10: Transportation Analysis – Traffic Impact (14-526(a)1)

- Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts.

    1. In accordance with Transportation Standards – Impacts on Surrounding Street Systems, provision has been made for vehicle loading, unloading and parking and for vehicular and pedestrian circulation on the site and onto Forest Avenue. Please see the attached site plans for additional circulation information.

- Traffic Impact Study (Technical Manual, Section 1), if applicable.

    A Traffic Movement Permit (TMP) application has been prepared in accordance with State Law and City Code by Sebago Technics, Inc. The TMP is attached for City review per the provisions of MDOT delegated review.

SEBAGO TECHNICS

CIVIL ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE

Maine Department of Transportation
Traffic Movement Permit Application
Sections 1-6

Chau Property Development
1884 Forest Avenue
Portland, Maine 04074

Applicant:
Phuong Neang
75 Arcadia Street
Portland, Maine 04103

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

June 4, 2018

Table of Contents

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-287-3775

FOR MDOT USE 1/2000
ID #

Total Fees:
Date: Received

****

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's ____
Traffic 200+ PCE's __X__

Name of Applicant: Phuong Neang

Address: 75 Arcadia Street, Portland, ME 04103 Telephone: 207-761-0858

Name of local contact or agent: Derek Caldwell, P.E., PTOE

Address: 75 John Roberts Road Suite 4A, South Portland, ME 04106 Telephone: 207-200-2100

Name and type of development: 1884 Forest Ave – Gas Station/Convenience Store and Retail

Location of development including road, street, or nearest route number: 1884 Forest Avenue, Portland, ME 04103

City/Town/Plantation: Portland, County: Cumberland, Tax Map # 327, Lot #3

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes ____ No X

Was this development started prior to obtaining a traffic permit? NO

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)? Yes ____ No _X_

Is this project located within a compact area of an urban compact municipality? Yes _X_ No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action? _____No_____

Existing DEP or MDOT permit number (if applicable): _____

Name(s) of DOT staff person(s) contacted concerning this application: _____

_____

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____

_____

1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: _____ Re/Cert/Lic No.: 14400

Name (print): Derek H. Caldwell, P.E.

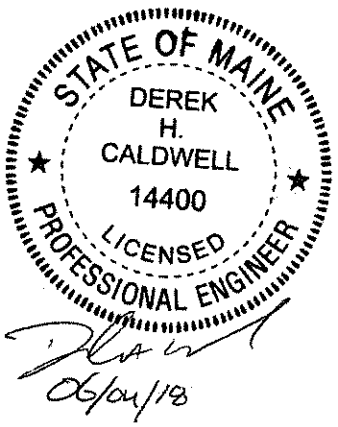
Date: 06/04/2018

If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

_____ 6/04/2018

Signature of applicant Date



FORM C 7/97

NOTICE OF INTENT TO FILE

Please take notice that

Phuong Neang
75 Arcadia Street
Portland, ME 04103
207-761-0858

is intending to file a Traffic Movement Permit application with the City of Portland pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

June 4, 2018

The application is for

The development of a 5,000 square foot convience store/gas station with 8 fueling stations and 7,800 square feet of general retail located at 1884 Forest Avenue (Route 302) in Portland. The site will be served by driveways on Forest Avenue and Riverton Drive. New trips generated by the development will consist of 211 total trip ends during the AM Peak Hour, 254 total trip ends during the PM Peak Hour, and 256 total trip ends during the Saturday Peak Hour.

at the following location:

1884 Forest Avenue (Route 302)
Portland, ME 04103

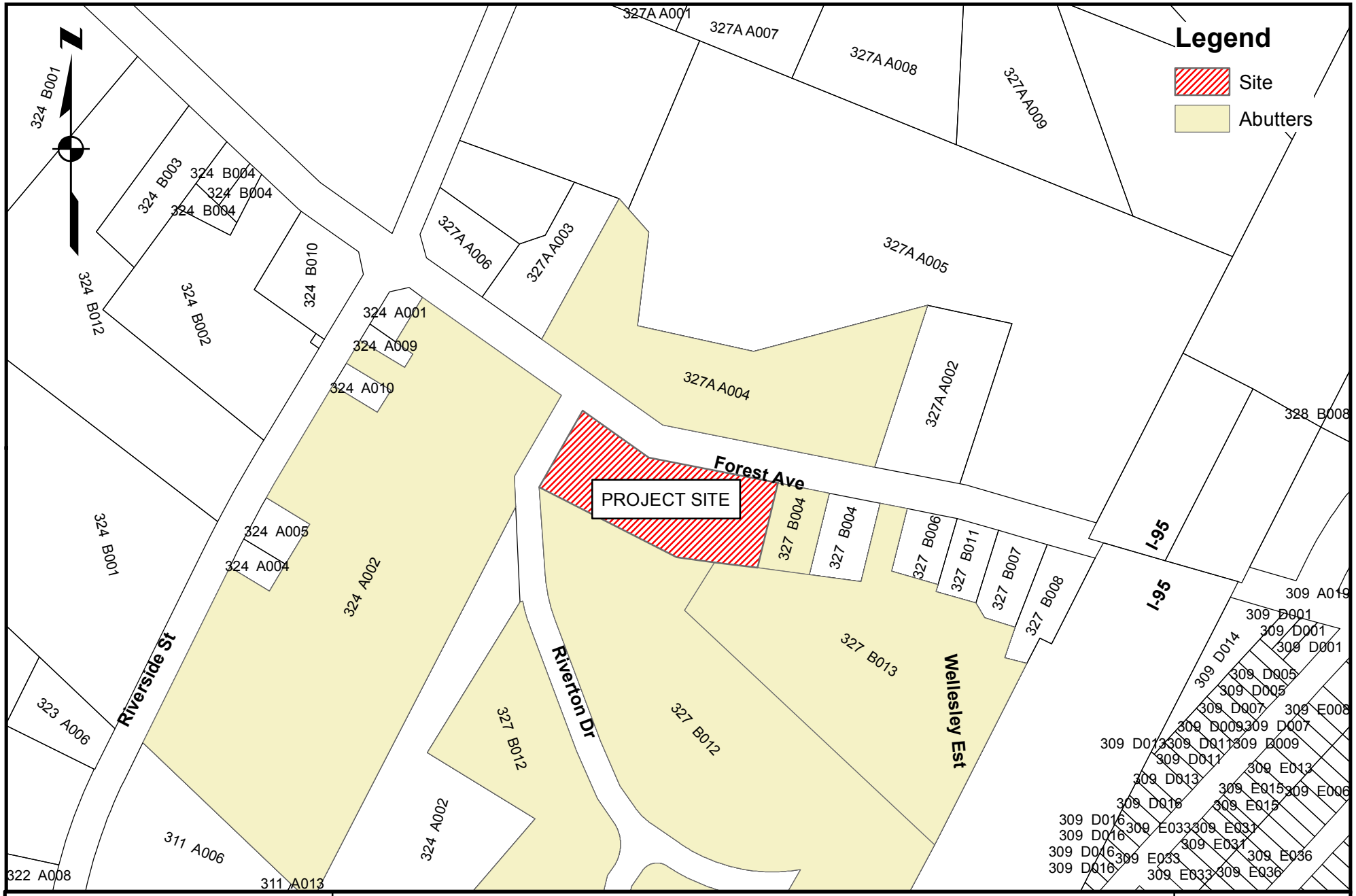
A request for a public hearing must be received by the City, in writing, no later than 20 days after the application is found by the City to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Portland City Hall during normal working hours.

Written public comments may be sent to the City of Portland, Planning and Urban Development Department, 389 Congress Street, 4th Floor, Portland, ME 04101.

11142
1884 Forest Avenue Development Abutters List

Map-Book-LOT	PROPERTY LOCATION	OWNER NAME	MAILING ADDRESS	CITY	STATE	ZIP
324 A002001	723 RIVERSIDE ST	TERRACE POND LLC	723 RIVERSIDE ST	PORTLAND	ME	04103
327 B012001	17 RIVERTON DR	PORTLAND HOUSING AUTHORITY	14 BAXTER BLVD	PORTLAND	ME	04101
327 B013001	1838 FOREST AVE	WELLESLEY ESTATES LIMITED PARTNERSHIP	1838 FOREST AVE	PORTLAND	ME	04102
327A A004001	1871 FOREST AVE	POWELL REALTY	103 HASSETT LN	WILLISTON	VT	05495



SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd. - Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

ABUTTERS MAP

CHAU PROPERTY DEVELOPMENT

SCALE: 1 " = 250 '

DATE: 05/25/2018

LOCATION:
1884 FOREST AVENUE
PORTLAND, ME 04074

FOR:
JOHN CHAU
75 ARCADIA STREET
PORTLAND, ME 04103

Section 1 – Site and Traffic Information

A.) Site Plan

The applicant is proposing to develop a lot of land in Portland totaling approximately 1.61 Acres located at 1884 Forest Avenue on the corner of Forest Avenue (Route 302) and Riverton Drive. The site is generally level and is mostly forested. An existing conditions site plan is included in the Appendix.

B.) Existing and Proposed Uses

The site is currently undeveloped and primarily wooded.

The proposed development will be a multiple use development including the following uses:

- 5,000 square foot convenience store with 8 fueling stations
- 7,800 square feet of general retail

C.) Site and Vicinity Boundaries

The site is bordered by Forest Avenue to the north, Riverton Drive to the west, and private property to the east and south. A location map for the project is shown in Figure 1. The adjacent major intersections for this project have been identified as:

- Forest Avenue at Riverside Drive
- Forest Avenue at Wellesley Estates

D.) Proposed Uses in the Vicinity of the Proposed Development

Contact was made with the City of Portland to determine if any approved but unbuilt projects are currently in development in the area. The following projects were identified. The estimated AM, PM and Saturday peak hour trips attributed to these developments are shown in Figure 2.

- Dirigo Plaza Mixed Use Commercial Development
- 1844 Forest Ave, Zappia
- 585 Riverside Street, Rainmaker
- 656 Riverside Street, Suburban Propane

E.) Trip Generation

The 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual was used to estimate trip generation for this project. Land Use Code 853: Convenience Market with Gasoline Pumps was used to estimate trip generation for the proposed gas station and convenience store. The total trips for the convenience store and proposed gas station were estimated based on the average trip generation from the square feet of the convenience store and the number of fueling positions. Land Use Code 820: Shopping Center was used to estimate the trips for the proposed retail. Tables 1 and 2 summarize the trip generation calculation for the two land uses. Table 3 shows the total estimated trip generation for the proposed development.

Table 1 –Trip Generation
Land Use Code 853 – Convenience Market with Gasoline Pumps
(5,000 Square Feet, 8 Fueling Positions)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	40.59 Trips/1,000 Sq. Ft. 20.76 Trips/Fueling Position	185	93	92
PM Peak Hour of Adjacent Street (4-6 PM)	49.29 Trips/1,000 Sq. Ft. 23.04 Trips/Fueling Position	216	108	108
AM Peak Hour of Generator	42.19 Trips/1,000 Sq. Ft. 20.55 Trips/Fueling Position	188	94	94
PM Peak Hour of Generator	49.59 Trips/1,000 Sq. Ft. 24.25 Trips/Fueling Position	221	111	110
Saturday Peak Hour of Generator*	49.59 Trips/1,000 Sq. Ft. 24.25 Trips/Fueling Position	221	111	110

***Information for the Saturday Peak Hour was not available, thus the trip information for the PM Peak Hour of Generator was used instead.**

Table 2 –Trip Generation
Land Use Code 820 – Shopping Center
(7,800 Square Feet)

Time Period	*Trip Generation Equation*	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	0.94 Trips/1,000 Sq. Ft.	8	5	3
PM Peak Hour of Adjacent Street (4-6 PM)	3.81 Trips/1,000 Sq. Ft.	30	14	16
AM Peak Hour of Generator	3.00 Trips/1,000 Sq. Ft.	23	12	11
PM Peak Hour of Generator	4.21 Trips/1,000 Sq. Ft.	33	17	16
Saturday Peak Hour of Generator	4.5 Trips/1,000 Sq. Ft.*	35	18	17

***Sunday Trip Generation was not available, thus the Trip Generation for Saturday was used.**

Table 3 –Total Trip Generation Summary

Time Period	*Total Trips*	*Entering*	*Exiting*
AM Peak Hour of Adjacent Street (7-9 AM)	193	98	95
PM Peak Hour of Adjacent Street (4-6 PM)	246	122	124
AM Peak Hour of Generator	211	106	105
PM Peak Hour of Generator	254	128	126
Saturday Peak Hour of Generator	256	129	127

The trip composition for the proposed development is detailed in Table 4 below. The pass-by trip percentages as specified in Appendix E of the ITE Trip Generation Handbook (3rd Edition) were utilized.

Table 4 – Trip Composition

Trip Type	AM Peak Hour of Adjacent Street		PM Peak Hour of Adjacent Street		Saturday Peak Hour	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Pass-By Trips						
Convenience Store with Gasoline Pumps (63% AM, 66% PM, 66% SAT)	59	58	72	71	73	73
Shopping Center (34% AM, 34% PM, 26% SAT)	2	1	5	6	5	5
Total Pass-By	***61***	***59***	***77***	***77***	***78***	***78***
Primary & Diverted Trips						
Convenience Store with Gasoline Pumps (37% AM, 34% PM, 34% SAT)	34	34	36	37	38	37
Shopping Center (66% AM, 66% PM, 74% SAT)	3	2	9	10	13	12
Total Primary & Diverted	***37***	***36***	***45***	***47***	***51***	***49***
Combined Totals	**98**	**95**	**122**	**124**	**129**	**127**

F.) Trip Distribution

Access to the site is proposed via a full access driveway on Forest Avenue and a full access driveway on Riverton Drive. Estimated trip entering and exiting distribution at the proposed entrances are shown in Figure 5.

G.) Trip Assignment

The trips were assigned to the roadway based on traffic volume counts taken in April 2016 at the intersection of Forest Avenue at Riverside Street. The directional distribution of Forest Avenue west of Riverside Street is summarized below for the AM, PM, and Saturday peak hours.

Table 5 – Forest Avenue Directional Distribution

Hour	*Westbound*	*Eastbound*
AM	33%	67%
PM	57%	43%
SAT	48%	52%

The trip assignment for the primary and pass-by trips is shown on Figures 3 and 4 respectively. Figure 5 shows the total trip assignment for the proposed development. Based upon the proposed site layout, it is assumed that all trips associated with the gas station/convenience store will use the Forest Avenue driveway and trips associated with the retail component would be split 50/50 between the two driveways.

Section 2 – Traffic Accidents

The most recent 3-year crash history (2014-2016) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered to be High Crash Locations (HCL) if they have a Critical Rate Factor (CRF) greater than 1.0 and have minimum of 8 accidents in a three-year period. The intersection of Forest Avenue at Riverside Street was identified as a HCL along with the segment of Forest Avenue from Riverside Street to Riverton Drive. A summary of this information is presented below and the MaineDOT Summary Reports are included in the Appendix.

Intersections

Node	Description	# of Crashes	CRF	HCL
P16892	Forest Avenue at Riverside Street	46	1.34	Yes
P13321	Forest Avenue at Riverside Industrial Parkway	10	0.49	No
18508	Forest Avenue at Riverton Drive	1	0.17	No

Roadway Segments

Link	Description	# of Crashes	CRF	HCL
P16892-18508	Forest Avenue – Riverside Street to Riverton Drive	16	2.8	Yes
18508-P13321	Forest Avenue – Riverton Drive to Riverside Industrial Parkway	14	0.86	No

Section 3 – Development Entrances and Exits

A.) Access to the development is proposed by two full access driveways.

One driveway is proposed on Forest Avenue, approximately 175 feet to the east of the existing intersection with Riverton Drive. This driveway is to be 65 feet wide consisting of one ingress lane and two egress lanes constructed of asphalt.

The second full access driveway is proposed on Riverton Drive, approximately 110 feet to the south of the existing intersection with Forest Avenue. This driveway is to be 24 feet consisting of one ingress lane and one egress lane constructed of asphalt.

B.) Forest Avenue (Route 302) is functionally classified as an urban principal arterial under MaineDOT jurisdiction. The roadway is approximately 40 feet wide, containing two 12 foot travel lanes in each direction, 5 foot bike lanes and 3 foot paved shoulders. There are 5 foot asphalt sidewalks present on both sides of the roadway. The posted speed limit of the roadway is 35 miles per hour.

Riverton Drive is functionally classified as an urban local roadway under City jurisdiction. The roadway is approximately 35 feet wide with one travel lane in each direction. There is asphalt curb present on both sides of the roadway with an asphalt sidewalk along the eastern side. The posted speed limit is 20 miles per hour.

Sight distance was measured at the proposed driveway locations on May 29, 2018. Sight distance at the location of the proposed Forest Avenue driveway was found to be in excess of the required 305 feet looking in both directions. Sight distance at the proposed Riverton Drive driveway looking to the right was found to be to the intersection with Forest Avenue, a distance of 120 feet. Sight distance looking to the left was restricted by a number of existing trees adjacent to the proposed driveway location. With these trees, sight distance was limited to a distance of under 100 feet. With the removal of these trees, sight distance could be increased to approximately 200 feet.

Section 4 – Title, Right, or Interest

The warranty deed for the parcels follows.

11142

Doc#: 33674 Bk:26148 Pg: 266 DEED.

WARRANTY DEED
(Maine Statutory Short Form)

KNOW ALL BY THESE PRESENTS, that **OLD OCEAN HOUSE BUILDERS LLC**, a Maine limited liability company with a principal place of business in Cape Elizabeth, Maine, for consideration paid, GRANTS TO **JOHN CHAU** and **PHUONG NEANG**, whose mailing address is 75 Acadia Street, Portland Maine, with WARRANTY COVENANTS, AS JOINT TENANTS AND NOT AS TENANTS IN COMMON, the land in the City of Portland, Maine, described as follows:

A CERTAIN lot or parcel of land with any buildings thereon situated on the southwesterly side of Forest Avenue, in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

BEGINNING AT an iron on the southwesterly sideline of Forest Avenue at the northwest corner of the lot of land conveyed by the City of Portland to the Presumpscot Grange by deed dated August 21, 1947 and recorded in the Cumberland County Registry of Deeds in Book 1871, Page 406;

Thence by said Presumpscot Grange land South 29 degrees 23 1/2' West one hundred sixty-seven and eighteen hundredths (167.18) feet to a concrete monument and land of Arthur Hawkes;

Thence by said Hawkes' land and land of Arthur Serunian North 66 degrees 40' West one hundred fifty-seven and seventy-seven hundredths (157.77) feet to an iron;

Thence by said Serunian land North 47 degrees 01' West two hundred ninety-five and twenty-one hundredths (295.21) feet to a stone monument;

Thence continuing by said Serunian land North 45 degrees 51 1/2' East one hundred sixty-eight and sixty-five hundredths (168.65) feet to an iron and the southwesterly sideline of Forest Avenue;

Thence by said Forest Avenue South 38 degrees 52' East one hundred fifty-five and thirty-nine hundredths (155.39) feet to a stake marking an angle point in said road, and continuing by Forest Avenue South 62 degrees 57' East two hundred fifty-one and eighty-nine hundredths (251.89) feet to the point of beginning.

Courses are magnetic and of the date of 1964.

Being the same premises described in a deed from Forest Avenue Associates dated January 28, 2008 and recorded in the Cumberland County Registry of Deeds in Book 25775, Page 152.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be signed and sealed on June 20, 2008.

OLD OCEAN HOUSE BUILDERS LLC

Witness

by: _____
Patrick A. Tinsman, its Manager

State of Maine
County of Cumberland, ss.
2008

June 20, 2008

Then personally appeared before me the above-named Patrick A. Tinsman in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of said limited liability company.

Before me,

_____
Notary Public/Attorney-at-Law
Printed Name: Lauren R. Clough

Warranty Deed 1884 Forest Ave.DOC
6/16/2008

Received
Recorded Register of Deeds
Jun 23,2008 02:00:47P
Cumberland County
Pamela E. Lovley

Section 5 – Public or Private Rights-of-Way

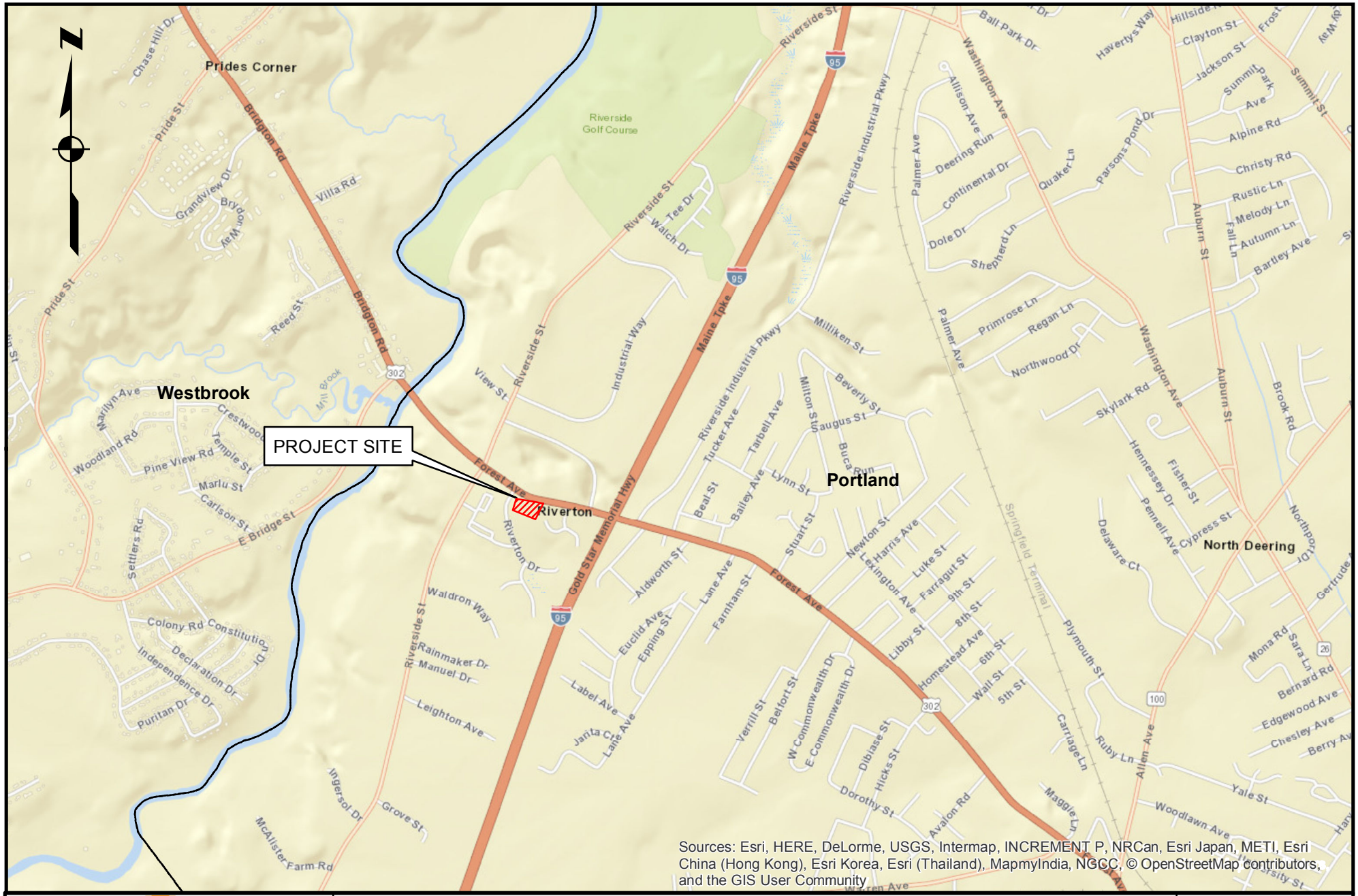
There are not any known public or private rights-of-way on the proposed site.

Section 6 – Construction Schedule

Construction is scheduled to begin in 2018 with occupancy in 2019.

Appendix

Figures 1-5



SEBAGO TECHNICS
CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

LOCATION MAP

CHAU PROPERTY DEVELOPMENT

SCALE: 1 " = 1,500 '

DATE: 05/25/2018

LOCATION:
1884 FOREST AVENUE
PORTLAND, ME 04074

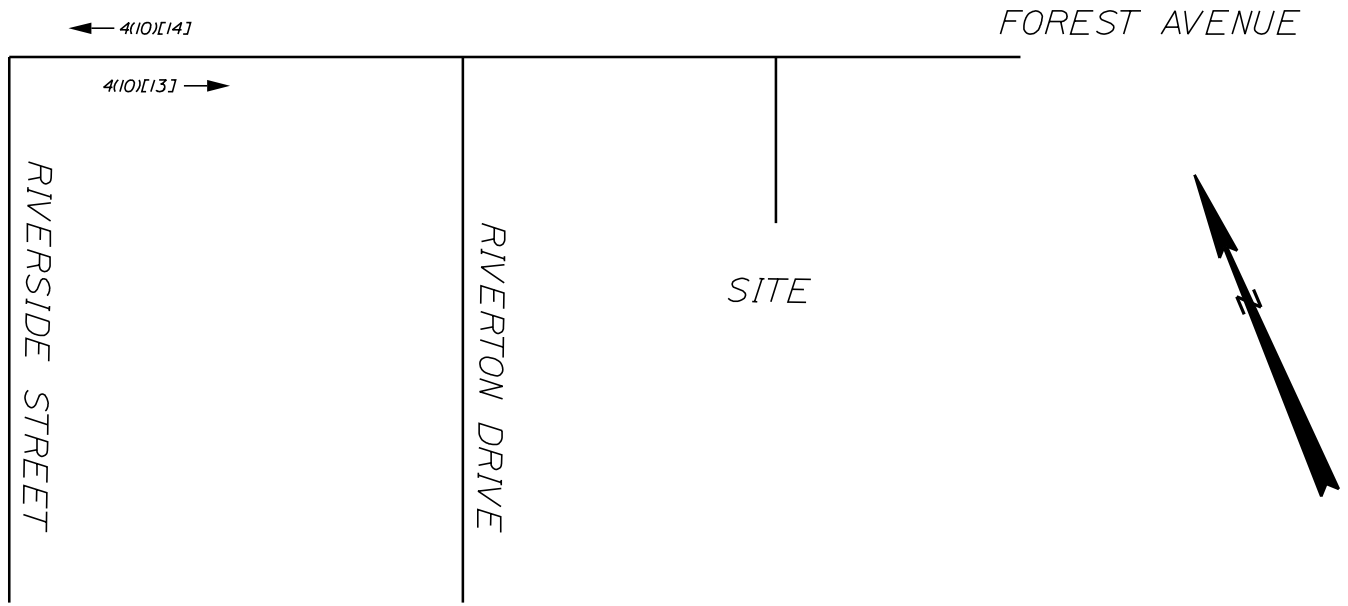
FOR:
JOHN CHAU
75 ARCADIA STREET
PORTLAND, ME 04103

FIGURE 1 OF 5

FILE NAME

KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT PEAK HOUR



NOTE:
TRIP ENDS SHOWN REPRESENT PM PEAK HOUR TRIP ASSIGNMENTS FROM THE UNBUILT PORTIONS OF THE FOLLOWING APPROVED DEVELOPMENTS

	EB TRIPS	WB TRIPS
DIRIGO PLAZA	0(6)[9]	0(6)[10]
1844 FOREST AVENUE "ZAPPIA"	4(4)[4]	4(4)[4]

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OTHER DEVELOPMENT TRIPS
OF: CHAU PROPERTY DEVELOPMENT

1884 FOREST AVENUE
PORTLAND, MAINE

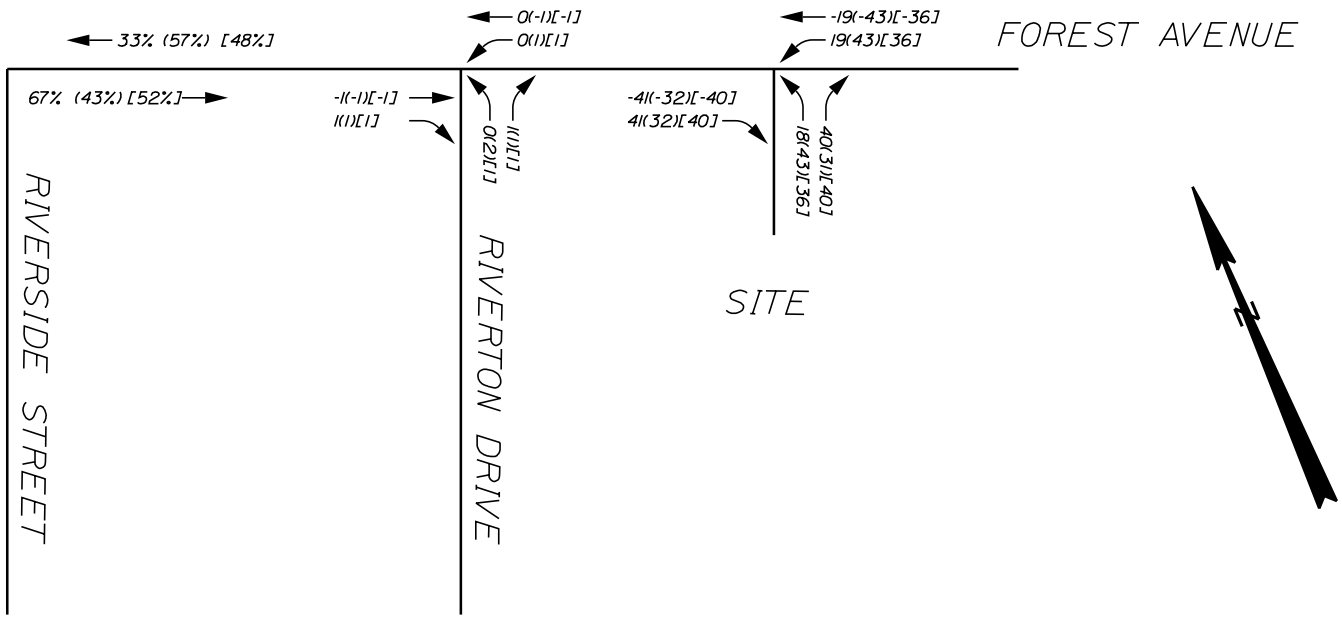
FOR:
JOHN CHAU
PORTLAND, MAINE

SCALE: N.T.S.
DATE: 5/14/18
FIGURE: 2 OF 5

...\Traffic\DGN\11142 DIAGRAMS.dgn

KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT PEAK HOUR



NOTE:
PASS-BY TRIP ENDS DURING PEAK HOUR OF ADJACENT STREET

	ENTERING	EXITING
AM	61	59
PM	77	77
SAT	78	78

TRIP ENDS ARE ASSIGNED BASED UPON THE PEAK HOUR TRAFFIC MOVEMENT COUNTS TAKEN AT THE INTERSECTION OF FOREST AVENUE AND RIVERSIDE STREET IN APRIL OF 2016. THE DIRECTIONAL DISTRIBUTION OF FOREST AVENUE IS SHOWN ON THE FIGURE

IT WAS ASSUMED THAT 50% OF THE TRIPS FOR THE RETAIL WOULD UTILIZE THE RIVERTON DRIVE ENTRANCE AND THAT 100% OF THE CONVIENANCE STORE/GAS STATION TRAFFIC WOULD USE THE FOREST AVENUE ENTRANCE

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PASS-BY TRIPS
OF: CHAU PROPERTY DEVELOPMENT

1884 FOREST AVENUE
PORTLAND, MAINE

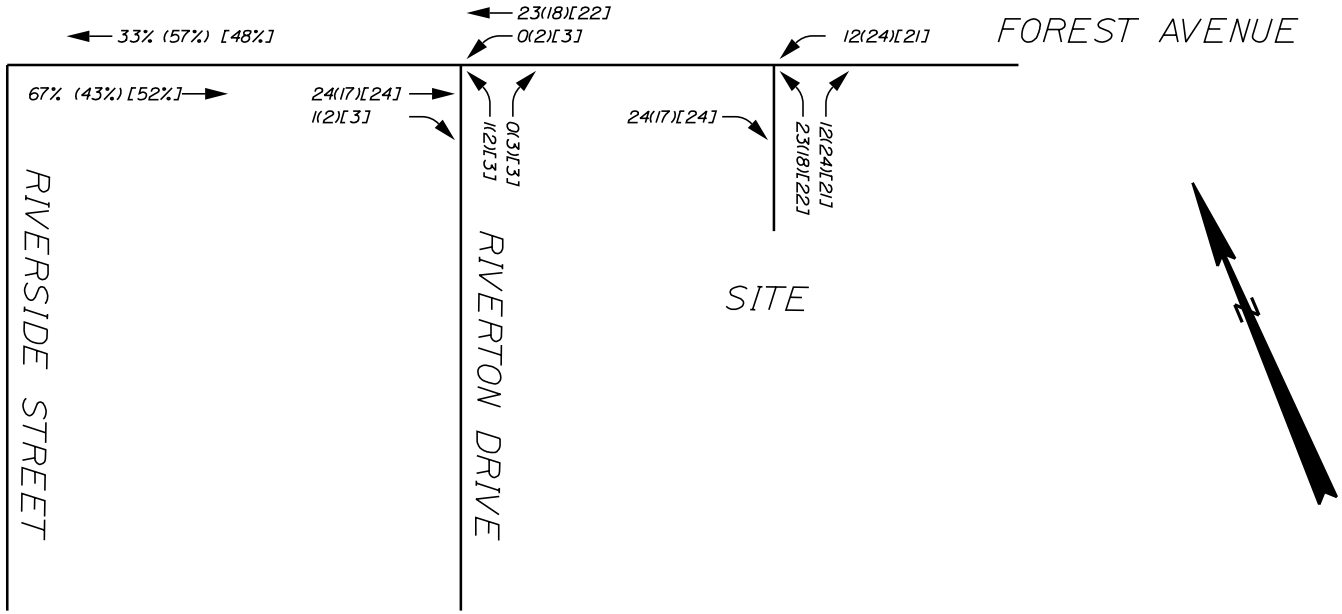
FOR:
JOHN CHAU
PORTLAND, MAINE

SCALE: N.T.S.
DATE: 5/14/18
FIGURE: 3 OF 5

...\Traffic\DGN\11142 DIAGRAMS.dgn

KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT PEAK HOUR



NOTE:
PRIMARY TRIP ENDS DURING PEAK HOUR OF ADJACENT STREET

	ENTERING	EXITING
AM	37	36
PM	45	47
SAT	51	49

TRIP ENDS ARE ASSIGNED BASED UPON THE PEAK HOUR TRAFFIC MOVEMENT COUNTS TAKEN AT THE INTERSECTION OF FOREST AVENUE AND RIVERSIDE STREET IN APRIL OF 2016. THE DIRECTIONAL DISTRIBUTION OF FOREST AVENUE IS SHOWN ON THE FIGURE

IT WAS ASSUMED THAT 50% OF THE TRIPS FOR THE RETAIL WOULD UTILIZE THE RIVERTON DRIVE ENTRANCE AND THAT 100% OF THE CONVIENANCE STORE/GAS STATION TRAFFIC WOULD USE THE FOREST AVENUE ENTRANCE

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PRIMARY TRIPS
OF: CHAU PROPERTY DEVELOPMENT

LOCATION:
1884 FOREST AVENUE
PORTLAND, MAINE

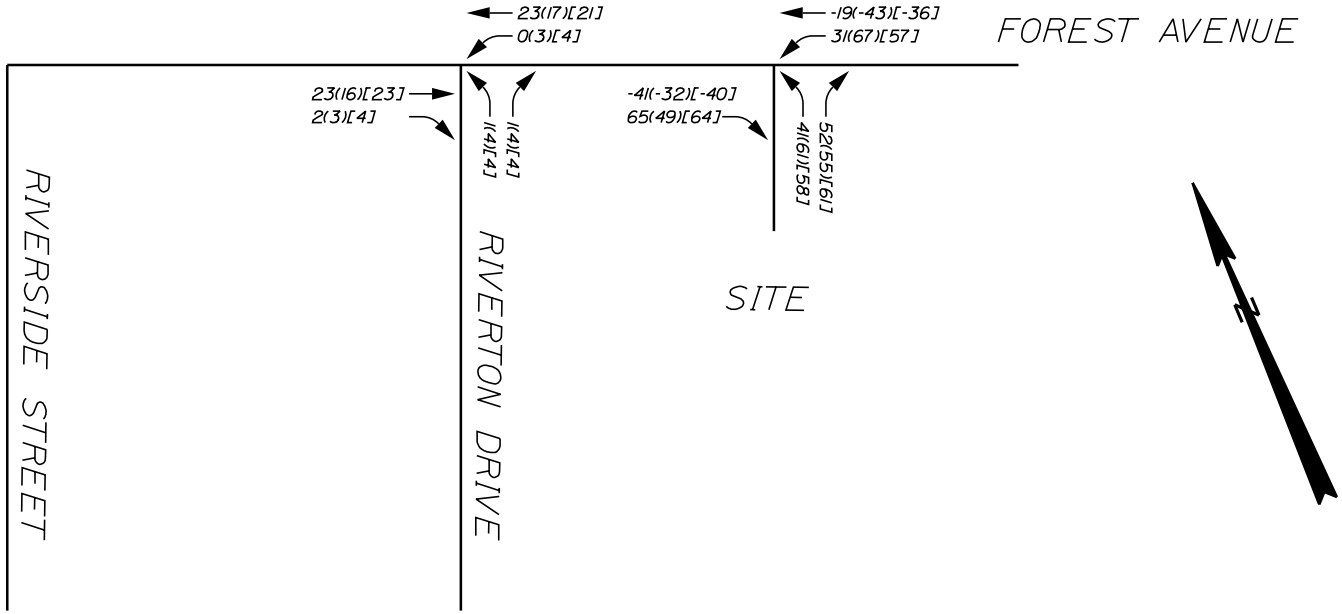
FOR:
JOHN CHAU
PORTLAND, MAINE

SCALE: N.T.S.
DATE: 5/14/18
FIGURE: 4 OF 5

...\Traffic\DGN\11142 DIAGRAMS.dgn

KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT PEAK HOUR



NOTE:
TRIP ENDS DURING PEAK HOUR OF ADJACENT STREET

	ENTERING	EXITING
AM	98	95
PM	122	124
SAT	129	127

TRIP ENDS SHOWN ARE A COMBINATION OF TRIPS ENDS ON SHEET 2 AND SHEET 3

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TOTAL TRIP GENERATION
OF: CHAU PROPERTY DEVELOPMENT

LOCATION:
1884 FOREST AVENUE
PORTLAND, MAINE

FOR:
JOHN CHAU
PORTLAND, MAINE

SCALE: N.T.S.
DATE: 5/14/18
FIGURE: 5 OF 5

...\Traffic\DGN\11142 DIAGRAMS.dgn

Crash Data

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

Rte 302 and Riverside St area in Portland

REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0302X	Start Node: 13321	Start Offset: 0	☐ Exclude First Node
	End Node: 71496	End Offset: 0	☐ Exclude Last Node
Route: 0560621	Start Node: 10385	Start Offset: 0	☑ Exclude First Node
	End Node: 16892	End Offset: 0	☑ Exclude Last Node
Route: 0560621	Start Node: 16892	Start Offset: 0	☑ Exclude First Node
	End Node: 19435	End Offset: 0	☑ Exclude Last Node
Route: 3209706	Start Node: 66781	Start Offset: 0	☑ Exclude First Node
	End Node: 66782	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P16892	0302X - 3.97	Int of FOREST AV RIVERSIDE ST	9	46	0	0	5	15	26	43.5	10.484	1.46	1.09	1.34
												Statewide Crash Rate:	0.72	
P13321	0302X - 3.61	Int of FOREST AV RIVERSIDE INDUSTRIAL PKWY	9	10	0	0	2	1	7	30.0	5.674	0.59	1.22	0.00
												Statewide Crash Rate:	0.72	
71496	0302X - 4.16	Int of BRIDGTON RD FOREST AV	2	0	0	0	0	0	0	0.0	3.634	0.00	0.39	0.00
												Statewide Crash Rate:	0.14	
A66782	0302X - 3.99	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:	0.14	
18508	0302X - 3.89	Int of FOREST AV RIVERTON DR	2	1	0	0	0	0	1	0.0	5.237	0.06	0.35	0.00
												Statewide Crash Rate:	0.14	
A66781	0560621 - 1.81	Int of RD INV 3209706 RIVERSIDE ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
												Statewide Crash Rate:	0.14	
Study Years:	3.00	NODE TOTALS:		57	0	0	7	16	34	40.4	25.029	0.76	0.72	1.05

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
13321	18508	3123934	0 - 0.28	0302X - 3.61	0.28	2	14	0	1	1	4	7	46.2	0.01515	308.11	357.30	0.00
Int of FOREST AV RIVERSIDE INDUSTRIAL PKWY				US 302											Statewide Crash Rate: 198.18		
16892	18508	3106439	0 - 0.08	0302X - 3.89	0.08	2	16	0	0	0	0	16	0.0	0.00388	1373.50	491.25	2.80
Int of FOREST AV RIVERSIDE ST				US 302											Statewide Crash Rate: 198.18		
16892	66782	3154570	0 - 0.02	0302X - 3.97	0.02	2	0	0	0	0	0	0	0.0	0.00125	0.00	656.85	0.00
Int of FOREST AV RIVERSIDE ST				US 302											Statewide Crash Rate: 198.18		
66782	71496	4046530	0 - 0.17	0302X - 3.99	0.17	2	6	0	0	1	3	2	66.7	0.01235	161.89	373.06	0.00
Int of FOREST AV RD INV 3209706				US 302											Statewide Crash Rate: 198.18		
10385	16892	3105165	0 - 0.30	0560621 - 1.48	0.30	2	17	0	0	2	4	11	35.3	0.01745	324.66	347.11	0.00
Int of RIVERSIDE ST, WALDRON WY				RD INV 05 60621											Statewide Crash Rate: 198.18		
16892	66781	3154592	0 - 0.03	0560621 - 1.78	0.03	2	4	0	0	1	0	3	25.0	0.00061	2200.72	691.16	3.18
Int of FOREST AV RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.55		
66781	19435	3154593	0 - 0.14	0560621 - 1.81	0.14	2	3	0	0	0	1	2	33.3	0.00424	235.78	433.23	0.00
Int of RD INV 3209706 RIVERSIDE ST				RD INV 05 60621											Statewide Crash Rate: 172.55		
66781	66782	3154575	0 - 0.03	3209706 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00030	0.00	744.83	0.00
Int of RD INV 3209706 RIVERSIDE ST				RD INV 3209706											Statewide Crash Rate: 172.55		
Study Years: 3.00				Section Totals:	1.05		60	0	1	5	12	41	30.0	0.05524	362.06	281.32	1.29
				Grand Totals:	1.05		117	0	1	12	28	75	35.0	0.05524	706.02	400.43	1.76

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
13321	18508	3123934	0 - 0.28	0302X - 3.61	14	0	1	1	4	7	2016-32605	11/03/2016	3.62	
											2015-41237	09/10/2015	3.63	PD
											2014-9063	03/21/2014	3.72	B
											2014-4899	02/07/2014	3.73	PD
											2014-27838	10/16/2014	3.74	PD
											2016-14149	05/23/2016	3.76	PD
											2014-24918	09/14/2014	3.77	A
											2016-25208	09/05/2016	3.77	PD
											2014-30156	11/05/2014	3.77	PD
											2016-26419	09/15/2016	3.78	C
											2016-10202	04/05/2016	3.80	PD
											2015-7408	02/24/2015	3.85	C
											2014-6113	02/20/2014	3.85	C
											2014-5933	02/20/2014	3.87	C
16892	18508	3106439	0 - 0.08	0302X - 3.89	16	0	0	0	0	16	2015-12416	04/16/2015	3.90	PD
											2015-3212	01/29/2015	3.90	PD
											2014-24461	09/09/2014	3.91	PD
											2015-46097	10/21/2015	3.91	PD
											2014-14996	06/02/2014	3.92	PD
											2014-1331	01/07/2014	3.93	PD
											2016-33597	11/21/2016	3.93	PD
											2014-16287	06/14/2014	3.94	PD
											2016-19039	06/05/2016	3.94	PD
											2016-36875	12/15/2016	3.94	PD
											2016-36125	12/10/2016	3.94	PD
											2016-23534	08/19/2016	3.94	PD
											2015-36775	07/29/2015	3.94	PD
											2015-16745	05/28/2015	3.94	PD
											2014-4508	02/07/2014	3.94	PD
											2014-18476	07/10/2014	3.95	PD
16892	66782	3154570	0 - 0.02	0302X - 3.97	0	0	0	0	0	0				

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
66782	71496	4046530	0 - 0.17	0302X - 3.99	6	0	0	1	3	2	2014-12837	05/02/2014	4	PD
											2014-16238	06/16/2014	4.02	C
											2015-913	01/12/2015	4.05	C
											2015-50950	12/09/2015	4.08	C
											2014-18838	07/12/2014	4.13	B
											2016-27218	09/26/2016	4.14	PD
10385	16892	3105165	0 - 0.30	0560621 - 1.48	17	0	0	2	4	11	2016-6466	02/25/2016	1.61	B
											2015-51154	12/10/2015	1.64	PD
											2014-20945	08/01/2014	1.69	B
											2015-50748	12/07/2015	1.69	C
											2016-14248	04/07/2016	1.69	C
											2016-4798	02/11/2016	1.69	C
											2015-39763	08/25/2015	1.69	PD
											2015-9568	03/14/2015	1.69	PD
											2014-1507	01/08/2014	1.69	PD
											2016-18385	07/01/2016	1.69	PD
											2015-2862	01/24/2015	1.69	PD
											2014-19126	07/16/2014	1.69	PD
											2016-31041	11/02/2016	1.69	PD
											2015-40447	09/01/2015	1.71	PD
											2015-10592	03/26/2015	1.75	PD
											2016-12200	04/25/2016	1.75	PD
											2014-27134	10/08/2014	1.76	C
16892	66781	3154592	0 - 0.03	0560621 - 1.78	4	0	0	1	0	3	2014-15681	06/11/2014	1.80	B
											2014-33514	12/01/2014	1.80	PD
											2014-1586	01/14/2014	1.80	PD
											2014-15312	06/05/2014	1.80	PD
66781	19435	3154593	0 - 0.14	0560621 - 1.81	3	0	0	0	1	2	2016-19773	07/09/2016	1.83	PD
											2015-46974	11/03/2015	1.84	C
											2015-10242	03/20/2015	1.84	PD
66781	66782	3154575	0 - 0.03	3209706 - 0	0	0	0	0	0	0				
				Totals:	60	0	1	5	12	41				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	1	0	1	0	0	0	7
MONDAY	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	2	2	2	2	1	1	0	0	0	0	18
TUESDAY	0	0	0	0	0	0	0	1	4	0	1	1	2	3	3	3	1	2	1	0	1	0	0	0	0	23
WEDNESDAY	0	0	0	0	0	0	1	1	3	0	0	2	1	0	0	2	2	3	1	0	0	0	0	0	0	16
THURSDAY	0	0	0	0	0	0	0	5	5	2	4	1	0	1	0	1	3	2	1	1	0	0	0	0	0	26
FRIDAY	0	0	0	0	0	0	1	0	3	0	0	0	0	2	4	1	0	3	0	0	0	0	0	0	0	14
SATURDAY	0	0	0	1	0	1	0	0	2	0	0	2	0	1	0	1	1	2	1	0	0	0	0	1	0	13
Totals	0	0	0	1	0	1	2	8	17	3	6	7	4	8	11	11	10	14	7	3	2	1	0	1	0	117

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	130
2-(Sport) Utility Vehicle	49
3-Passenger Van	12
4-Cargo Van (10K lbs or Less)	2
5-Pickup	26
6-Motor Home	0
7-School Bus	0
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	3
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	9
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	4
23-Bicyclist	3
24-Witness	24
25-Other	4
Total	268

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	38	70	8	0	0	0	116
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	21	11	0	0	0	0	32
Ran Red Light	0	1	0	0	0	0	1
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	4	1	0	0	0	0	5
Improper Turn	2	4	0	0	0	0	6
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	2	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	38	8	2	0	0	0	48
Failed to Keep in Proper Lane	3	5	0	0	0	0	8
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	0	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	4	3	0	0	0	0	7
Unknown	3	1	1	0	0	0	5
Total	116	106	11	0	0	0	233

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	110	104	11	0	0	6	231
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)	1	0	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	1	1
Other	2	1	0	0	0	0	3
Total	114	105	11	0	0	7	237

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	15	0	0	0	0	15
20-24	29	0	0	0	0	29
25-29	28	0	0	0	0	28
30-39	52	0	0	0	0	52
40-49	39	0	0	0	0	39
50-59	33	0	0	0	0	33
60-69	20	0	0	0	0	20
70-79	8	0	0	0	0	8
80-Over	5	0	0	0	0	5
Unknown	8	3	0	4	0	15
Total	237	3	0	4	0	244

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	2
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	235
6-Fell / Jumped from Motor Vehicle	0		
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	229		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1		
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	1	1
B	12	12
C	28	39
PD	75	0
Total	116	52

Road Character

Road Grade	Total
1-Level	107
2-On Grade	10
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	117

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	67
2-Traffic Signals (Flashing)	1
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	2
6-Yield Sign	2
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	2
13-None	42
14-Other	1
Total	117

Light

Light Condition	Total
1-Daylight	95
2-Dawn	1
3-Dusk	6
4-Dark - Lighted	12
5-Dark - Not Lighted	3
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	117

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2014	2015	2016	Total
JANUARY	4	4	4	12
FEBRUARY	7	2	2	11
MARCH	2	5	3	10
APRIL	0	1	6	7
MAY	2	4	4	10
JUNE	8	2	1	11
JULY	5	1	3	9
AUGUST	2	4	1	7
SEPTEMBER	5	2	4	11
OCTOBER	4	3	3	10
NOVEMBER	1	2	4	7
DECEMBER	2	6	4	12
Total	42	36	39	117

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	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	21	1	11	38	0	8	0	0	0	0	0	0	0	0	79
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	5	0	24	0	0	0	0	0	0	0	0	30
Pedestrians	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	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	0
Fire	0	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	0
Thrown or Falling Object	0	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	0
Deer	0	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	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	1	13	44	0	32	0	0	0	0	0	0	0	0	117

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	8	0	0	0	0	0	0	0	0	0	0	8
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	56	5	0	0	0	0	0	0	0	0	5	66
Dusk	4	0	0	0	0	0	0	0	0	0	0	4
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	1	1
Daylight	14	0	0	0	0	0	0	0	0	0	2	16
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

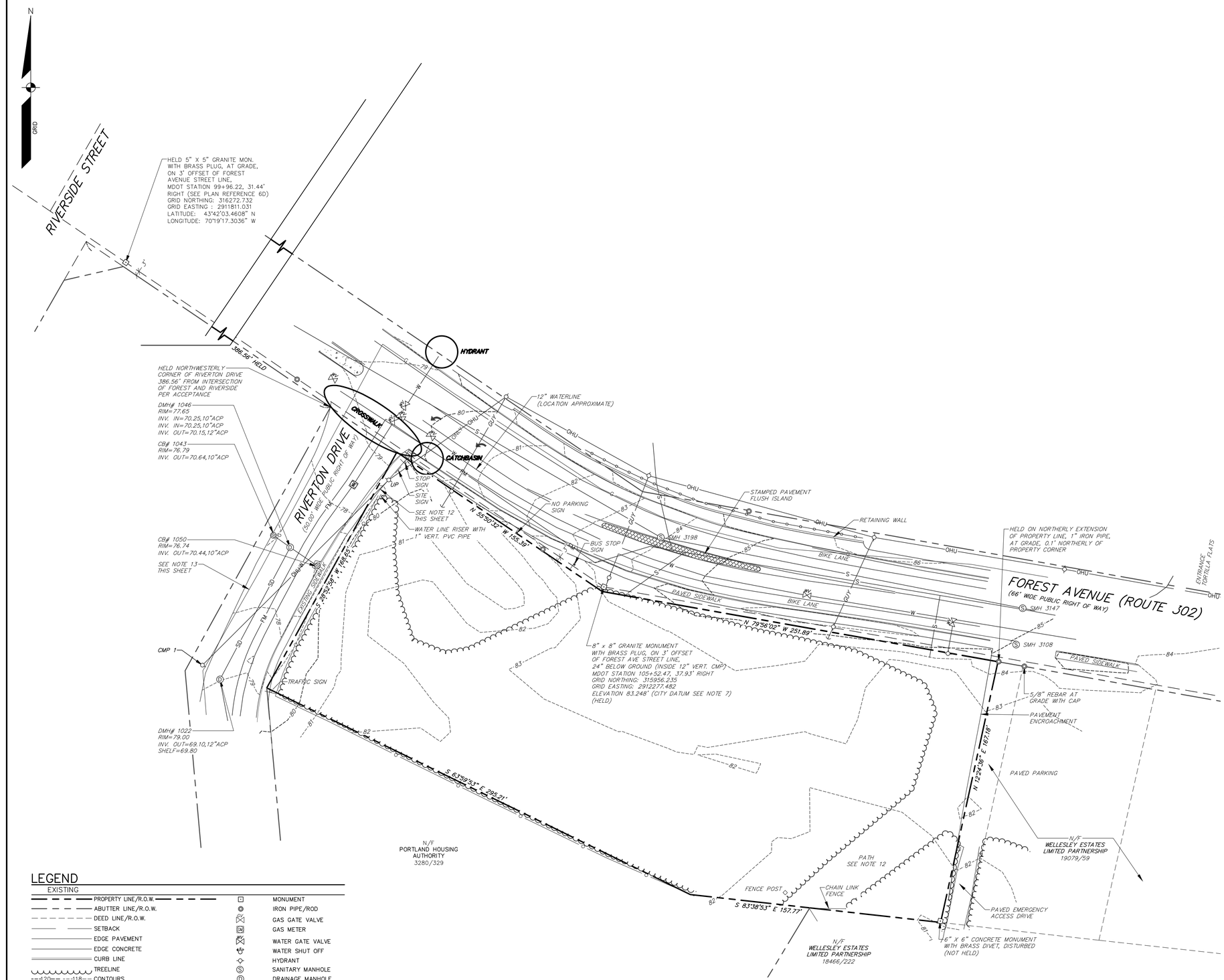
Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	84	5	0	0	0	0	0	3	0	0	25	117

Existing Conditions and Site Plan

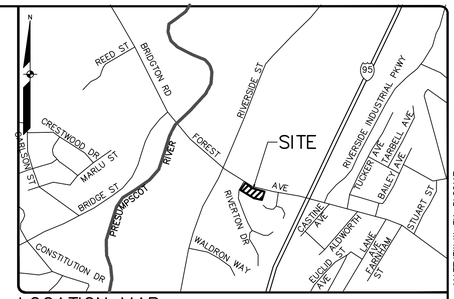


LEGEND

EXISTING

PROPERTY LINE/R.O.W.	MONUMENT
ABUTTER LINE/R.O.W.	IRON PIPE/ROD
DEED LINE/R.O.W.	GAS GATE VALVE
SETBACK	GAS METER
EDGE PAVEMENT	WATER GATE VALVE
EDGE CONCRETE	WATER SHUT OFF
CURB LINE	HYDRANT
TREELINE	SANITARY MANHOLE
120 118 CONTOURS	DRAINAGE MANHOLE
STOCKADE FENCE	CATCH BASIN
G GAS	UTILITY POLE
W WATER	GUY WIRE
S SANITARY SEWER	SIGN
FM FORCE MAIN	
SD STORM DRAIN	
UD UNDER DRAIN	
OHU OVERHEAD UTILITY	

GRAPHIC SCALE
30' 0 15' 30' 60'
(IN FEET)
1 INCH = 30' FT.



LOCATION MAP N.T.S.

GENERAL NOTES:

1. THE RECORD OWNER OF THE LOCUS PARCEL IS JOHN CHAU AND PHUONG NEANG BY WARRANTY DEED DATED JUNE 20, 2008 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) ON JUNE 23, 2008 IN BOOK 26148, PAGE 266.

2. THE PROPERTY IS SHOWN AS LOT 3, BLOCK B, ON THE CITY OF PORTLAND ASSESSORS MAP 327 AND IS LOCATED IN THE B-2 ZONE.

3. SPACE AND BULK CRITERIA:

   B-2 ZONE
   BUSINESS AND NON-RESIDENTIAL USES
   MIN. LOT SIZE: . . . . . 10,000 S.F.
   MIN. STREET FRONTAGE: . . . . . 50 FEET
   MIN. FRONT YARD: 0
   MAX. FRONT YARD: . . . . . SHALL NOT EXCEED THE AVERAGE DEPTH OF THE FRONT YARD OF THE CLOSEST DEVELOPED LOTS ON EITHER SIDE OF THE LOT IN QUESTION.
   MIN. SIDE YARD: . . . . . 20 FEET (ABUTTING RESIDENTIAL USE)
   MIN. REAR YARD: . . . . . 20 FEET (ABUTTING RESIDENTIAL USE)
   MAX. BUILDING HEIGHT: . . . . . 45 FEET
   DRIVE-THRU SETBACK: . . . . . 40 FEET
   MAX. IMPERVIOUS SURFACE RATIO: . . . 80%

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 1.61 ACRES.

5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON A FIELD SURVEY BY SEBAGO TECHNICS DURING JULY AND AUGUST OF 2011, JANUARY OF 2012, AND APRIL OF 2018.

6. PLAN REFERENCES:
   A. BLUE SHEETS 34 AND 35 OF FOREST AVENUE AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS.
   B. AMENDED SUBDIVISION PLAN ON FOREST AVENUE, PORTLAND, MAINE MADE FOR OWNER: WESLLESEY ESTATES, LLC DATED OCTOBER 8, 2002 AND REVISED THROUGH 12-18-02 BY OWEN HASKELL, INC. AND RECORDED IN PLAN BOOK 202 PAGE 744 CCRD.
   C. PLAN OF RIVERTON DRIVE, BY THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT, AND ON FILE AS 493/5 WITH THE SAME.
   D. MAINE DEPARTMENT OF TRANSPORTATION(MDOT), RIGHT OF WAY MAP FOR STATE HIGHWAY "14", US ROUTE 302 – FOREST AVENUE, DATED MAY 2011, AND ON FILE WITH THE SAME AS D.O.T. FILE NO. 3-572.
   E. TURNKEY FAMILY HOUSING, FOREST AVENUE, PORTLAND, MAINE, BY OWEN HASKELL, INC. REVISED THROUGH JUNE 8, 1971.

7. PROJECT ELEVATIONS SHOWN HEREON ARE BASED ON THE TOP OF THE BRASS PLUG IN A GRANITE MON. LOCATED GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY. THE CITY OF PORTLAND PUBLISHED ELEVATION OF 83.248 IS HELD (SEE LEVEL BOOK 316 PAGE 106) AS THE DATUM AS SHOWN HEREON. THE ELEVATION OF THIS BENCHMARK WAS CHECKED AGAINST PRE-EXISTING MDOT CONTROL FROM A SURVEY PERFORMED IN 2006. THE CORRELATION OF 88 DATUM TO CITY DATUM OF THESES CONTROL POINTS MEETS THE EXPECTATION OF THIS SURVEYOR.

8. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83).

9. THE STREET LINE OF FOREST AVENUE IS BASED ON HOLDING THE THREE FOOT OFFSET MONUMENT NEAR THE INTERSECTION OF FOREST AND RIVERSIDE STREETS, THE THREE FOOT OFFSET MONUMENT GENERALLY AT THE NORTHERLY MIDDLE OF THE LOCUS PROPERTY AND AN EASTERLY PROJECTED ANGLE OF 155° 54' 30" PER PLAN REFERENCE 6A

10. THE 16 FOOT WIDE EMERGENCY ACCESS EASEMENT SHOWN ON PLAN REFERENCE 6B HAS BEEN CONVEYED IN FEE TO WELLESLEY ESTATES LIMITED PARTNERSHIP PER WARRANTY DEED DATED MARCH 21, 2003 AND RECORDED AT CCRD ON MARCH 26, 2003 IN BOOK 19078, PAGE 59.

11. THE 1 INCH IRON PIPE FOUND AT THE NORTHEASTERLY CORNER OF THE LOCUS PROPERTY WAS HELD ON THE NORTHERLY EXTENSION OF THE EASTERLY PROPERTY LINE AS CALLED FOR IN THE LOCUS DEED. THE STREET LINE ACCEPTANCE FOR RIVERTON DRIVE WAS HELD FOR THE WESTERLY PROPERTY LINE AND RECORD ANGLES AND DISTANCES PER THE LOCUS DEED ARE HELD IN RELATION TO IT FOR THE SOUTHERLY PROPERTY LINE. THE RIVERTON DRIVE ACCEPTANCE DOES NOT CALL FOR AN ABUTTER AS IT RUNS ALONG THE LOCUS PARCEL.

12. STREET IMPROVEMENTS (EG. PAVEMENT AND CURBING) EXIST OVER THE NORTHWESTERLY CORNER OF THE LOCUS PROPERTY AND ARE SHOWN HEREON. THE SOUTHEASTERLY PORTION OF THE LOCUS PROPERTY IS CURRENTLY USED AS AN ACCESS TO AND FROM FOREST AVENUE BY THE TENANTS OF THE PORTLAND HOUSING. RECORD EASEMENT FOR THIS ACCESS OVER THE LOCUS PROPERTY WAS NOT FOUND.

13. UTILITIES SHOWN IN FOREST AVENEUE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6D. UTILITIES SHOWN IN RIVERTON DRIVE ARE DERIVED FROM FIELD LOCATIONS AND PLAN REFERENCE 6E. PHYSICAL LOCATIONS SHOULD BE FIELD VERIFIED BEFORE DIGGING.

14. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC., IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC.. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.

MATTHEW W. EK, PLS2117

PROGRESS PRINT

NOT FOR CONSTRUCTION

DRAWN	CHECKED
MAC	MWE

REV.	BY	DATE	STATUS
REV.	BY:	DATE:	STATUS:

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

EXISITING CONDITIONS PLAN
OF:
RETAIL AND GAS STATION
1884 FOREST AVE.
PORTLAND, MAINE 04103
FOR:
JOHN CHAU
75 ACADIA ST
PORTLAND, MAINE 04103

PROJECT NO.	SCALE
11142	1" =30'

SHEET 1 OF 1

11142 ec.dwg, TAB:ec

STATE OF MAINE
DEREK H. CALDWELL
14400
LICENSED PROFESSIONAL ENGINEER
5-29-18

Stamp for sight distance only.
Site plan by others.

PLS OR PE

PROGRESS PRINT

PLS OR PE

NOT FOR CONSTRUCTION

DESIGNED	CHECKED

REV:	BY:	DATE:	STATUS:

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

CONCEPT LAYOUT
OF:
CHAU GAS STATION
FOREST AVE.
PORTLAND, MAINE
FOR:
JOHN CHAU

PROJECT NO.	SCALE
11142	1" = 20'

SHEET 1 OF 1

11142sightdistance.dwg, TAB: 24x36

386.56' HELD

Sight Distance to intersection with Riverside Street, +/-650 feet

ONLY

BIKE LANE

Sight Distance greater than 650 feet

N 79°56'02" W 251.89'

N 12°24'56" E 167.18'

N 55°50'32" W 155.39'

Sight Distance=120' to intersection with Forest Ave

FOREST AVENUE

S 28°52'58" W 168.65'

TRAFFIC SIGN

Sight Distance less than 100', Limited to trees.

S 63°59'53" E 295.21'

S 83°38'53" E 157.77'

N/F
PORTLAND HOUSING AUTHORITY
3280/329