15 - Non-Collision  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1:  
 Seq. Events 3:  
 Driver Distracted By:  
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event:  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

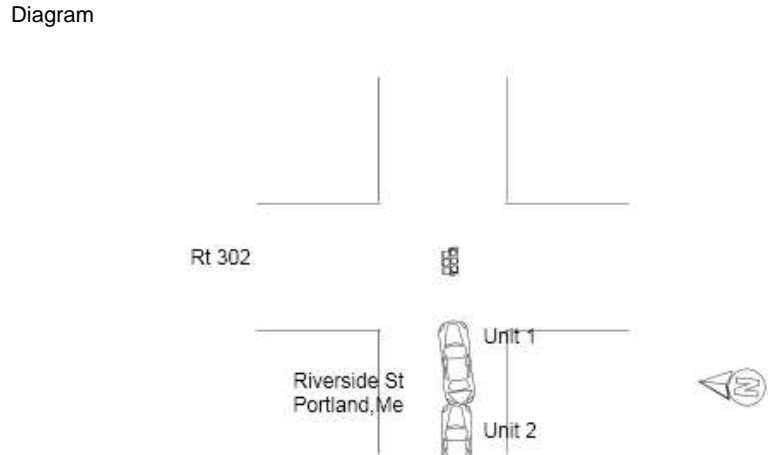
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 8/1/2011      Time: 18:33      City: Portland      Street/Highway: 23 BRIDGTON RD  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node:      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 Unit 1 stopped at light on Riverside Street--Unit 2 behind Unit 1--  
 Both units began moving in traffic to make a left hand turn onto Rt  
 302--When Unit 2's operator took foot off of clutch his vehicle did a  
 small jump forward striking Unit 1 on its bumper--did not observe  
 any damage on either vehicle--Unit 1 operator acknowledged that it  
 wasn't a hard hit--Unit 1 operator and passenger complained of  
 neck or back pain--not sure if this could be an attempt for  
 insurance fraud??



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area:  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	2 - Female	4 - Possible Injury
2 - Passenger	47	1 - Male	4 - Possible Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area:  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 15 - Other  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

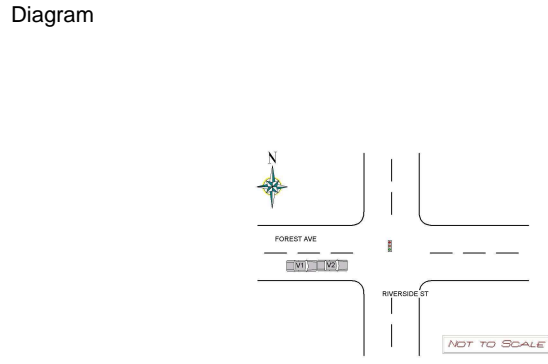
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 10/11/2011      Time: 09:30      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 V2 STOPPED AT THE TRAFFIC LIGHT AT FOREST AVE AND RIVERSIDE ST. V1 TRAVELLING BEHIND V2. V1 DRIVER THOUGHT TRAFFIC HAD STARTED. V1 PULLED AHEAD AND STRUCK V2.  
 V2 DRIVER COMPLAINING OF BACK PAIN REFUSED MEDCU.



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	32	2 - Female	5 - No Injury
2 - Passenger	0	2 - Female	5 - No Injury
2 - Passenger	3	1 - Male	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	28	1 - Male	4 - Possible Injury

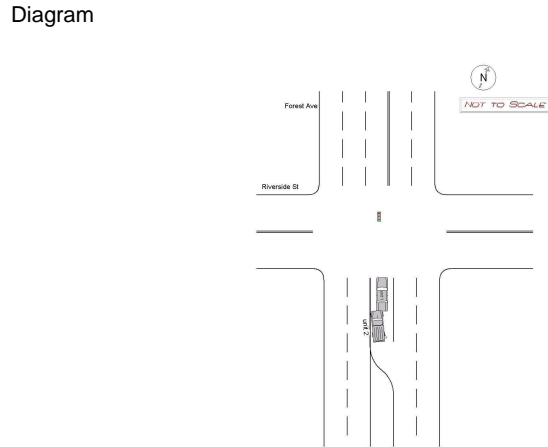


# Maine Crash Report Summary

Crash Date: 11/10/2011      Time: 07:51      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 Unit 1 and unit 2 were north bound on Forest Ave. Unit 1 was in left turn lane (turning left onto Riverside St). Driver of unit 1 stated that traffic light had changed from green to yellow so she stopped. Unit 2 was behind unit 1. Driver of unit 2 stated that he saw the light turn yellow and unit 1 stop but he was too close to avoid collision with unit 1. Units collided in road way.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 8 - Rear Driver Quarter Panel  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	2 - Female	5 - No Injury

**Unit: 2**      Type: 5 - Pickup  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 5 - External Distraction (outside the vehicle)  
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 6/1/2012      Time: 09:33      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

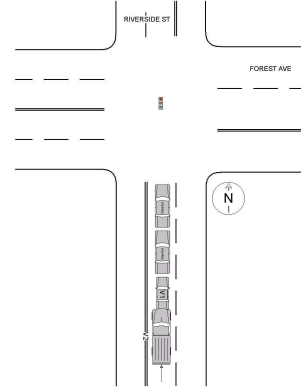
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

### Narrative

V1 WAS STOPPED ON RIVERSIDE ST DUE TO THE LIGHT AHEAD AT FOREST AVE BEING RED. V2 WAS STOPPED BEHIND V1. MR WELLS' FOOT SLIPPED OFF OF THE BRAKE OF V2. V2 WENT FORWARD AND STRUCK THE REAR OF V1.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car

Most Damaged Area: 6 - Rear

Pre-Crash Actions: 11 - Stopped in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	65	1 - Male	5 - No Injury
8 - Passenger/Owner	73	1 - Male	5 - No Injury

**Unit: 2**      Type: 5 - Pickup

Most Damaged Area:

Pre-Crash Actions: 9 - Starting in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

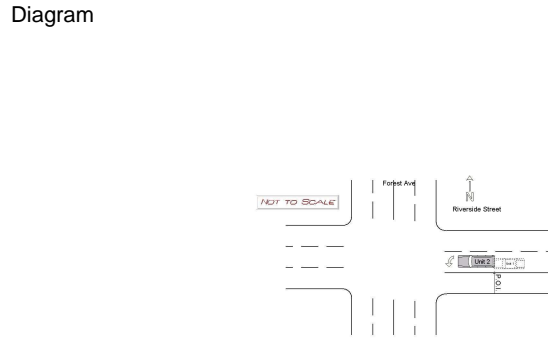
Person Type	Age	Sex	Injury Degree
1 - Driver	22	1 - Male	5 - No Injury
2 - Passenger	23	1 - Male	5 - No Injury
2 - Passenger	21	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 6/25/2012      Time: 08:30      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 Operator of Unit 1 stated she belived Unit 2 was continuing forward in the lane. Operator stated she pulled forward then collided with Unit 2.  
 Operator of Unit 2 stated she was stopped in the lane behind traffic when Unit 1 collided with the rear bumper of her vehicle.



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 1 - Front Passenger Corner      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 3 - Failed to Yield Right-of-Way      Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
1 - Driver	27	2 - Female	5 - No Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

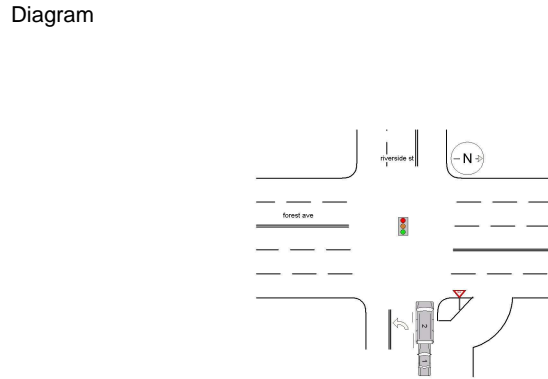
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 7/26/2012      Time: 18:18      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 Vehicle 1 was stopped in traffic at the traffic light. Vehicle 2 was also stopped at the solid red light in front of vehicle 1. vehicle 2 wanted to change directions and subsequently backed up in order to try and make a right hand turn. As a result, vehicle 2 backed up into vehicle 1 causing minimal damage.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	53	1 - Male	3 - Non-Incapacitating

**Unit: 2**      Type: 3 - Passenger Van  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 20 - Backing  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 11 - Improper Backing

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	27	2 - Female	5 - No Injury
2 - Passenger	19	2 - Female	5 - No Injury
2 - Passenger	9	2 - Female	5 - No Injury
2 - Passenger	9	2 - Female	5 - No Injury
2 - Passenger	9	2 - Female	5 - No Injury
2 - Passenger	9	2 - Female	5 - No Injury

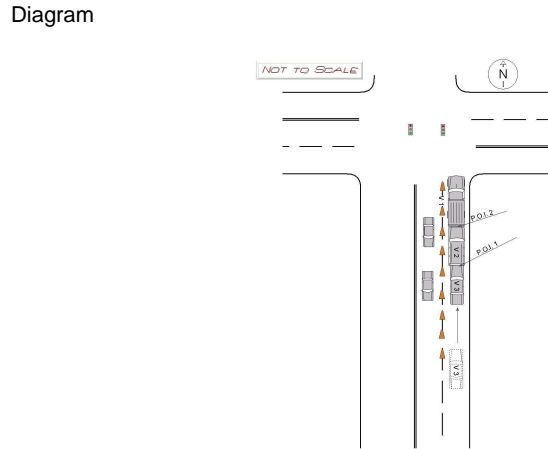
# Maine Crash Report Summary

Crash Date: 8/14/2012      Time: 07:30      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node: 18508      Int of FOREST AV RIVERTON DR

Type of Crash: 2 - Rear End / Sideswipe  
 Weather: 1 - Clear  
 Road Grade: 1 - Level  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None  
 Cont. Circ. Road 1 1 - None

Type of Location: 4 - Four Leg Intersection  
 Light: 1 - Daylight  
 Surface Condition: 1 - Dry  
 Cont. Circ. Env 2  
 Cont. Circ. Road 2

**Narrative**  
 V1 and V2 were stopped at the intersection of Forest Avenue and Riverside Street. V3 struck V2, causing V2 to bump V1. All operators stated they were not injured and did not require MEDCU. The operator of V 3 had an expired license (Minnesota oln: K511110771907) and was issued a summons.



**Unit: 1**      Type: 5 - Pickup  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	28	1 - Male	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury

**Unit: 3**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 6 - Unkown  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree

# Maine Crash Report Summary

1 - Driver

22

2 - Female

5 - No Injury

# Maine Crash Report Summary

Crash Date: 8/16/2012      Time: 13:20      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 4 - Intersection Movement

Type of Location: 4 - Four Leg Intersection

Weather: 4 - Rain

Light: 1 - Daylight

Road Grade: 2 - On Grade

Surface Condition: 2 - Wet

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

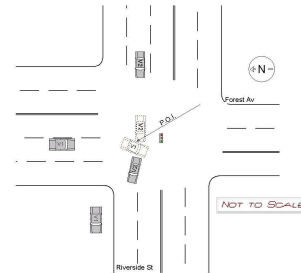
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

### Narrative

V1 was stopped in traffic traveling South on Forest Av. V2 was stopped in traffic traveling West on Riverside St. V2 started in traffic, V1 started traveling through the intersection and struck V2.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 3 - Center Passenger Side  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 4 - Ran Red Light

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	2 - Female	5 - No Injury
2 - Passenger	47	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	59	1 - Male	3 - Non-Incapacitating

# Maine Crash Report Summary

Crash Date: 8/20/2012      Time: 16:48      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 10385      Int of RIVERSIDE ST, WALDRON WY      OE End Node: 16892      Int of FOREST AV RIVERSIDE ST

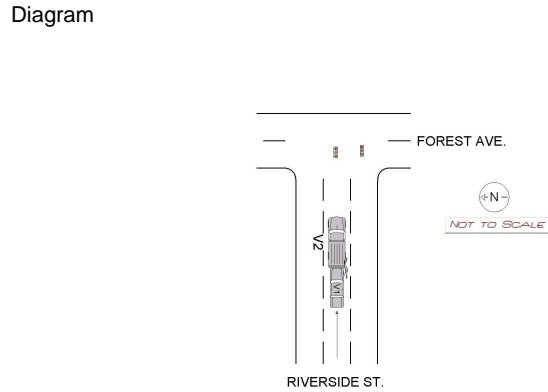
Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**

Both V1 and V2 were heading westbound on Riverside St. heading toward Forest Ave. V2 was obeying the traffic light and came to a full stop. V1 was following too closely and rear-ended V2. The impact speed was minimal however the trailer hitch on V2 caused significant damage to V1's front end. V1 was towed away from the scene. V2 drove away.

Neither V1 or V2 stated any injury.

No traffic citations were issued as a result of the accident.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	60	1 - Male	5 - No Injury

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

**Unit: 2**      Type: 5 - Pickup  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	28	1 - Male	5 - No Injury

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:



# Maine Crash Report Summary

Crash Date: 8/22/2012      Time: 11:46      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

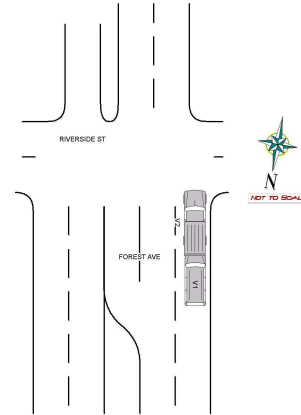
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

### Narrative

VEHICLE 2 WAS STOPPED AT THE INTERSECTION OF FOREST AVE AND RIVERSIDE ST, HEADING INBOUND. VEHICLE 1 DRIVER STATED SHE WAS STOPPED BEHIND VEHICLE 2. SHE STATED HER FOOT CAME OFF THE PEDAL, BUT SHE DID NOT RECALL HOW IT HAPPENED. VEHICLE 1 STRUCK VEHICLE 2.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 6 - Unkown  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	41	2 - Female	5 - No Injury
2 - Passenger	10	2 - Female	5 - No Injury
2 - Passenger	13	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

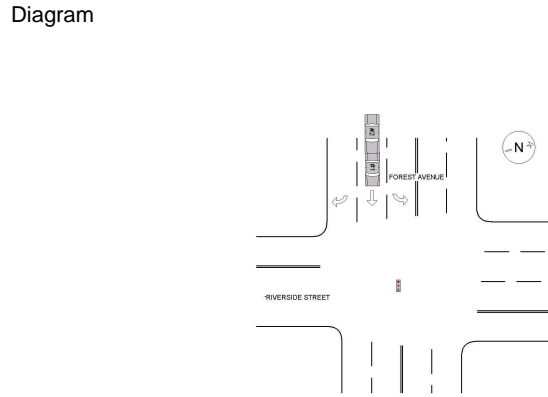
Person Type	Age	Sex	Injury Degree
1 - Driver	32	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 9/4/2012      Time: 12:54      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node: 16893      TL Portland Westbrook

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 4 - Rain      Light: 1 - Daylight  
 Road Grade: 2 - On Grade      Surface Condition: 2 - Wet  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 UNIT #1 WAS STOPPED IN TRAFFIC HEADED INBOUND ON FOREST AVENUE AT RIVERSIDE STREET. UNIT #2 WAS SLOWING IN TRAFFIC BEHIND UNIT #1. UNIT #2 STATED THAT HIS FOOT SLIPPED ON THE GAS AND HE HIT UNIT #1 CAUSING MINOR DAMAGE. DRIVER OF UNIT #1 COMPLAINED OF NECK PAIN BUT REFUSED MEDICAL ATTENTION.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	4 - Possible Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

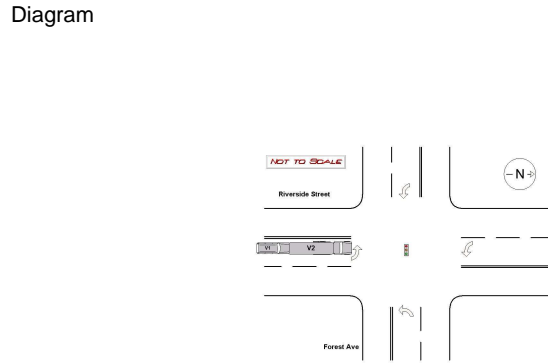
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	58	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 9/10/2012      Time: 13:57      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 On Monday, September 10, 2012 at 13:57:00, Officer Alissa Poisson responded to a crash at the intersection of RIVERSIDE ST and FOREST AVE in Portland Maine. At the time of the crash, the weather was cloudy and the road surface was dry. V1 and V2 were traveling north on Riverside Street, in the left turn only lane, approaching Forest Ave. V1 was directly behind V2. The driver of V1 stated the traffic was moving forward slowly and he thought they were continuing through the intersection, but V2 stopped for a light turning red. V1 continued forward and struck V2.



**Vehicles...**  
 Vehicle #1, operated by Joshua Carras, DOB 7/12/1980 was northbound following roadway and followed too closely. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed...

**Unit: 1**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	32	1 - Male	5 - No Injury

**Unit: 2**      Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area:      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 10 - Slowing in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	35	1 - Male	5 - No Injury

# STATE OF MAINE CRASH REPORT

Report Number

12-002242

Narrative / Diagram Supplemental

**On Monday, September 10, 2012 at 13:57:00, Officer Alissa Poisson responded to a crash at the intersection of RIVERSIDE ST and FOREST AVE in Portland Maine. At the time of the crash, the weather was cloudy and the road surface was dry. V1 and V2 were traveling north on Riverside Street, in the left turn only lane, approaching Forest Ave. V1 was directly behind V2. The driver of V1 stated the traffic was moving forward slowly and he thought they were continuing through the intersection, but V2 stopped for a light turning red. V1 continued forward and struck V2.**

## **Vehicles...**

**Vehicle #1, operated by Joshua Carras, DOB 7/12/1980 was northbound following roadway and followed too closely. Vehicle #1 sustained functional damage to the front.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Joshua Carras DOB 7/12/1980 Injury: No Injury**

**Vehicle #2, operated by James Sadolsky, DOB 8/25/1977 was northbound slowing in traffic. Vehicle #2 had no observable damage. V2 is a trailer, being towed by Nebraska AppORTioned 136091**

**Vehicle #2 occupant(s) are listed below:**

**Driver: James Sadolsky DOB 8/25/1977 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 10/16/2012      Time: 10:43      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe  
 Weather: 2 - Cloudy  
 Road Grade: 2 - On Grade  
 Traffic Control: 1 - Traffic Signals (Stop & Go)

Type of Location: 4 - Four Leg Intersection  
 Light: 1 - Daylight  
 Surface Condition: 1 - Dry

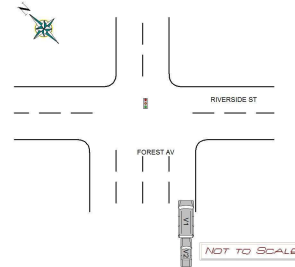
Cont. Circ. Env 1 1 - None  
 Cont. Circ. Road 1 1 - None

Cont. Circ. Env 2  
 Cont. Circ. Road 2 1 - None

### Narrative

V1 STOPPED IN TRAFFIC ON FOREST AV INBOUND. V2 DRIVER WAS DISTRACTED BY LOOKING AHEAD/ AROUND V1. V1 DRIVER STATED SHE " HIT THE GAS INSTEAD OF THE BRAKE PEDAL". V2 STRUCK V1. NO INJURIES.

### Diagram



**Unit: 1**      Type: 3 - Passenger Van  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	1 - Male	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 8 - Starting from parked  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 5 - External Distraction (outside the vehicle)  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 10/17/2012      Time: 11:51      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 4 - Intersection Movement

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 8 - Officer, Flagman, School Patrol

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

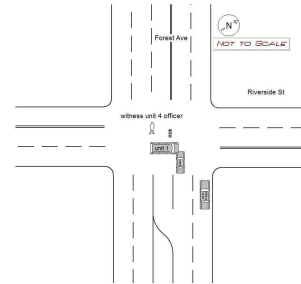
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

### Narrative

Unit 1 was allowed to proceed by Officer into intersection. Unit 2 observed a green light and proceeded into intersection against officer direction. Driver of unit 2 stated that he did not see officer. Vehicles collided in road way. Officer was in roadway in full duty gear and traffic vest. Independent witness to the accident stated that she saw the light turn green and unit 2 proceed and unit 1 approaching from the west. Unit 2 was heading north.

### Diagram



**Unit: 1**      Type: 3 - Passenger Van  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	64	1 - Male	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 11 - Front Driver Corner  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 5 - External Distraction (outside the vehicle)  
 Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

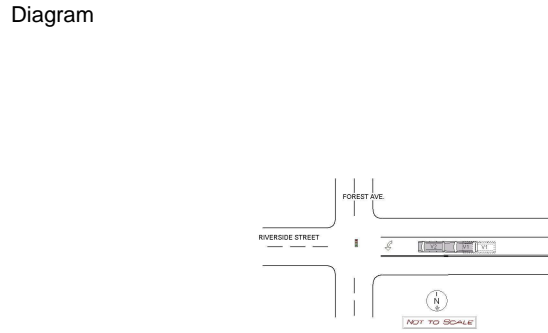
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 11/6/2012      Time: 13:06      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 V2 WAS STOPPED IN THE LEFT ONLY LANE ON RIVERSIDE AT THE INTERSECTION WITH FOREST. V1 WAS TO THE REAR OF V2 AND ALSO STOPPED. V1 MOVED FORWARD FOR UNKNOWN REASONS AND MADE CONTACT WITH V2, CAUSING DAMAGE. OPERATOR OF V1 STATED THAT THE CAR LURCHED FORWARD DUE TO AN UNKNOWN MECHANICAL MALFUNCTION. SHE ALSO STATED THAT THE CAR WAS 'LOCKED' OR 'FROZEN' DUE TO AN APPARENT ELECTRICAL MALFUNCTION AFTER THE CRASH. A AAA TOW TRUCK WAS SUMMONED TO TOW THE VEHICLE.



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle

Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 6 - Power Train  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	51	2 - Female	5 - No Injury
2 - Passenger	4	1 - Male	5 - No Injury
2 - Passenger	3	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car

Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	1 - Male	5 - No Injury
2 - Passenger	69	2 - Female	4 - Possible Injury
2 - Passenger	52	2 - Female	4 - Possible Injury

# Maine Crash Report Summary

Crash Date: 11/25/2012      Time: 12:15      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

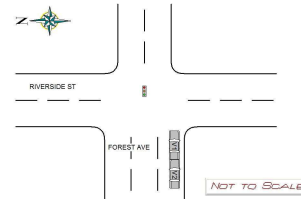
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

### Narrative

V1 STOPPED AT RED LIGHT AT FOREST AVE AND RIVERSIDE ST.  
 V2 DRIVER THOUGHT V1 HAD PULLED FORWARD TO TAKE A  
 RIGHT ON RED. V2 DRIVER TURNED TO HIS LEFT AND PULLED  
 FORWARD. V2 STRUCK V1. NO INJURIES.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	45	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 8 - Starting from parked  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 5 - External Distraction (outside the vehicle)  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 19 - Other Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	23	1 - Male	5 - No Injury

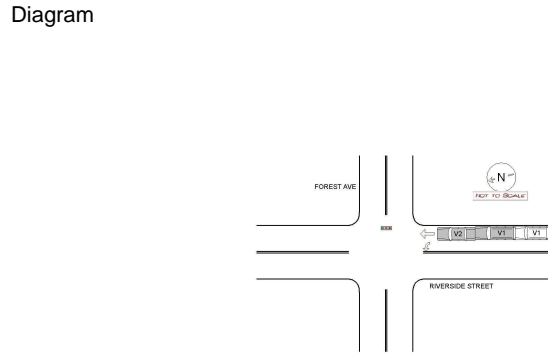


# Maine Crash Report Summary

Crash Date: 12/11/2012      Time: 20:19      City: Portland      Street/Highway: Riverside Street  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node:      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 4 - Dark - Lighted  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 VEHICLE 2 WAS SLOWING TO COME TO A STOP AT A RED LIGHT LOCATED AT RIVERSIDE ST. AND FOREST AVE. HEADED NORTHBOUND. VEHICLE 2 WAS SLOWING DOWN TOWARDS THE RED LIGHT BUT NOT STOPPED COMPLETELY. VEHICLE 2 WAS IN THE LEFT HAND TURN ONLY LANE ON RIVERSIDE STREET. AT THIS TIME VEHICLE 1 REAR ENDED VEHICLE 2. THE OPERATOR OF VEHICLE 1 STATED SHE WAS FOLLOWING VEHICLE 2 TO CLOSELY. SHE ALSO SAYS HER VEHICLE SURGES AFTER SHE LETS OFF THE BREAKS. THE OPERATOR OF VEHICLE 1 STATED THE VEHICLE SURGED AFTER SHE WAS SLOWING DOWN AND HIT VEHICLE 2.



MWR 12-11-2012

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 2 - Brakes  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	22	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 10 - Slowing in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

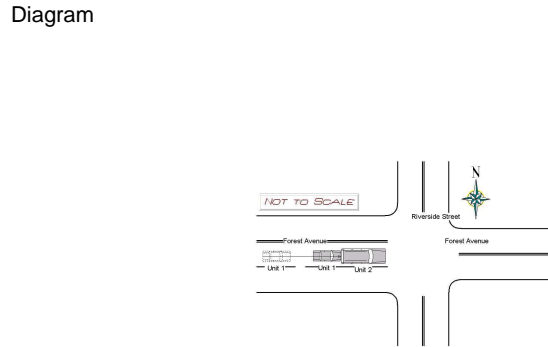
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	50	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 12/17/2012      Time: 12:25      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 6 - Snow      Light: 1 - Daylight  
 Road Grade: 2 - On Grade      Surface Condition: 4 - Slush  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 Unit 1 and Unit 2 were traveling East on Forest Avenue, with Unit 1 following Unit 2. Unit 2 came to a stop at the red traffic light at the intersection of Forest Avenue and Riverside Street, in the straight lane and Unit 1 came to a stop behind Unit 2. The operator of Unit 1 stated that when he saw traffic in the lane to the right of him moving forward, he was not paying attention and he began driving forward. Unit 1 rear-ended Unit 2, causing no visible damage to Unit 2 and minor damage to the front of Unit 1. The driver of Unit 2 stated that she had head pain and was not sure if it was from the accident or from the stress of the operator of Unit 1 yelling at her. She refused medical attention. Both units were driven from the scene.



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 5 - External Distraction (outside the vehicle)      Cond. at Time Crash: 3 - Emotional(Depressed, Angry, Disturbed, etc.)  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	1 - Male	5 - No Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area:      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

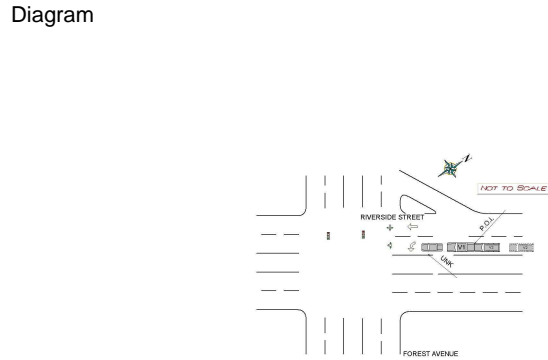
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	49	2 - Female	4 - Possible Injury

# Maine Crash Report Summary

Crash Date: 12/23/2012      Time: 17:45      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 4 - Dark - Lighted  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 V1 WAS ATTEMPTING TO TURN LEFT ONTO FOREST AVENUE FROM RIVERSIDE STREET AT THE FOREST AVENUE/RIVERSIDE STREET INTERSECTION. V1 WAS IN LEFT TURN ONLY ON RIVERSIDE STREET NEAR THE 820 BLOCK.



V1 DRIVER STATES THE LIGHT TURNED GREEN, THE VEHICLE IN FRONT OF HIM DID NOT PROCEED. WHILE WAITING FOR THE VEHICLE TO PROCEED, V2 STRUCK V1 IN THE REAR BUMPER.

V2 DRIVER STATED SHE SAW THE LIGHT TURN GREEN AND V1'S BRAKE LIGHTS TURN OFF. AT THIS TIME SHE PROCEEDED TO DRIVE FORWARD, STRIKING V1 IN THE REAR BUMPER.

V1 SUSTAINED MINOR DAMAGE TO THE REAR BUMPER. V2 SUSTAINED NO DAMAGE. NO INJURIES.

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 2 - Southbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 10 - Slowing in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	1 - Male	5 - No Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 2 - Southbound  
 Most Damaged Area:      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 10 - Slowing in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	23	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 12/26/2012      Time: 17:31      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

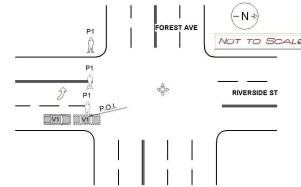
Type of Crash: 5 - Pedestrians      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 4 - Dark - Lighted  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**

ON WEDNESDAY, 12-26-12 AT 1731 HOURS, OFCS WERE DISPATCHED TO THE INTERSECTION OF FOREST AVE AND RIVERSIDE ST FOR A REPORT OF A CAR VS PEDESTRIAN ACCIDENT. ON ARRIVAL I LOCATED V1 BUT THE PEDESTRIAN COULD NOT BE LOCATED. OFCS SEARCHED THE AREA AND DID NOT LOCATE THE PEDESTRIAN AND THE PEDESTRIAN DID NOT CALL POLICE OR MAKE HIMSELF KNOWN.

THE DRIVER OF V1 WAS STOPPED AT THE REDLIGHT HEADING NORTH ON RIVERSIDE ST. AS THE LIGHT TURNED GREEN V1 BEGAN ACCELERATING AND HEARD A BANG/THUMP ON THE SIDE OF HER CAR. SHE STOPPED AT THE 7-11 ON THE OTHER SIDE OF THE INTERSECTION AND SAW A MALE WALK FROM THE ROAD TO THE CORNER (SOUTHEAST). SHE CALLED TO THE MALE WHO STATED HE WAS FINE. SHE ASKED HIM IF HE NEEDED MEDICAL ATTENTION AND HE SAID NO, AND CONTINUED WALKING AWAY AND MADE NO ATTEMPTS TO...

**Diagram**



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area:      Most Harmful Event: 9 - Pedestrian  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 17 - Pedestrian      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	52	2 - Female	5 - No Injury

**Unit: 50**      Type: 22 - Pedestrian      Veh. Travel Dir.:  
 Most Damaged Area:      Most Harmful Event:  
 Pre-Crash Actions:      Contrib Circ. - Vehicle:  
 Seq. Events 1:      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By:      Cond. at Time Crash:  
 Driver Action 1:      Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	48	1 - Male	4 - Possible Injury

# STATE OF MAINE CRASH REPORT

Report Number  
12-003327

## Narrative / Diagram Supplemental

**ON WEDNESDAY, 12-26-12 AT 1731 HOURS, OFCS WERE DISPATCHED TO THE INTERSECTION OF FOREST AVE AND RIVERSIDE ST FOR A REPORT OF A CAR VS PEDESTRIAN ACCIDENT. ON ARRIVAL I LOCATED V1 BUT THE PEDESTRIAN COULD NOT BE LOCATED. OFCS SEARCHED THE AREA AND DID NOT LOCATE THE PEDESTRIAN AND THE PEDESTRIAN DID NOT CALL POLICE OR MAKE HIMSELF KNOWN.**

**THE DRIVER OF V1 WAS STOPPED AT THE REDLIGHT HEADING NORTH ON RIVERSIDE ST. AS THE LIGHT TURNED GREEN V1 BEGAN ACCELERATING AND HEARD A BANG/THUMP ON THE SIDE OF HER CAR. SHE STOPPED AT THE 7-11 ON THE OTHER SIDE OF THE INTERSECTION AND SAW A MALE WALK FROM THE ROAD TO THE CORNER (SOUTHEAST). SHE CALLED TO THE MALE WHO STATED HE WAS FINE. SHE ASKED HIM IF HE NEEDED MEDICAL ATTENTION AND HE SAID NO, AND CONTINUED WALKING AWAY AND MADE NO ATTEMPTS TO STOP. THIS MALE WAS PRESUMED TO BE THE PEDESTRIAN THAT WAS INVOLVED THAT OFCS COULD NOT LOCATE AT THE TIME.**

**ON FRIDAY, 12-28-12 A MALE CALLED TO REQUEST A REPORT BE DONE FOR THIS ACCIDENT. THE MALE IDENTIFIED HIMSELF AS THE PEDESTRIAN INVOLVED AND HAD GONE TO THE HOSPITAL TO BE TREATED FOR A CONCUSSION FROM THIS INCIDENT.**

**I SPOKE TO THE MALE INQUIRING HIS RECOLLECTION OF THE EVENTS. THE MALE CLAIMED THAT THE LIGHTS WERE ALL RED FOR THE VEHICLES ON RIVERSIDE ST. HE PROCEEDED TO CROSS RIVERSIDE FROM WEST TO EAST. HE THEN IMPLIED THAT V1 RAN THE REDLIGHT AND STRUCK HIM, CAUSING HIM TO FLY INTO THE AIR. HE THEN FELL TO THE GROUND HITTING HIS HEAD AND WAS ALMOST RUN OVER BY ANOTHER VEHICLE. HE THEN GOT UP AND DID NOT REMEMBER ANYTHING THAT HAPPENED UNTIL HE WALKED TO THE BUS STOP BY RIVERTON PARK AND GOT ON THE BUS. P1 ADMITTED THAT HE SAW OFCS AT THE SCENE AND DID NOT MAKE HIMSELF KNOWN PRIOR TO GETTING ON THE BUS AND LEAVING THE AREA. I ASKED HIM WHY HE LEFT AND HE SAID THAT HE WAS IN SHOCK AND NEEDED TO GO TO THE HOSPITAL. P1 ALSO CLAIMED THAT HE HEARD AND FELT THE THE SIDE MIRROR OF V1 BREAK WHEN V1 STRUCK HIM. I DID NOT OBSERVE ANY DAMAGE TO V1, AND THE SIDE MIRROR WAS NOT BROKEN. P1 THEN STATED THAT HE NEEDED V1 INSURANCE INFORMATION BECAUSE "SOMEBODY NEEDS TO PAY FOR MY MEDICAL BILLS." WHEN I INFORMED HIM THAT THERE WAS NO DAMAGE TO V1 AS HE CLAIMED, AND THAT HE CROSSED WHEN V1 HAD A GREEN LIGHT AND WAS AT FAULT, P1 RESPONDED WITH "I'M GONNA GET A LAWYER."**

**NO OTHER CARS STOPPED TO CHECK THE WELL BEING FROM THE ACCIDENT OR CALL 911, TO INCLUDE THE SUPPOSED CAR THAT NEARLY RAN OVER P1, DESPITE THE FACT THAT THIS OCCURRED AT A BUSY INTERSECTION DURING RUSH HOUR TRAFFIC.**

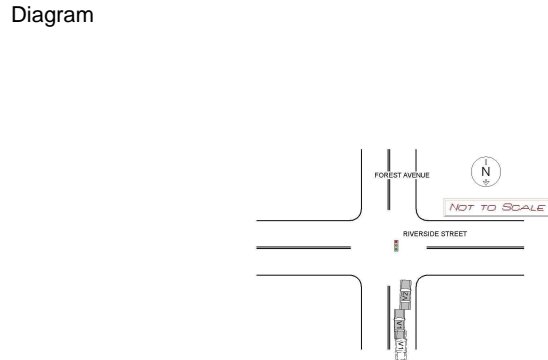
**BASED ON SPEAKING WITH THE DRIVER OF V1 AND THE CLAIMS MADE BY P1, P1 CROSSED RIVERSIDE ST AGAINST THE CROSSING SIGNAL. AS THE LIGHT TURNED GREEN FOR V1, P1 ATTEMPTED TO STOP AND SLIPPED AND FELL INTO THE SIDE OF V1.**

# Maine Crash Report Summary

Crash Date: 3/19/2013      Time: 06:50      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 6 - Snow      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 3 - Snow  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 2 - Weather Conditions      Cont. Circ. Env 2  
 Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)      Cont. Circ. Road 2

**Narrative**  
 V2 WAS ON FOREST AVENUE [SOUTH] AND STOPPED AT THE INTERSECTION [RED LIGHT] WITH RIVERSIDE STREET. V1 WAS ALSO TRAVELING SOUTH ON FOREST AVENUE AND APPROACHING V2 FROM BEHIND. V1 ATTEMPTED TO STOP, SLID IN THE SLIPPERY ROAD CONDITIONS AND MADE CONTACT WITH V2. BOTH VEHICLES SUSTAINED DAMAGE.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 9 - Drove Too Fast For Conditions

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	1 - Male	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 7 - Rear Driver Side  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

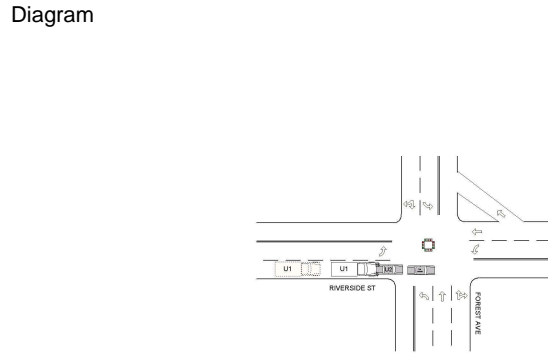
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 4/29/2013      Time: 08:12      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 U2 was traveling east on Riverside St. U1 was behind U2. U2 came to a stop at the intersection of Riverside St and Forest Ave. U1 also stopped behind U2. In front of U2 was a third vehicle. All three vehicles were stopped at the red light. When the light turned green, the front vehicle went forward and then stalled out, stopping in the process. U2 quickly stopped in order to avoid crashing into the third vehicle. U1, due to the trucks weight and size, could not stop as fast and crashed into the rear of U2. The third vehicle left the scene, possibly not knowing his actions caused an accident. U2 has significant damage to its rear. The truck was pushed in and the fenders were also pushed out. U1 has no visible damage.



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2: 50 - No Other Events  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface. Motor Vehicle. Obiect. Non-Motorist in      Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	2 - Female	5 - No Injury

**Unit: 2**      Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area:      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2: 50 - No Other Events  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface. Motor Vehicle. Obiect. Non-Motorist in      Driver Action 2: 1 - No Contributing Action

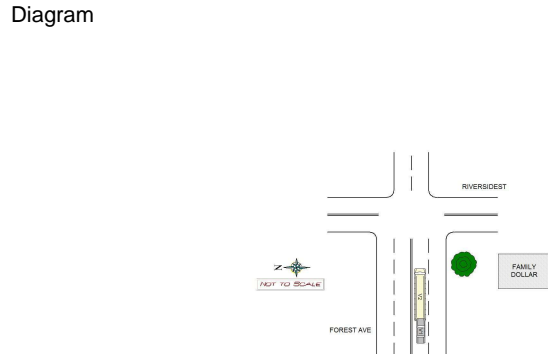
Person Type	Age	Sex	Injury Degree
1 - Driver	45	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 5/3/2013      Time: 08:42      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node: 16893      TL Portland Westbrook

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 2 - On Grade      Surface Condition: 1 - Dry  
 Traffic Control: 13 - None  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 VEHICLE TWO (SCHOOL BUS) WAS STOPPED IN TRAFFIC ON FOREST AVE NEAR THE INTERSECTION WITH RIVERSIDE ST, WHEN VEHICLE ONE WHO BELIEVED THAT THE BUS WAS STARTING TO MOVE STRUCK THE BACKEND OF THE BUS.



VEHICLE ONE HAD FUNCTIONAL DAMAGE TO THE FRONT END AND WAS TOWED BY AAA.  
 VEHICLE TWO HAD NO OBSERVABLE DAMAGE.  
 NO INJURIES WERE REPORTED AT THE SCENE.

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3: 50 - No Other Events      Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	59	1 - Male	5 - No Injury

**Unit: 2**      Type: 7 - School Bus      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area:      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3: 50 - No Other Events      Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	54	1 - Male	5 - No Injury
2 - Passenger	50	1 - Male	5 - No Injury
2 - Passenger	15	1 - Male	5 - No Injury
2 - Passenger	17	1 - Male	5 - No Injury
2 - Passenger	17	1 - Male	5 - No Injury
2 - Passenger	16	2 - Female	5 - No Injury
2 - Passenger	15	1 - Male	5 - No Injury
2 - Passenger	17	1 - Male	5 - No Injury

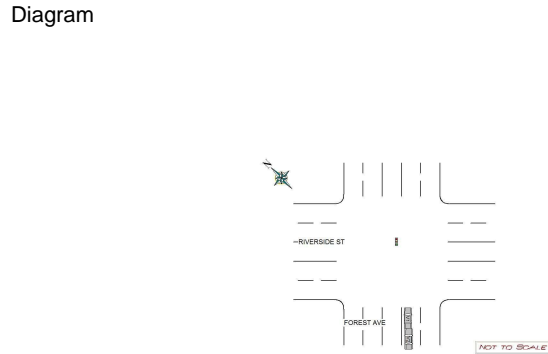


# Maine Crash Report Summary

Crash Date: 5/27/2013      Time: 13:08      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 V1 STOPPED ON FOREST AVE AT RIVERSIDE ST. V2 TRAVELLING BEHIND V1. V2 OBSERVED LIGHT TURN GREEN AND "THOUGHT" V1 WAS MOVING. V2 STRUCK V1. NO INJURIES.



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3: 50 - No Other Events      Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 8 - Starting from parked      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2: 50 - No Other Events  
     Seq. Events 3: 50 - No Other Events      Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 19 - Other Contributing Action      Driver Action 2: 19 - Other Contributing Action

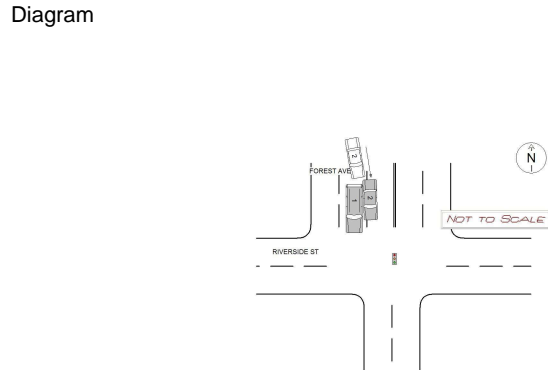
Person Type	Age	Sex	Injury Degree
1 - Driver	34	1 - Male	5 - No Injury

# Maine Crash Report Summary

Crash Date: 7/16/2013      Time: 07:26      City: Portland      Street/Highway: FOREST AV  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 VEH 1 WAS SB ON FOREST STOPPED IN TRAFFIC IN MIDDLE LANE. VEH 2 WAS BEHIND VEH 1 AND CHANGED LANES TO GO INTO TURNING LANE. VEH 2 MISJUDGED AND SIDESWIPE VEH 1 FROM BEHIND.



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**Unit: 1**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 2 - Southbound  
 Most Damaged Area: 8 - Rear Driver Quarter Panel      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	42	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 2 - Southbound  
 Most Damaged Area: 3 - Center Passenger Side      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 17 - Changing Lanes      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 12 - Improper Passing      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	83	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 7/25/2013      Time: 12:22      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

### Narrative

Vehicle One was traveling south on Riverside St towards the intersection with Forest Ave, when it failed to observe traffic stopped in front of it. Vehicle Three was in front stopped for traffic in front of it, Vehicle Two was stopped behind Vehicle Three, when Vehicle One struck Vehicle Two which was then pushed into Vehicle Three.

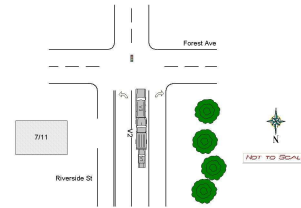
Vehicle One had major front end damage and was towed by "Southern Towing"

Vehicle Two had minor front and rear damage

Vehicle Three had minor rear end damage

No injuries were reported at the scene.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	1 - Male	5 - No Injury

**Unit: 2**      Type: 5 - Pickup  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	1 - Male	5 - No Injury

**Unit: 3**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 50 - No Other Events  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
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# Maine Crash Report Summary

6 - Driver/Owner

45

1 - Male

5 - No Injury

2 - Passenger

47

2 - Female

5 - No Injury

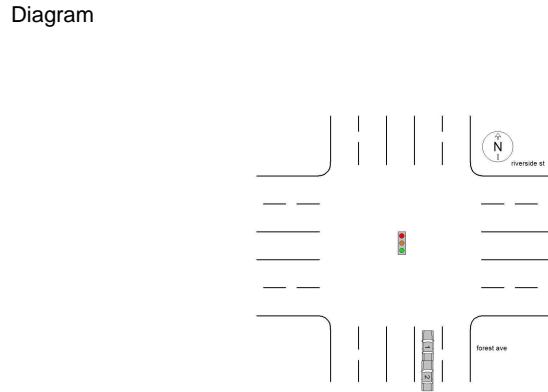
# Maine Crash Report Summary

Crash Date: 8/14/2013      Time: 17:10      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node: 16893      TL Portland Westbrook

Type of Crash: 2 - Rear End / Sideswipe  
 Weather: 1 - Clear  
 Road Grade: 1 - Level  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None  
 Cont. Circ. Road 1 1 - None

Type of Location: 4 - Four Leg Intersection  
 Light: 1 - Daylight  
 Surface Condition: 1 - Dry  
 Cont. Circ. Env 2  
 Cont. Circ. Road 2

**Narrative**  
 Vehicle 1 was stopped in traffic. Vehicle 2 was slowing in traffic but the operator looked down to pick up her beverage and struck vehicle 1 from behind.



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	2 - Female	5 - No Injury
2 - Passenger	23	2 - Female	5 - No Injury

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 9/3/2013      Time: 18:04      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 3 - Dusk  
 Road Grade: 1 - Level      Surface Condition: 2 - Wet  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2 1 - None

**Narrative**  
 V1 WAS STOPPED AT A RED LIGHT. V2 MOVED FORWARD DID NOT REALIZE THAT V1 WAS STOPPED FOR THE RED LIGHT AND HIT V1 IN THE REAR END. V1 AND V2 HAD MINOR DAMAGE AND WERE ABLE TO DRIVE AWAY.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 7 - Separation of Units  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	16	1 - Male	5 - No Injury

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 9 - Starting in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2: 7 - Separation of Units  
 Seq. Events 4: 50 - No Other Events  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	61	2 - Female	5 - No Injury

# Maine Crash Report Summary

Crash Date: 9/26/2013 Time: 15:13 City: Portland Street/Highway: FOREST AV  
 Start Node: 16892 Int of FOREST AV RIVERSIDE ST End Node: 0 Offset: 0  
 OE Start Node: 16892 Int of FOREST AV RIVERSIDE ST OE End Node: 16893 TL Portland Westbrook

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy Light: 1 - Daylight  
 Road Grade: 2 - On Grade Surface Condition: 1 - Dry  
 Traffic Control: 13 - None  
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2 1 - None

**Narrative**

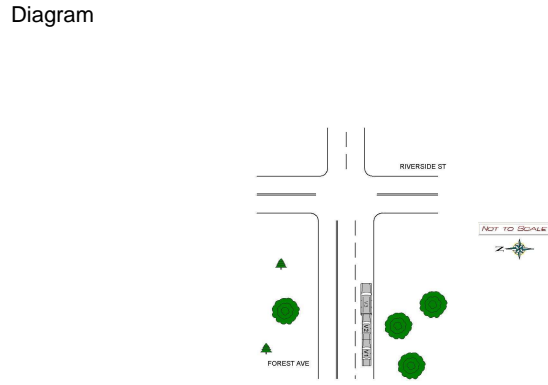
VEHICLE ONE, TWO AND THREE WERE ALL TRAVELING EAST ON FOREST AVE HEADING TOWARDS THE INTERSECTION OF RIVERSIDE ST AND FOREST AVE.

VEHICLE THREE WAS THE LEAD CAR STOPPED IN TRAFFIC WITH VEHICLE TWO BEHIND IT, ALSO STOPPED IN TRAFFIC. VEHICLE ONE THEN STRUCK VEHICLE TWO, WHICH WAS THEN PUSHED INTO VEHICLE THREE.

VEHICLE ONE HAD MINOR DAMAGE TO THE FRONT BUMPER/HOOD AREA.

VEHICLE TWO HAD MINOR DAMAGE TO THE REAR BUMPER WITH FUNCTIONAL DAMAGE TO THE FRONT BUMPER/HOOD.

VEHICLE THREE HAD MINOR DAMAGE TO THE REAR...



**Unit: 1** Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events Seq. Events 2: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	77	2 - Female	5 - No Injury

**Unit: 2** Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 11 - Stopped in traffic Contrib Circ. - Vehicle: 2 - Brakes  
 Seq. Events 1: 50 - No Other Events Seq. Events 2: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	63	1 - Male	5 - No Injury

**Unit: 3** Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 6 - Rear Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 11 - Stopped in traffic Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events Seq. Events 2: 50 - No Other Events  
 Seq. Events 3: 50 - No Other Events Seq. Events 4: 50 - No Other Events  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree

# Maine Crash Report Summary

1 - Driver

74

1 - Male

5 - No Injury

2 - Passenger

66

2 - Female

5 - No Injury



# STATE OF MAINE CRASH REPORT

Report Number

13-2724

Narrative / Diagram Supplemental

**VEHICLE ONE, TWO AND THREE WERE ALL TRAVELING EAST ON FOREST AVE HEADING TOWARDS THE INTERSECTION OF RIVERSIDE ST AND FOREST AVE.**

**VEHICLE THREE WAS THE LEAD CAR STOPPED IN TRAFFIC WITH VEHICLE TWO BEHIND IT, ALSO STOPPED IN TRAFFIC. VEHICLE ONE THEN STRUCK VEHICLE TWO, WHICH WAS THEN PUSHED INTO VEHICLE THREE.**

**VEHICLE ONE HAD MINOR DAMAGE TO THE FRONT BUMPER/HOOD AREA.**

**VEHICLE TWO HAD MINOR DAMAGE TO THE REAR BUMPER WITH FUNCTIONAL DAMAGE TO THE FRONT BUMPER/HOOD.**

**VEHICLE THREE HAD MINOR DAMAGE TO THE REAR BUMPER.**

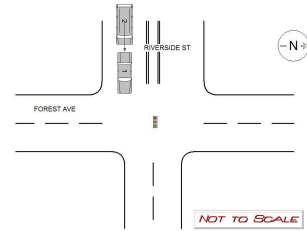
**NO INJURIES WERE REPORTED AT THE SCENE.**

# Maine Crash Report Summary

Crash Date: 10/21/2013      Time: 12:01      City: Portland      Street/Highway: RIVERSIDE ST  
 Start Node: 16892      Int of FOREST AV RIVERSIDE ST      End Node: 0      Offset: 0  
 OE Start Node: 16892      Int of FOREST AV RIVERSIDE ST      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

Narrative      Diagram  
 VEH 2 REAR ENDED VEH 1 WHO WAS STOPPED IN TRAFFIC.



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	34	1 - Male	5 - No Injury

**Unit: 2**      Type: 3 - Passenger Van      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	60	1 - Male	5 - No Injury

# Crash Summary Report

## Report Selections and Input Parameters

### REPORT SELECTIONS

- Crash Summary I - Single Node     Section Detail     Crash Summary II     1320 Public     1320 Private     1320 Summary

### REPORT DESCRIPTION

Waldron Way @ Riverside St.

### REPORT PARAMETERS

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

Route: 0560621

Start Node: 10385

Start Offset: 0

Exclude First Node

End Node: 10385

End Offset: 0

Exclude Last Node

## Crash Summary I

### Nodes

Node	Route - MP	Node Description	U/R	Injury Crashes							Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF
				Total Crashes	K	A	B	C	PD					
10385	0560621 - 1.48	Int of RIVERSIDE ST, WALDRON WY	2	0	0	0	0	0	0	0.0	5.771	0.00	0.31	0.00
NODE TOTALS:				0	0	0	0	0	0	0.0	5.771	0.00	0.31	0.00

Statewide Crash Rate: 0.12

Study Years: 3.00

## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot		
	Hour of Day											Hour of Day														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	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
WEDNESDAY	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	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
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	0	23-Bicyclist	0
2-(Sport) Utility Vehicle	0	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	<b>Total</b>	<b>0</b>
5-Pickup	0		
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		

## 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	0	0	0	0	0	0	0
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	0	0	0	0	0	0	0
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### 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	0	0	0	0	0	0
20-24	0	0	0	0	0	0
25-29	0	0	0	0	0	0
30-39	0	0	0	0	0	0
40-49	0	0	0	0	0	0
50-59	0	0	0	0	0	0
60-69	0	0	0	0	0	0
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	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	0		
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		

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	
A	0	
B	0	
C	0	
PD	0	0
Total	0	0

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

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	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	0	
14-Other	0	
Total	0	

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

## Crash Summary II - Characteristics

### Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	0	0	0

Report is limited to the last 10 years of data.



## 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	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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
<b>Total</b>	0	0	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
<b>Blowing Sand, Soil, Dirt</b>												
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
<b>Blowing Snow</b>												
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
<b>Clear</b>												
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
<b>Cloudy</b>												
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

## 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
<b>Fog, Smog, Smoke</b>												
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
<b>Other</b>												
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
<b>Rain</b>												
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
<b>Severe Crosswinds</b>												
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

## 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
<b>Sleet, Hail (Freezing Rain or Drizzle)</b>												
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
<b>Snow</b>												
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
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Exhibit 9

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## Significant Natural Features

### **Significant Natural Features**

There are no known mapped significant natural features within the project site. However, there is an area of forested wetlands, which was identified during the initial site assessment, located in the rear of the parcel. Approximately 14,790 square feet of this wetland has been altered (filled) as a result of development at this property. The remaining 3,757 square feet will be altered during Phase 2 of construction.

The property is located within the Dole Brook Watershed. The watershed is not currently listed as an Urban Impaired Stream by the MDEP. However, the City's Public Services Department has identified this resource as an impaired water body, which may necessitate future stormwater management requirements within the watershed.

# **Exhibit 10**

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## **City Master Plan**

### **City Master Plan Consistency**

The Allagash Brewery is currently located in the moderate intensity industrial zone (I-M). The site is accessed from Industrial Way which intersects Riverside Street, north of Forest Avenue.

The expansion meets the current zoning requirements. In addition, the expansion will create additional jobs as Allagash Brewery's business continues to grow. This is consistent with the Portland's Comprehensive Plan as posted on the City of Portland website.

Specifically, in the Portland Industry and Commerce section of Portland's Goals and Policies for the Future, State Goal C strives "to promote an economic climate which increases job opportunities and overall economic well-being". Additionally, in the Industrial Zones section of the Future Land Use Plan, "no changes to the zone are anticipated".



# **Exhibit 11**

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## **Financial and Technical Capacity**

### **Financial and Technical Capacity**

The applicant for the development of this project is 50 Industrial Way, LLC. The applicant is the owner and operator of Allagash Brewing Company and is responsible for the construction of the existing facility as well as the subsequent building additions.

A letter from Bath Savings Institution is provided as evidence of financial capacity.

The applicant has retained Sebago Technics, Inc., a consulting engineering firm, to assist in the engineering, land planning and permitting of the development. Please find attached in the following section a brief history of Sebago Technics along with qualifications of some of Sebago Technics' key personnel.



**Bath Savings Institution**  
*Since 1852*

June 2, 2014

City of Portland  
Planning Division  
389 Congress Street  
Portland, ME 04101

RE: Allagash Brewing Company / 50 Industrial Way LLC

To Whom It May Concern:

Allagash Brewing has been a customer of Bath Savings Institution since June 2006. We assisted with financing the construction of the current Allagash Brewing facility at 50 Industrial Way in Portland and we are looking to assist them in their continued expansion. This letter is to underscore that Bath Savings Institution believes that 50 Industrial Way, LLC and Allagash Brewing have the financial capacity to finance the proposed expansion of the existing building at 50 Industrial Way as well as the site work.

If you have any questions regarding the financial capacity of 50 Industrial Way, LLC, to undertake the expansion of their current building please do not hesitate to give me call.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, which appears to read "Geoff Gattis". The signature is written in a cursive style and is positioned above the printed name and title.

Geoff G. Gattis  
Executive Vice President

:sjk

cc: Allagash Brewing Company

**Sebago Technics, Inc.**  
**Technical Ability**

Sebago Technics has been retained to perform the civil engineering, stormwater management, and sediment and erosion control design for the proposed project. The technical phase of this project includes the preparation of a detailed grading design, taking into account hydrological considerations and stormwater management. The permitting phase of this project consists of the preparation of all state and local application packages and coordination throughout the entire review process from initial submission to final approval.

**Company Background**

The firm was established in 1981. The company as a whole has grown to approximately 50 professionals. The firm consists of civil/site engineers, surveyors, landscape architects, soil scientist, and other professionals. In 1986, a computer-aided design drafting (CADD) division was established to further enhance our scope of available services. Sebago Technics, Inc. provides full-range technical assistance to developers, contractors and municipalities in the areas of commercial, residential and industrial developments.

**Key Personnel**

**Matthew W. Ek, P.L.S.**

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A Registered Land Surveyor, he joined the firm in 1994. His expertise in boundary and topographic surveying provides comprehensive land planning and design services to clients.

**Richard L. Meek, P.E.**

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A licensed Professional Engineer, he joined the firm in 2002 as a design engineer. His 14 years of practice in consulting engineering firms provides the required experience to allow for effective project management.

# **Exhibit 12**

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## **Utility Capacity to Serve**

**Utility Capacity to Serve**

A copy of the most recent correspondence with the Portland Water District dated July 30, 2012 regarding the ability to serve the project site's water demand is attached. Confirmation of the current ability to serve has been requested.

A copy of the correspondence with the City of Portland Public Services Department dated September 6, 2011 regarding the capacity to handle wastewater flows is attached. Confirmation of the current treatment facility capacity to serve the project site's wastewater flow has been requested.



## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

July 30, 2012

Sebago Technics  
75 John Roberts Road - Suite 1A  
South Portland, ME 04106

Attn: Richard Meek, P.E.  
Re: 50 Industrial Way, Portland  
Ability to Serve with PWD Water

Dear: Mr. Meek

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on July 2, 2012. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

Please note that this letter does not constitute approval of this project from the District. Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

### Existing Site Service

According to District records, the project site does currently have existing water service. A 4-inch diameter ductile iron domestic water service line and a 6-inch diameter ductile iron fire service line, located as shown on the attached water service cards, provides water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

### Water System Characteristics

According to District records, there is a 12-inch diameter ductile iron water main on the north side of Industrial Way and a public fire hydrant located adjacent to the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Industrial Way 570' east of Riverside Street  
Hydrant Number: POD-HYD01742  
Last Tested: 9/27/2006  
Static Pressure: 80 psi  
Residual Pressure: Not Measured  
Flow: 2,348 GPM



Public Fire Protection

It is anticipated that this project will not include the installation of new public hydrants to be accepted into the District water system. The decision to require new hydrants and to determine their locations is solely that of the local fire department. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of the proposed Allagash Brewing Company. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS Division to request a hydrant flow test and we will work with you to get more complete data.

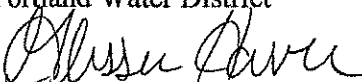
Conditions of Service

The existing water services at this site may be used by the proposed development provided that the development team concludes that these services will provide adequate flow and pressure for the anticipated needs. Any existing services that will no longer be used by the proposed development must be retired by shutting the corporation valve and cutting the pipe from the water-main.

The existing water meter is a 2-inch displacement type meter which is capable of handling a maximum flow rate of 160 gallons per minute. If a larger meter will be necessary please contact the MEANS group to request an upgrade.

If the District can be of further assistance in this matter, please let us know.

Sincerely,  
Portland Water District

  
Glissen Havu, E.I.  
Design Engineer





# PORTLAND MAINE

*Strengthening a Remarkable City. Building a Community for Life* [www.portlandmaine.gov](http://www.portlandmaine.gov)

**Public Services Department**  
Michael J. Bobinsky, Director

6 September 2011

Mr. Richard Meek, P.E.,  
Senior Civil Engineer,  
Sebago Technics,  
P.O. Box 1339,  
Westbrook, Maine 04098

**RE: The Capacity to Handle Wastewater Flows, from a Proposed 1,575  
Square Foot Building Addition, to the Allagash Brewery, at 50 Industrial Way.**

Dear Mr. Meek:

The existing eight-inch diameter, polyvinyl chloride sanitary sewer pipe, located in Industrial Way, has adequate capacity to **transport**, while The Portland Water District sewage treatment facility, located off Marginal Way, has adequate capacity to **treat**, the total anticipated increase in wastewater flows of **2,840 GPD**, from this proposed addition.

**Anticipated Wastewater Flows from the Proposed Brewery Addition:**

16 Proposed Brewery Employees @ 15 gpd per Employee	= 240 GPD
30 Percent Estimated Growth in Industrial Process Wastewater Flows	= 2,600 GPD
Total Proposed Increase in Wastewater Flows for this Project	= 2,840 GPD

If The City can be of further assistance, please call 874-8832.

Sincerely,  
CITY OF PORTLAND

Frank J. Brancely, B.A., M.A.  
Senior Engineering Technician

FJB

CC: Penny Littell, Director, Department of Planning, and Urban Development, City of Portland  
Barbara Barhydt, Development Review Services Manager, Department of Planning, and Urban Development, City of Portland  
Erick Giles, Planner, Department of Planning, and Urban Development, City of Portland  
David Margolis-Pineo, Deputy City Engineer, City of Portland  
Michael Farmer, P.E., Project Engineer, City of Portland  
Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland  
Stephen K. Harris, Assistant Engineer, City of Portland  
John Emerson, Wastewater Coordinator, City of Portland  
Matt Doughty, Field Inspection Coordinator, City of Portland  
Jane Ward, Administrative Assistant, City of Portland

# **Exhibit 13**

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## **Fire Safety**

### Fire Safety

The existing building and proposed addition(s) will comply with the applicable NFPA regulations. In addition, the site plan generally complies with the applicable sections of the Technical Design Manual in the following manner:

- 3.2 There is an existing City owned and maintained hydrant within the public right-of-way directly in front of the existing facility.
- 3.4.1 There are no dead end roads greater than 150 feet on this site.
- 3.4.2 Access to at least two sides of the building is provided on site.
- 3.4.3 The building setbacks meet the zoning requirements and allow adequate access for emergency vehicles.
- 3.4.4 The main entry is within fifty feet of the site access drive.
- 3.4.5 There are no clearance restrictions associated with this site.
- 3.4.6 There are no elevators associated with this structure.
- 3.5 The access lane meets the requirements of section 3.5.
- 3.6 The subdivision requirements do not apply to this project.
- 3.7 There is no blasting anticipated for this project.

Additional information is provided in the attached memorandum and code analysis prepared by Michael F. Hays, Maine licensed Architect #ARC1724.

# GRANT HAYS ASSOCIATES

ARCHITECTURE ✚ INTERIOR DESIGN

## MEMO

DATE: May 27, 2014  
TO: City of Portland  
FROM: Mike Hays  
RE: Allagash Brewing Company  
24,795 sf New Addition  
CC: Richard Meek, Paul Ureneck, Aaron Wilson, Sean Diffley, file

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Architect of Record: Michael F. Hays, Maine Licensed Architect #ARC1724  
Grant Hays Associates  
P.O. Box 6179  
Falmouth, Maine 04105  
207-871-5900 (o) / 207-318-7972 (m)  
[mike@granthays.com](mailto:mike@granthays.com)

Proposed Use of Structure: Per NFPA 101 Life Safety Code – 2012 Edition:  
Industrial with ancillary Business & Mercantile (Existing)  
Industrial with ancillary Business (New Addition)  
Building Type: II (000)

Per International Building Code – 2009 Edition:  
Factory (F2); Business (B) & Mercantile (M)  
Building Type: 2B

Building Size:

First Floor:	48,238 sf
Second Floor:	6,212 sf
Mezzanine:	4,847 sf
Total:	59,295 sf

Building Elevations:

Existing & New Addition First Floor:	83.5'
Existing & New Addition Second Floor:	95.5'
Existing & New Addition Mezzanine:	95.5'

Fire Protection: Existing Building = NFPA 13 supervised/monitored fire suppression system and fire alarm system.  
Proposed New Addition = NFPA 13 supervised/monitored fire suppression system and fire alarm system.

**CODE ANALYSIS**  
**2014 ADDITION**  
**ALLAGASH BREWING COMPANY**  
**50 INDUSTRIAL WAY**  
**PORTLAND, MAINE**

**NFPA 101 Life Safety Code - 2012 Edition**

Building Classification: Existing Industrial (ancillary Business & Mercantile)  
 New Addition – Industrial (ancillary Business)  
 Total First Floor Area = 48,238 sf  
 Total Second Floor Area = 6,212 sf  
 Total Mezzanine Floor Area = 4,847 sf (10%)  
 Building Total Floor Area = 59,295 sf

Hazard Classification: Ordinary Hazard

Construction Type: Type II (000)

Occupant Loads: 52,043 SF Industrial @ 100 sf/occupant = 521 occupants (40 actual)  
 7,252 SF Business @ 100 sf/occupant = 73 occupants (35 actual)  
 1,904 SF Mercantile @ 30 sf/occupant = 64 occupants  
 Total Calculated Load: 658 Occupants (139 actual)

Separation of Use Rating: 2 hour (1 Hour)

Janitor, Mech, Stor Rating: 1 hour

Stair Rating: 2 hour (1 Hour)

Elevator Shafts: 2 hours (Note: Elevator not required per 2010 ADA)

Area of Refuge: 1 hour (None)

Minimum Stair width: 44" clear; 36" if less than 50 occupants

Maximum Riser height: 7"

Minimum Tread width: 11"

Minimum Headroom: 6'-8" at stairs; 7'-6" at occupied areas

Maximum ht between landings: 12'-0"

Handrail height: 34"-38" @ 42" guardrail

Handrail top extension: 12" horz.

Handrail bottom extension: 11" angled + 12" horz.

Handrail diameter: 1-1/4" O.D.

Maximum balluster open space: less than 4"

<b><u>Building Uses</u></b>	<b><u>Industrial</u></b>	<b><u>Business/Mercantile</u></b>
“(x)” denotes if building is fully sprinkled		
Max. Allowable Travel Distance:	200' (250')	200' (300') /150' (250')
Max. Allowable Common Path:	50' (100')	75' (100')
Max. Dead End Corridor Length:	50'	20' (50')
Minimum Egress Corridor Width:	44"/36" if >50 occ	44"/36" if >50 occ.
Minimum Number of Required Exits	2	2 (1 if less than 100 Occupants and less than 100' travel distance to egress floor level exit)
Minimum Horz Egress Enclosure rating:	1 hr (none)	1 hr (none)
Minimum Separation of exits:	0.5 diagonal' (0.33)	Same
Fire Escapes as means of egress:	Allowed (NA)	Allowed (NA)
Minimum Egress Door Width:	36"	36"

Exit Lighting:	Required	Required
Emergency Lighting:	Required	Required
Fire Alarm System:	Required	Required
Fire Sprinkler System:	Not Required	Not Required
Portable Fire Extinguishers:	Required	Required
Exit Devices/Panic Hardware	Required	Required

City of Portland Compliance: NFPA 1 & PFD Technical Standards

### **2009 International Building Code**

“(x)” denotes if building is fully sprinkled

Use Group Classification:	Factory – Use Group F2 Business - Use Group B
Construction:	Type II – Non-Combustible, Unprotected
Occupant Loads:	F2 @ 100 sf/occupant = 521 occupants (40 actual) B @ 100 sf/occupant = 75 occupants (35 actual) M @ 30 sf/occupant = 64 occupants Total calculated load: 658 occupants (actual 139)
Area Use Separation Ratings:	2 hour (1 Hour)
Janitor, Mech & Storage Rooms:	1 hour

#### Building Limitations

Construction Type:	IIB Unprotected
Maximum Height:	3 story / 55' (+1 story/20') @ F2
Maximum Area / Floor:	23,000 sf (69,000) F2
Actual Area/Height:	59,295 SF & 2 Stories

#### Fire Resistance Ratings

Load Bearing Exterior Walls:	None
Fire Separation Exits (Stairs):	2 hours (1 hour)
Fire Separation of Uses:	2 hours (1 hour)
Shafts & Elevator Hoistways:	2 hours
Exit Corridors:	1 hour (none)
Minimum Number of Exits:	2 per occupancy type (1 if less than 30 occupants and 75' travel distance to exit from 2 <sup>nd</sup> floor to exterior)
Maximum Dead End Corridor Length:	20'/50' at system furniture under 6' high
Maximum Common Travel Path:	75' (100')
Maximum Travel Distance:	200' (300') @ B; 300' (400') @ F2
Minimum Corridor Width:	44"/36" if >50 occupants
Minimum Stair Width:	44"/36" if > 50 occupants
Maximum Riser Height:	7"
Minimum Tread Depth:	11"
Minimum Ramp Width:	44"/36" if > 50 occupants
Maximum Ramp Pitch:	1:12
Handrails:	Same as NFPA 101
Minimum Ceiling Height:	7'-6"

Fire Alarm System:	Required
Fire Sprinkler System:	Required
Portable Fire Extinguishers:	Required
Exit Lighting	Required
Emergency Lighting	Required

Exit Lighting:	Required	Required
Emergency Lighting:	Required	Required
Fire Alarm System:	Required	Required
Fire Sprinkler System:	Not Required	Not Required
Portable Fire Extinguishers:	Required	Required
Exit Devices/Panic Hardware	Required	Required

City of Portland Compliance: NFPA 1 & PFD Technical Standards

### **2009 International Building Code**

“(x)” denotes if building is fully sprinkled

Use Group Classification:	Factory – Use Group F2 Business - Use Group B
Construction:	Type II – Non-Combustible, Unprotected
Occupant Loads:	F2 @ 100 sf/occupant = 521 occupants (40 actual) B @ 100 sf/occupant = 75 occupants (35 actual) M @ 30 sf/occupant = 64 occupants Total calculated load: 658 occupants (actual 139)
Area Use Separation Ratings:	2 hour (1 Hour)
Janitor, Mech & Storage Rooms:	1 hour

#### Building Limitations

Construction Type:	IIB Unprotected
Maximum Height:	3 story / 55' (+1 story/20') @ F2
Maximum Area / Floor:	23,000 sf (69,000) F2
Actual Area/Height:	59,295 SF & 2 Stories

#### Fire Resistance Ratings

Load Bearing Exterior Walls:	None
Fire Separation Exits (Stairs):	2 hours (1 hour)
Fire Separation of Uses:	2 hours (1 hour)
Shafts & Elevator Hoistways:	2 hours
Exit Corridors:	1 hour (none)
Minimum Number of Exits:	2 per occupancy type (1 if less than 30 occupants and 75' travel distance to exit from 2 <sup>nd</sup> floor to exterior)
Maximum Dead End Corridor Length:	20'/50' at system furniture under 6' high
Maximum Common Travel Path:	75' (100')
Maximum Travel Distance:	200' (300') @ B; 300' (400') @ F2
Minimum Corridor Width:	44"/36" if >50 occupants
Minimum Stair Width:	44"/36" if > 50 occupants
Maximum Riser Height:	7"
Minimum Tread Depth:	11"
Minimum Ramp Width:	44"/36" if > 50 occupants
Maximum Ramp Pitch:	1:12
Handrails:	Same as NFPA 101
Minimum Ceiling Height:	7'-6"

Fire Alarm System:	Required
Fire Sprinkler System:	Required
Portable Fire Extinguishers:	Required
Exit Lighting	Required
Emergency Lighting	Required

Building Live Loads

Office: 50 psf  
Lobbies: 100 psf  
Corridors: 80 psf  
Storage: 125 psf @ light; 250 psf @ heavy

Maine State Plumbing Code/UPC

Occupancy Classification: Factory & Ancillary Business/Mercantile  
Occupancy Area: 59,295 sf  
Occupancy Load: 658 (139 Actual)

<b>Factory:</b>	<b>75 Occupants - 38 male/37 female (#) indicates existing count</b>							
<u>FIXTURES</u>	<u>TOILETS</u>		<u>URINALS</u>		<u>LAVS</u>		<u>SHOWERS</u>	
Men	(3)	3	(1)	0	(3)	4	(1)	0
Women	(3)	3	(0)	0	(3)	4	(0)	0
Drinking Fountain:	1/150 OCCUPANTS							
<b>Mercantile:</b>	<b>64 Occupants (32 male/32 female)</b>							
<u>FIXTURES</u>	<u>TOILETS</u>		<u>URINALS</u>		<u>LAVS</u>		<u>SHOWERS</u>	
Men		2		1		1		NR
Women:		2		0		1		NR

MUBEC (Maine Uniform Building Energy Code) MINIMUM INSULATION VALUES

Per 2009 IECC; Table 502.1.2, 502.2(1) and 502.3

<u>ZONE 6A</u>	<u>R-VALUE</u>	<u>U-FACTOR</u>	<u>SHGC</u>
Exterior wall	18.5	0.054	NA
Roof (above deck)	20.0	0.048	NA
Slab (24" band)	15.0	0.052	NA
Frost Wall	7.5	0.133	NA
Doors – Opaque	2.0	0.50	NA
Doors – Glazed	1.25	0.80	NR
Windows	2.9	0.35	NR
Storefront	2.2	0.45	NR

End of Analysis



# **Exhibit 14**

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## **Construction Management Plan**

**Construction Management Plan**

The project is anticipated to include an approximate nine month construction schedule commencing upon project approvals in the summer of 2014. The anticipated construction schedule is dependent on approval of the final design plans for the project.

SCHEDULE

1.	Estimated construction time.	9 months
2.	Erosion control measures placed	Week 1
3.	Site clearing and grubbing	Week 1 – Week 2
4.	Construction of parking lot sub-base	Week 2 – Week 4
5.	Stormwater Management Area Construction	Week 2 – Week 5
6.	Utility improvements and site construction	Week 4 – Week 36
7.	Building Addition Construction	Week 4 – Week 36
8.	Mulch Spread for Winter Erosion Control	October 15, 2014
9.	Start final seeding on prepared areas (during growth season)	Spring 2015
10.	Biweekly monitoring of vegetative growth	May 2015
11.	Re-seeding of areas, if needed	May 2015
12.	Removal of erosion control devices	Upon final project completion

\* Dates are subject to change at the discretion of the engineer, depending on construction progress.

# **Exhibit 15**

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## **Stormwater Management Plan**



# **STORMWATER MANAGEMENT PLAN**

For

**Allagash Brewing Company  
Portland, Maine**

prepared for

**50 Industrial Way, LLC  
50 Industrial Way  
Portland, ME 04103**

**July 11, 2014**

**STORMWATER MANAGEMENT PLAN**  
**Allagash Brewing Company**  
**Portland, Maine**

**Introduction**

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification in stormwater runoff characteristics. The stormwater management controls that are outlined in this plan have been designed to best suit the proposed development and to comply with applicable regulatory requirements.

The project site consists of three contiguous lots within the Turnpike Industrial Park with a combined parcel area of 4.407 acres. The applicant currently owns and operates Allagash Brewing Company within one of the existing buildings and utilizes the other existing building for storage. The proposed development will include construction of an 18,800 square foot building addition, a 2,422 square foot building addition, and site improvements associated with the loading dock area. When completed, the developed area will encompass approximately 3.93 acres with approximately 2.71 acres of impervious area.

Based upon the anticipated development, the project will be subject to the Chapter 500 Basic and General standards. Although the threshold for meeting the Chapter 500 Flooding Standards will not be exceeded, the proposed stormwater management plan will meet the stormwater discharge criteria in accordance with the City of Portland requirements. The proposed erosion controls, inspection and maintenance criteria, and the stormwater management system have been designed to meet MDEP and City of Portland requirements.

**Existing Conditions**

The parcel is currently approximately 60% developed with the undeveloped portion consisting of forested upland. A small pocket of forested and scrub shrub wetland area is located on the northern side of the existing building. Slopes on the site are generally between 0% and 8% with an elevation range between 88 feet and 71 feet, relative to mean sea level. The site is located within the Dole Brook Watershed with surface runoff from the site drains toward the northeast corner of the property and is discharged from the site via existing public drainage infrastructure within Industrial Way.

Soil information for the site was obtained via the U.S. Department of Agriculture and natural Resources Conservation Service’s Web Soil Survey. The Hydrologic Soil Group (HSG) of the site soils are classified by Technical Release TR-55 of the Soil Conservation Service as follows:

Soil Type	Symbol	HSG	Drainage Class
Buxton	BuB	C	Silt loam
Scantic	Sn	D	Silt loam
Windsor	WmB	A	Loamy sand

**Proposed Development**

The applicant proposes to construct an 18,800 square foot building addition, a 2,422 square foot building addition and additional pavement associated with the improvements to the loading docks. Treatment and detention of stormwater runoff from the site will be accomplished by utilizing Stormwater Best Management Practices (BMP) including one wet pond.

The proposed development will result in the following:

Total disturbed/developed area = 3.93 ac.  
 Total impervious area = 2.71 ac.

**Regulatory Requirements**

**City of Portland and Maine Department of Environmental Protection (MDEP)**

MDEP Rule Chapters 500 and 502 describe stormwater management requirements for new development projects. These rules describe performance standards divided into five major categories: Basic Standards, General Standards, Phosphorous Standards, Urban Impaired Stream Standards, and Flooding Standards. The following sections describe how this project will address these stormwater management performance standards.

**Basic Standards:** A project must meet basic standards if it disturbs an area greater than one (1) acre. As this development will disturb approximately 2.60 acres, it must meet these basic standards. These standards include various erosion and sedimentation controls, inspection and maintenance procedures, and general housekeeping requirements.

**General Standards:** A project is subject to the general standards if it results in the creation of one (1) or more acres of impervious area or developed areas greater than five (5) acres. As this project will create approximately 1.46 acres of impervious area, it must meet the general standards. These standards require that a minimum of 95% of all impervious areas and at least 80% of all developed areas are designed to be tributary to stormwater BMPs. Standard BMPs have been defined by the

MDEP and are described thoroughly in their publication Stormwater Management for Maine: Best Management Practices manual as revised in January of 2006.

Phosphorous Standards: A project must meet the phosphorous standards if located within a lake watershed. As this project is not tributary to a lake watershed, it is not subject to the phosphorus standards.

Urban Impaired Stream Standards: A project must meet the urban impaired stream standards if located within an urban impaired stream watershed. As this project is not tributary to an Urban Impaired Stream as defined by MDEP Chapter 502, it is not subject to the urban impaired stream standards.

Flooding Standards: A project must meet to the flooding standards if it creates impervious areas greater than three (3) acres, or developed areas greater than twenty (20) acres. The City of Portland requires all Level II Site plan projects to meet the flooding standards.

### **Methodology**

In order to evaluate drainage characteristics as a result of the proposed development activities, a quantitative analysis was performed to determine peak runoff rates in the pre-development and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service’s “Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)”. HydroCAD computer software was utilized to perform the calculations.

The peak runoff rates were calculated using a 24-hour duration storm event with a Type III rainfall distribution. The rainfall amounts for Cumberland County are as follows:

<b>Storm Frequency</b>	<b>24-hr Duration Rainfall (in.)</b>
2-yr	3.0
10-yr	4.7
25-yr	5.5

### **2012 Development Watershed**

The 2012 development watershed contains one study point and three subcatchments. Study Point (SP1) is identified as the inlet of the existing 15” RCP, which exits the site from the northeast corner.

Subcatchment 11 includes the undeveloped wooded area along the northern property line. Stormwater runoff flows overland via sheet flow and shallow concentrated flow; and is collected in the proposed wet pond.

Subcatchment 12 includes the existing developed area, which is not collected by the proposed wet pond, located along the eastern side of the property. Stormwater runoff flows overland via sheet flow, shallow concentrated flow and channelized flow to SP1.

Subcatchment 21 consists of the remainder of the property. Stormwater runoff is conveyed via overland flow or is captured in catch basins and piped to the proposed wet pond. Treated stormwater from the wet pond is discharged to SP1.

### **Phase 2 Development Watershed**

The Phase 2 development watershed includes the same study point as the previous development watersheds.

Subcatchment 11 includes the undeveloped wooded area along the northern property line and the roof of the existing building. Stormwater runoff is directed to a proposed detention basin and is subsequently routed to the existing wet pond.

Subcatchment 12 includes the existing developed area, which is not collected by the proposed wet pond, located along the eastern side of the property. Stormwater runoff flows overland via sheet flow, shallow concentrated flow and channelized flow to SP1.

Subcatchment 13 includes the proposed building expansion between 50 and 100 Industrial Way. Stormwater runoff is discharged from the roof to the existing wet pond.

Subcatchment 21 consists of the remainder of the property. Stormwater runoff is conveyed via overland flow or is captured in catch basins and piped to the existing wet pond. Treated stormwater from the wet pond is discharged to SP1.

### **Quality Treatment Results**

The project utilizes a wet pond to achieve the required quality treatment. The wet pond must detain a channel protection volume equal to 1.0-inch times the subcatchment's impervious area and 0.4-inch times the subcatchment's tributary landscaped areas. In addition, the permanent pool must have a mean depth of three feet and a length to width ratio of at least two to one.

The existing wet pond has capacity to treat 2.25 acres of impervious area and 0.80 acres of landscaped area. The existing mean depth is approximately 3.0 feet and the length to width ratio is approximately 3.1 to one.

In Phase 2, the wet pond will require expansion in order to treat the anticipated 2.48 acres of impervious area and 0.97 acres of landscaped area. The calculated mean depth will increase to approximately 3.1 feet and the length to width ratio will increase to approximately 3.3 to one.



The attached treatment table summarizes the total impervious and developed areas for the proposed 2014 - Phase 1 and 2014 - Phase 2 developments and indicates the BMP measures proposed for treating the impervious areas. The results of this tabulation indicate the following:

### **2014 - Phase 1 Development**

- The post-development areas requiring treatment include approximately 97,970 square feet of new impervious area and a total of approximately 141,540 square feet of new developed area.
- The general standards require treatment for 95% of the new impervious areas. As such, the site is required to provide treatment for a minimum of 93,072 square feet. Treatment is provided for 97,970 square feet of impervious or 100% of the impervious area requiring treatment.
- The general standards require treatment for 80% of the new developed areas. As such, the site is required to provide treatment for a minimum of 113,232 square feet. Treatment is provided for 136,570 square feet of developed area or 96.5% of the developed area requiring treatment.

### **2014 - Phase 2 Development**

- The post-development areas requiring treatment include approximately 107,750 square feet of new impervious area and a total of approximately 154,920 square feet of new developed area.
- The general standards require treatment for 95% of the new impervious areas. As such, the site is required to provide treatment for a minimum of 102,363 square feet. Treatment is provided for 107,750 square feet of impervious or 100% of the impervious area requiring treatment.
- The general standards require treatment for 80% of the new developed areas. As such, the site is required to provide treatment for a minimum of 123,936 square feet. Treatment is provided for 149,950 square feet of developed area or 96.8% of the developed area requiring treatment.

### **Peak Flow Analysis**

The subcatchment areas and times of concentration of the Phase 1 development and Phase 2 development conditions vary from the 2010 development and 2012 development conditions due to the proposed site development and grading. The following table summarizes the results of the hydrologic analysis of the project during each stage of development.

<b>Stormwater Peak Discharge Summary Table</b>			
	<b>2-Year Storm (cfs)</b>	<b>10-Year Storm (cfs)</b>	<b>25-Year Storm (cfs)</b>
2010	2.92	6.16	8.07
2012	0.94	3.27	7.32
2014 - Phase 1	0.73	4.33	8.04
2014 - Phase 2	0.73	3.89	7.22

The results of the stormwater modeling at Study Point SP1 indicate that the peak rates of runoff in the 2012, Phase 1 and Phase 2 developed conditions are less than the peak rates of runoff in the 2010 developed condition for the 2-year, 10-year and 25-year storm events.

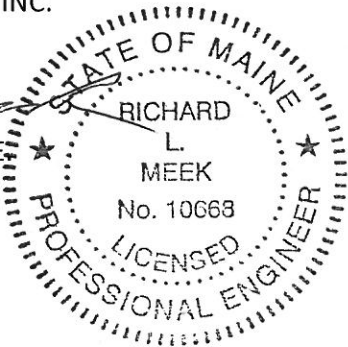
**Conclusions**

Erosion and sedimentation controls, inspection and maintenance procedures and general housekeeping requirements have been outlined to prevent unreasonable impacts on the site and to the surrounding environment. By utilizing Best Management Practices (wet pond), stormwater quality treatment has been provided for at least 95% of the total site impervious area and at least 80% of the total site developed area. Based on the modeling data, the 2012, 2014-Phase 1 and 2014-Phase 2 development peak flow rates are less than or equal to their corresponding 2010 development peak rates at Study Point SP1 during the 2-year, 10-year and 25-year storm events. It is anticipated that stormwater runoff from the proposed site development will not cause a significant adverse affect to off-site receiving channels or downstream properties.

Prepared by,

SEBAGO TECHNICS, INC.

  
 Richard L. Meek, P.E.  
 Sr. Project Engineer



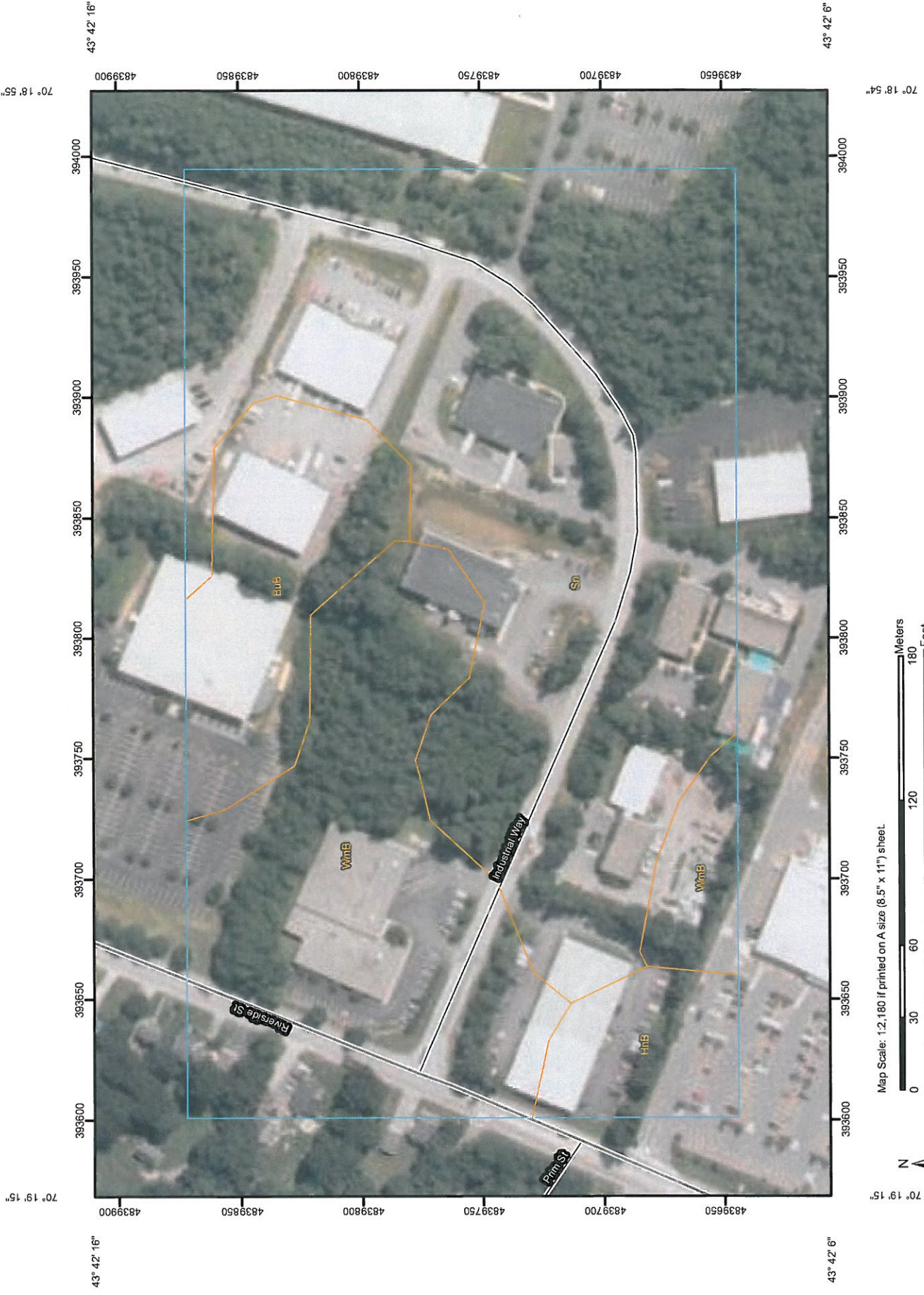
July 11, 2014

# Attachment A

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## STORMWATER MODELING

Soil Map—Cumberland County and Part of Oxford County, Maine



Map Scale: 1:2,180 if printed on A size (8.5" x 11") sheet.



**TREATMENT SUMMARY**

**2014 - Phase 1 Development**

Sub-catchment ID	Description	Areas Requiring Treatment						TREATMENT BMP	
		Impervious (S.F.)	Landscaping (S.F.)	Total Developed (S.F.)	Receives Treatment (Yes/No)	Impervious Area Treated (S.F.)	Landscaped Area Treated (S.F.)		Developed Area Treated (S.F.)
11	Northern Portion of Site	36770	24800	61570	YES	36770	24800	61570	Wet Pond 10
21	Southern portion of site	61200	13800	75000	YES	61200	13800	75000	Wet Pond 10
12	Eastern Portion of Site	0	4970	4970	No	0	0	0	None
		<b>97,970</b>	<b>43,570</b>	<b>141,540</b>		<b>97,970</b>	<b>38,600</b>	<b>136,570</b>	
<b>TOTAL IMPERVIOUS AREA (requiring treatment)</b>				<b>97,970</b>	<b>TOTAL DEVELOPED AREA (requiring treatment)</b>				<b>141,540</b>
<b>95% of IMPERVIOUS AREA REQUIRING TREATMENT</b>				<b>93,072</b>	<b>80% of DEVELOPED AREA REQUIRING TREATMENT</b>				<b>113,232</b>
<b>TOTAL IMPERVIOUS AREA RECEIVING TREATMENT</b>				<b>97,970</b>	<b>TOTAL DEVELOPED AREA RECEIVING TREATMENT</b>				<b>136,570</b>
<b>% OF IMPERVIOUS AREA RECEIVING TREATMENT</b>				<b>100.0%</b>	<b>% OF DEVELOPED AREA RECEIVING TREATMENT</b>				<b>96.5%</b>

**2014 - Phase 2 Development**

Sub-catchment ID	Description	Areas Requiring Treatment						TREATMENT BMP	
		Impervious (S.F.)	Landscaping (S.F.)	Total Developed (S.F.)	Receives Treatment (Yes/No)	Impervious Area Treated (S.F.)	Landscaped Area Treated (S.F.)		Developed Area Treated (S.F.)
11	Northern Portion of Site	26050	15800	41850	YES	26050	15800	41850	Wet Pond 10
21	Southern portion of site	60400	13800	74200	YES	60400	13800	74200	Wet Pond 10
13	2014 - Production Expansion	21300	12600	33900	YES	21300	12600	33900	Wet Pond 10
12	Eastern Portion of Site	0	4970	4970	No	0	0	0	None
		<b>107,750</b>	<b>47,170</b>	<b>154,920</b>		<b>107,750</b>	<b>42,200</b>	<b>149,950</b>	
<b>TOTAL IMPERVIOUS AREA (requiring treatment)</b>				<b>107,750</b>	<b>TOTAL DEVELOPED AREA (requiring treatment)</b>				<b>154,920</b>
<b>95% of IMPERVIOUS AREA REQUIRING TREATMENT</b>				<b>102,363</b>	<b>80% of DEVELOPED AREA REQUIRING TREATMENT</b>				<b>123,936</b>
<b>TOTAL IMPERVIOUS AREA RECEIVING TREATMENT</b>				<b>107,750</b>	<b>TOTAL DEVELOPED AREA RECEIVING TREATMENT</b>				<b>149,950</b>
<b>% OF IMPERVIOUS AREA RECEIVING TREATMENT</b>				<b>100.0%</b>	<b>% OF DEVELOPED AREA RECEIVING TREATMENT</b>				<b>96.8%</b>

**SEBAGO TECHNICS, INC.**

75 John Roberts Road

Suite 1A

South Portland, ME 04106

(207) 200-2100 FAX (207) 856-2206

JOB 02249 - Allagash Brewing Company

SHEET NO. 1 OF 1

CALCULATED BY RLM DATE 7/10/2014

CHECKED BY DATE

FILE NAME 02249.pond.2014

PRNT DATE 7/11/2014

**Water Quality Volume Calculations:**

Pond 10: Phase 2 Area to Pond = 2.48 acres Impervious  
0.97 acres Developed

**Channel Protection Volume:**

2.48 acres x 1 inch → 9002 ft<sup>3</sup> Length : Width Ratio =  
0.97 acres x 0.4 inches → 1408 ft<sup>3</sup> 140 ft : 42 ft = 3.3:1  
10411 ft<sup>3</sup>

Channel Protection Volume Needed = 10411 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
73.20	5,305	0
74.00	11,580	6,754
74.60	12,620	14,014

**Trench Sizing:**

10,427 ft<sup>3</sup>/1000 x 3ft = 31 ft

Treatment Volume @ Elevation 74.31 → 10,427 ft<sup>3</sup>

**Permanent Pool Volume:**

2.48 acres x 1.5 inches → 13504 ft<sup>3</sup>  
0.97 acres x 0.6 inches → 2113 ft<sup>3</sup>  
15616 ft<sup>3</sup>

Permanent Pool Vol. Needed = 15616 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
67.70	1,550	0
68.00	1,775	499
69.00	2,290	2,531
70.00	2,830	5,091
71.00	3,395	8,204
72.20	4,105	12,704
73.20	5,305	17,409

**Catch Basin Sumps**

Area x 500 pounds / 90 pounds x 10 storms =  
(acres) acre-storm ft<sup>3</sup> year

Annual Sediment Volume = 77 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
0.00	75	0
3.00	75	225

**Mean Depth = di**

1 ft below permanent pool (Elev 72.2)=

3.1

Volume @ 12" deep in sump



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JOB 02249 - Allagash Brewing Company

SHEET NO. 1 OF 1

CALCULATED BY RLM DATE 7/10/2014

CHECKED BY DATE

FILE NAME 02249.pond.2014 PRNT DATE 7/11/2014

**Water Quality Volume Calculations:**

Pond 10: Phase 1 Area to Pond = 2.25 acres Impervious  
0.80 acres Developed

**Channel Protection Volume:**

2.25 acres x 1 inch → 8168 ft<sup>3</sup> Length : Width Ratio =  
0.80 acres x 0.4 inches → 1162 ft<sup>3</sup> 126 ft : 40 ft = 3.1:1  
9329 ft<sup>3</sup>

Channel Protection Volume Needed = 9329 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
73.20	4,565	0
74.00	11,580	6,458
74.60	12,620	13,718

**Trench Sizing:**

9,407 ft<sup>3</sup>/1000 x 3ft = 28 ft

Treatment Volume @ Elevation 74.25 → 9,407 ft<sup>3</sup>

**Permanent Pool Volume:**

2.25 acres x 1.5 inches → 12251 ft<sup>3</sup>  
0.80 acres x 0.6 inches → 1742 ft<sup>3</sup>  
13994 ft<sup>3</sup>

Permanent Pool Vol. Needed = 13994 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
67.70	1,230	0
68.00	1,420	397
69.00	1,870	2,043
70.00	2,345	4,150
71.00	2,845	6,745
72.20	3,520	10,564
73.20	4,565	14,607

**Catch Basin Sumps**

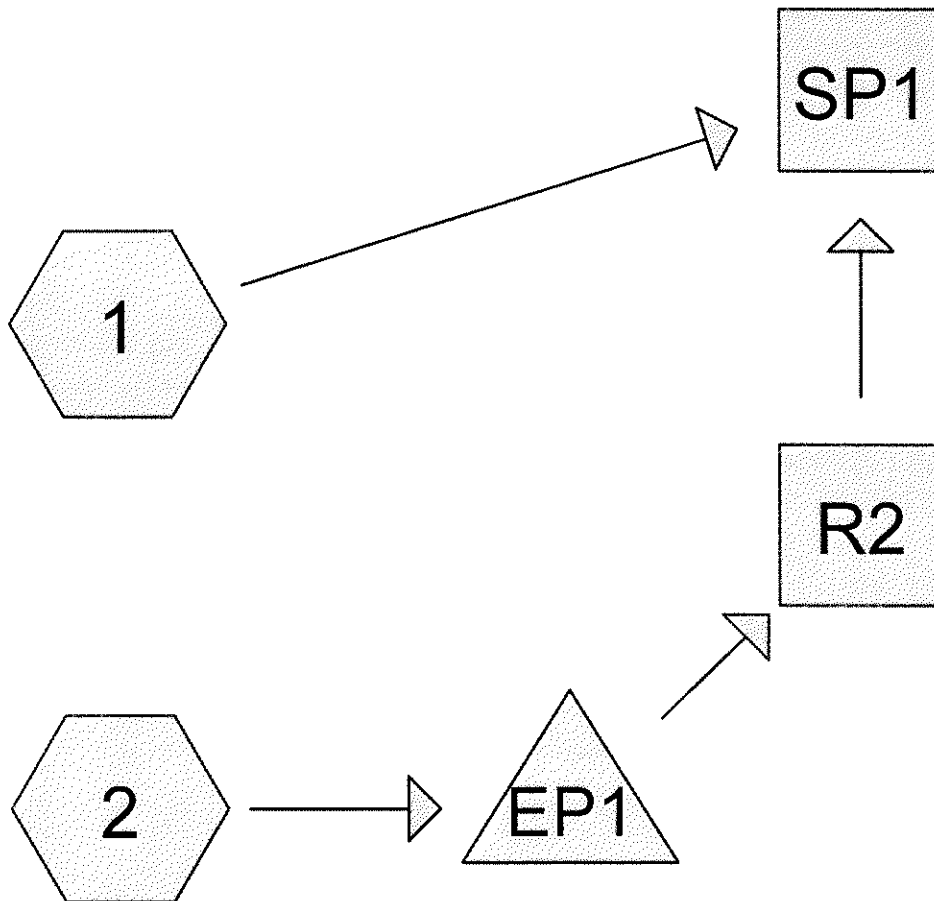
Area x 500 pounds / 90 pounds x 10 storms =  
(acres) acre-storm ft<sup>3</sup> year

Annual Sediment Volume = 78 ft<sup>3</sup>

Elevation	Surf. Area	Cum. Store
0.00	75	0
3.00	75	225

Mean Depth = Cum. Store/Surf. Area @  
1 ft below permanent pool (Elev 72.2)=  
3.0

Volume @ 13" deep in sump





Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1:

Runoff Area=3.322 ac 26.97% Impervious Runoff Depth>1.08"  
Flow Length=840' Tc=35.7 min CN=79 Runoff=2.35 cfs 0.299 af

Subcatchment 2:

Runoff Area=1.085 ac 69.77% Impervious Runoff Depth>1.94"  
Flow Length=375' Tc=18.4 min CN=91 Runoff=1.81 cfs 0.176 af

Reach R2:

Inflow=0.58 cfs 0.175 af  
Outflow=0.58 cfs 0.175 af

Reach SP1:

Inflow=2.92 cfs 0.474 af  
Outflow=2.92 cfs 0.474 af

Pond EP1:

Peak Elev=77.27' Storage=2,454 cf Inflow=1.81 cfs 0.176 af  
Primary=0.58 cfs 0.175 af Secondary=0.00 cfs 0.000 af Outflow=0.58 cfs 0.175 af

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1:

Runoff Area=3.322 ac 26.97% Impervious Runoff Depth>2.27"  
Flow Length=840' Tc=35.7 min CN=79 Runoff=4.99 cfs 0.628 af

Subcatchment 2:

Runoff Area=1.085 ac 69.77% Impervious Runoff Depth>3.39"  
Flow Length=375' Tc=18.4 min CN=91 Runoff=3.08 cfs 0.306 af

Reach R2:

Inflow=1.22 cfs 0.304 af  
Outflow=1.22 cfs 0.304 af

Reach SP1:

Inflow=6.16 cfs 0.932 af  
Outflow=6.16 cfs 0.932 af

Pond EP1:

Peak Elev=77.77' Storage=4,248 cf Inflow=3.08 cfs 0.306 af  
Primary=1.22 cfs 0.304 af Secondary=0.00 cfs 0.000 af Outflow=1.22 cfs 0.304 af

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1:

Runoff Area=3.322 ac 26.97% Impervious Runoff Depth>3.00"  
Flow Length=840' Tc=35.7 min CN=79 Runoff=6.56 cfs 0.829 af

Subcatchment 2:

Runoff Area=1.085 ac 69.77% Impervious Runoff Depth>4.21"  
Flow Length=375' Tc=18.4 min CN=91 Runoff=3.79 cfs 0.381 af

Reach R2:

Inflow=1.55 cfs 0.378 af  
Outflow=1.55 cfs 0.378 af

Reach SP1:

Inflow=8.07 cfs 1.208 af  
Outflow=8.07 cfs 1.208 af

Pond EP1:

Peak Elev=77.99' Storage=5,226 cf Inflow=3.79 cfs 0.381 af  
Primary=1.55 cfs 0.378 af Secondary=0.00 cfs 0.000 af Outflow=1.55 cfs 0.378 af

**Summary for Subcatchment 1:**

Runoff = 6.56 cfs @ 12.50 hrs, Volume= 0.829 af, Depth> 3.00"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
1.557	70	Woods, Good, HSG C
0.869	74	>75% Grass cover, Good, HSG C
0.896	98	Paved parking & roofs
3.322	79	Weighted Average
2.426		Pervious Area
0.896		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
27.2	150	0.0270	0.09		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
3.3	125	0.0160	0.63		Shallow Concentrated Flow, B to C Woodland Kv= 5.0 fps
4.8	290	0.0210	1.01		Shallow Concentrated Flow, C to D Short Grass Pasture Kv= 7.0 fps
0.4	275	0.1500	10.36	51.79	Channel Flow, D to E Area= 5.0 sf Perim= 10.0' r= 0.50' n= 0.035
35.7	840	Total			

**Summary for Subcatchment 2:**

Runoff = 3.79 cfs @ 12.25 hrs, Volume= 0.381 af, Depth> 4.21"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.328	74	>75% Grass cover, Good, HSG C
0.757	98	Paved parking & roofs
1.085	91	Weighted Average
0.328		Pervious Area
0.757		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
4.1	20	0.0200	0.08		Sheet Flow, A to B Grass: Dense n= 0.240 P2= 3.00"
0.2	26	0.0200	2.87		Shallow Concentrated Flow, B to C Paved Kv= 20.3 fps
13.1	104	0.0290	0.13		Sheet Flow, C to D Grass: Dense n= 0.240 P2= 3.00"
0.2	20	0.0500	1.57		Shallow Concentrated Flow, D to E Short Grass Pasture Kv= 7.0 fps
0.3	73	0.0070	4.40	5.40	Circular Channel (pipe), E to F Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013 Corrugated PE, smooth interior
0.5	132	0.0100	4.26	21.28	Channel Flow, F to G Area= 5.0 sf Perim= 10.0' r= 0.50' n= 0.022 Earth, clean & straight
18.4	375	Total			

**Summary for Reach R2:**

Inflow Area = 1.085 ac, 69.77% Impervious, Inflow Depth > 4.18" for 25-Year event  
 Inflow = 1.55 cfs @ 12.62 hrs, Volume= 0.378 af  
 Outflow = 1.55 cfs @ 12.62 hrs, Volume= 0.378 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

**Summary for Reach SP1:**

Inflow Area = 4.407 ac, 37.51% Impervious, Inflow Depth > 3.29" for 25-Year event  
 Inflow = 8.07 cfs @ 12.51 hrs, Volume= 1.208 af  
 Outflow = 8.07 cfs @ 12.51 hrs, Volume= 1.208 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

**Summary for Pond EP1:**

Inflow Area = 1.085 ac, 69.77% Impervious, Inflow Depth > 4.21" for 25-Year event  
 Inflow = 3.79 cfs @ 12.25 hrs, Volume= 0.381 af  
 Outflow = 1.55 cfs @ 12.62 hrs, Volume= 0.378 af, Atten= 59%, Lag= 22.7 min  
 Primary = 1.55 cfs @ 12.62 hrs, Volume= 0.378 af  
 Secondary = 0.00 cfs @ 5.00 hrs, Volume= 0.000 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Peak Elev= 77.99' @ 12.62 hrs Surf.Area= 4,793 sf Storage= 5,226 cf

Plug-Flow detention time= 49.1 min calculated for 0.377 af (99% of inflow)  
 Center-of-Mass det. time= 46.0 min ( 811.2 - 765.2 )

02249 - 2010 Development

Type III 24-hr 25-Year Rainfall=5.50"

Prepared by Sebago Technics, Inc.

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Page 7

Volume	Invert	Avail.Storage	Storage Description
#1	76.00'	11,720 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
76.00	1,220	0	0
77.00	2,270	1,745	1,745
78.00	4,830	3,550	5,295
79.00	8,020	6,425	11,720

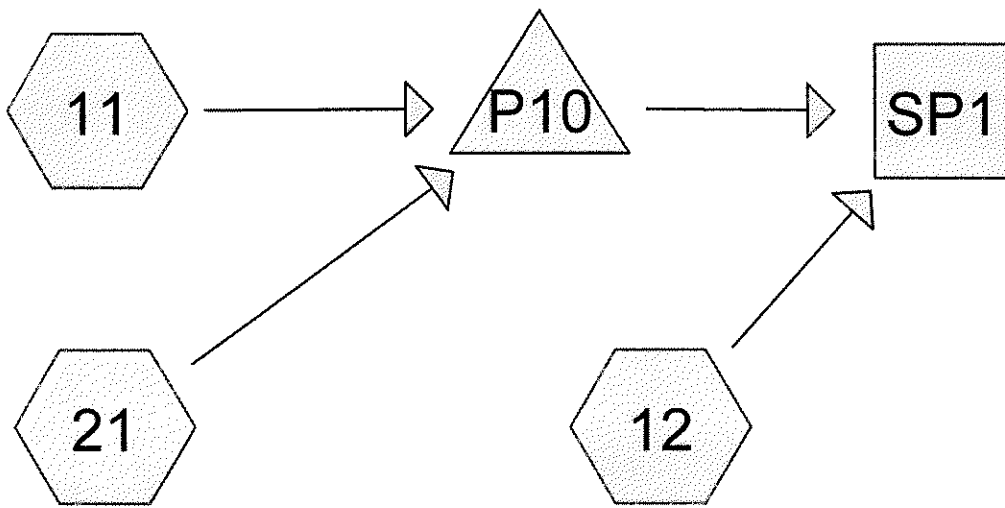
Device	Routing	Invert	Outlet Devices
#1	Primary	75.90'	15.0' x 10.0' long Culvert CMP, square edge headwall, Ke= 0.500 Outlet Invert= 75.85' S= 0.0050 /' Cc= 0.900 n= 0.011
#2	Device 1	75.90'	4.5" Vert. Orifice/Grate C= 0.600
#3	Device 1	77.25'	0.5' long Sharp-Crested Rectangular Weir 2 End Contraction(s) 0.7' Crest Height
#4	Device 1	78.00'	6.0' long Sharp-Crested Rectangular Weir 2 End Contraction(s) 0.5' Crest Height
#5	Secondary	78.03'	14.0' long x 6.0' breadth Broad-Crested Rectangular Weir Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.37 2.51 2.70 2.68 2.68 2.67 2.65 2.65 2.65 2.65 2.66 2.66 2.67 2.69 2.72 2.76 2.83

Primary OutFlow Max=1.55 cfs @ 12.62 hrs HW=77.98' (Free Discharge)

- ↑ 1=Culvert (Passes 1.55 cfs of 7.14 cfs potential flow)
- ↑ 2=Orifice/Grate (Orifice Controls 0.73 cfs @ 6.63 fps)
- ↑ 3=Sharp-Crested Rectangular Weir (Weir Controls 0.82 cfs @ 3.16 fps)
- ↑ 4=Sharp-Crested Rectangular Weir ( Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 5.00 hrs HW=76.00' (Free Discharge)

- ↑ 5=Broad-Crested Rectangular Weir ( Controls 0.00 cfs)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11:

Runoff Area=0.774 ac 1.29% Impervious Runoff Depth>0.68"  
Flow Length=440' Tc=32.2 min CN=71 Runoff=0.34 cfs 0.044 af

Subcatchment 12:

Runoff Area=0.496 ac 26.81% Impervious Runoff Depth>1.14"  
Flow Length=395' Tc=24.5 min CN=80 Runoff=0.44 cfs 0.047 af

Subcatchment 21:

Runoff Area=3.137 ac 65.03% Impervious Runoff Depth>1.78"  
Flow Length=774' Tc=14.3 min CN=89 Runoff=5.34 cfs 0.464 af

Reach SP1:

Inflow=0.94 cfs 0.445 af  
Outflow=0.94 cfs 0.445 af

Pond P10:

Peak Elev=74.32' Storage=10,252 cf Inflow=5.49 cfs 0.508 af  
Primary=0.50 cfs 0.398 af Secondary=0.00 cfs 0.000 af Outflow=0.50 cfs 0.398 af



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=0.774 ac 1.29% Impervious Runoff Depth>1.66"  
Flow Length=440' Tc=32.2 min CN=71 Runoff=0.88 cfs 0.107 af

Subcatchment 12: Runoff Area=0.496 ac 26.81% Impervious Runoff Depth>2.36"  
Flow Length=395' Tc=24.5 min CN=80 Runoff=0.91 cfs 0.098 af

Subcatchment 21: Runoff Area=3.137 ac 65.03% Impervious Runoff Depth>3.19"  
Flow Length=774' Tc=14.3 min CN=89 Runoff=9.36 cfs 0.834 af

Reach SP1: Inflow=3.27 cfs 0.734 af  
Outflow=3.27 cfs 0.734 af

Pond P10: Peak Elev=74.91' Storage=17,707 cf Inflow=9.84 cfs 0.941 af  
Primary=0.50 cfs 0.456 af Secondary=2.29 cfs 0.181 af Outflow=2.79 cfs 0.637 af

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Type III 24-hr 25-Year Rainfall=5.50"

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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11:	Runoff Area=0.774 ac 1.29% Impervious Runoff Depth>2.29" Flow Length=440' Tc=32.2 min CN=71 Runoff=1.23 cfs 0.148 af
Subcatchment 12:	Runoff Area=0.496 ac 26.81% Impervious Runoff Depth>3.10" Flow Length=395' Tc=24.5 min CN=80 Runoff=1.20 cfs 0.128 af
Subcatchment 21:	Runoff Area=3.137 ac 65.03% Impervious Runoff Depth>4.01" Flow Length=774' Tc=14.3 min CN=89 Runoff=11.62 cfs 1.048 af
Reach SP1:	Inflow=7.32 cfs 0.998 af Outflow=7.32 cfs 0.998 af
Pond P10:	Peak Elev=75.02' Storage=19,182 cf Inflow=12.32 cfs 1.196 af Primary=0.50 cfs 0.483 af Secondary=5.85 cfs 0.387 af Outflow=6.35 cfs 0.870 af

**Summary for Subcatchment 11:**

Runoff = 1.23 cfs @ 12.46 hrs, Volume= 0.148 af, Depth> 2.29"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.564	70	Woods, Good, HSG C
0.200	74	>75% Grass cover, Good, HSG C
0.010	98	Paved parking & roofs
0.774	71	Weighted Average
0.764		Pervious Area
0.010		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
27.2	150	0.0270	0.09		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
1.0	45	0.0210	0.72		Shallow Concentrated Flow, B to C Woodland Kv= 5.0 fps
4.0	245	0.0210	1.01		Shallow Concentrated Flow, C to D Short Grass Pasture Kv= 7.0 fps
32.2	440	Total			

**Summary for Subcatchment 12:**

Runoff = 1.20 cfs @ 12.34 hrs, Volume= 0.128 af, Depth> 3.10"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.067	70	Woods, Good, HSG C
0.296	74	>75% Grass cover, Good, HSG C
0.133	98	Paved parking & roofs
0.496	80	Weighted Average
0.363		Pervious Area
0.133		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
23.6	121	0.0250	0.09		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
0.2	65	0.0100	5.26	6.46	Circular Channel (pipe), B to C Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013 Corrugated PE, smooth interior
0.6	150	0.0080	4.30	12.89	Channel Flow, C to D Area= 3.0 sf Perim= 5.0' r= 0.60' n= 0.022 Earth, clean & straight
0.1	59	0.0200	7.44	9.14	Circular Channel (pipe), D to E

Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013

24.5 395 Total

**Summary for Subcatchment 21:**

Runoff = 11.62 cfs @ 12.19 hrs, Volume= 1.048 af, Depth> 4.01"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.095	70	Woods, Good, HSG C
2.040	98	Paved parking & roofs
1.002	74	>75% Grass cover, Good, HSG C
3.137	89	Weighted Average
1.097		Pervious Area
2.040		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	50	0.0300	0.08		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
0.7	55	0.0300	1.39		Sheet Flow, B to C Smooth surfaces n= 0.011 P2= 3.00"
0.8	135	0.0200	2.87		Shallow Concentrated Flow, C to D Paved Kv= 20.3 fps
1.4	314	0.0050	3.72	4.57	Circular Channel (pipe), D to E Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013 Corrugated PE, smooth interior
0.6	220	0.0170	6.44	32.19	Channel Flow, E to F Area= 5.0 sf Perim= 8.0' r= 0.63' n= 0.022 Earth, clean & straight
14.3	774				Total

**Summary for Reach SP1:**

Inflow Area = 4.407 ac, 49.53% Impervious, Inflow Depth > 2.72" for 25-Year event  
 Inflow = 7.32 cfs @ 12.50 hrs, Volume= 0.998 af  
 Outflow = 7.32 cfs @ 12.50 hrs, Volume= 0.998 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

**Summary for Pond P10:**

Inflow Area = 3.911 ac, 52.42% Impervious, Inflow Depth > 3.67" for 25-Year event  
 Inflow = 12.32 cfs @ 12.20 hrs, Volume= 1.196 af  
 Outflow = 6.35 cfs @ 12.51 hrs, Volume= 0.870 af, Atten= 48%, Lag= 18.9 min  
 Primary = 0.50 cfs @ 10.10 hrs, Volume= 0.483 af  
 Secondary = 5.85 cfs @ 12.51 hrs, Volume= 0.387 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

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Type III 24-hr 25-Year Rainfall=5.50"

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Peak Elev= 75.02' @ 12.51 hrs Surf.Area= 13,357 sf Storage= 19,182 cf

Plug-Flow detention time= 109.9 min calculated for 0.867 af (73% of inflow)

Center-of-Mass det. time= 47.7 min ( 822.1 - 774.5 )

Volume	Invert	Avail.Storage	Storage Description
#1	73.20'	27,224 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
73.20	4,570	0	0
74.00	11,580	6,460	6,460
74.60	12,620	7,260	13,720
75.00	13,320	5,188	18,908
75.60	14,400	8,316	27,224

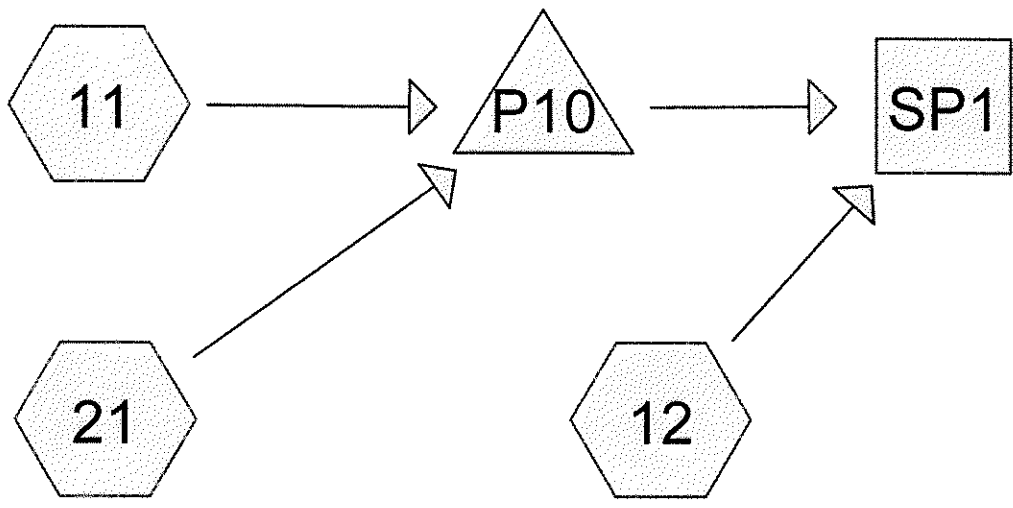
Device	Routing	Invert	Outlet Devices
#1	Primary	73.20'	0.50 cfs Exfiltration when above invert
#2	Secondary	74.78'	20.0' long x 9.0' breadth Broad-Crested Rectangular Weir
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50
			4.00 4.50 5.00 5.50
			Coef. (English) 2.46 2.55 2.70 2.69 2.68 2.68 2.67 2.64 2.64 2.64 2.65 2.64
			2.65 2.65 2.66 2.67 2.69

Primary OutFlow Max=0.50 cfs @ 10.10 hrs HW=73.22' (Free Discharge)

↳1=Exfiltration (Exfiltration Controls 0.50 cfs)

Secondary OutFlow Max=5.80 cfs @ 12.51 hrs HW=75.02' (Free Discharge)

↳2=Broad-Crested Rectangular Weir (Weir Controls 5.80 cfs @ 1.21 fps)



**Drainage Diagram for 02249 - 2014 Phase 1**  
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Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11:

Runoff Area=2.210 ac 48.37% Impervious Runoff Depth>1.47"  
Flow Length=395' Tc=31.2 min CN=85 Runoff=2.28 cfs 0.270 af

Subcatchment 12:

Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>0.82"  
Flow Length=395' Tc=24.5 min CN=74 Runoff=0.23 cfs 0.026 af

Subcatchment 21:

Runoff Area=1.817 ac 77.33% Impervious Runoff Depth>2.03"  
Flow Length=774' Tc=14.3 min CN=92 Runoff=3.47 cfs 0.308 af

Reach SP1:

Inflow=0.73 cfs 0.432 af  
Outflow=0.73 cfs 0.432 af

Pond P10:

Peak Elev=74.49' Storage=12,304 cf Inflow=4.95 cfs 0.578 af  
Primary=0.50 cfs 0.406 af Secondary=0.00 cfs 0.000 af Outflow=0.50 cfs 0.406 af

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points  
Runoff by SCS TR-20 method, UH=SCS  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=2.210 ac 48.37% Impervious Runoff Depth>2.79"  
Flow Length=395' Tc=31.2 min CN=85 Runoff=4.29 cfs 0.515 af

Subcatchment 12: Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>1.88"  
Flow Length=395' Tc=24.5 min CN=74 Runoff=0.56 cfs 0.060 af

Subcatchment 21: Runoff Area=1.817 ac 77.33% Impervious Runoff Depth>3.49"  
Flow Length=774' Tc=14.3 min CN=92 Runoff=5.79 cfs 0.528 af

Reach SP1: Inflow=4.33 cfs 0.789 af  
Outflow=4.33 cfs 0.789 af

Pond P10: Peak Elev=74.95' Storage=18,278 cf Inflow=8.72 cfs 1.043 af  
Primary=0.50 cfs 0.466 af Secondary=3.53 cfs 0.263 af Outflow=4.03 cfs 0.729 af



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points  
Runoff by SCS TR-20 method, UH=SCS  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=2.210 ac 48.37% Impervious Runoff Depth>3.58"  
Flow Length=395' Tc=31.2 min CN=85 Runoff=5.45 cfs 0.659 af

Subcatchment 12: Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>2.56"  
Flow Length=395' Tc=24.5 min CN=74 Runoff=0.76 cfs 0.081 af

Subcatchment 21: Runoff Area=1.817 ac 77.33% Impervious Runoff Depth>4.32"  
Flow Length=774' Tc=14.3 min CN=92 Runoff=7.09 cfs 0.654 af

Reach SP1: Inflow=8.04 cfs 1.061 af  
Outflow=8.04 cfs 1.061 af

Pond P10: Peak Elev=75.05' Storage=19,570 cf Inflow=10.85 cfs 1.313 af  
Primary=0.50 cfs 0.493 af Secondary=6.98 cfs 0.487 af Outflow=7.48 cfs 0.980 af

## Summary for Subcatchment 11:

Runoff = 5.45 cfs @ 12.42 hrs, Volume= 0.659 af, Depth> 3.58"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.564	70	Woods, Good, HSG C
0.577	74	>75% Grass cover, Good, HSG C
1.069	98	Paved parking & roofs
2.210	85	Weighted Average
1.141		Pervious Area
1.069		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
27.2	150	0.0270	0.09		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.00"
4.0	245	0.0210	1.01		Shallow Concentrated Flow, B to C
					Short Grass Pasture Kv= 7.0 fps
31.2	395	Total			

## Summary for Subcatchment 12:

Runoff = 0.76 cfs @ 12.35 hrs, Volume= 0.081 af, Depth> 2.56"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.067	70	Woods, Good, HSG C
0.298	74	>75% Grass cover, Good, HSG C
0.015	98	Paved parking & roofs
0.380	74	Weighted Average
0.365		Pervious Area
0.015		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
23.6	121	0.0250	0.09		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.00"
0.2	65	0.0100	5.26	6.46	Circular Channel (pipe), B to C
					Diam= 15.0' Area= 1.2 sf Perim= 3.9' r= 0.31'
0.6	150	0.0080	4.30	12.89	Channel Flow, C to D
					Area= 3.0 sf Perim= 5.0' r= 0.60'
					n= 0.022 Earth, clean & straight
0.1	59	0.0200	8.80	10.80	Circular Channel (pipe), D to E
					Diam= 15.0' Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.011
24.5	395	Total			

**Summary for Subcatchment 21:**

Runoff = 7.09 cfs @ 12.19 hrs, Volume= 0.654 af, Depth> 4.32"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.095	70	Woods, Good, HSG C
1.405	98	Paved parking & roofs
0.317	74	>75% Grass cover, Good, HSG C
1.817	92	Weighted Average
0.412		Pervious Area
1.405		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	50	0.0300	0.08		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
0.7	55	0.0300	1.39		Sheet Flow, B to C Smooth surfaces n= 0.011 P2= 3.00"
0.8	135	0.0200	2.87		Shallow Concentrated Flow, C to D Paved Kv= 20.3 fps
1.4	314	0.0050	3.72	4.57	Circular Channel (pipe), D to E Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013 Corrugated PE, smooth interior
0.6	220	0.0170	6.44	32.19	Channel Flow, E to F Area= 5.0 sf Perim= 8.0' r= 0.63' n= 0.022 Earth, clean & straight
14.3	774	Total			

**Summary for Reach SP1:**

Inflow Area = 4.407 ac, 56.48% Impervious, Inflow Depth > 2.89" for 25-Year event  
Inflow = 8.04 cfs @ 12.56 hrs, Volume= 1.061 af  
Outflow = 8.04 cfs @ 12.56 hrs, Volume= 1.061 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

**Summary for Pond P10:**

Inflow Area = 4.027 ac, 61.44% Impervious, Inflow Depth > 3.91" for 25-Year event  
Inflow = 10.85 cfs @ 12.24 hrs, Volume= 1.313 af  
Outflow = 7.48 cfs @ 12.57 hrs, Volume= 0.980 af, Atten= 31%, Lag= 19.7 min  
Primary = 0.50 cfs @ 9.80 hrs, Volume= 0.493 af  
Secondary = 6.98 cfs @ 12.57 hrs, Volume= 0.487 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Peak Elev= 75.05' @ 12.57 hrs Surf.Area= 13,409 sf Storage= 19,570 cf

Plug-Flow detention time= 101.8 min calculated for 0.980 af (75% of inflow)

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Type III 24-hr 25-Year Rainfall=5.50"

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Center-of-Mass det. time= 41.7 min ( 817.4 - 775.7 )

Volume	Invert	Avail.Storage	Storage Description
#1	73.20'	27,222 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
73.20	4,565	0	0
74.00	11,580	6,458	6,458
74.60	12,620	7,260	13,718
75.00	13,320	5,188	18,906
75.60	14,400	8,316	27,222

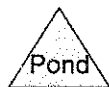
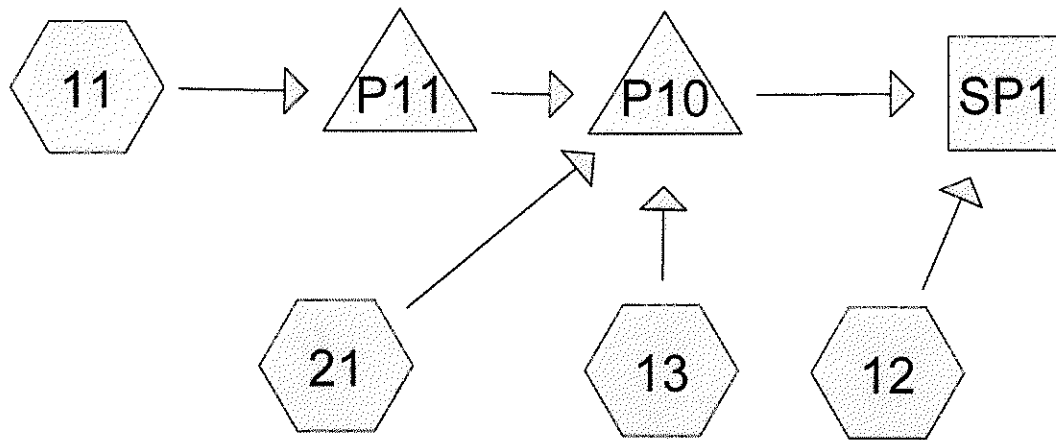
Device	Routing	Invert	Outlet Devices
#1	Primary	73.20'	0.50 cfs Exfiltration when above invert
#2	Secondary	74.78'	20.0' long x 9.0' breadth Broad-Crested Rectangular Weir
			Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50
			4.00 4.50 5.00 5.50
			Coef. (English) 2.46 2.55 2.70 2.69 2.68 2.68 2.67 2.64 2.64 2.64 2.65 2.64
			2.65 2.65 2.66 2.67 2.69

Primary OutFlow Max=0.50 cfs @ 9.80 hrs HW=73.22' (Free Discharge)

↑1=Exfiltration (Exfiltration Controls 0.50 cfs)

Secondary OutFlow Max=6.92 cfs @ 12.57 hrs HW=75.05' (Free Discharge)

↑2=Broad-Crested Rectangular Weir (Weir Controls 6.92 cfs @ 1.29 fps)



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points  
Runoff by SCS TR-20 method, UH=SCS  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=1.225 ac 48.82% Impervious Runoff Depth>1.47"  
Flow Length=305' Tc=29.7 min CN=85 Runoff=1.29 cfs 0.150 af

Subcatchment 12: Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>0.82"  
Flow Length=395' Tc=24.5 min CN=74 Runoff=0.23 cfs 0.026 af

Subcatchment 13: Runoff Area=1.004 ac 71.12% Impervious Runoff Depth>1.95"  
Tc=5.0 min CN=91 Runoff=2.42 cfs 0.163 af

Subcatchment 21: Runoff Area=1.798 ac 77.09% Impervious Runoff Depth>2.03"  
Flow Length=774' Tc=14.3 min CN=92 Runoff=3.43 cfs 0.304 af

Reach SP1: Inflow=0.73 cfs 0.440 af  
Outflow=0.73 cfs 0.440 af

Pond P10: Peak Elev=74.53' Storage=12,847 cf Inflow=5.18 cfs 0.608 af  
Primary=0.50 cfs 0.414 af Secondary=0.00 cfs 0.000 af Outflow=0.50 cfs 0.414 af

Pond P11: Peak Elev=74.60' Storage=1,813 cf Inflow=1.29 cfs 0.150 af  
15.0" x 183.0' Culvert Outflow=0.87 cfs 0.140 af

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points  
Runoff by SCS TR-20 method, UH=SCS  
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11: Runoff Area=1.225 ac 48.82% Impervious Runoff Depth>2.80"  
Flow Length=305' Tc=29.7 min CN=85 Runoff=2.43 cfs 0.285 af

Subcatchment 12: Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>1.88"  
Flow Length=395' Tc=24.5 min CN=74 Runoff=0.56 cfs 0.060 af

Subcatchment 13: Runoff Area=1.004 ac 71.12% Impervious Runoff Depth>3.40"  
Tc=5.0 min CN=91 Runoff=4.10 cfs 0.284 af

Subcatchment 21: Runoff Area=1.798 ac 77.09% Impervious Runoff Depth>3.49"  
Flow Length=774' Tc=14.3 min CN=92 Runoff=5.73 cfs 0.523 af

Reach SP1: Inflow=3.89 cfs 0.821 af  
Outflow=3.89 cfs 0.821 af

Pond P10: Peak Elev=74.94' Storage=18,076 cf Inflow=9.04 cfs 1.081 af  
Primary=0.50 cfs 0.474 af Secondary=3.08 cfs 0.287 af Outflow=3.58 cfs 0.762 af

Pond P11: Peak Elev=74.86' Storage=2,828 cf Inflow=2.43 cfs 0.285 af  
15.0" x 183.0' Culvert Outflow=1.84 cfs 0.274 af

Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 11:	Runoff Area=1.225 ac 48.82% Impervious Runoff Depth>3.58" Flow Length=305' Tc=29.7 min CN=85 Runoff=3.09 cfs 0.366 af
Subcatchment 12:	Runoff Area=0.380 ac 3.95% Impervious Runoff Depth>2.56" Flow Length=395' Tc=24.5 min CN=74 Runoff=0.76 cfs 0.081 af
Subcatchment 13:	Runoff Area=1.004 ac 71.12% Impervious Runoff Depth>4.22" Tc=5.0 min CN=91 Runoff=5.03 cfs 0.353 af
Subcatchment 21:	Runoff Area=1.798 ac 77.09% Impervious Runoff Depth>4.32" Flow Length=774' Tc=14.3 min CN=92 Runoff=7.01 cfs 0.647 af
Reach SP1:	Inflow=7.22 cfs 1.097 af Outflow=7.22 cfs 1.097 af
Pond P10:	Peak Elev=75.03' Storage=19,255 cf Inflow=11.19 cfs 1.353 af Primary=0.50 cfs 0.501 af Secondary=6.06 cfs 0.515 af Outflow=6.56 cfs 1.016 af
Pond P11:	Peak Elev=74.99' Storage=3,354 cf Inflow=3.09 cfs 0.366 af 15.0" x 183.0' Culvert Outflow=2.39 cfs 0.353 af



## Summary for Subcatchment 11:

Runoff = 3.09 cfs @ 12.40 hrs, Volume= 0.366 af, Depth> 3.58"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.264	70	Woods, Good, HSG C
0.363	74	>75% Grass cover, Good, HSG C
0.598	98	Paved parking & roofs
1.225	85	Weighted Average
0.627		Pervious Area
0.598		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
27.2	150	0.0270	0.09		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.00"
2.5	155	0.0210	1.01		Shallow Concentrated Flow, B to C
					Short Grass Pasture Kv= 7.0 fps
29.7	305	Total			

## Summary for Subcatchment 12:

Runoff = 0.76 cfs @ 12.35 hrs, Volume= 0.081 af, Depth> 2.56"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.067	70	Woods, Good, HSG C
0.298	74	>75% Grass cover, Good, HSG C
0.015	98	Paved parking & roofs
0.380	74	Weighted Average
0.365		Pervious Area
0.015		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
23.6	121	0.0250	0.09		Sheet Flow, A to B
					Woods: Light underbrush n= 0.400 P2= 3.00"
0.2	65	0.0100	5.26	6.46	Circular Channel (pipe), B to C
					Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31'
					n= 0.013 Corrugated PE, smooth interior
0.6	150	0.0080	4.30	12.89	Channel Flow, C to D
					Area= 3.0 sf Perim= 5.0' r= 0.60'
					n= 0.022 Earth, clean & straight
0.1	59	0.0200	8.80	10.80	Circular Channel (pipe), D to E
					Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.011
24.5	395	Total			

**Summary for Subcatchment 13:**

Runoff = 5.03 cfs @ 12.07 hrs, Volume= 0.353 af, Depth> 4.22"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.290	74	>75% Grass cover, Good, HSG C
0.714	98	Paved parking & roofs
1.004	91	Weighted Average
0.290		Pervious Area
0.714		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry, Direct

**Summary for Subcatchment 21:**

Runoff = 7.01 cfs @ 12.19 hrs, Volume= 0.647 af, Depth> 4.32"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
Type III 24-hr 25-Year Rainfall=5.50"

Area (ac)	CN	Description
0.095	70	Woods, Good, HSG C
1.386	98	Paved parking & roofs
0.317	74	>75% Grass cover, Good, HSG C
1.798	92	Weighted Average
0.412		Pervious Area
1.386		Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.8	50	0.0300	0.08		Sheet Flow, A to B Woods: Light underbrush n= 0.400 P2= 3.00"
0.7	55	0.0300	1.39		Sheet Flow, B to C Smooth surfaces n= 0.011 P2= 3.00"
0.8	135	0.0200	2.87		Shallow Concentrated Flow, C to D Paved Kv= 20.3 fps
1.4	314	0.0050	3.72	4.57	Circular Channel (pipe), D to E Diam= 15.0" Area= 1.2 sf Perim= 3.9' r= 0.31' n= 0.013 Corrugated PE, smooth interior
0.6	220	0.0170	6.44	32.19	Channel Flow, E to F Area= 5.0 sf Perim= 8.0' r= 0.63' n= 0.022 Earth, clean & straight
14.3	774				Total

**Summary for Reach SP1:**

Inflow Area = 4.407 ac, 61.56% Impervious, Inflow Depth > 2.99" for 25-Year event  
 Inflow = 7.22 cfs @ 12.48 hrs, Volume= 1.097 af  
 Outflow = 7.22 cfs @ 12.48 hrs, Volume= 1.097 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

**Summary for Pond P10:**

Inflow Area = 4.027 ac, 67.00% Impervious, Inflow Depth > 4.03" for 25-Year event  
 Inflow = 11.19 cfs @ 12.12 hrs, Volume= 1.353 af  
 Outflow = 6.56 cfs @ 12.49 hrs, Volume= 1.016 af, Atten= 41%, Lag= 21.9 min  
 Primary = 0.50 cfs @ 9.70 hrs, Volume= 0.501 af  
 Secondary = 6.06 cfs @ 12.49 hrs, Volume= 0.515 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Peak Elev= 75.03' @ 12.49 hrs Surf.Area= 13,367 sf Storage= 19,255 cf

Plug-Flow detention time= 101.4 min calculated for 1.016 af (75% of inflow)  
 Center-of-Mass det. time= 40.7 min ( 814.7 - 774.0 )

Volume	Invert	Avail.Storage	Storage Description
#1	73.20'	27,224 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
73.20	4,570	0	0
74.00	11,580	6,460	6,460
74.60	12,620	7,260	13,720
75.00	13,320	5,188	18,908
75.60	14,400	8,316	27,224

Device	Routing	Invert	Outlet Devices
#1	Primary	73.20'	0.50 cfs Exfiltration when above invert
#2	Secondary	74.78'	20.0' long x 9.0' breadth Broad-Crested Rectangular Weir
Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50			
4.00 4.50 5.00 5.50			
Coef. (English) 2.46 2.55 2.70 2.69 2.68 2.68 2.67 2.64 2.64 2.64 2.65 2.64			
2.65 2.65 2.66 2.67 2.69			

Primary OutFlow Max=0.50 cfs @ 9.70 hrs HW=73.22' (Free Discharge)

↑1=Exfiltration (Exfiltration Controls 0.50 cfs)

Secondary OutFlow Max=6.03 cfs @ 12.49 hrs HW=75.03' (Free Discharge)

↑2=Broad-Crested Rectangular Weir (Weir Controls 6.03 cfs @ 1.23 fps)

**Summary for Pond P11:**

Inflow Area = 1.225 ac, 48.82% Impervious, Inflow Depth > 3.58" for 25-Year event  
 Inflow = 3.09 cfs @ 12.40 hrs, Volume= 0.366 af  
 Outflow = 2.39 cfs @ 12.62 hrs, Volume= 0.353 af, Atten= 23%, Lag= 13.0 min  
 Primary = 2.39 cfs @ 12.62 hrs, Volume= 0.353 af

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs  
 Peak Elev= 74.99' @ 12.62 hrs Surf.Area= 3,997 sf Storage= 3,354 cf

Plug-Flow detention time= 42.6 min calculated for 0.352 af (96% of inflow)  
 Center-of-Mass det. time= 29.9 min ( 820.9 - 791.0 )

Volume	Invert	Avail.Storage	Storage Description
#1	74.10'	3,375 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
74.10	3,500	0	0
75.00	4,000	3,375	3,375

Device	Routing	Invert	Outlet Devices
#1	Primary	74.10'	15.0' x 183.0' long Culvert CPP, projecting, no headwall, Ke= 0.900 Outlet Invert= 73.19' S= 0.0050 1/' Cc= 0.900 n= 0.011

Primary OutFlow Max=2.38 cfs @ 12.62 hrs HW=74.99' (Free Discharge)  
 ↑1=Culvert (Inlet Controls 2.38 cfs @ 2.54 fps)

# **Exhibit 16**

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## **Solid Waste**

**Solid Waste**

Solid waste quantities generated by the project will not significantly increase as a result of the proposed addition. Solid waste and recyclables are currently contained on site inside a screened dumpster enclosure. Solid waste and recyclables are currently disposed of by a licensed waste management and recycling company under contract with the owner.

# **Exhibit 17**

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## **Conformance with Design Standards**

### **Conformity with Design Standards**

The City of Portland Design Manual is geared toward Commercial, Residential and Institutional zones. As this project is located in the medium intensity industrial zone (I-M), the principals of the design manual are not applicable.



# **Exhibit 18**

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## **Manufacturer's Catalog Package**

**Manufacture's Catalog Package**

New rooftop HVAC equipment is proposed for Phase 1 of the 2015 production expansion. The manufacture's catalog data sheets will be provided under separate cover.