

Taco Bell

1363 Washington Avenue Portland, Maine

PREPARED FOR

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Guggenheim Retail Real Estate Partners, Inc.
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VHB has prepared a Traffic Impact and Access Study for the proposed Taco Bell to be located on Washington Avenue in Portland, Maine as shown in Figure 1. Guggenheim Partners, LLC proposes the reoccupation of an existing 2,115 SF building with a Taco Bell with drive-thru. Minor modifications to accommodate the drive-thru result in a final building footprint of 2,145 SF. Currently the project site consists of a Thai restaurant and was once a Wendy's with a drive-thru. Based on the trip generation analysis presented herein, the Project is expected to generate a net of approximately 90 and 85 total morning and Saturday midday peak hour vehicle trips respectively when accounting for the existing use on the site. This level of site trip generation does not exceed the 100 trips threshold that would trigger a Maine Department of Transportation (MaineDOT) Traffic Movement Permit.

As approved by the City of Portland traffic peer review consultant, the study area for technical analysis is limited to the site driveway. This report includes the following components as discussed with the City of Portland traffic peer reviewer and described in the City of Portland Technical Manual:

- Development Proposal Summary,
- Existing Conditions,
- Trip Generation,
- Trip Distribution,
- Unsignalized Level of Service Capacity Analysis,
- Traffic Crash Analysis,
- Key Findings, and
- Proposed Site Improvements.

Development Proposal Summary

As shown in Figure 2, Site Plan, the Project is a reoccupation of an existing Thai restaurant with a new Taco Bell. Twelve angled parking spaces (including two handicapped spaces) will support the Taco Bell. The Project includes a drive-thru window with queue storage for 5 vehicles. The Taco Bell will comprise of 2,145 SF, a slight increase from the existing building. The driveway will be located using the existing curb-cut, but it will be better defined by reducing the width from 40 feet to 24 feet and adding a stop bar and STOP sign.



Existing Conditions

The site is located at 1363 Washington Avenue southeast of the Washington Avenue at Allen Avenue intersection as shown in Figure 1, Site Location Map.

Washington Avenue

In the south eastbound direction, Washington Avenue contains two travel lanes that merge into one lane in front of the site. In the north westbound direction, Washington Avenue contains a left-turn only lane, a thru lane and a shared thru/right-turn lane approaching Allen Avenue. Washington Avenue intersects Allen Avenue approximately 250 feet northwest of the site. The *MaineDOT Traffic Volume Counts 2014 Annual Report* indicates that Washington Avenue southeast of Allen Avenue had an Average Annual Daily Traffic (AADT) of 17,420 vehicles in 2013. Washington Avenue at the site has a speed limit of 25 mph as it is located in the City's business area. Sidewalks are provided on both sides of Washington Avenue.

Existing Site Driveway

The existing site accommodates a Thai restaurant with 15 parking spaces to the southeast of the building. The site is accessed via a 40 foot wide, full access/egress curb cut on Washington Avenue. The curb cut is located approximately 30 feet southeast of the Rite Aid access road and 35 feet northwest of the Portland House of Pizza curb cut. While the existing curb-cut provides full access/egress to/from the site, the traffic data and field observations indicate that motorists tend to make right turns exiting the site during the peak hour conditions when the roadway is most active. A similar trend was observed at the Dunkin' Donuts driveway.

Trip Generation Analysis

In order to quantify the trip generation impacts of the proposed 2,145 SF Taco Bell development, a trip generation analysis has been conducted. Project generated trips associated with the proposed Taco Bell have been estimated based on the Institute of Transportation Engineers (ITE) Trip Generation methodology (7th edition). The land use code Fast Food Restaurant with Drive-through Window (LUC 934) has been assumed to represent this type of proposed land use. Table 1 presents the projected estimate for the proposed Taco Bell site in order to identify the highest peak hour in accordance with MaineDOT Rules and Regulations.



Table 1: ITE Trip Generation for Proposed Taco Bell (2,145 SF)

Daily	ITE Trip Gen Rates (7th Edition) LUC 934	Proposed Fast Food Restaurant w/ Drive-thru*
In	50%	530
<u>Out</u>	<u>50%</u>	<u>530</u>
Total	496.12	1,060
Weekday AM (peak hour of adjacent street traffic)		
In	51%	60
<u>Out</u>	<u>49%</u>	<u>55</u>
Total	53.11	115
Weekday PM (peak hour of adjacent street traffic)		
In	52%	40
<u>Out</u>	<u>48%</u>	<u>35</u>
Total	34.64	75
Saturday Midday (peak hour of generator)		
In	51%	65
<u>Out</u>	<u>49%</u>	<u>60</u>
Total	59.20	125

*ITE unadjusted vehicle trips not accounting for existing site trips

Based on this analysis, the weekday morning peak hour and Saturday midday are expected to generate the highest peak with 115 and 125 total vehicle trips respectively.

Existing and Net Trip Generation Estimate

In order to quantify the net increase in vehicle trips based on the existing site, a trip generation analysis was conducted using the square footage of the existing restaurant and ITE Land Use Code 932 for High-Turnover Sit-Down Restaurant. Table 2 presents the trip generation estimate for the existing restaurant.

Table 2: Existing Site Program Assumptions and Trip Generation

Land use	SF/ #Units	ITE Land Use Code	AM Peak Avg. Rate	PM Peak Avg. Rate	Saturday Midday Avg. Rate	Total AM Peak Hour Trips	Total PM Peak Hour Trips	Total Sat Peak Hour Trips
Restaurant	2,115	932	11.52	10.92	20	25	25	40

High-Turnover Sit-Down Restaurant

The resulting trip generation analysis is presented in Table 3 as compared to the proposed Taco Bell development for the weekday morning, evening and Saturday midday peak hours.



Table 3: Net Trip Increase for Proposed Taco Bell (2,145 SF)

	Existing Site Trip Generation*	Proposed Taco Bell with Drive-through	Net Increase in Vehicle Trips
Weekday AM (peak hour of adjacent street traffic)			
In	15	60	45
<u>Out</u>	<u>10</u>	<u>55</u>	<u>45</u>
Total	25	115	90
Weekday PM (peak hour of adjacent street traffic)			
In	15	40	25
<u>Out</u>	<u>10</u>	<u>35</u>	<u>25</u>
Total	25	75	50
Saturday Midday (peak hour of generator)			
In	25	65	40
<u>Out</u>	<u>15</u>	<u>60</u>	<u>45</u>
Total	40	125	85

* Program presented in Table 2

Based on this analysis, the proposed Taco Bell site is expected to generate a net of 90, 50 and 85 additional vehicle trips above and beyond what the site is currently generating (based on full occupancy) during the morning, evening and Saturday peak hours respectively. It is important to note that a small portion of these trips might in fact be walk, bus, or bike trips due to the site location in the City of Portland.

A portion of these project generated trips will be comprised of vehicles already driving along Washington Avenue. Based on standard ITE rates for pass-by trips for a restaurant, approximately 50% of the total trips will be pass-by trips during the peak hours.

In regards to the peak hour trip generation, the Project does not require a Traffic Movement Permit based on MaineDOT Traffic Movement Permit rules and regulations.

Trip Distribution

As mentioned previously, the traffic volume data and field observations of the site and Dunkin' Donuts driveways indicate that motorists will tend to make right-turn movements to/from these sites during the peak hour conditions when Washington Avenue is most active. During the weekend evening peak hour, this trend is further encouraged when the queue along Washington Avenue from the signalized intersection with Allen Avenue extends back to these sites. The projected site trips have been distributed based on this existing travel pattern. Figure 3 presents the new and pass-by project generated trips distributed at the site driveway.



Unsignalized Level of Service Capacity Analysis

Unsignalized intersection level of service analyses have been conducted for the driveway to show the operations under Existing and Build conditions based on existing travel patterns along Washington Avenue.

Existing Traffic Networks

Peak period traffic counts were conducted at the driveway along Washington Avenue during the morning, evening and Saturday midday peak hours on December 3 and 5, 2015. These traffic volumes have been adjusted to reflect the Design Hourly Volume (DHV). DHV criteria allows roads to be designed for the 30th highest hourly volume of the year. The 30th highest hour approximates the 6th highest week identified in the MaineDOT's "weekly group mean factors" which generally corresponds to a summer condition.

The MaineDOT generally applies seasonal adjustment factors to the raw traffic data to establish the DHV utilizing highway classifications of Groups I, II, and III for state and local roadways. Group I roadways are defined as urban roadways that experience little seasonal variation throughout the year because they primarily serve commuter traffic. Group II roadways are defined as arterial roadways that experience moderate seasonal variation because they serve a combination of commuter and recreational traffic. Group III roadways are defined as recreational roadways and experience significant seasonal variation. Washington Avenue is considered a Group I roadway, as classified by MaineDOT.

As noted above, all of the raw count data compiled for this study were collected in early December after the 6th highest week of the year, which is shown to occur in mid-July for Group I. Therefore the raw data were adjusted by 11 percent to represent a DHV condition. Detailed calculations for the DHV adjustments are provided in the Appendix.

Since the current restaurant might not be operating at full capacity, the existing trip generation estimate has been used to assume existing driveway counts and has been added to the 2015 existing condition volumes as shown in Figure 4 for the morning and evening peak hours.

Build Traffic Networks

Since this Project is a reuse of an existing building and has a short construction timeline, the background traffic growth is expected to be minimal. In addition, historical traffic growth was examined and a review of the closest traffic count station



(SR 26 – Washington Avenue) revealed that traffic volumes have slightly decreased since 2010. Therefore, the analysis does not consider future growth in traffic volumes for analysis of the driveway operations.

The 2016 Build traffic volumes were developed by adding the site generated traffic to the 2015 DHV adjusted peak hour traffic volumes. The 2016 Build weekday DHVs are shown in Figure 4.

Unsignalized Level of Service Analysis

Unsignalized intersection capacity analyses were performed for the site driveway. Levels of service (LOS) were calculated based on the criteria published in the 2000 Highway Capacity Manual. Level of service is the term that defines the conditions that may occur on a given roadway or at an intersection when accommodating various traffic volume loads. Levels of service range from A to F with LOS A representing the best operating conditions and LOS F representing the worst. Copies of the level of service calculations have been provided in the Appendix. Tables 4 and 5 summarize the level of service results for the site driveway.

Table 4: Driveway Level of Service Summary Morning Peak Hour

	Existing 2015			Build 2016		
	Demand ¹	Delay ²	LOS ³	Demand ¹	Delay ²	LOS ³
Driveway Outbound Left/Right	10	18.6	C	55	22.3	C

- 1 Demand in vehicles per hour
- 2 Delay in seconds per vehicle
- 3 Level of service

Table 5: Driveway Level of Service Summary Evening Peak Hour

	Existing 2015			Build 2016		
	Demand ¹	Delay ²	LOS ³	Demand ¹	Delay ²	LOS ³
Driveway Outbound Left/Right	10	23.8	C	40	24.5	C

- 1 Demand in vehicles per hour
- 2 Delay in seconds per vehicle
- 3 Level of service

The results indicate that the driveway operates at LOS C during the morning and evening peak hours. Under the Build condition with the change in land use, the driveway is expected to continue to operate at the same LOS during the morning and evening peak hours as the Existing condition with slightly longer delays. These types of delays are not unusual during the peak hour conditions at unsignalized driveways located on busy roadways. It is assumed that based on observations, some vehicles assumed to turn left in the analysis may instead turn right to avoid long delays when needed and change their travel pattern. It is important to note that this analysis does



not take the queuing at the upstream signal into consideration which might impact the ability for vehicles to enter and exit the site.

Traffic Crash Analysis

Crash data provided by the MaineDOT were reviewed and evaluated for the study area. The detailed crash data covers the most recent 3-year period available: January 1, 2012 through December 31, 2014. During the 3-year period, there were only 3 total reported crashes identified at the driveway of the existing site on Washington Avenue. The detailed MaineDOT crash summaries are included in the Appendix.

A review of high crash locations (HCLs) in the vicinity of the proposed development was completed for the 3-year period. To evaluate whether a location is problematic, the MaineDOT utilizes two criteria to define what is called an HCL. Both of the following criteria must be met to be classified as an HCL:

- A Critical Rate Factor (CRF) of 1.00 or more for a 3-year period. A CRF compares the actual crash rate at a specific location to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a below-average crash rate.
- Road segments or intersections where eight (8) or more crashes during the latest three-year period.

Based on a review of the 2012–2014 crash records, the intersection of Washington Avenue at Allen Avenue and the road segment of Washington Avenue between Allen Avenue and Northport Drive both meet the criteria of a HCL. Table 6 summarizes the crash data at the intersection of Washington Avenue at Allen Avenue and along the segment between Allen Avenue and Northport Drive. As noted above, of the 19 crashes occurring along the road segment over the 3 year period, only 3 crashes involved a traffic movement into or out of the existing site driveway.

Table 6: Intersection Crash Data

Location	Number of Crashes	Crash Rate	Critical Rate Factor	HCL
<i>Intersection</i>				
Washington Avenue at Allen Avenue	45	1.56	1.49	Yes
<i>Road Segment</i>				
Washington Avenue - from Allen Avenue to Northport Drive	19	886.89	2.22	Yes

Source: 2012-2014 MaineDOT Crash Data



Key Findings

Feasibility of Vehicular Connection to an Adjacent Site

Based on discussions with the City of Portland Development Review office and the traffic peer review consultant, the proponent was asked to explore the opportunity of connecting the Project site to an adjacent parcel to share access/egress. Based on this exploration, connection to the driveway to the north is physically not feasible due to the difference in grade of approximately 3 feet between the two properties. The alternative option of connecting to the Portland House of Pizza site would result in a loss of approximately 4 Taco Bell site parking, for a total of 10 spaces, which is not suitable for operation of the restaurant, creating hardship. Therefore, the proponent is not considering creating a vehicular connection to an adjacent property.

Summary of Findings

- The change from a high-turnover sit-down restaurant to a fast-food restaurant with a drive-thru at this site is expected to result in a net increase of 90 (45 in/45 out) morning, 50 (25 in/25 out) evening and 85 (40 in/45 out) Saturday peak hour vehicle trips, which falls under the threshold requiring a MaineDOT Traffic Movement Permit.
- The adjacent Washington Avenue roadway segment is a high crash location, however, the site driveway experienced only 3 crashes during the past 3 year period.
- The unsignalized intersection operations of the driveway are expected to continue to operate in a similar pattern; however, delay will slightly increase as a result of the additional peak hour vehicles. It is anticipated that vehicles will make a right-turn to exit the driveway if delay becomes too long during rush hour.

Proposed Site Improvements

The proposed Project will improve the existing site driveway and curb-cut by making it narrower at 24 feet (down from 40 feet), enhancing traffic control by installing a stop bar and STOP sign, and adding a crosswalk for pedestrians along Washington Avenue. The site plan includes the addition of two internal crosswalks that provide pedestrian access from the sidewalk along the north side of Washington Avenue to the Taco Bell, as well as access from the handicapped parking spaces to the Taco Bell. Twelve (12) angled parking spaces will be provided on the southeast side of the site and will be accessed via a one-way drive aisle that loops around the Taco Bell parallel



to the drive-thru. Exiting vehicles will travel around the site counter-clockwise which eliminates the two-way mixing of traffic at the entrance. All of these improvements will enhance the pedestrian and vehicular circulation patterns within the site.

Figures



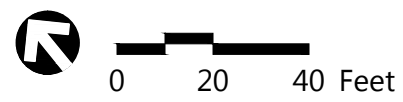
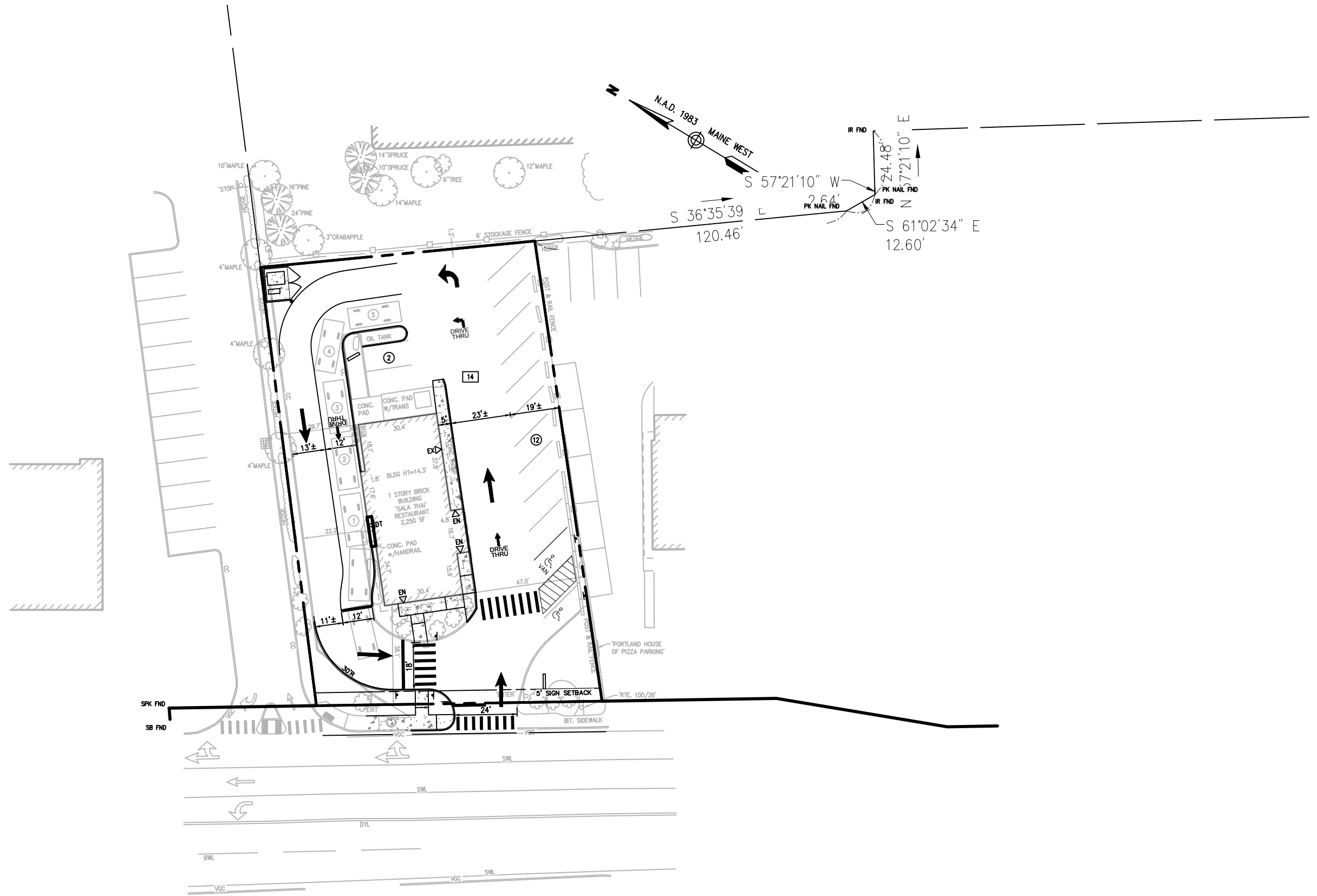
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Taco Bell, 1363 Washington Avenue | Portland, Maine

Legend
 Site Location

Traffic Impact and Access Study



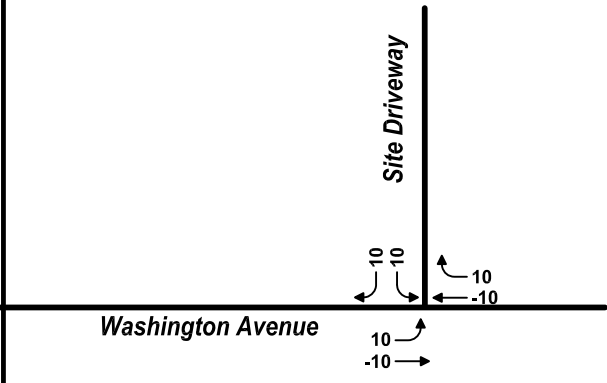
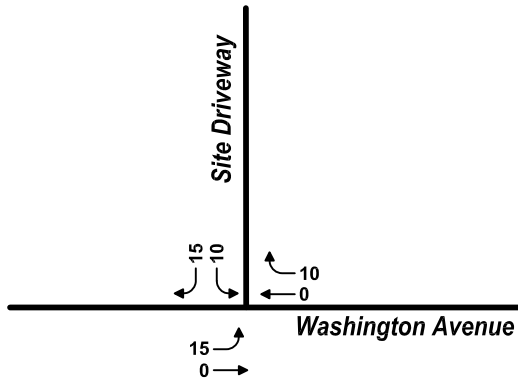
Site Layout
1363 Washington Ave
Portland, Maine

Figure 2

December 2015

New Trips

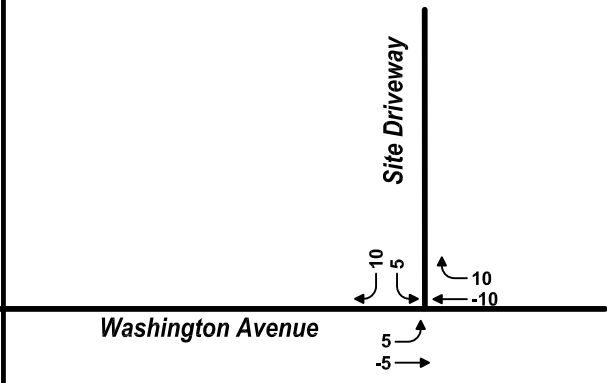
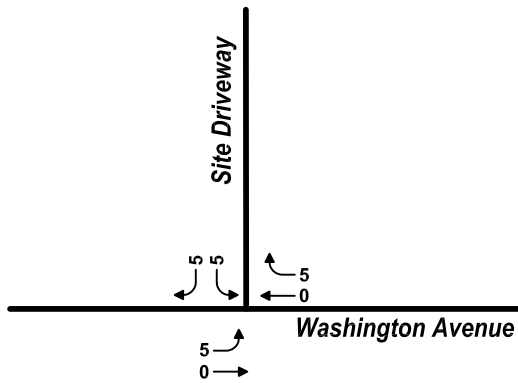
Pass-by Trips



Weekday Morning Peak Hour 7:15 AM-8:15 AM

New Trips

Pass-by Trips



Weekday Evening Peak Hour 4:30 PM-5:30 PM

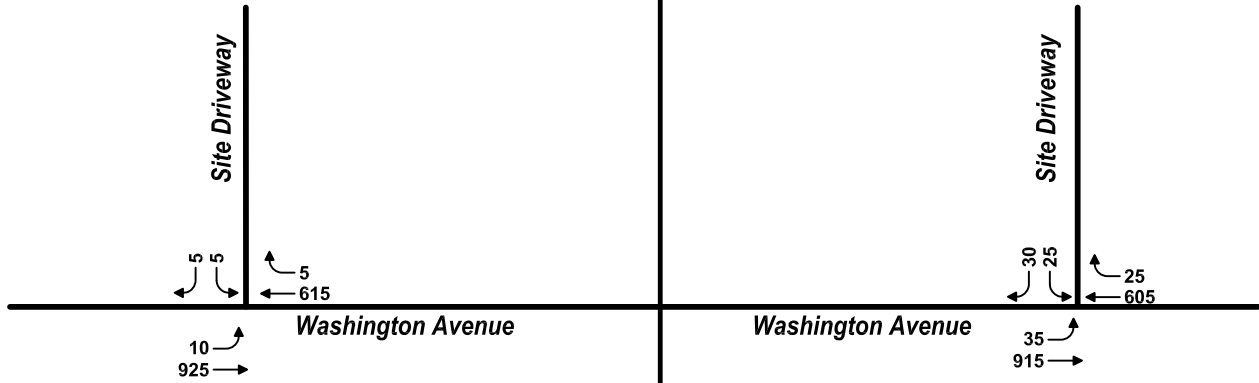
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Not to Scale



Figure 3
Project Generated Trips
Taco Bell - Washington Street
Portland, Maine

2015 Existing Conditions

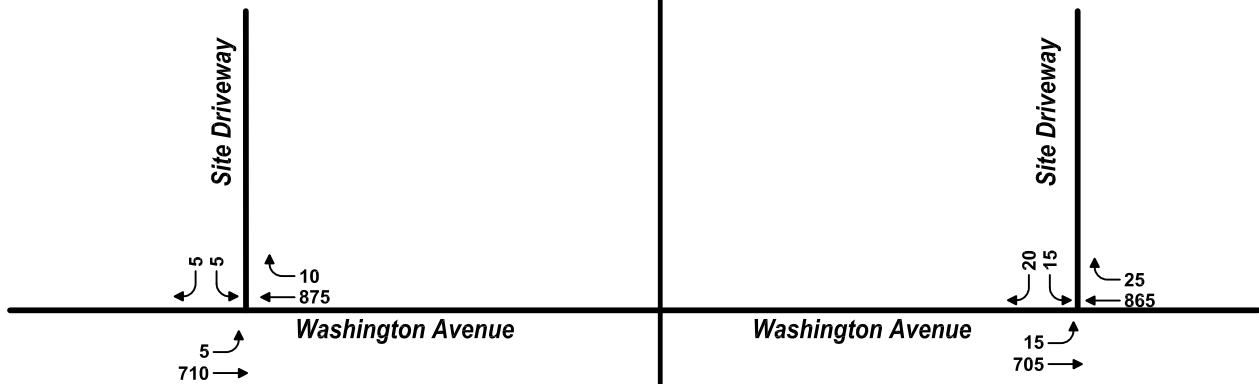
2016 Build Conditions



Weekday Morning Peak Hour 7:15 AM-8:15 AM

2015 Existing Conditions

2016 Build Conditions



Weekday Evening Peak Hour 4:30 PM-5:30 PM

Note: Counts conducted on December 3, 2015

↑
Not to Scale



Figure 4
Existing and Build Traffic Volumes
Taco Bell - Washington Street
Portland, Maine

Trip Generation Analysis

TRIP GENERATION SUMMARY

Period	Existing Total			Proposed Taco Bell			Delta (proposed increase)		
	<u>New</u>	<u>Pass-By</u>	<u>Total</u>	<u>New</u>	<u>Pass-By</u>	<u>Total</u>	<u>New</u>	<u>Pass-By</u>	<u>Total</u>
Weekday Daily									
Enter			135			530			395
<u>Exit</u>			<u>135</u>			<u>530</u>			<u>395</u>
Total			270			1060			790
Weekday Morning Peak Hour	49%			49%			49%		
Enter	10	5	15	30	30	60	25	20	45
<u>Exit</u>	<u>5</u>	<u>5</u>	<u>10</u>	<u>30</u>	<u>25</u>	<u>55</u>	<u>25</u>	<u>20</u>	<u>45</u>
Total	15	10	25	60	55	115	50	40	90
Weekday Evening Peak Hour		50%			50%			50%	
Enter	5	10	15	20	20	40	10	15	25
<u>Exit</u>	<u>5</u>	<u>5</u>	<u>10</u>	<u>15</u>	<u>20</u>	<u>35</u>	<u>10</u>	<u>15</u>	<u>25</u>
Total	10	15	25	35	40	75	20	30	50
Saturday Midday Peak Hour		50%			50%			50%	
Enter	10	15	25	30	35	65	20	20	40
<u>Exit</u>	<u>5</u>	<u>10</u>	<u>15</u>	<u>30</u>	<u>30</u>	<u>60</u>	<u>20</u>	<u>25</u>	<u>45</u>
Total	15	25	40	60	65	125	40	45	85

The existing site generated traffic is based on ITE LUC 932 High-Turnover Restaurant

The Proposed Taco Bell trip generation is based on ITE LUC 934 Fast Food w. drive-thru

Traffic Counts

DHV Calculation

	Date of Counts	Group	Count Date Factor	6th Highest Week Factor	DHV Factor
Washington Street	12/3/2015	I	0.99	0.89	1.11

**2014
Weekly Group Mean Factors
Average: 2011, 2012, 2013**

Month	Start Date	Dates	Month Week #	Urban Group I	Arterial Group II	Recreational Group III	Group I + II	Group II + III	Group I + III	Year Week #
Dec	29		1	1.00	1.12	1.38	1.06	1.25	1.19	1
Jan	05		2	1.09	1.21	1.53	1.15	1.37	1.31	2
	12		3	1.08	1.22	1.53	1.15	1.38	1.31	3
	19		4	1.06	1.20	1.50	1.13	1.35	1.28	4
	26		5	1.09	1.24	1.57	1.17	1.41	1.33	5
Feb	02		1	1.01	1.13	1.41	1.07	1.27	1.21	6
	09		2	0.99	1.11	1.39	1.05	1.25	1.19	7
	16		3	1.01	1.07	1.31	1.04	1.19	1.16	8
	23		4	1.07	1.20	1.48	1.14	1.34	1.28	9
Mar	02		1	1.01	1.12	1.37	1.07	1.25	1.19	10
	09		2	0.99	1.10	1.34	1.05	1.22	1.17	11
	16		3	1.03	1.17	1.38	1.10	1.28	1.21	12
	23		4	1.00	1.12	1.32	1.06	1.22	1.16	13
	30		5	0.96	1.08	1.27	1.02	1.18	1.12	14
Apr	06		1	0.97	1.08	1.25	1.03	1.17	1.11	15
	13		2	0.97	1.05	1.11	1.01	1.08	1.04	16
	20		3	0.96	1.06	1.18	1.01	1.12	1.07	17
	27		4	0.92	1.03	1.12	0.98	1.08	1.02	18
May	04		1	0.92	1.00	1.09	0.96	1.05	1.01	19
	11		2	0.92	0.98	1.04	0.95	1.01	0.98	20
	18		3	0.91	0.95	0.96	0.93	0.96	0.94	21
	25		4	0.89	0.94	0.95	0.92	0.95	0.92	22
Jun	01		1	0.89	0.94	0.94	0.92	0.94	0.92	23
	08		2	0.90	0.91	0.90	0.91	0.91	0.90	24
	15		3	0.89	0.89	0.82	0.89	0.86	0.86	25
	22		4	0.90	0.87	0.77	0.89	0.82	0.84	26
	29		5	0.86	0.79	0.67	0.83	0.73	0.77	27
Jul	06		1	0.88	0.83	0.71	0.86	0.77	0.80	27
	13		2	0.88	0.81	0.68	0.85	0.75	0.78	29
	20		3	0.89	0.80	0.67	0.85	0.74	0.78	30
	27		4	0.87	0.78	0.64	0.83	0.71	0.76	31
Aug	03		1	0.89	0.77	0.64	0.83	0.71	0.77	32
	10		2	0.89	0.78	0.66	0.84	0.72	0.78	33
	17		3	0.89	0.80	0.68	0.85	0.74	0.79	34
	24		4	0.89	0.84	0.76	0.87	0.80	0.83	35
	31		5	0.89	0.89	0.87	0.89	0.88	0.88	36
Sep	07		1	0.91	0.91	0.90	0.91	0.91	0.91	37
	14		2	0.91	0.91	0.94	0.91	0.93	0.93	38
	21		3	0.92	0.91	0.96	0.92	0.94	0.94	39
	28		4	0.90	0.87	0.98	0.89	0.93	0.94	40
Oct	05		1	0.92	0.90	0.98	0.91	0.94	0.95	41
	12		2	0.93	0.95	1.04	0.94	1.00	0.99	42
	19		3	0.95	0.99	1.11	0.97	1.05	1.03	43
	26		4	0.96	1.06	1.22	1.01	1.14	1.09	44
Nov	02		1	0.96	1.03	1.22	1.00	1.13	1.09	45
	09		2	0.96	1.02	1.22	0.99	1.12	1.09	46
	16		3	0.98	1.03	1.24	1.01	1.14	1.11	47
	23		4	0.98	1.06	1.27	1.02	1.17	1.13	48
	30		5	0.97	1.09	1.29	1.03	1.19	1.13	49
Dec	07		1	0.99	1.10	1.32	1.05	1.21	1.16	50
	14		2	1.00	1.11	1.36	1.06	1.24	1.18	51
	21		3	1.13	1.20	1.47	1.17	1.34	1.30	52



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 154811 B
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	151	0	0	0	0	0	0	0	98	1	0	18	0	10	0	278
07:15 AM	0	198	0	0	0	0	0	0	0	117	1	0	20	0	10	0	346
07:30 AM	0	217	0	0	0	0	0	0	0	152	3	0	28	0	11	0	411
07:45 AM	0	240	0	0	0	0	0	0	0	152	1	0	24	0	5	0	422
Total	0	806	0	0	0	0	0	0	0	519	6	0	90	0	36	0	1457
08:00 AM	0	179	0	0	0	0	0	0	0	132	0	0	19	0	7	0	337
08:15 AM	0	148	0	0	0	0	0	0	0	113	0	0	14	0	7	0	282
08:30 AM	0	189	0	0	0	0	0	0	0	140	3	0	21	0	10	0	363
08:45 AM	0	165	0	0	0	0	0	0	0	106	3	0	13	0	7	0	294
Total	0	681	0	0	0	0	0	0	0	491	6	0	67	0	31	0	1276
Grand Total	0	1487	0	0	0	0	0	0	0	1010	12	0	157	0	67	0	2733
Apprch %	0	100	0	0	0	0	0	0	0	98.8	1.2	0	70.1	0	29.9	0	
Total %	0	54.4	0	0	0	0	0	0	0	37	0.4	0	5.7	0	2.5	0	
Cars	0	1420	0	0	0	0	0	0	0	952	12	0	156	0	66	0	2606
% Cars	0	95.5	0	0	0	0	0	0	0	94.3	100	0	99.4	0	98.5	0	95.4
Heavy Vehicles	0	67	0	0	0	0	0	0	0	58	0	0	1	0	1	0	127
% Heavy Vehicles	0	4.5	0	0	0	0	0	0	0	5.7	0	0	0.6	0	1.5	0	4.6

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	198	0	0	198	0	0	0	0	0	0	117	1	0	118	20	0	10	0	30	346
07:30 AM	0	217	0	0	217	0	0	0	0	0	0	152	3	0	155	28	0	11	0	39	411
07:45 AM	0	240	0	0	240	0	0	0	0	0	0	152	1	0	153	24	0	5	0	29	422
08:00 AM	0	179	0	0	179	0	0	0	0	0	0	132	0	0	132	19	0	7	0	26	337
Total Volume	0	834	0	0	834	0	0	0	0	0	0	553	5	0	558	91	0	33	0	124	1516
% App. Total	0	100	0	0		0	0	0	0		0	99.1	0.9	0		73.4	0	26.6	0		
PHF	.000	.869	.000	.000	.869	.000	.000	.000	.000	.000	.000	.910	.417	.000	.900	.813	.000	.750	.000	.795	.898
Cars	0	808	0	0	808	0	0	0	0	0	0	527	5	0	532	90	0	32	0	122	1462
% Cars	0	96.9	0	0	96.9	0	0	0	0	0	0	95.3	100	0	95.3	98.9	0	97.0	0	98.4	96.4
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	26	0	0	26	1	0	1	0	2	54
% Heavy Vehicles	0	3.1	0	0	3.1	0	0	0	0	0	0	4.7	0	0	4.7	1.1	0	3.0	0	1.6	3.6



PRECISION
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File Name : 154811 B
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Cars

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	145	0	0	0	0	0	0	0	92	1	0	18	0	10	0	266
07:15 AM	0	191	0	0	0	0	0	0	0	112	1	0	20	0	10	0	334
07:30 AM	0	210	0	0	0	0	0	0	0	144	3	0	28	0	10	0	395
07:45 AM	0	234	0	0	0	0	0	0	0	147	1	0	24	0	5	0	411
Total	0	780	0	0	0	0	0	0	0	495	6	0	90	0	35	0	1406
08:00 AM	0	173	0	0	0	0	0	0	0	124	0	0	18	0	7	0	322
08:15 AM	0	136	0	0	0	0	0	0	0	100	0	0	14	0	7	0	257
08:30 AM	0	180	0	0	0	0	0	0	0	132	3	0	21	0	10	0	346
08:45 AM	0	151	0	0	0	0	0	0	0	101	3	0	13	0	7	0	275
Total	0	640	0	0	0	0	0	0	0	457	6	0	66	0	31	0	1200
Grand Total	0	1420	0	0	0	0	0	0	0	952	12	0	156	0	66	0	2606
Apprch %	0	100	0	0	0	0	0	0	0	98.8	1.2	0	70.3	0	29.7	0	
Total %	0	54.5	0	0	0	0	0	0	0	36.5	0.5	0	6	0	2.5	0	

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	191	0	0	191	0	0	0	0	0	0	112	1	0	113	20	0	10	0	30	334
07:30 AM	0	210	0	0	210	0	0	0	0	0	0	144	3	0	147	28	0	10	0	38	395
07:45 AM	0	234	0	0	234	0	0	0	0	0	0	147	1	0	148	24	0	5	0	29	411
08:00 AM	0	173	0	0	173	0	0	0	0	0	0	124	0	0	124	18	0	7	0	25	322
Total Volume	0	808	0	0	808	0	0	0	0	0	0	527	5	0	532	90	0	32	0	122	1462
% App. Total	0	100	0	0		0	0	0	0		0	99.1	0.9	0		73.8	0	26.2	0		
PHF	.000	.863	.000	.000	.863	.000	.000	.000	.000	.000	.000	.896	.417	.000	.899	.804	.000	.800	.000	.803	.889



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File Name : 154811 B
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Heavy Vehicles

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
07:00 AM	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	12
07:15 AM	0	7	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12
07:30 AM	0	7	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	16
07:45 AM	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	11
Total	0	26	0	0	0	0	0	0	0	24	0	0	0	0	0	1	0	51
08:00 AM	0	6	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	15
08:15 AM	0	12	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	25
08:30 AM	0	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	17
08:45 AM	0	14	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	19
Total	0	41	0	0	0	0	0	0	0	34	0	0	1	0	0	0	0	76
Grand Total	0	67	0	0	0	0	0	0	0	58	0	0	1	0	1	0	0	127
Apprch %	0	100	0	0	0	0	0	0	0	100	0	0	50	0	50	0	0	
Total %	0	52.8	0	0	0	0	0	0	0	45.7	0	0	0.8	0	0.8	0	0	

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	15
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	25
08:30 AM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
08:45 AM	0	14	0	0	14	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	19
Total Volume	0	41	0	0	41	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1	76
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.732	.000	.000	.732	.000	.000	.000	.000	.000	.000	.654	.000	.000	.654	.250	.000	.000	.000	.250	.760



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File Name : 154811 B
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Peds and Bikes

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	8
08:00 AM	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	11
Grand Total	0	0	0	9	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	3	19
Apprch %	0	0	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0	0	57.1	42.9	
Total %	0	0	0	47.4	0	0	0	0	0	15.8	0	0	0	0	0	0	0	0	21.1	15.8	

Start Time	Washington Avenue (Route 26) From North						Salsa Thai Driveway From East						Washington Avenue (Route 26) From South						Dunkin Donuts Driveway From West						Int. Total						
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total							
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	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	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	0	2	2	2	
07:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	1	2	3	3	
08:00 AM	0	0	0	1	0	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	2	2	6	1	2	6	6	
Total Volume	0	0	0	2	0	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	4	2	6	6	11	4	6	11	11	
% App. Total	0	0	0	100	0		0	0	0	0	100		0	0	0	0	0		0	0	0	66.7	33.3				66.7	33.3			
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.750	.750	.458	.750	.458	.458	.458	



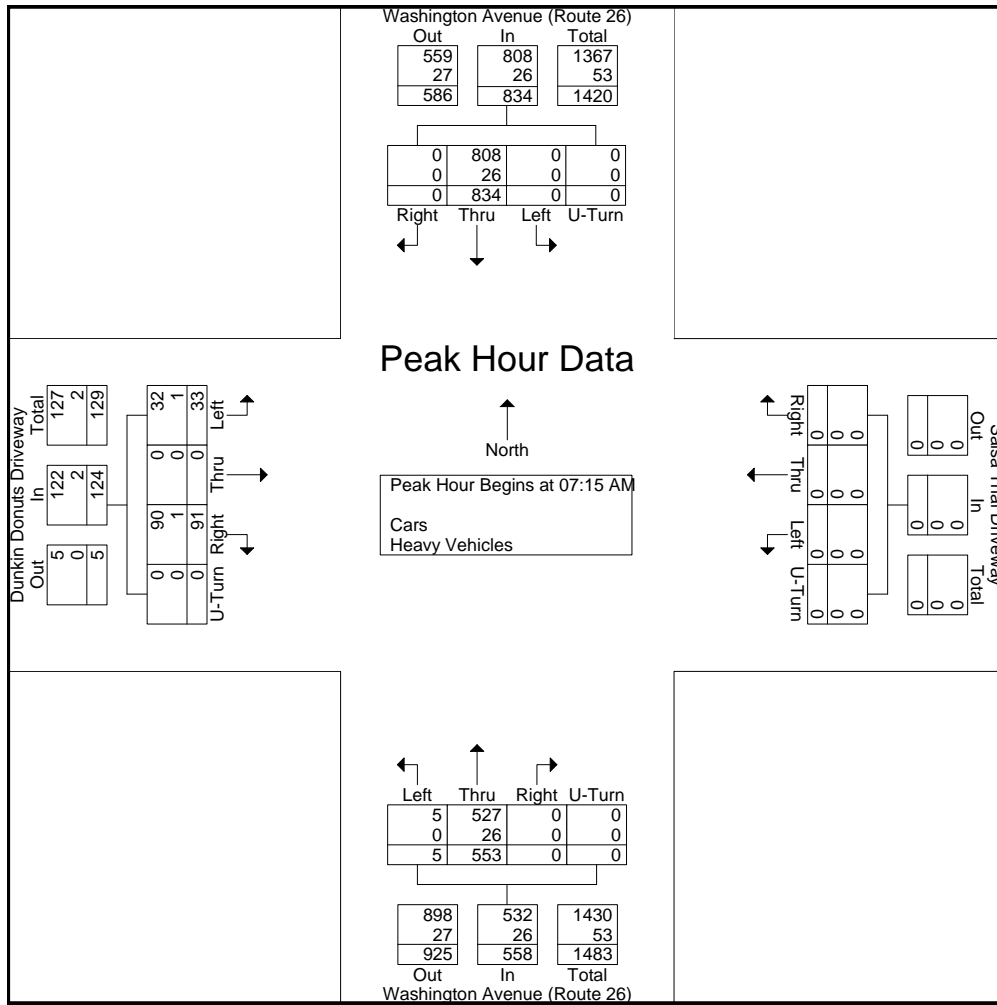
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INDUSTRIES, LLC

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N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

File Name : 154811 B
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	198	0	0	198	0	0	0	0	0	0	117	1	0	118	20	0	10	0	30	346
07:30 AM	0	217	0	0	217	0	0	0	0	0	0	152	3	0	155	28	0	11	0	39	411
07:45 AM	0	240	0	0	240	0	0	0	0	0	0	152	1	0	153	24	0	5	0	29	422
08:00 AM	0	179	0	0	179	0	0	0	0	0	0	132	0	0	132	19	0	7	0	26	337
Total Volume	0	834	0	0	834	0	0	0	0	0	0	553	5	0	558	91	0	33	0	124	1516
% App. Total	0	100	0	0		0	0	0	0		0	99.1	0.9	0		73.4	0	26.6	0		
PHF	.000	.869	.000	.000	.869	.000	.000	.000	.000	.000	.000	.910	.417	.000	.900	.813	.000	.750	.000	.795	.898
Cars	0	808	0	0	808	0	0	0	0	0	0	527	5	0	532	90	0	32	0	122	1462
% Cars	0	96.9	0	0	96.9	0	0	0	0	0	0	95.3	100	0	95.3	98.9	0	97.0	0	98.4	96.4
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	26	0	0	26	1	0	1	0	2	54
% Heavy Vehicles	0	3.1	0	0	3.1	0	0	0	0	0	0	4.7	0	0	4.7	1.1	0	3.0	0	1.6	3.6





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N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	133	0	0	0	0	0	0	3	192	4	0	10	0	3	0	345
04:15 PM	0	123	0	0	2	0	1	0	1	199	1	0	9	0	5	0	341
04:30 PM	0	148	1	0	0	0	0	0	0	194	0	0	8	1	1	0	353
04:45 PM	0	150	1	0	2	0	0	0	1	183	3	0	11	0	2	0	353
Total	0	554	2	0	4	0	1	0	5	768	8	0	38	1	11	0	1392
05:00 PM	0	183	0	0	0	0	1	0	6	176	1	0	7	0	0	0	374
05:15 PM	0	157	3	0	4	0	0	0	2	227	0	0	16	1	0	0	410
05:30 PM	0	126	1	0	2	0	0	0	0	201	3	0	1	0	2	0	336
05:45 PM	0	134	1	0	2	0	0	0	3	155	0	0	4	0	2	0	301
Total	0	600	5	0	8	0	1	0	11	759	4	0	28	1	4	0	1421
Grand Total	0	1154	7	0	12	0	2	0	16	1527	12	0	66	2	15	0	2813
Apprch %	0	99.4	0.6	0	85.7	0	14.3	0	1	98.2	0.8	0	79.5	2.4	18.1	0	
Total %	0	41	0.2	0	0.4	0	0.1	0	0.6	54.3	0.4	0	2.3	0.1	0.5	0	
Cars	0	1135	6	0	11	0	2	0	16	1497	12	0	66	1	15	0	2761
% Cars	0	98.4	85.7	0	91.7	0	100	0	100	98	100	0	100	50	100	0	98.2
Heavy Vehicles	0	19	1	0	1	0	0	0	0	30	0	0	0	1	0	0	52
% Heavy Vehicles	0	1.6	14.3	0	8.3	0	0	0	0	2	0	0	0	50	0	0	1.8

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	148	1	0	149	0	0	0	0	0	0	194	0	0	194	8	1	1	0	10	353
04:45 PM	0	150	1	0	151	2	0	0	0	2	1	183	3	0	187	11	0	2	0	13	353
05:00 PM	0	183	0	0	183	0	0	1	0	1	6	176	1	0	183	7	0	0	0	7	374
05:15 PM	0	157	3	0	160	4	0	0	0	4	2	227	0	0	229	16	1	0	0	17	410
Total Volume	0	638	5	0	643	6	0	1	0	7	9	780	4	0	793	42	2	3	0	47	1490
% App. Total	0	99.2	0.8	0		85.7	0	14.3	0		1.1	98.4	0.5	0		89.4	4.3	6.4	0		
PHF	.000	.872	.417	.000	.878	.375	.000	.250	.000	.438	.375	.859	.333	.000	.866	.656	.500	.375	.000	.691	.909
Cars	0	626	4	0	630	5	0	1	0	6	9	768	4	0	781	42	1	3	0	46	1463
% Cars	0	98.1	80.0	0	98.0	83.3	0	100	0	85.7	100	98.5	100	0	98.5	100	50.0	100	0	97.9	98.2
Heavy Vehicles	0	12	1	0	13	1	0	0	0	1	0	12	0	0	12	0	1	0	0	1	27
% Heavy Vehicles	0	1.9	20.0	0	2.0	16.7	0	0	0	14.3	0	1.5	0	0	1.5	0	50.0	0	0	2.1	1.8



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Client: VHB/ M. Houdlette

Groups Printed- Cars

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	132	0	0	0	0	0	0	3	184	4	0	10	0	3	0	336
04:15 PM	0	119	0	0	2	0	1	0	1	195	1	0	9	0	5	0	333
04:30 PM	0	144	0	0	0	0	0	0	0	193	0	0	8	0	1	0	346
04:45 PM	0	146	1	0	1	0	0	0	1	182	3	0	11	0	2	0	347
Total	0	541	1	0	3	0	1	0	5	754	8	0	38	0	11	0	1362
05:00 PM	0	180	0	0	0	0	1	0	6	168	1	0	7	0	0	0	363
05:15 PM	0	156	3	0	4	0	0	0	2	225	0	0	16	1	0	0	407
05:30 PM	0	125	1	0	2	0	0	0	0	198	3	0	1	0	2	0	332
05:45 PM	0	133	1	0	2	0	0	0	3	152	0	0	4	0	2	0	297
Total	0	594	5	0	8	0	1	0	11	743	4	0	28	1	4	0	1399
Grand Total	0	1135	6	0	11	0	2	0	16	1497	12	0	66	1	15	0	2761
Apprch %	0	99.5	0.5	0	84.6	0	15.4	0	1	98.2	0.8	0	80.5	1.2	18.3	0	
Total %	0	41.1	0.2	0	0.4	0	0.1	0	0.6	54.2	0.4	0	2.4	0	0.5	0	

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	144	0	0	144	0	0	0	0	0	0	193	0	0	193	8	0	1	0	9	346
04:45 PM	0	146	1	0	147	1	0	0	0	1	1	182	3	0	186	11	0	2	0	13	347
05:00 PM	0	180	0	0	180	0	0	1	0	1	6	168	1	0	175	7	0	0	0	7	363
05:15 PM	0	156	3	0	159	4	0	0	0	4	2	225	0	0	227	16	1	0	0	17	407
Total Volume	0	626	4	0	630	5	0	1	0	6	9	768	4	0	781	42	1	3	0	46	1463
% App. Total	0	99.4	0.6	0		83.3	0	16.7	0		1.2	98.3	0.5	0		91.3	2.2	6.5	0		
PHF	.000	.869	.333	.000	.875	.313	.000	.250	.000	.375	.375	.853	.333	.000	.860	.656	.250	.375	.000	.676	.899



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 154811 BB
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Heavy Vehicles

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total	
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn		
04:00 PM	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	9
04:15 PM	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8
04:30 PM	0	4	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	7
04:45 PM	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	6
Total	0	13	1	0	1	0	0	0	0	14	0	0	0	0	1	0	0	30
05:00 PM	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	11
05:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4
Total	0	6	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	22
Grand Total	0	19	1	0	1	0	0	0	0	30	0	0	0	0	1	0	0	52
Apprch %	0	95	5	0	100	0	0	0	0	100	0	0	0	0	100	0	0	
Total %	0	36.5	1.9	0	1.9	0	0	0	0	57.7	0	0	0	0	1.9	0	0	

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
04:30 PM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	7
04:45 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
Total Volume	0	15	1	0	16	1	0	0	0	1	0	14	0	0	14	0	1	0	0	1	32
% App. Total	0	93.8	6.2	0		100	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.938	.250	.000	.800	.250	.000	.000	.000	.250	.000	.438	.000	.000	.438	.000	.250	.000	.000	.250	.727



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File Name : 154811 BB
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Groups Printed- Peds and Bikes

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
Apprch %	0	0	0	50	50	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	
Total %	0	0	0	25	25	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	

Start Time	Washington Avenue (Route 26) From North						Salsa Thai Driveway From East						Washington Avenue (Route 26) From South						Dunkin Donuts Driveway From West						Int. Total		
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total			
04:45 PM	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	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	1	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	50	50		0	0	0	0	100		0	100	0	0	0		0	0	0	0	0		0	0	
PHF	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



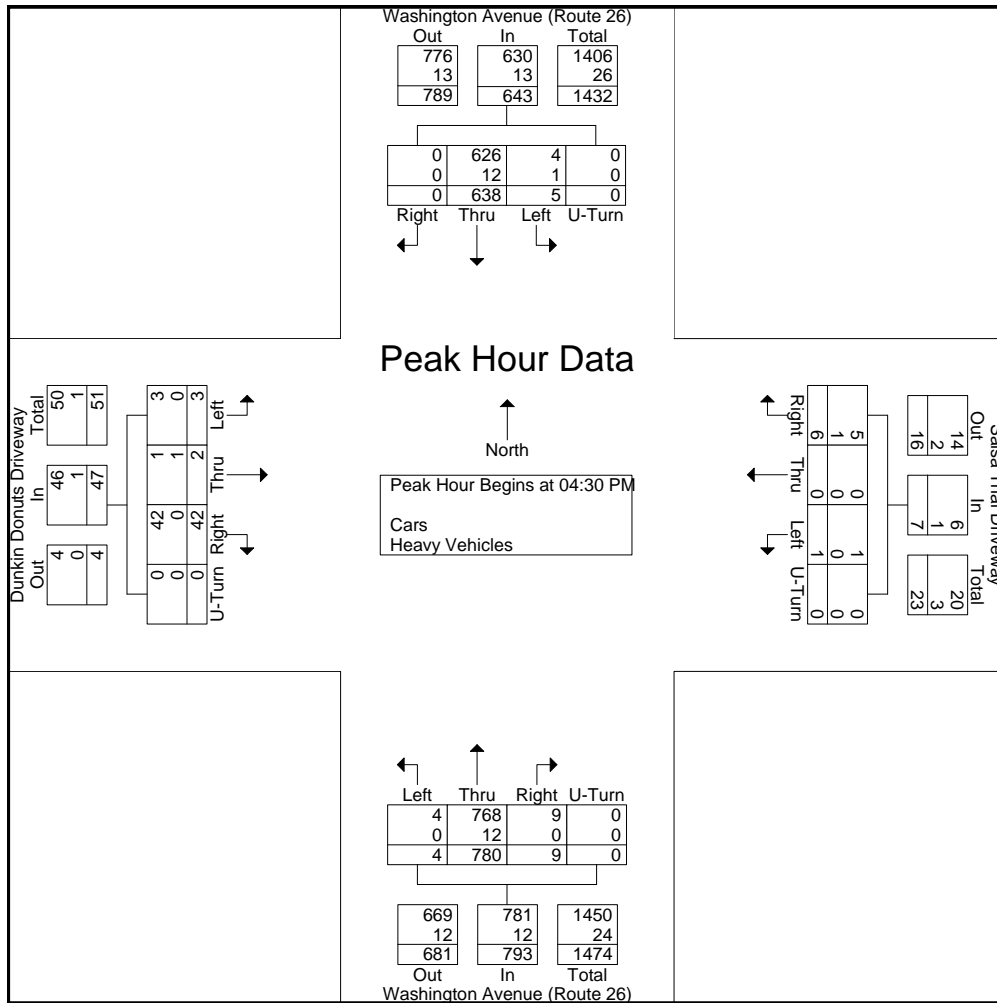
PRECISION
D A T A
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P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
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File Name : 154811 BB
Site Code : TBA
Start Date : 12/3/2015
Page No : 1

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	148	1	0	149	0	0	0	0	0	0	194	0	0	194	8	1	1	0	10	353
04:45 PM	0	150	1	0	151	2	0	0	0	2	1	183	3	0	187	11	0	2	0	13	353
05:00 PM	0	183	0	0	183	0	0	1	0	1	6	176	1	0	183	7	0	0	0	7	374
05:15 PM	0	157	3	0	160	4	0	0	0	4	2	227	0	0	229	16	1	0	0	17	410
Total Volume	0	638	5	0	643	6	0	1	0	7	9	780	4	0	793	42	2	3	0	47	1490
% App. Total	0	99.2	0.8	0		85.7	0	14.3	0		1.1	98.4	0.5	0		89.4	4.3	6.4	0		
PHF	.000	.872	.417	.000	.878	.375	.000	.250	.000	.438	.375	.859	.333	.000	.866	.656	.500	.375	.000	.691	.909
Cars	0	626	4	0	630	5	0	1	0	6	9	768	4	0	781	42	1	3	0	46	1463
% Cars	0	98.1	80.0	0	98.0	83.3	0	100	0	85.7	100	98.5	100	0	98.5	100	50.0	100	0	97.9	98.2
Heavy Vehicles	0	12	1	0	13	1	0	0	0	1	0	12	0	0	12	0	1	0	0	1	27
% Heavy Vehicles	0	1.9	20.0	0	2.0	16.7	0	0	0	14.3	0	1.5	0	0	1.5	0	50.0	0	0	2.1	1.8





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N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

File Name : 154811 BBB
Site Code : TBA
Start Date : 12/5/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	0	137	0	0	0	0	0	0	0	138	2	0	12	1	12	0	302
11:15 AM	0	123	0	0	0	0	0	0	0	138	2	0	14	0	4	0	281
11:30 AM	0	129	0	0	0	0	0	0	0	147	1	0	18	1	7	0	303
11:45 AM	0	132	0	0	0	0	1	0	0	146	0	0	11	0	10	0	300
Total	0	521	0	0	0	0	1	0	0	569	5	0	55	2	33	0	1186
12:00 PM	0	129	0	0	0	0	0	0	0	146	1	0	9	0	4	0	289
12:15 PM	0	124	0	0	0	0	0	0	0	127	1	0	10	0	3	0	265
12:30 PM	0	141	0	0	0	0	0	0	0	150	0	0	8	0	4	0	303
12:45 PM	0	135	1	1	1	0	0	0	0	137	1	0	9	0	6	0	291
Total	0	529	1	1	1	0	0	0	0	560	3	0	36	0	17	0	1148
Grand Total	0	1050	1	1	1	0	1	0	0	1129	8	0	91	2	50	0	2334
Apprch %	0	99.8	0.1	0.1	50	0	50	0	0	99.3	0.7	0	63.6	1.4	35	0	
Total %	0	45	0	0	0	0	0	0	0	48.4	0.3	0	3.9	0.1	2.1	0	
Cars	0	1037	1	1	1	0	1	0	0	1096	8	0	91	2	50	0	2288
% Cars	0	98.8	100	100	100	0	100	0	0	97.1	100	0	100	100	100	0	98
Heavy Vehicles	0	13	0	0	0	0	0	0	0	33	0	0	0	0	0	0	46
% Heavy Vehicles	0	1.2	0	0	0	0	0	0	0	2.9	0	0	0	0	0	0	2

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	137	0	0	137	0	0	0	0	0	0	138	2	0	140	12	1	12	0	25	302
11:15 AM	0	123	0	0	123	0	0	0	0	0	0	138	2	0	140	14	0	4	0	18	281
11:30 AM	0	129	0	0	129	0	0	0	0	0	0	147	1	0	148	18	1	7	0	26	303
11:45 AM	0	132	0	0	132	0	0	1	0	1	0	146	0	0	146	11	0	10	0	21	300
Total Volume	0	521	0	0	521	0	0	1	0	1	0	569	5	0	574	55	2	33	0	90	1186
% App. Total	0	100	0	0		0	0	100	0		0	99.1	0.9	0		61.1	2.2	36.7	0		
PHF	.000	.951	.000	.000	.951	.000	.000	.250	.000	.250	.000	.968	.625	.000	.970	.764	.500	.688	.000	.865	.979
Cars	0	513	0	0	513	0	0	1	0	1	0	556	5	0	561	55	2	33	0	90	1165
% Cars	0	98.5	0	0	98.5	0	0	100	0	100	0	97.7	100	0	97.7	100	100	100	0	100	98.2
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	2



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Groups Printed- Cars

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

File Name : 154811 BBB
Site Code : TBA
Start Date : 12/5/2015
Page No : 1

Start Time	Washington Avenue (Route 26) From North				Salsa Thai Driveway From East				Washington Avenue (Route 26) From South				Dunkin Donuts Driveway From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:00 AM	0	136	0	0	0	0	0	0	0	134	2	0	12	1	12	0	297
11:15 AM	0	122	0	0	0	0	0	0	0	134	2	0	14	0	4	0	276
11:30 AM	0	126	0	0	0	0	0	0	0	144	1	0	18	1	7	0	297
11:45 AM	0	129	0	0	0	0	1	0	0	144	0	0	11	0	10	0	295
Total	0	513	0	0	0	0	1	0	0	556	5	0	55	2	33	0	1165
12:00 PM	0	127	0	0	0	0	0	0	0	145	1	0	9	0	4	0	286
12:15 PM	0	122	0	0	0	0	0	0	0	122	1	0	10	0	3	0	258
12:30 PM	0	141	0	0	0	0	0	0	0	147	0	0	8	0	4	0	300
12:45 PM	0	134	1	1	1	0	0	0	0	126	1	0	9	0	6	0	279
Total	0	524	1	1	1	0	0	0	0	540	3	0	36	0	17	0	1123
Grand Total	0	1037	1	1	1	0	1	0	0	1096	8	0	91	2	50	0	2288
Apprch %	0	99.8	0.1	0.1	50	0	50	0	0	99.3	0.7	0	63.6	1.4	35	0	
Total %	0	45.3	0	0	0	0	0	0	0	47.9	0.3	0	4	0.1	2.2	0	

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
11:00 AM	0	136	0	0	136	0	0	0	0	0	0	134	2	0	136	12	1	12	0	25	297
11:15 AM	0	122	0	0	122	0	0	0	0	0	0	134	2	0	136	14	0	4	0	18	276
11:30 AM	0	126	0	0	126	0	0	0	0	0	0	144	1	0	145	18	1	7	0	26	297
11:45 AM	0	129	0	0	129	0	0	1	0	1	0	144	0	0	144	11	0	10	0	21	295
Total Volume	0	513	0	0	513	0	0	1	0	1	0	556	5	0	561	55	2	33	0	90	1165
% App. Total	0	100	0	0		0	0	100	0		0	99.1	0.9	0		61.1	2.2	36.7	0		
PHF	.000	.943	.000	.000	.943	.000	.000	.250	.000	.250	.000	.965	.625	.000	.967	.764	.500	.688	.000	.865	.981

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM



PRECISION
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N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

File Name : 154811 BBB
Site Code : TBA
Start Date : 12/5/2015
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	5	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2	0	12
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	3	0	0	0	0	0	0	6	1	0	0	0	0	0	1	0	0	0	0	11
Grand Total	0	8	0	0	0	0	0	0	9	3	0	0	0	0	0	1	0	0	2	0	23
Apprch %	0	100	0	0	0	0	0	0	75	25	0	0	0	0	0	33.3	0	0	66.7	0	
Total %	0	34.8	0	0	0	0	0	0	39.1	13	0	0	0	0	0	4.3	0	0	8.7	0	

Start Time	Washington Avenue (Route 26) From North						Salsa Thai Driveway From East						Washington Avenue (Route 26) From South						Dunkin Donuts Driveway From West						Int. Total							
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total								
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 11:00 AM																																
11:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:30 AM	0	1	0	0	0	1	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	5	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	
Total Volume	0	5	0	0	0	5	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	12	
% App. Total	0	100	0	0	0		0	0	0	60	40		0	0	0	0	0		0	0	0	100	0		0	0	0	0	0			
PHF	.000	.313	.000	.000	.000	.313	.000	.000	.000	.375	.500	.417	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500	.000	.600		



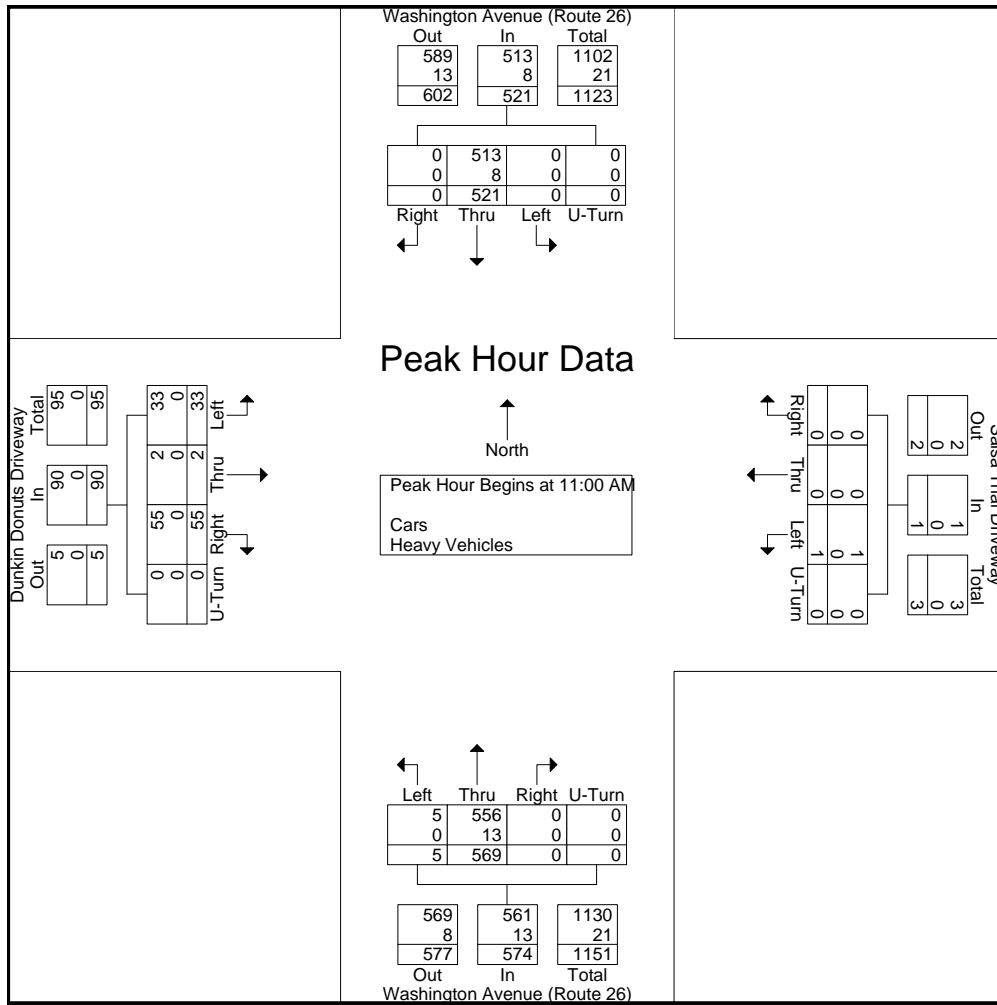
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Washington Avenue (Route 26)
E/W: Salsa Thai/ Dunkin Donuts
City, State: Portland, ME
Client: VHB/ M. Houdlette

File Name : 154811 BBB
Site Code : TBA
Start Date : 12/5/2015
Page No : 1

Start Time	Washington Avenue (Route 26) From North					Salsa Thai Driveway From East					Washington Avenue (Route 26) From South					Dunkin Donuts Driveway From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	137	0	0	137	0	0	0	0	0	0	138	2	0	140	12	1	12	0	25	302
11:15 AM	0	123	0	0	123	0	0	0	0	0	0	138	2	0	140	14	0	4	0	18	281
11:30 AM	0	129	0	0	129	0	0	0	0	0	0	147	1	0	148	18	1	7	0	26	303
11:45 AM	0	132	0	0	132	0	0	1	0	1	0	146	0	0	146	11	0	10	0	21	300
Total Volume	0	521	0	0	521	0	0	1	0	1	0	569	5	0	574	55	2	33	0	90	1186
% App. Total	0	100	0	0		0	0	100	0		0	99.1	0.9	0		61.1	2.2	36.7	0		
PHF	.000	.951	.000	.000	.951	.000	.000	.250	.000	.250	.000	.968	.625	.000	.970	.764	.500	.688	.000	.865	.979
Cars	0	513	0	0	513	0	0	1	0	1	0	556	5	0	561	55	2	33	0	90	1165
% Cars	0	98.5	0	0	98.5	0	0	100	0	100	0	97.7	100	0	97.7	100	100	100	0	100	98.2
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	1.8

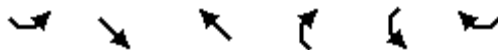


Synchro Analysis

HCM Unsignalized Intersection Capacity Analysis

3: Washington Avenue & Driveway

AM Existing
12/27/2015



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↑		↑↑	
Volume (veh/h)	10	925	615	5	5	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	11	1063	683	6	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	689				1241	231
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689				1241	231
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	99
cM capacity (veh/h)	915				168	778

Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	SW 1
Volume Total	366	709	273	273	142	11
Volume Left	11	0	0	0	0	5
Volume Right	0	0	0	0	6	5
cSH	915	1700	1700	1700	1700	276
Volume to Capacity	0.01	0.42	0.16	0.16	0.08	0.04
Queue Length 95th (ft)	1	0	0	0	0	3
Control Delay (s)	0.4	0.0	0.0	0.0	0.0	18.6
Lane LOS	A					C
Approach Delay (s)	0.1		0.0			18.6
Approach LOS						C

Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			42.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Washington Avenue & Driveway

PM Existing
12/30/2015



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↑		↑↑	
Volume (veh/h)	5	710	875	10	5	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.44	0.44
Hourly flow rate (vph)	6	807	1006	11	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1017				1426	341
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1017				1426	341
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	98
cM capacity (veh/h)	690				127	661
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	SW 1
Volume Total	275	538	402	402	213	23
Volume Left	6	0	0	0	0	11
Volume Right	0	0	0	0	11	11
cSH	690	1700	1700	1700	1700	214
Volume to Capacity	0.01	0.32	0.24	0.24	0.13	0.11
Queue Length 95th (ft)	1	0	0	0	0	9
Control Delay (s)	0.3	0.0	0.0	0.0	0.0	23.8
Lane LOS	A					C
Approach Delay (s)	0.1		0.0			23.8
Approach LOS						C
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			33.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Washington Avenue & Driveway

AM Build
12/27/2015



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↑		↑↑	
Volume (veh/h)	35	915	605	25	25	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	40	1052	672	28	27	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	700				1292	238
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	700				1292	238
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				82	96
cM capacity (veh/h)	906				150	770
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	SW 1
Volume Total	391	701	269	269	162	60
Volume Left	40	0	0	0	0	27
Volume Right	0	0	0	0	28	33
cSH	906	1700	1700	1700	1700	268
Volume to Capacity	0.04	0.41	0.16	0.16	0.10	0.22
Queue Length 95th (ft)	3	0	0	0	0	21
Control Delay (s)	1.4	0.0	0.0	0.0	0.0	22.3
Lane LOS	A					C
Approach Delay (s)	0.5		0.0			22.3
Approach LOS						C
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			51.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Washington Avenue & Driveway

PM Build
12/30/2015



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑↑		↑↑	
Volume (veh/h)	15	705	865	25	15	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.87	0.87	0.80	0.80
Hourly flow rate (vph)	17	801	994	29	19	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1023				1443	346
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1023				1443	346
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				85	96
cM capacity (veh/h)	686				122	656
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	SW 1
Volume Total	284	534	398	398	228	44
Volume Left	17	0	0	0	0	19
Volume Right	0	0	0	0	29	25
cSH	686	1700	1700	1700	1700	228
Volume to Capacity	0.02	0.31	0.23	0.23	0.13	0.19
Queue Length 95th (ft)	2	0	0	0	0	17
Control Delay (s)	0.9	0.0	0.0	0.0	0.0	24.5
Lane LOS	A					C
Approach Delay (s)	0.3		0.0			24.5
Approach LOS						C
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			40.2%		ICU Level of Service	A
Analysis Period (min)			15			

Crash Data



SANBORN ST

AUBURN ST

CHAPMAN ST

FISHER ST

BREWSTER ST

CYPRESS ST

PENNELL AVE

ABBOTT ST

FOBES ST

LORING AVE

MAINE AVE

FLORIDA AVE

OHIO ST

WILLIAM PL

MONA RD

SARA LN

SAMUEL RD

BROOK RD

COTTAGE PARK RD

BRAEBURN RD

NORTHPORT DR

MERRY MEETING DR

WYOMING AVE

RAY ST

PORTLAND

100

26

128987

128976

North Deering

781205

63886

13356

13354

13352

13355

63327

66516

13342

13351

17062

13340

17061

13341

17035

65279

17060

13333

17034

13336

17059

13393

17033

13335

13334

13332

13395

13337

Maplewood Cemetery

17058

13392

13389

13329

17057

13391

WILLIAM PL

17056

17055

11008

13327

17054

13330

13328

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Element** **Section Detail** **Crash Summary II** **1320 Public** **1320 Private** **1320 Summary**

REPORT DESCRIPTION

Washington Ave between Allen Ave and Northport Drive in Portland

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: **0026X**

Start Node: **17060**

Start Offset: **0**

Exclude First Node

End Node: **17061**

End Offset: **0**

Exclude Last Node

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						
17060	17061	3130498	0 - 0.11	0026X - 3.18 ST RTE 26	0.11	2	19	0	0	1	5	13	31.6	0.00714	886.89	400.22	2.22
Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV				Statewide Crash Rate: 184.50													
Study Years:		3.00	Section Totals:		0.11		19	0	0	1	5	13	31.6	0.00714	886.89	400.22	2.22

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				
17060	17061	3130498	0 - 0.11	0026X - 3.18	19	0	0	1	5	13	2013-33053	12/12/2013	3.21	C
											2013-11337	05/09/2013	3.22	C
											2012-42206	10/26/2012	3.22	PD
											2013-31148	12/03/2013	3.22	PD
											2013-34237	12/23/2013	3.23	C
											2013-30181	11/26/2013	3.23	PD
											2014-11993	04/22/2014	3.23	PD
											2013-545	01/10/2013	3.24	PD
											2013-31151	12/03/2013	3.24	PD
											2012-47096	12/12/2012	3.25	B
											2014-11002	04/10/2014	3.25	C
											2012-42399	10/30/2012	3.25	PD
											2013-13150	06/01/2013	3.25	PD
											2013-22642	09/11/2013	3.25	PD
											2013-27852	11/07/2013	3.26	C
											2012-27710	05/04/2012	3.26	PD
											2012-41113	10/15/2012	3.26	PD
											2012-22177	02/18/2012	3.27	PD
											2014-18806	07/11/2014	3.28	PD

Totals: 19 0 0 1 5 13

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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	1	0	0	0	0	1	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	5	
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
THURSDAY	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	5	
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
Totals	0	0	0	0	0	0	0	2	2	0	1	1	0	1	3	0	5	3	0	1	0	0	0	0	19	

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	20	23-Bicyclist	0
2-(Sport) Utility Vehicle	3	24-Witness	4
3-Passenger Van	3	25-Other	3
4-Cargo Van (10K lbs or Less)	0	Total	41
5-Pickup	7		
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)	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	12	6	0	0	0	0	18
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	3	8	0	0	0	0	11
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	1	0	0	0	0	0	1
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	1	0	0	0	0	1
Improper Turn	1	0	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	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	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	19	15	0	0	0	0	34

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	18	15	0	0	0	0	33
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	18	15	0	0	0	0	33

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	5	0	0	0	0	5
25-29	4	0	0	0	0	4
30-39	7	0	0	0	0	7
40-49	5	0	0	0	0	5
50-59	8	0	0	0	0	8
60-69	0	0	0	0	0	0
70-79	1	0	0	0	0	1
80-Over	2	0	0	0	0	2
Unknown	4	0	0	0	0	4
Total	37	0	0	0	0	37

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	35
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	35		
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)	11	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	0	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	8	
14-Other	0	
Total	19	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	5	7
PD	13	0
Total	19	8

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

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

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2012	2013	2014	Total
JANUARY	0	1	0	1
FEBRUARY	1	0	0	1
MARCH	0	0	0	0
APRIL	0	0	2	2
MAY	1	1	0	2
JUNE	0	1	0	1
JULY	0	0	1	1
AUGUST	0	0	0	0
SEPTEMBER	0	1	0	1
OCTOBER	3	0	0	3
NOVEMBER	0	2	0	2
DECEMBER	1	4	0	5
Total	6	10	3	19

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	4	0	0	0	0	2	0	0	0	0	0	0	0	6
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	12	0	0	0	0	0	0	0	12
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	0	0	14	0	0	0	0	0	0	0	19

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	0	0	0	0	0	0	1	0	0	0	19

Maine Crash Report Summary

Crash Date: **2/18/2012**

Time: **16:33**

City: **Portland**

Street/Highway: **WASHINGTON AV**

Start Node: **17060**

**Int of MAPLEWOOD ST, NORTHPORT
BUSINESS PARK Z RD, WASHINGTON
AV**

End Node: **17061**

Int of ALLEN AV WASHINGTON AV

Offset: **0.09**

OE Start Node: **17061**

Int of ALLEN AV WASHINGTON AV

OE End Node:

Type of Crash: **2 - Rear End / Sideswipe**

Type of Location: **6 - Driveways**

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

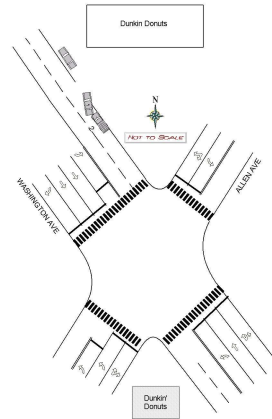
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

Vehicle 1 was making a right hand turn from Washington Avenue into the Dunkin Donuts parking lot (331 Allen Avenue) when vehicle 2 struck the passenger side rear quarter panel of vehicle 1 then sped off. The driver of vehicle 1 never got a good look at the vehicle or driver of vehicle 2.

Diagram



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

Veh. Travel Dir.: **2 - Southbound**

Most Damaged Area: **4 - Rear Passenger Quarter Panel**

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: **1 - No Contributing Action**

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	1 - Male	5 - No Injury

Unit: 2 Type: **25 - Other**

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
1 - Driver			

Maine Crash Report Summary

Crash Date: **5/4/2012** Time: **16:15** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.08**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

Weather: **4 - Rain**

Light: **1 - Daylight**

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

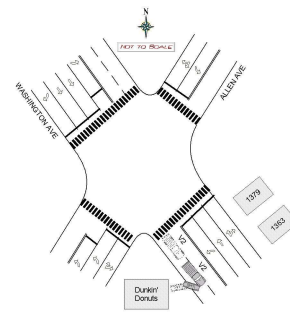
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

V2 WAS TRAVELING SOUTH ON WASHINGTON AVE. V1 WAS PULLING OUT OF THE DUNKIN DONUTS PARKING LOT. VEHICLES COLLIDED. V2 OPERATOR TOLD ME THAT HE WAS DRIVING SOUTH WHEN V1 PULLED OUT OF THE DUNKIN DONUTS LOT. V2 OPERATOR ADVISED THAT V1 PULLED OUT OF THE LOT AND HE TRIED AVOIDING V1 BY TURNING LEFT. V1 OPERATOR ADVISED THAT SHE EXITED THE PARKING LOT WHEN SHE WAS STRUCK BY V2. DAMAGE FROM THE CRASH SUPPORTS V2 OPERATOR STORY.

Diagram



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **11 - Front Driver Corner**
 Pre-Crash Actions: **30 - Other Vehicle Action**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **6 - Unknwn**
 Driver Action 1: **3 - Failed to Yield Right-of-Way**

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	80	2 - Female	5 - No Injury

Unit: 2 Type: **5 - Pickup**
 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	32	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **10/15/2012** Time: **14:07** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.08**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

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

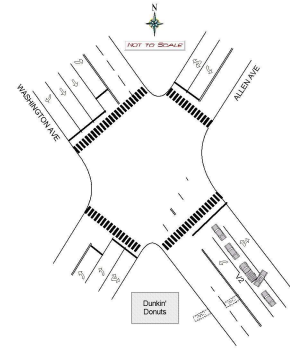
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

On Monday, October 15, 2012 at 14:07:00, Officer Alissa Poisson responded to a crash at the intersection of WASHINGTON AV and Int of ALLEN AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Diagram



Vehicles...

Vehicle #1, operated by Jamilshah Sayed, DOB 3/5/1990 was northbound making left turn and made an improper turn. Vehicle #1 sustained minor damage to the rear driver quarter panel. V1 was exiting Dunkin Donuts and was attempting to fit between two stopped vehicles, in order to enter the right lane. V1 was too close to V2 and scraped the rear bumper.

Vehicle #1 occupant(s) are listed below:

Driver: Jamilshah Sayed DOB 3/5/1990 Injury: No Injury
 Passenger: Amanda Van Brocklin DOB 6/13/1994 Injury:...

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

Most Damaged Area: **8 - Rear Driver Quarter Panel**

Pre-Crash Actions: **6 - Making left turn**

Seq. Events 1: **21 - Motor Vehicle In Transport**

Seq. Events 3:

Driver Distracted By: **1 - Not Distracted**

Driver Action 1: **10 - Improper Turn**

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: **14 - Followed Too Closely**

Person Type	Age	Sex	Injury Degree
1 - Driver	22	1 - Male	5 - No Injury
2 - Passenger	18	2 - Female	5 - No Injury
2 - Passenger	17	2 - Female	5 - No Injury

Unit: 2 Type: **5 - Pickup**

Most Damaged Area: **5 - Rear Passenger Corner**

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	38	1 - Male	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

12-002605

Narrative / Diagram Supplemental

On Monday, October 15, 2012 at 14:07:00, Officer Alissa Poisson responded to a crash at the intersection of WASHINGTON AV and Int of ALLEN AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Jamilshah Sayed, DOB 3/5/1990 was northbound making left turn and made an improper turn. Vehicle #1 sustained minor damage to the rear driver quarter panel. V1 was exiting Dunkin Donuts and was attempting to fit between two stopped vehicles, in order to enter the right lane. V1 was too close to V2 and scraped the rear bumper.

Vehicle #1 occupant(s) are listed below:

Driver: Jamilshah Sayed DOB 3/5/1990 Injury: No Injury

Passenger: Amanda Van Brocklin DOB 6/13/1994 Injury: No Injury

Passenger: Kayla Warren DOB 3/8/1995 Injury: No Injury

Vehicle #2, operated by Tjentz Edwards, DOB 8/17/1974 was northbound stopped in traffic. Vehicle #2 sustained minor damage to the rear passenger corner.

Vehicle #2 occupant(s) are listed below:

Driver: Tjentz Edwards DOB 8/17/1974 Injury: No Injury

Passenger: Tevin Lopez DOB 4/12/1993 Injury: No Injury

Maine Crash Report Summary

Crash Date: **10/26/2012** Time: **14:20** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.04**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

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

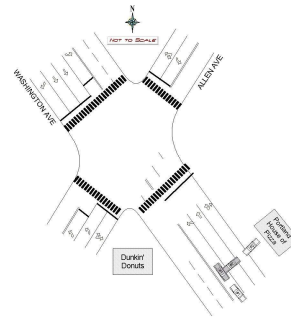
Cont. Circ. Road 1 **1 - None**

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

Narrative

Unit #1 was driving outbound on Washington Avenue in the left hand turn lane. Unit #2 was exiting the parking lot of the Portland House of Pizza at 1359 Washington Avenue attempting to turn left. Unit #2 failed to yield right of way and hit Unit #1.

Diagram



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **3 - Center Passenger Side**
 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: **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: **50 - No Other Events**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	38	2 - Female	5 - No Injury
2 - Passenger	2	1 - Male	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **50 - No Other Events**
 Seq. Events 3: **50 - No Other Events**
 Driver Distracted By: **1 - Not Distracted**
 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: **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	40	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **10/30/2012** Time: **07:50** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.07**
 OE Start Node: **17061** Int of **ALLEN AV WASHINGTON AV** OE End Node:

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

Weather: **4 - Rain**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **2 - Wet**

Traffic Control: **13 - None**

Cont. Circ. Env 2

Cont. Circ. Env 1 **1 - None**

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

Cont. Circ. Road 1 **1 - None**

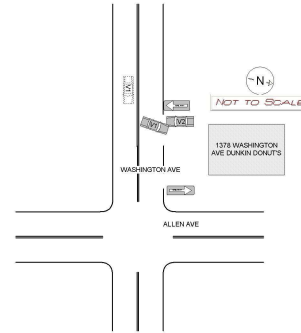
Narrative

THE DRIVER OF VEHICLE 1 WAS TRAVELING OUTBOUND ON WASHINGTON AVENUE, WHEN SHE ATTEMPTED TO TURN IN TO THE DUNKIN DONUT'S PARKING LOT. THE DRIVER OF VEHICLE 2 WAS STOPPED AT THE EXIT OF THE SAME PARKING LOT, WAITING TO TURN RIGHT AND ENTER TRAFFIC. BOTH THE ENTRANCE AND EXIT OF THE DUNKIN DONUT'S PARKING LOT ARE MARKED WITH SIGNS FOR ONE WAY TRAFFIC INTO THE LOT AND EXITING THE LOT.

THE DRIVER OF VEHICLE 1 ENTERED THE "EXIT ONLY" SIDE OF THE PARKING LOT, STRIKING VEHICLE 2 WHILE SHE WAS STOPPED AT THE EXIT. THE DRIVER TOLD ME THAT SHE WAS NOT PAYING ATTENTION AND SIMPLY DROVE INTO THE EXIT LANE.

BOTH VEHICLES WERE ABLE TO BE DRIVEN AWAY FROM THE...

Diagram



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **11 - Front Driver Corner**
 Pre-Crash Actions: **2 - Wrong way into opposing traffic**
 Seq. Events 1: **50 - No Other Events**
 Seq. Events 3: **50 - No Other Events**
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **6 - Disregarded Other Traffic Sign**

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: **50 - No Other Events**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2: **1 - No Contributing Action**

Person Type	Age	Sex	Injury Degree
1 - Driver	24	2 - Female	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **11 - Front Driver Corner**
 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: **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	54	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

12-2723

Narrative / Diagram Supplemental

THE DRIVER OF VEHICLE 1 WAS TRAVELING OUTBOUND ON WASHINGTON AVENUE, WHEN SHE ATTEMPTED TO TURN IN TO THE DUNKIN DONUT'S PARKING LOT. THE DRIVER OF VEHICLE 2 WAS STOPPED AT THE EXIT OF THE SAME PARKING LOT, WAITING TO TURN RIGHT AND ENTER TRAFFIC. BOTH THE ENTRANCE AND EXIT OF THE DUNKIN DONUT'S PARKING LOT ARE MARKED WITH SIGNS FOR ONE WAY TRAFFIC INTO THE LOT AND EXITING THE LOT.

THE DRIVER OF VEHICLE 1 ENTERED THE "EXIT ONLY" SIDE OF THE PARKING LOT, STRIKING VEHICLE 2 WHILE SHE WAS STOPPED AT THE EXIT. THE DRIVER TOLD ME THAT SHE WAS NOT PAYING ATTENTION AND SIMPLY DROVE INTO THE EXIT LANE.

BOTH VEHICLES WERE ABLE TO BE DRIVEN AWAY FROM THE CRASH.

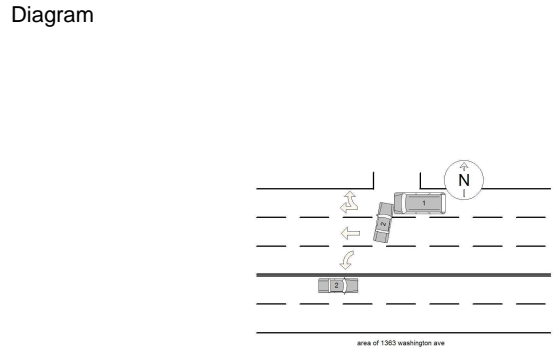
BOTH DRIVERS STATED THAT THEY HAD NO INJURY FROM THE CRASH AND NEITHER WERE TRANSPORTED FOR MEDICAL ATTENTION.

Maine Crash Report Summary

Crash Date: **12/12/2012** Time: **17:21** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.07**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement** Type of Location: **6 - Driveways**
 Weather: **1 - Clear** Light: **4 - Dark - Lighted**
 Road Grade: **1 - Level** 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

Narrative
Vehicle 1 was heading out bound on Washington ave. in a marked thru lane. Vehicle 2 was making a left turn. An unknown person had signaled vehicle 2 to make the turn but the lanes were not clear. As a result, vehicle 2 struck vehicle 1.



Unit: 1 Type: **3 - Passenger Van** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **11 - Front Driver 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: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	3 - Non-Incapacitating

Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **2 - Front Passenger Quarter Panel** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **6 - Making left turn** 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:

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

Maine Crash Report Summary

Crash Date: **1/10/2013** Time: **13:22** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.06**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

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

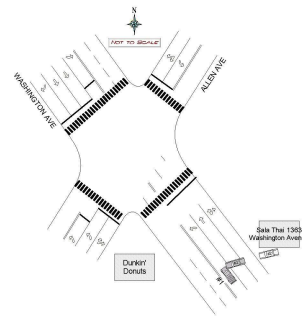
Cont. Circ. Road 1 **1 - None**

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

Narrative

Unit #1 was driving outbound on Washington Avenue in the left hand turn lane. **Unit #2** was making a right hand turn exiting the parking lot of 1363 Washington Avenue. **Unit #2** stated that the two straight lanes stopped to let her turn and she did not see **Unit #1**. **Unit #2** then hit **Unit #1**.

Diagram



Unit: 1 Type: **5 - Pickup**
 Most Damaged Area: **1 - Front Passenger Corner**
 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: **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: **50 - No Other Events**
 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

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **5 - Making right turn**
 Seq. Events 1: **50 - No Other Events**
 Seq. Events 3: **50 - No Other Events**
 Driver Distracted By: **1 - Not Distracted**
 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: **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
1 - Driver	31	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **5/9/2013**

Time: **08:18**

City: **Portland**

Street/Highway: **WASHINGTON AV**

Start Node: **17060**

Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV

End Node: **17061**

Int of ALLEN AV WASHINGTON AV

Offset: **0.04**

OE Start Node: **17060**

Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV

OE End Node: **17061**

Int of ALLEN AV WASHINGTON AV

Type of Crash: **10 - Other**

Type of Location: **1 - Straight Road**

Weather: **4 - Rain**

Light: **1 - Daylight**

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

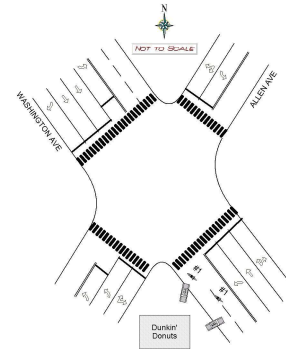
Cont. Circ. Road 1 **1 - None**

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

Narrative

UNIT #1 WAS HEADED INBOUND ON WASHINGTON AVENUE. A CAR IN FRONT OF UNIT #1 TURNED RIGHT INTO THE DUNKIN DONUTS. UNIT #1 WENT AROUND THE CAR AS ANOTHER CAR WAS EXITING THE LOT OF THE DUNKIN DONUTS FROM THE SECOND DRIVEWAY. UNIT #1 COULD NOT STOP IN TIME AND FELL OFF THE MOTORCYCLE. UNIT #1 COMPLAINED OF BACK AND SHOULDER PAIN AND WAS TRANSPORTED TO THE HOSPITAL.

Diagram



Unit: 1 Type: **11 - Motorcycle**

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: **17 - Swerved or Avoided Due to Wind, Slippery Surface. Motor Vehicle. Object. Non-Motorist in**

Veh. Travel Dir.: **2 - Southbound**

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
1 - Driver	37	2 - Female	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 6/1/2013

Time: 16:27

City: Portland

Street/Highway: WASHINGTON AV

Start Node: 17060

Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV

End Node: 17061

Int of ALLEN AV WASHINGTON AV

Offset: 0.07

OE Start Node: 17060

Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV

OE End Node: 17061

Int of ALLEN AV WASHINGTON AV

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 6 - Driveways

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

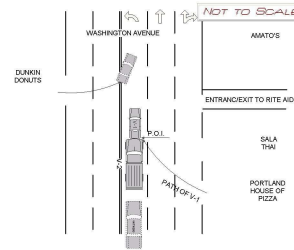
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

Narrative

V-1 PULLS OUT OF EXIT FOR PORTLAND HOUSE OF PIZZA, CROSSES 2 OUTBOUND THROUGH LANES AND PULLS INTO DEDICATED LEFT TURN ONLY LANE (FOR ALLEN AVE), THEN COMES TO A ABRUPT STOP TO LET A VEHICLE EXIT FROM DUNKIN DONUTS PARKING LOT. V-2 IS NOW BEHIND V-1 IN DEDICATED LANE. WHEN V-1 COMES TO STOP, V-2 MUST LOCK UP BRAKES AND COLLIDES WITH REAR OF V-1. INDEPENDENT WITNESS THAT WAS IN VEHICLE BEHIND V-2 STATED SHE WAS SURPRISED V-1 CROSSED ROADWAY THEN STOPPED BECAUSE THERE WAS NO TRAFFIC IN FRONT OF IT AND IT WAS WELL BEFORE THE STOP LINE FOR THE INTERSECTION. BOTH VEHICLES DRIVEN FROM SCENE, NO INJURIES. DRIVER OF V-1 OPERATED IN A ERRATIC MANNER BY ENTERING LANE THEN STOPPING. THE DISTANCE FROM WHERE V-1 ENTERED ROADWAY TO WHERE IT STOPPED WAS VERY SHORT AND V-2 COULDN'T HAVE ANTICIPATED THE MANEUVER.

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: 21 - Motor Vehicle In Transport

Driver Distracted By: 1 - Not Distracted

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

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2: 21 - Motor Vehicle In Transport

Seq. Events 4: 21 - Motor Vehicle In Transport

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2: 19 - Other Contributing Action

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

Unit: 2 Type: 5 - Pickup

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3: 21 - Motor Vehicle In Transport

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: 21 - Motor Vehicle In Transport

Seq. Events 4: 21 - Motor Vehicle In Transport

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	43	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **9/11/2013** Time: **17:00** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.07**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

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: **1 - Straight Road**
 Light: **1 - Daylight**
 Surface Condition: **1 - Dry**
 Cont. Circ. Env 2
 Cont. Circ. Road 2 **1 - None**

Narrative
 Unit 1 came to the police station the day after the incident to report a hit and run.

Unit 1 said "i was heading outbound on Washington ave before the intersection of Allen ave. I was in the right travel lane and traffic was bumper to bumper. I noticed a silver car passing vehicles on the right. this car got beside me, and was driven by a white female. i was stuck in traffic and could not move. the silver car was to the right of me, but her lane was going to end because the sidewalk began. the female started yelling and swearing at me to move, but i could not go anywhere. the female then started pulling ahead and i heard a bang. the female squeezed in between me and the curb and then sped off, cutting others off. i am not injured. i drove home and noticed there was damage to my van."

photos were taken of the damages. no injuries reported at the...

Diagram



Unit: 1 Type: **3 - Passenger Van**
 Most Damaged Area: **3 - Center Passenger Side**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport**
 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: **21 - Motor Vehicle In Transport**
 Seq. Events 4: **21 - Motor Vehicle In Transport**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	55	1 - Male	5 - No Injury

Unit: 2 Type: **25 - Other**
 Most Damaged Area: **9 - Center Driver Side**
 Pre-Crash Actions: **19 - Merging**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport**
 Driver Distracted By:
 Driver Action 1:

Veh. Travel Dir.: **1 - Northbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2: **21 - Motor Vehicle In Transport**
 Seq. Events 4: **21 - Motor Vehicle In Transport**
 Cond. at Time Crash:
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
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STATE OF MAINE CRASH REPORT

Report Number

13-002582

Narrative / Diagram Supplemental

Unit 1 came to the police station the day after the incident to report a hit and run.

Unit 1 said "i was heading outbound on Washington ave before the intersection of Allen ave. I was in the right travel lane and traffic was bumper to bumper. I noticed a silver car passing vehicles on the right. this car got beside me, and was driven by a white female. i was stuck in traffic and could not move. the silver car was to the right of me, but her lane was going to end because the sidewalk began. the female started yelling and swearing at me to move, but i could not go anywhere. the female then started pulling ahead and i heard a bang. the female squeezed in between me and the curb and then sped off, cutting others off. i am not injured. i drove home and noticed there was damage to my van."

photos were taken of the damages. no injuries reported at the scene.
ppd case number 13-8475 goes along with this report.

_____Talked to suspect. She stated that she did not strike victim. No damage to her car. Unknown if she was involved.

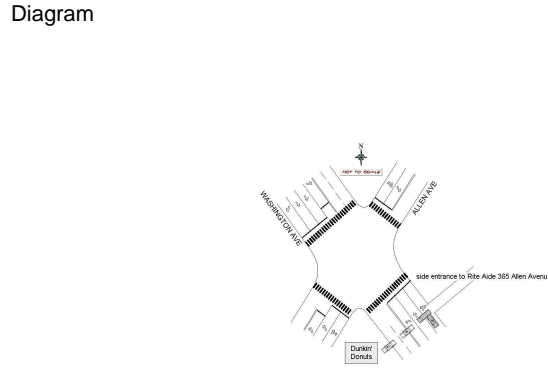
Maine Crash Report Summary

Crash Date: **11/7/2013** Time: **07:55** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.08**
 OE Start Node: **17061** Int of **ALLEN AV WASHINGTON AV** OE End Node:

Type of Crash: 4 - Intersection Movement	Type of Location: 6 - Driveways
Weather: 2 - Cloudy	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)	Cont. Circ. Env 2
Cont. Circ. Env 1 1 - None	Cont. Circ. Road 2 1 - None
Cont. Circ. Road 1 1 - None	

Narrative

Unit #1 was driving outbound on Washington Avenue in the right hand lane of travel. **Unit #2** was exiting the parking lot of Dunkin Donuts onto Washington Avenue. **Unit #2** was attempting to cross four lanes of travel to enter the side driveway of Rite Aid. **Unit #2** failed to yield right of way and pulled directly in front of **Unit #1**. **Unit #1** then hit **Unit #2** on the front passenger door. Both vehicles had to be towed from the scene. An independent witness stated **Unit #2** just pulled out of the lot with oncoming traffic coming in both directions.



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: **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	31	1 - Male	5 - No Injury

Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **3 - Center Passenger Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **30 - Other Vehicle Action** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport** Seq. Events 4: **21 - Motor Vehicle In Transport**
 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:

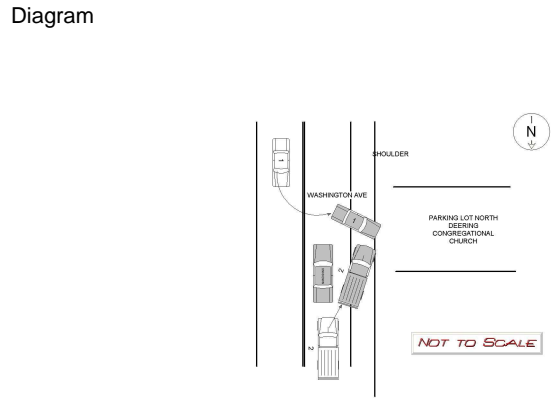
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	81	2 - Female	4 - Possible Injury
2 - Passenger	38	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: **11/26/2013** Time: **08:02** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.05**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement** Type of Location: **6 - Driveways**
 Weather: **6 - Snow** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **3 - Snow**
 Traffic Control: **13 - None**
 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
 VEH 1 WAS HEADING NB ON WASHINGTON. IT IS ONE LANE IN EACH DIRECTION. DURING SNOWFALL CONDITIONS WERE VERY SLICK. AN UNINVOLVED UNKNOWN VEHICLE WAS HEADING SB ON WASHINGTON AVENUE IN STOP AND GO TRAFFIC. THIS VEH STOPPED AND WAVED VEH 1 ON TO TAKE A LEFT TURN INTO THE PARKING LOT AT 1360 WASHINGTON AVENUE. VEH 2 WAS SB ON WASHINGTON BEHIND THE UNINVOLVED VEHICLE AND WENT AROUND ONTO THE SHOULDER TO TRY TO MAKE A RIGHT TURN INTO THE SAME PARKING LOT. VEH 2 DID NOT STAY IN THE ONE SB LANE. VEH 2 STATED HE COULD NOT STOP IN TIME DUE TO THE SLIPPERY ROAD.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **2 - Front Passenger Quarter Panel**
 Pre-Crash Actions: **6 - Making left turn**
 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	38	2 - Female	5 - No Injury

Unit: 2 Type: **5 - Pickup**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **5 - Making right turn**
 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: **15 - Failed to Keep in Proper Lane**

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

Maine Crash Report Summary

Crash Date: **12/3/2013** Time: **16:50** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.04**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

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 **3 - Physical Obstructions**

Cont. Circ. Env 2

Cont. Circ. Road 1 **1 - None**

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

Narrative

V1 WAS STOPPED IN TRAFFIC FACING SOUTH ON WASHINGTON AVE ABOUT TO MAKE A LEFT TURN INTO 1359 WASHINGTON AVE. V2 WAS TRAVELING NORTH ON WASHINGTON AVE IN THE RIGHT TRAVEL LANE. VEHICLES IN THE LEFT TRAVEL LANE STOPPED TO LET V1 MAKE THE LEFT TURN. V2 DRIVER COULD NOT SEE V1 TURNING AND CROSSING HIS LANE OF TRAVEL. V2 DRIVER FRONT CORNER COLLIDED WITH V1 FRONT BUMPER.

Diagram



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

Most Damaged Area: **12 - Front**

Pre-Crash Actions: **6 - Making left turn**

Seq. Events 1: **21 - Motor Vehicle In Transport**

Seq. Events 3: **21 - Motor Vehicle In Transport**

Driver Distracted By: **1 - Not Distracted**

Driver Action 1: **3 - Failed to Yield Right-of-Way**

Veh. Travel Dir.: **3 - Eastbound**

Most Harmful Event: **13 - Motor Vehicle in Transport**

Contrib Circ. - Vehicle: **1 - None**

Seq. Events 2: **21 - Motor Vehicle In Transport**

Seq. Events 4: **21 - Motor Vehicle In Transport**

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

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: **21 - Motor Vehicle In Transport**

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: **21 - Motor Vehicle In Transport**

Seq. Events 4: **21 - Motor Vehicle In Transport**

Cond. at Time Crash: **1 - Apparently Normal**

Driver Action 2:

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

Maine Crash Report Summary

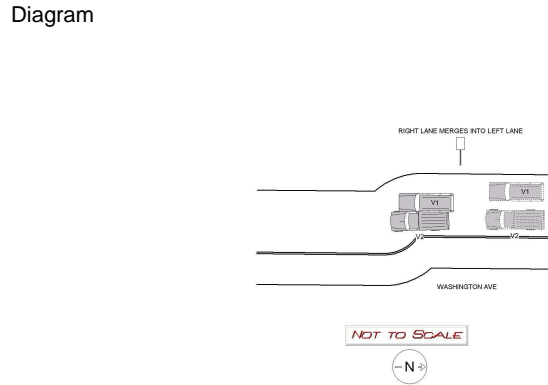
Crash Date: **12/3/2013** Time: **16:50** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.06**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **1 - Straight Road**
 Weather: **1 - Clear** Light: **4 - Dark - Lighted**
 Road Grade: **1 - Level** 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

V1 AND V2 WERE BOTH TRAVELING SOUTH ON WASHINGTON AVE NEAR ALLEN AVE. V1 WAS IN THE RIGHT TRAVEL LANE AND V2 WAS IN THE LEFT TRAVEL LANE SIDE BY SIDE. AFTER CROSSING ALLEN AVE, THE RIGHT TRAVEL LANE MERGED INTO THE LEFT TRAVEL LANE. AS V1 AND V2 CONTINUED, V1 DRIVER SIDE COLLIDED WITH V2 PASSENGER SIDE.

BOTH DRIVERS PULLED TO THE SIDE OF THE ROAD AT THE INTERSECTION OF WASHINGTON AVE AND CANCO RD TO EXCHANGE INFORMATION. THE DRIVER OF V1 YELLED "YOU HIT ME" AND STATED THAT SHE WAS CALLING THE POLICE. THE DRIVER OF V2 ALSO STATED THAT HE WAS CALLING THE POLICE AND BEGAN TO DIAL 911. AS THE DRIVER OF V2 WAS DIALING HIS CELL PHONE, THE DRIVER OF V1 GOT BACK INTO HER VEHICLE AND FLED THE SCENE AT A HIGH RATE OF SPEED INBOUND OF WASHINGTON...



Unit: 1 Type: **2 - (Sport) Utility Vehicle** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **9 - Center Driver Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **19 - Merging** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport** Seq. Events 4: **21 - Motor Vehicle In Transport**
 Driver Distracted By: Cond. at Time Crash:
 Driver Action 1: **3 - Failed to Yield Right-of-Way** Driver Action 2: **16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Nealgient or Aggressive Manner**

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

Unit: 2 Type: **5 - Pickup** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **2 - Front Passenger Quarter Panel** 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: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport** Seq. Events 4: **21 - Motor Vehicle In Transport**
 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	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

13-3486

Narrative / Diagram Supplemental

V1 AND V2 WERE BOTH TRAVELING SOUTH ON WASHINGTON AVE NEAR ALLEN AVE. V1 WAS IN THE RIGHT TRAVEL LANE AND V2 WAS IN THE LEFT TRAVEL LANE SIDE BY SIDE. AFTER CROSSING ALLEN AVE, THE RIGHT TRAVEL LANE MERGED INTO THE LEFT TRAVEL LANE. AS V1 AND V2 CONTINUED, V1 DRIVER SIDE COLLIDED WITH V2 PASSENGER SIDE.

BOTH DRIVERS PULLED TO THE SIDE OF THE ROAD AT THE INTERSECTION OF WASHINGTON AVE AND CANCO RD TO EXCHANGE INFORMATION. THE DRIVER OF V1 YELLED "YOU HIT ME" AND STATED THAT SHE WAS CALLING THE POLICE. THE DRIVER OF V2 ALSO STATED THAT HE WAS CALLING THE POLICE AND BEGAN TO DIAL 911. AS THE DRIVER OF V2 WAS DIALING HIS CELL PHONE, THE DRIVER OF V1 GOT BACK INTO HER VEHICLE AND FLED THE SCENE AT A HIGH RATE OF SPEED INBOUND OF WASHINGTON AVE.

THE DRIVER OF V1 DID NOT ATTEMPT TO EXCHANGE INFORMATION WITH THE DRIVER OF V2. SHE WAS DESCRIBED AS A WHITE FEMALE, SHOULDER LENGTH BLONDE HAIR, SKINNY AND 5'7" TALL. HER VEHICLE WAS DESCRIBED AS A BURNT ORANGE FORD OR CHEVY SMALL SUV WITH DRIVER SIDE DAMAGE. THE DRIVER OF V2 DID NOT GET A LICENSE PLATE NUMBER.

THE DRIVER OF V2 STATED THAT HE WANTED TO PRESS CHARGES AGAINST THE DRIVER OF V1 BECAUSE SHE LEFT THE SCENE WITHOUT PROVIDING HER INSURANCE INFORMATION. SEE THE CRIMINAL REPORT #13-11094 FOR DETAILS. I TOOK PHOTOS OF THE DAMAGE OF V2 WITH PATROL CAMERA #22.

Maine Crash Report Summary

Crash Date: **12/12/2013** Time: **17:49** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.03**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **2 - Rear End / Sideswipe**

Type of Location: **1 - Straight Road**

Weather: **1 - Clear**

Light: **4 - Dark - Lighted**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **13 - None**

Cont. Circ. Env 1 **1 - None**

Cont. Circ. Env 2

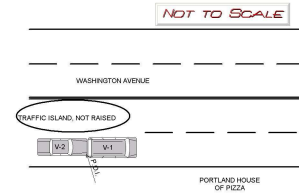
Cont. Circ. Road 1 **1 - None**

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

Narrative

V-1 HEADED OUTBOUND ON WASHINGTON AVE, V-2 BEHIND V-1 IN SAME LANE. V-1 STOPS IN TRAFFIC, V-2 FAILS TO STOP AND COLLIDES WITH REAR OF V-1. BOTH VEHICLES TOWED FROM SCENE, BOTH DRIVERS COMPLAINED OF INJURY BUT NEITHER WANTED MEDCU. DRIVER OF V-2 AT FAULT FOR FAILING TO YIELD, FOLLOWING TOO CLOSE. NO CITATION ISSUED. V-1 TOWED BY AAA, V-2 TOWED BY ADAMS TOWING.

Diagram



Unit: 1 Type: **3 - Passenger Van**
 Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **11 - Stopped in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport**
 Driver Distracted By: **6 - Unkown**
 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: **21 - Motor Vehicle In Transport**
 Seq. Events 4: **21 - Motor Vehicle In Transport**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	46	2 - Female	4 - Possible Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3: **21 - Motor Vehicle In Transport**
 Driver Distracted By: **6 - Unkown**
 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: **21 - Motor Vehicle In Transport**
 Seq. Events 4: **21 - Motor Vehicle In Transport**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2: **14 - Followed Too Closely**

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	23	2 - Female	4 - Possible Injury

Maine Crash Report Summary

Crash Date: **12/23/2013** Time: **19:05** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.05**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **2 - Rear End / Sideswipe**

Type of Location: **1 - Straight Road**

Weather: **4 - Rain**

Light: **4 - Dark - Lighted**

Road Grade: **1 - Level**

Surface Condition: **2 - Wet**

Traffic Control: **13 - None**

Cont. Circ. Env 1 **1 - None**

Cont. Circ. Env 2

Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

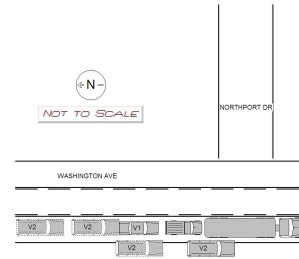
Narrative

V1 WAS STOPPED IN TRAFFIC FACING INBOUND ON WASHINGTON AVE AND NORTHPORT DR. V1 DRIVER STATED THAT HE WAS STRUCK FROM BEHIND BY A VEHICLE. V1 DRIVER DESCRIBED THAT THE VEHICLE THEN MOVED TO HIS RIGHT, PASSED VEHICLES STOPPED IN TRAFFIC AND FLED INBOUND ON WASHINGTON AVE. THE OTHER VEHICLE DRIVER DID NOT STOP TO GIVE INSURANCE INFORMATION.

V1 SUSTAINED NO DAMAGE AND ONLY TRACE SCUFFS ON THE REAR BUMPER WHICH WERE RUBBED OFF EASILY.

V1 DRIVER STATED THAT HE HAD A HEADACHE AFTER THE CRASH BUT REFUSED MEDCU.

Diagram



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

Most Damaged Area:

Pre-Crash Actions: **11 - Stopped in traffic**

Seq. Events 1: **21 - Motor Vehicle In Transport**

Seq. Events 3: **21 - Motor Vehicle In Transport**

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: **21 - Motor Vehicle In Transport**

Seq. Events 4: **21 - Motor Vehicle In Transport**

Cond. at Time Crash: **1 - Apparently Normal**

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	55	1 - Male	4 - Possible Injury

Unit: 2 Type: **25 - Other**

Most Damaged Area:

Pre-Crash Actions:

Seq. Events 1:

Seq. Events 3:

Driver Distracted By:

Driver Action 1:

Veh. Travel Dir.:

Most Harmful Event:

Contrib Circ. - Vehicle:

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash:

Driver Action 2:

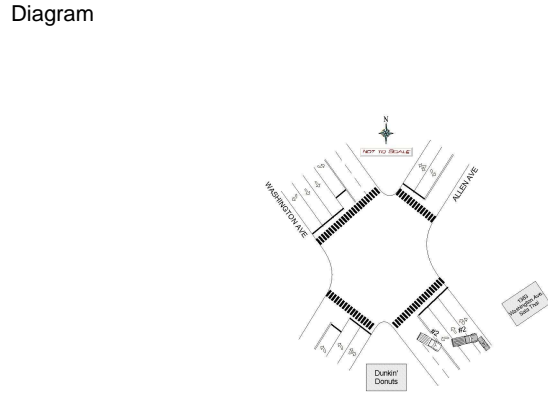
Person Type	Age	Sex	Injury Degree
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Maine Crash Report Summary

Crash Date: **4/10/2014** Time: **10:36** City: **Portland** Street/Highway: **ALLEN AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.07**
 OE Start Node: **17061** Int of **ALLEN AV WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement** Type of Location: **6 - Driveways**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **2 - On Grade** 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
 Unit #1 was driving outbound on Washington Avenue in the far right lane of travel. Unit #2 was making a left hand turn from Washington Avenue into the parking lot of Sala Thai at 1363 Washington Avenue. Unit #2 stated some cars stopped and waved him to turn. Unit #2 stated that he did not see Unit #1. Unit #2 failed to yield right of way and hit Unit #1. Unit #1 was towed by AAA.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **11 - Front Driver Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 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: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	18	2 - Female	4 - Possible Injury

Unit: 2 Type: **5 - Pickup** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **6 - Making left turn** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** 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: **3 - Failed to Yield Right-of-Way** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	53	1 - Male	5 - No Injury
2 - Passenger	55	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **4/22/2014** Time: **14:10** City: **Portland** Street/Highway: **WASHINGTON AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.05**
 OE Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** OE End Node: **17061** Int of **ALLEN AV WASHINGTON AV**

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **13 - None**

Cont. Circ. Env 1 **1 - None**

Cont. Circ. Env 2

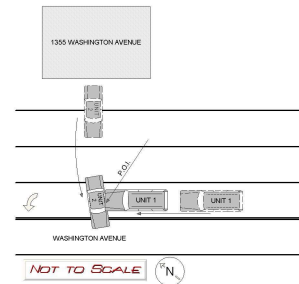
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

UNIT 1 WAS TRAVELING NORTHBOUND ON WASHINGTON AVENUE IN THE LEFT HAND LANE. TRAFFIC WAS STOPPED IN THE MIDDLE AND RIGHT LANES. UNIT 2 ATTEMPTED TO MAKE A LEFT TURN ONTO WASHINGTON AVENUE FROM PARKING LOT OF 1355 WASHINGTON AVENUE. UNIT 1 FRONT DRIVER CORNER CONTACTED UNIT 2 CENTER DRIVER SIDE.

Diagram



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

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

Most Damaged Area: **9 - Center Driver Side**

Pre-Crash Actions: **6 - Making left turn**

Seq. Events 1: **21 - Motor Vehicle In Transport**

Seq. Events 3:

Driver Distracted By: **1 - Not Distracted**

Driver Action 1: **3 - Failed to Yield Right-of-Way**

Veh. Travel Dir.: **5 - Not On Roadway**

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	20	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **7/11/2014** Time: **11:25** City: **Portland** Street/Highway: **ALLEN AV**
 Start Node: **17060** Int of **MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV** End Node: **17061** Int of **ALLEN AV WASHINGTON AV** Offset: **0.1**
 OE Start Node: **17061** Int of **ALLEN AV WASHINGTON AV** OE End Node:

Type of Crash: **4 - Intersection Movement**

Type of Location: **6 - Driveways**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **2 - On Grade**

Surface Condition: **1 - Dry**

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

Cont. Circ. Env 1 **1 - None**

Cont. Circ. Env 2

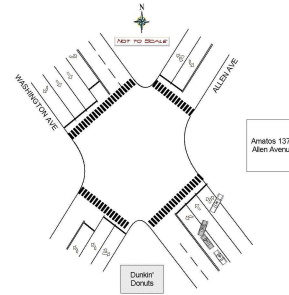
Cont. Circ. Road 1 **1 - None**

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

Narrative

Unit #1 was driving outbound on Washington Avenue in the left hand turn lane and was slowing down for the red light. **Unit #2** was making a left hand turn from the Amatos on Washington Avenue to head inbound on Washington Avenue. **Unit #2** was waved out by a dump truck that had stopped for him. **Unit #2** did not see **Unit #1**, failed to yield right of way and hit **Unit #1**.

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: **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: **50 - No Other Events**
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	78	2 - Female	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **11 - Front Driver Corner**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **50 - No Other Events**
 Seq. Events 3: **50 - No Other Events**
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **3 - Failed to Yield Right-of-Way**

Veh. Travel Dir.: **2 - Southbound**
 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	46	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

Int of Washington Ave and Allen Ave in Portland

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0026X

Start Node: 17061

Start Offset: 0

Exclude First Node

End Node: 17061

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										
17061	0026X - 3.29	Int of ALLEN AV WASHINGTON AV	9	45	0	0	2	15	28	37.8	9.596	1.56	1.05	1.49				
				STATEWIDE CRASH RATE: 0.67														
Study Years: 3.00				NODE TOTALS:				45	0	0	2	15	28	37.8	9.596	1.56	1.05	1.50

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	1	0	1	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	6
MONDAY	0	0	0	0	0	0	0	2	0	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	7
TUESDAY	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	9
WEDNESDAY	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	1	1	0	0	0	1	0	7
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	0	1	0	0	0	0	0	6
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	4
SATURDAY	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Totals	0	0	0	0	0	0	1	3	4	3	1	5	5	3	1	4	2	6	1	2	2	0	1	1	0	45

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	56	23-Bicyclist	0
2-(Sport) Utility Vehicle	19	24-Witness	9
3-Passenger Van	2	25-Other	2
4-Cargo Van (10K lbs or Less)	0	Total	103
5-Pickup	9		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	4		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	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	23	25	4	0	0	0	52
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	5	3	0	0	0	0	8
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	1	0	0	0	0	0	1
Improper Backing	0	1	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	11	8	2	0	0	0	21
Failed to Keep in Proper Lane	3	1	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	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	1	0	0	0	0	1
Total	45	40	6	0	0	0	91

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	42	39	6	0	0	1	88
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	0	2
Other	2	0	0	0	0	0	2
Total	45	40	6	0	0	1	92

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	7	0	0	0	0	7
20-24	11	0	0	0	0	11
25-29	9	0	0	0	0	9
30-39	18	0	0	0	0	18
40-49	17	0	0	0	0	17
50-59	10	0	0	0	0	10
60-69	13	0	0	0	0	13
70-79	5	0	0	0	0	5
80-Over	0	0	0	0	0	0
Unknown	3	0	0	1	0	4
Total	93	0	0	1	0	94

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	9
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	91
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	79		
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	1		
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)	44	
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	1	
14-Other	0	
Total	45	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	2
C	15	16
PD	28	0
Total	45	18

Road Character	
Road Grade	Total
1-Level	43
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	45

Light	
Light Condition	Total
1-Daylight	37
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	8
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	45

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2012	2013	2014	Total
JANUARY	2	2	1	5
FEBRUARY	3	1	3	7
MARCH	1	2	1	4
APRIL	2	2	1	5
MAY	0	0	0	0
JUNE	1	0	1	2
JULY	0	2	1	3
AUGUST	2	3	1	6
SEPTEMBER	1	5	1	7
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	1	2	1	4
Total	13	20	12	45

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	36	0	0	0	0	0	0	0	0	0	37
Head-on / Sideswipe	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	0	4	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	44	0	0	0	0	0	0	0	0	0	45

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	6	0	0	0	0	0	0	0	0	0	0	6
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	24	0	0	0	0	0	0	0	0	0	3	27
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	4	0	0	0	0	0	0	0	1	0	0	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

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	1	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	34	0	0	0	0	0	2	1	1	0	0	45

Maine Crash Report Summary

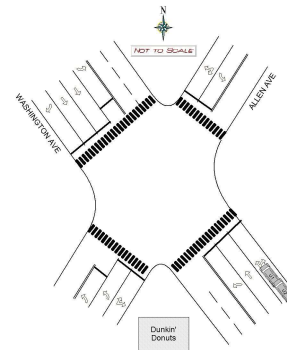
Crash Date: 1/16/2012 Time: 13:10 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17060 Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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

U1 WAS HEADING NORTH BOUND ON WASHINGTON AVE COMING TO THE INTERSECTION OF WASHINGTON AND ALLEN PREPARING TO SLOW FOR A RED LIGHT. U2 WAS DIRECTLY BEHIND U1 HEADING NORTH AND FAILED TO NOTICE U1 SLOWING. U2 HIT U1 IN THE CENTER REAR BUMPER.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 6 - Rear
 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: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 39 - Unknown
 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	47	1 - Male	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: 6 - Unkown
 Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 1 - Northbound
 Most Harmful Event: 39 - Unknown
 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	39	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 1/22/2012 Time: 13:33 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17060 Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

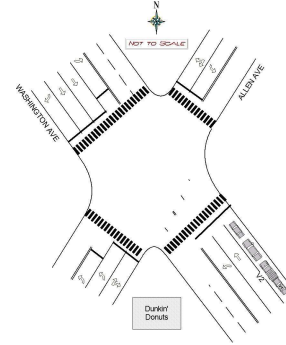
Type of Crash: 2 - Rear End / Sideswipe	Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 2 - Wet
Traffic Control: 1 - Traffic Signals (Stop & Go)	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont.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

Narrative

V1 and V2 were traveling north on Washington Avenue, approaching the intersection of Allen Avenue. V1 was directly behind V2. V2 stopped in a line of traffic at a red light. The driver of V1 stated he began slowing in traffic, when his brakes locked up and he slid on the wet pavement. V1 struck V2 on the rear bumper.

The driver of V2 complained of slight back pain. There was no visible damage to V2.

Diagram



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

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

Person Type	Age	Sex	Injury Degree
1 - Driver	18	1 - Male	5 - No Injury

Unit: 2 Type: 5 - Pickup
 Most Damaged Area:
 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:

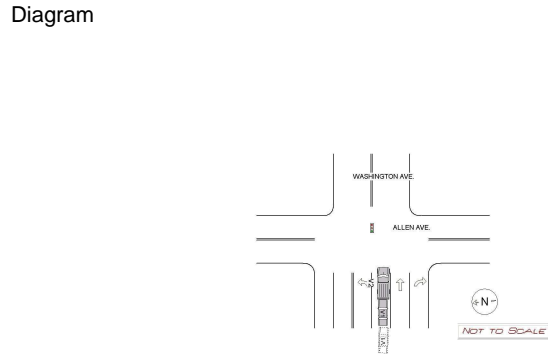
Person Type	Age	Sex	Injury Degree
1 - Driver	73	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 2/12/2012 Time: 06:46 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 ON WASHINGTON AVENUE [EASTBOUND] AND STOPPED AT A RED SIGNAL AT THE INTERSECTION WITH ALLEN AVENUE. V2 WAS IN THE LEFT 'STRAIGHT ONLY' LANE. V1 APPROACHED V2 FROM BEHIND [SAME LANE] AND STRUCK V2, CAUSING DAMAGE. OPERATOR OF V1 COULD PROVIDE NO EXPLANATION FOR THE FAILURE TO STOP.



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: 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	21	2 - Female	5 - No Injury

Unit: 2 Type: 5 - Pickup 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:

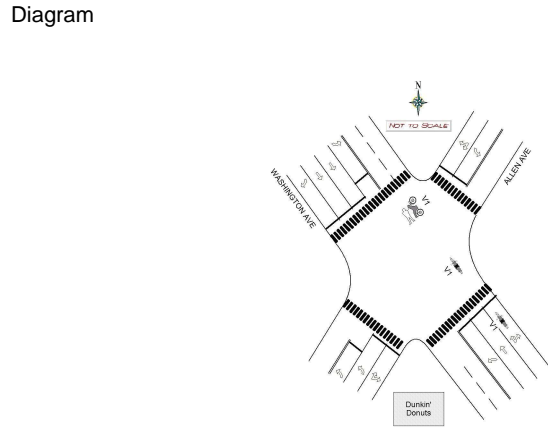
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	63	1 - Male	5 - No Injury
2 - Passenger	61	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/21/2012 Time: 15:05 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 10 - Other 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
 V1, a motorcycle, was traveling north on Washington Ave, crossing the intersection of Allen Ave. As the driver of V1 attempted to use the brake, his motorcycle glove gripped on the throttle at the same time. The front tire of V1 popped up, causing the driver to lose control of the motorcycle. The driver of V1 was dragged by the bike, through the intersection.



The driver of V1 was transported to Maine Medical Center by Medcu for a leg injury. He was unable to provide insurance information at the time.

The witness, Marie Silver, can be reached at 207-838-8114

Unit: 1 Type: 11 - Motorcycle
 Most Damaged Area: 10 - Front Driver Quarter Panel
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3: 13 - Fell/Jumped From Motor Vehicle
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 19 - Other Contributing Action

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

Person Type	Age	Sex	Injury Degree
1 - Driver	22	1 - Male	3 - Non-Incapacitating

Maine Crash Report Summary

Crash Date: 2/29/2012 Time: 19:15 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 4 - Intersection Movement

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

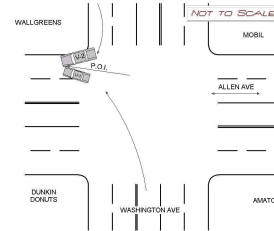
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

V-1 IN DEDICATED LEFT TURN LANE FROM WASHINGTON AVE ONTO ALLEN AVE. V-1 HAS GREEN ARROW AND PROCEEDS TO MAKE LEFT TURN. V-2 IS ON WASHINGTON AVE INBOUND MAKING RIGHT TURN ONTO ALLEN AVE. V-1 HAS RIGHT OF WAY, V-2 WOULD HAVE BEEN MAKING A RIGHT ON RED TURN. V-2 COLLIDES WITH V-1 IN INTERSECTION. V-2 FLEES SCENE WITHOUT ATTEMPTING TO STOP AND EXCHANGE INFO. UNKNOWN MAKE & MODEL OF RUN VEHICLE

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 1 - Front Passenger Corner
 Pre-Crash Actions: 6 - Making left turn
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3: 21 - Motor Vehicle In Transport
 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: 21 - Motor Vehicle In Transport
 Seq. Events 4: 21 - Motor Vehicle In Transport
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	2 - Female	5 - No Injury

Unit: 2 Type: 25 - Other
 Most Damaged Area:
 Pre-Crash Actions:
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

Veh. Travel Dir.:
 Most Harmful Event:
 Contrib Circ. - Vehicle:
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash:
 Driver Action 2:

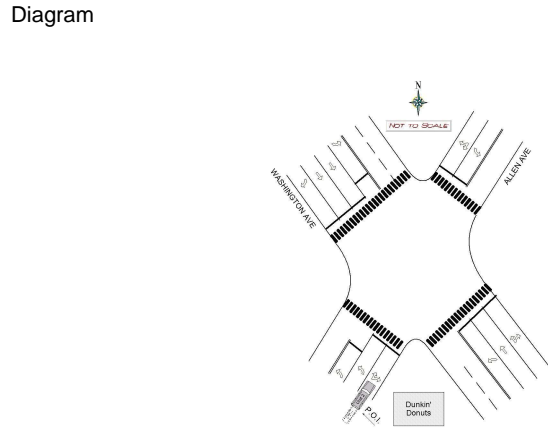
Person Type	Age	Sex	Injury Degree
25 - Last Known Operator/Owner			

Maine Crash Report Summary

Crash Date: 3/5/2012 Time: 12:37 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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
 Operator of Unit 1 stated Unit 2 pull forward in traffic. Operator stated she pull forward behind Unit 2. Operator she thought Unit 2 was continuing forward when she collided with Unit 2.
 Operator of Unit 2 stated she was stopped in traffic when Unit 1 collided with her vehicle from behind.



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: 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
6 - Driver/Owner	19	2 - Female	5 - No Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle 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	43	2 - Female	5 - No Injury
2 - Passenger	89	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/8/2012 Time: 20:50 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 3 - Head-on / Sideswipe Type of Location: 4 - Four Leg Intersection
 Weather: 4 - Rain Light: 4 - Dark - Lighted
 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

Narrative

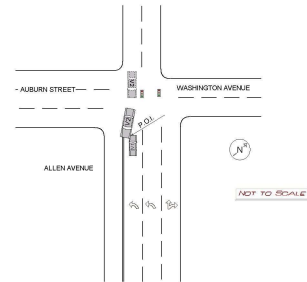
V1 WAS ON ALLEN AVENUE HEADING EASTBOUND AND CURRENTLY STOPPED AT THE ALLEN AVENUE/WASHINGTON AVENUE INTERSECTION. V1 WAS IN THE OUTSIDE LEFT TURN ONLY LANE, WAITING TO TURN ONTO AUBURN STREET.

V1 DRIVER STATES AT THIS TIME V2 WAS TRAVELING WESTBOUND ON ALLEN AVENUE AND STRUCK HIS VEHICLE WHILE ATTEMPTING TO DRIVE THROUGH THE INTERSECTION. V1 DRIVER STATED V2 VEERED INTO HIS LANE AND STRUCK HIS FRONT DRIVER SIDE QUARTER PANEL.

V2 DRIVER SHOWED TO BE EXTREMELY IMPAIRED AND COULD NOT ANSWER ANY QUESTIONS REGARDING THE ACCIDENT. THE DRIVER WAS ARRESTED FOR OPERATING UNDER THE INFLUENCE. PLEASE SEE OFFICER ROZZI'S REPORT 12-2883.

V1 SUSTAINED MINOR DAMAGE TO THE FRONT DRIVER SIDE...

Diagram



Unit: 1 Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound
 Most Damaged Area: 10 - Front 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	29	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound
 Most Damaged Area: 10 - Front Driver Quarter Panel 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: 6 - Under the Influence of Medications/Drugs/Alcohol
 Driver Action 1: 15 - Failed to Keep in Proper Lane Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

12-835

Narrative / Diagram Supplemental

V1 WAS ON ALLEN AVENUE HEADING EASTBOUND AND CURRENTLY STOPPED AT THE ALLEN AVENUE/WASHINGTON AVENUE INTERSECTION. V1 WAS IN THE OUTSIDE LEFT TURN ONLY LANE, WAITING TO TURN ONTO AUBURN STREET.

V1 DRIVER STATES AT THIS TIME V2 WAS TRAVELING WESTBOUND ON ALLEN AVENUE AND STRUCK HIS VEHICLE WHILE ATTEMPTING TO DRIVE THROUGH THE INTERSECTION. V1 DRIVER STATED V2 VEERED INTO HIS LANE AND STRUCK HIS FRONT DRIVER SIDE QUARTER PANEL.

V2 DRIVER SHOWED TO BE EXTREMELY IMPAIRED AND COULD NOT ANSWER ANY QUESTIONS REGARDING THE ACCIDENT. THE DRIVER WAS ARRESTED FOR OPERATING UNDER THE INFLUENCE. PLEASE SEE OFFICER ROZZI'S REPORT 12-2883.

V1 SUSTAINED MINOR DAMAGE TO THE FRONT DRIVER SIDE QUARTER PANEL. V2 SUSTAINED DAMAGE TO THE FRONT DRIVER SIDE AND THROUGHOUT DRIVER SIDE. V2 ALSO SUSTAINED A DAMAGE TO THE FRONT DRIVER SIDE WHEEL.

Maine Crash Report Summary

Crash Date: 4/26/2012 Time: 15:35 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
 Weather: 1 - Clear
 Road Grade: 1 - Level
 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

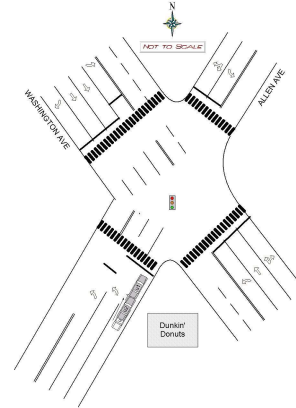
Unit 1 was stopped in traffic at a red light, heading east. Unit 2 was stopped in traffic at a red light, heading east, behind Unit 1.

Unit 1 said "we were stopped in traffic and suddenly got hit from behind really hard. i was injured at work but my daughter is hurting." Unit 1 passenger was transported to Mercy for a compaint of pain.

Unit 2 said "i was stopped in traffic. my foot slipped off the brake. before i could get back on the brake my car hit the car in front of me. after the accident the passenger got out of the car and walked around the vehicle, then got back in and waited for Medcu. i am not injured."

there was minimal damage to Units 1 and 2.

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: 21 - Motor Vehicle In Transport
 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: 21 - Motor Vehicle In Transport
 Seq. Events 4: 21 - Motor Vehicle In Transport
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	2 - Female	4 - Possible Injury
2 - Passenger	17	2 - Female	4 - Possible Injury

Unit: 2 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: 21 - Motor Vehicle In Transport
 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: 21 - Motor Vehicle In Transport
 Seq. Events 4: 21 - Motor Vehicle In Transport
 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

Maine Crash Report Summary

Crash Date: 6/28/2012 Time: 19:10 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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

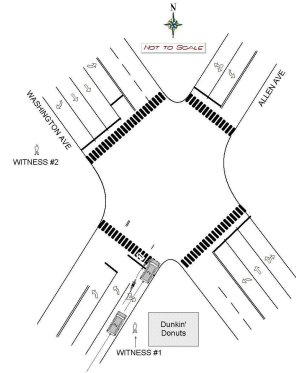
Cont. Circ. Road 2

Narrative

UNIT NO. 1 IN RIGHT LANE ON ALLEN AVENUE SIGNALING TO MAKE RIGHT TURN ONTO WASHINGTON AVENUE. UNIT NO. 2 RIGHT LANE COMING UP FROM BEHIND ON UNIT NO. 1. UNIT NO. 2 THOUGHT UNIT NO. 1 WAS GOING STRAIGHT AND DID NOT SEE TURN SIGNAL ON MOTORCYCLE. INDEPENDENT WITNESS #1 IN PARKING LOT AT DUNKIN DONUTS SEES TURN SIGNAL ON FOR UNIT NO. 1 AND ALSO SEES UNIT NO. 2 APPROACHING UNIT NO. 1 FROM BEHIND AT A HIGH RATE OF SPEED AND SEES THE ACCIDENT DEVELOPING IN FRONT OF HIM. INDEPENDENT WITNESS #2 IN PARKING LOT AT WALGREENS SEES UNIT NO. 2 COME UP AT HIGH RATE OF SPEED BEHIND UNIT NO. 1 AND SEES ACCIDENT.

UNIT NO. 2 LEFT FRONT QUARTER PANEL STRIKES THE RIGHT SIDE OF UNIT NO. 1 AND THE OPERATOR'S RIGHT LEG. MINOR INJURIES TO OPERATOR OF UNIT NO. 1, REFUSED MEDCU. AAA TOWED UNIT NO. 1.

Diagram



Unit: 1 Type: 11 - Motorcycle
 Most Damaged Area: 3 - Center Passenger Side
 Pre-Crash Actions: 5 - Making right turn
 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
1 - Driver	44	1 - Male	3 - Non-Incapacitating

Unit: 2 Type: 3 - Passenger Van
 Most Damaged Area: 10 - Front Driver Quarter Panel
 Pre-Crash Actions: 18 - Overtaking Passing
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 3 - Failed to Yield Right-of-Way

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: 12 - Improper Passing

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

Maine Crash Report Summary

Crash Date: 8/15/2012 Time: 10:45 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 13350 No Info OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 4 - Rain

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 2 - Wet

Traffic Control: 13 - None

Cont. Circ. Env 2

Cont. Circ. Env 1 1 - None

Cont. Circ. Road 2 1 - None

Cont. Circ. Road 1 1 - None

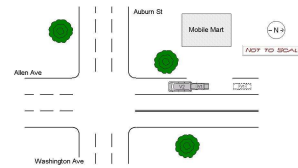
Narrative

Diagram

V1 was traveling south on Allen Ave towards the intersection with Washington Ave when it failed to stop in time for V2 who was stopped in traffic on Allen Ave. V1 then struck V2 in the back end.

There was minor damage on V1's front bumper and minor damage to V2's rear bumper.

the driver of V2 stated that her shoulder hurt, but refused med-cu.



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: 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)
 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
1 - Driver	19	2 - Female	5 - No Injury
2 - Passenger	19	1 - Male	5 - No Injury

Unit: 2 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.: 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	37	2 - Female	4 - Possible Injury
2 - Passenger	5	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/19/2012 Time: 08:44 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 2 - Rear End / Sideswipe
 Weather: 1 - Clear
 Road Grade: 1 - Level
 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

Narrative

On Sunday, August 19, 2012 at 08:44:00, Officer Alissa Poisson responded to a crash at the intersection of WASHINGTON AV and ALLEN AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Suzanne Thompson, DOB 5/23/1979 was northbound starting in traffic and followed too closely. Vehicle #1 sustained minor damage to the front.

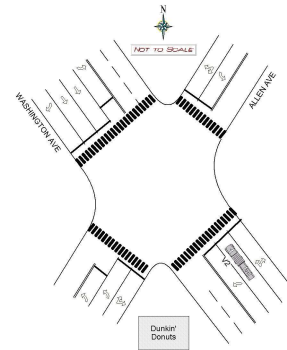
Vehicle #1 occupant(s) are listed below:

Driver: Suzanne Thompson DOB 5/23/1979 Injury: No

Injury

Vehicle #2, operated by Beth-Ann Hurd, DOB 1/2/1956 was northbound stopped in traffic. Vehicle #2 sustained functional...

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: 1 - Not Distracted

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	33	2 - Female	5 - No Injury

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

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	56	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number

12-002046

Narrative / Diagram Supplemental

On Sunday, August 19, 2012 at 08:44:00, Officer Alissa Poisson responded to a crash at the intersection of WASHINGTON AV and ALLEN AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Suzanne Thompson, DOB 5/23/1979 was northbound starting in traffic and followed too closely. Vehicle #1 sustained minor damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: Suzanne Thompson DOB 5/23/1979 Injury: No Injury

Vehicle #2, operated by Beth-Ann Hurd, DOB 1/2/1956 was northbound stopped in traffic. Vehicle #2 sustained functional damage to the rear.

Vehicle #2 occupant(s) are listed below:

Driver: Beth-Ann Hurd DOB 1/2/1956 Injury: Possible Injury

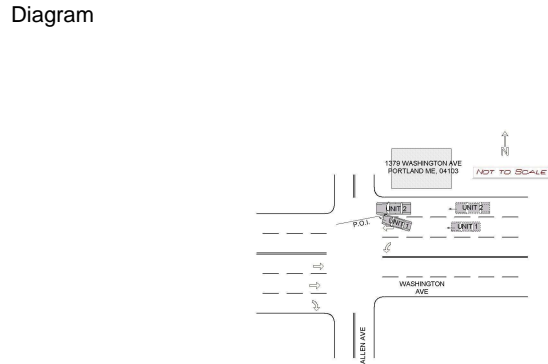
The driver of V1 said she thought V2 had started moving forward, so she accelerated, but V2 was still stopped. V1 struck V2 on the rear bumper. The driver of V2 said she scraped her ankle as a result of the crash, but did not need MEDCU.

Maine Crash Report Summary

Crash Date: 9/14/2012 Time: 22:17 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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
 UNIT 1 WAS HEADING WESTBOUND IN THE CENTER LANE. UNIT 2 WAS HEADING WESTBOUND IN THE RIGHT AND LANE. UNIT 1 WANTED TO TURN RIGHT ONTO ALLEN AVE AND TRIED TO MAKE THE TURN FROM THE CENTER LANE. THE DRIVER OF UNIT 1 STATED "ONE OF HIS PASSENGERS WAS BUGGING HIM THAT HE NEEDED TO GO TO THE BATHROOM." AS UNIT 1 WENT TO TURN RIGHT FROM THE CENTER LANE HE STRUCK UNIT 2 ON THE DRIVERS SIDE.



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 1 - Front Passenger Corner
 Pre-Crash Actions: 5 - Making right turn
 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: 10 - Improper Turn

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	19	1 - Male	5 - No Injury
2 - Passenger	18	1 - Male	5 - No Injury
2 - Passenger	17	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area: 9 - Center Driver Side
 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.: 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	61	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 12/16/2012 Time: 09:48 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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: 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 enters intersection, according to witnesses at a high rate of speed for the intersection. Unit 1 making left turn loses control, rear end turning counter clockwise. Unit 1 hits unit 2 parked in traffic head on and continues spinning. Unit 1 passenger side then strikes unit 3 parked in traffic. Unit 1 driver attributes crash to uneven paved road surface in the intersection, however I did not deem this a traffic hazard by any means. He also attributed a mini van cutting him off. Unit 1 could not produce insurance, saying the car is a loaner, but the car has used car plates. Unit 1 operator cited for imprudent speed and failure to produce evidence of insurance.

Diagram



Ron's Auto (Windham ME) possible owner of Unit 1. 207-892-4093
 Cindy Thibeault 207-797-2071
 Hannah Greathouse 443-962-2076

Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 6 - Making left turn
 Seq. Events 1: 11 - Cross Centerline
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 15 - Failed to Keep in Proper Lane

Veh. Travel Dir.: 4 - Westbound
 Most Harmful Event: 39 - Unknown
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2: 9 - Drove Too Fast For Conditions

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

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area: 11 - Front Driver Corner
 Pre-Crash Actions: 10 - Slowing 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.: 2 - Southbound
 Most Harmful Event: 39 - Unknown
 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	58	1 - Male	5 - No Injury

Unit: 3 Type: 2 - (Sport) Utility Vehicle
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 11 - Stopped in traffic
 Seq. Events 1: 47 - Unknown
 Seq. Events 3:
 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:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree

Maine Crash Report Summary

6 - Driver/Owner

71

1 - Male

5 - No Injury

2 - Passenger

70

2 - Female

5 - No Injury

Maine Crash Report Summary

Crash Date: 1/8/2013 Time: 14:33 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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

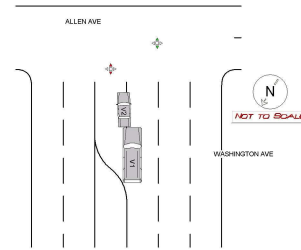
DRIVER OF VEHICLE 2 STATED SHE WAS IN THE LEFT TURN LANE ON WASHINGTON AVE, WAITING TO TURN ONTO ALLEN AVE EASTBOUND. DRIVER OF VEHICLE 1 STATED HE WAS IN THE LEFT STRAIGHT LANE ON WASHINGTON AVE HEADED INBOUND.

DRIVER OF VEHICLE 1 STATED HE WAS HEADING INBOUND AND VEHICLE 2 WAS IN HIS LANE, WHERE HE STRUCK THE REAR OF VEHICLE 2.

DRIVER OF VEHICLE 2 STATED SHE WAS WAITING TO TURN, AND WAS SURE THERE WAS NOBODY ON THE RIGHT SIDE OF HER, BUT WAS NOT SURE IF SHE WAS FULLY IN THE TURN LANE OR NOT.

WITNESS TIM DODD 712-3593, ALSO A CMP EMPLOYEE, OFFERED THAT VEHICLE 2 CUT BACK INTO THE STRAIGHT LANE...

Diagram



Unit: 1 Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 6 - Unkown

Driver Action 1: 3 - Failed to Yield Right-of-Way

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	46	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car

Most Damaged Area: 5 - Rear Passenger Corner

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: 20 - Unknown

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	64	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

13-000104

Narrative / Diagram Supplemental

DRIVER OF VEHICLE 2 STATED SHE WAS IN THE LEFT TURN LANE ON WASHINGTON AVE, WAITING TO TURN ONTO ALLEN AVE EASTBOUND. DRIVER OF VEHICLE 1 STATED HE WAS IN THE LEFT STRAIGHT LANE ON WASHINGTON AVE HEADED INBOUND.

DRIVER OF VEHICLE 1 STATED HE WAS HEADING INBOUND AND VEHICLE 2 WAS IN HIS LANE, WHERE HE STRUCK THE REAR OF VEHICLE 2.

DRIVER OF VEHICLE 2 STATED SHE WAS WAITING TO TURN, AND WAS SURE THERE WAS NOBODY ON THE RIGHT SIDE OF HER, BUT WAS NOT SURE IF SHE WAS FULLY IN THE TURN LANE OR NOT.

WITNESS TIM DODD 712-3593, ALSO A CMP EMPLOYEE, OFFERED THAT VEHICLE 2 CUT BACK INTO THE STRAIGHT LANE IN FRONT OF VEHICLE 1. THIS WITNESS DID NOT STAY ON SCENE, BUT CONTACTED THE OPERATOR OF VEHICLE 1 VIA CELL PHONE. THERE ARE NO OTHER KNOWN WITNESSES.

Maine Crash Report Summary

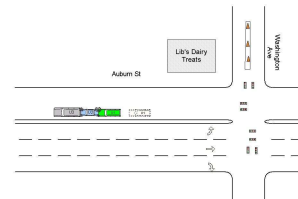
Crash Date: 1/22/2013 Time: 08:26 City: Portland Street/Highway: AUBURN ST
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17062 Int of AUBURN ST WASHINGTON AV OE End Node: 63327 Int of AUBURN ST NORTHGATE SHOPPING CENTER RD INV 3201489 RD INV 3209640

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

U3 was stopped in traffic on Auburn St facing southbound. Traffic was stopped at the red light located at the intersection of Auburn Ave and Allen Ave. U2 was stopped behind U3 also facing southbound. U1 was driving southbound and crashed into the back of U2. U2 then went forward and crashed into U3. U1 operator stated she was paying attention to the surrounding traffic and did not see U2 stopped. U3 operator stated just as he went to pull forward he felt U2 crash into him. U2 struck U3's trailer hitch. U3's wire harness is broken and may not function now. U3 operator is concerned about the integrity of the tow hitch. U2's front bumper and plastic molding is broken, cracked and damaged. It will need to be replaced. U2 also has some scratches and scuffs on his rear bumper. U1's front bumper and plastic trim work is damaged, cracked and broken. The plastic molding is pushed out and the wheel well was now rubbing the front tire. U1's front end will need to be replaced.

Diagram



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

Most Damaged Area: 12 - Front
 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: 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: 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	50	2 - Female	5 - No Injury

Unit: 2 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.: 2 - Southbound
 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	50	1 - Male	5 - No Injury

Unit: 3 Type: 2 - (Sport) Utility Vehicle

Most Damaged Area: 6 - Rear
 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.: 2 - Southbound
 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	50	1 - Male	5 - No Injury

Maine Crash Report Summary

1 - Driver

43

1 - Male

5 - No Injury

Maine Crash Report Summary

Crash Date: 2/6/2013

Time: 18:58

City: Portland

Street/Highway: ALLEN AV

Start Node: 17061

Int of ALLEN AV WASHINGTON AV

End Node: 0

Offset: 0

OE Start Node: 17061

Int of ALLEN AV WASHINGTON AV

OE End Node:

Type of Crash: 4 - Intersection Movement

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

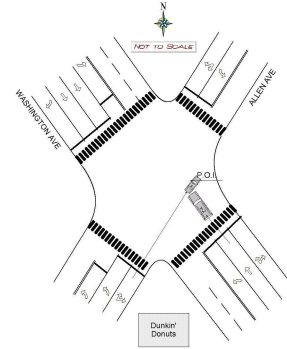
Cont. Circ. Road 2 1 - None

Narrative

V-1 ON ALLEN AVENUE CROSSING WASHINGTON AVENUE HEADING TOWARDS FALMOUTH. V-2 ON WASHINGTON AVE HEADED OUTBOUND TOWARDS FALMOUTH. V-1 HAD GREEN LIGHT AND WAS 3/4 ACROSS INTERSECTION WHEN V-2 COLLIDED WITH IT. NO INJURIES, MODERATE DAMAGE TO V-1, MINOR DAMAGE TO V-2. DRIVER OF V-2 AT FAULT FOR FAILING TO YIELD RIGHT OF WAY. V-1 TOWED FROM SCENE. DRIVER OF V-2 CITED FOR EXPIRED REGISTRATION (12/12).

PEDESTRIAN IN PARKING LOT OF AMATOS STATED V-1 HAD RIGHT OF WAY (GREEN LIGHT) BECAUSE HE WAS WAITING FOR WALK SIGNAL TO CROSS ALLEN AVE. AND SAW COLLISION. WITNESS REFUSED TO GIVE ANY CONTACT INFO.

Diagram



Unit: 1 Type: 1 - Passenger Car

Most Damaged Area: 4 - Rear Passenger Quarter Panel

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3: 21 - Motor Vehicle In Transport

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: 21 - Motor Vehicle In Transport

Seq. Events 4: 21 - Motor Vehicle In Transport

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	63	2 - Female	5 - No Injury

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

Most Damaged Area: 11 - Front Driver Corner

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3: 21 - Motor Vehicle In Transport

Driver Distracted By: 6 - Unkown

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: 21 - Motor Vehicle In Transport

Seq. Events 4: 21 - Motor Vehicle In Transport

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2: 4 - Ran Red Light

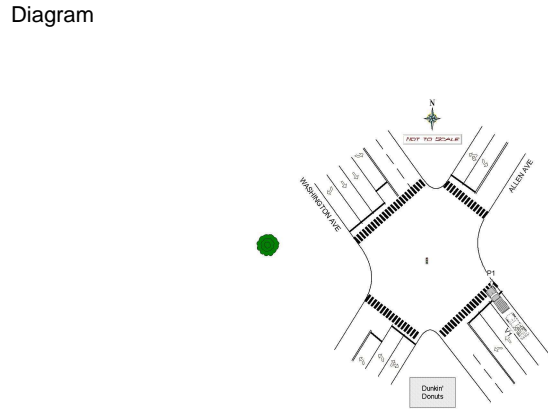
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 3/13/2013 Time: 09:20 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 5 - Pedestrians 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 west on Washington Ave towards the intersection with Allen Ave when it failed to yield for Pedestrian who was attempting to walk with the signal across Washington Ave. Vehicle One then struck Pedestrian in the crosswalk. Pedestrian had bruises in the chest area and transported to Maine Medical Center for treatment, pedestrian had a service dog with him at the time of the crash.



Vehicle One had no observable damage

Witness:
 Ellen Kurman (207) 839-4919
 John Jensen (207) 828-3879

Unit: 1 Type: 5 - Pickup Veh. Travel Dir.: 4 - Westbound
 Most Damaged Area: Most Harmful Event: 9 - Pedestrian
 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: 3 - Failed to Yield Right-of-Way Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	1 - Male	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 3:
 Driver Distracted By:
 Driver Action 1:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	57	1 - Male	4 - Possible Injury

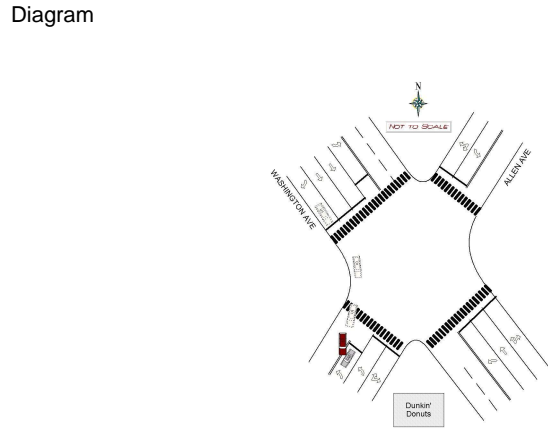
Maine Crash Report Summary

Crash Date: 3/19/2013 Time: 07:40 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 4 - Intersection Movement	Type of Location: 4 - Four Leg Intersection
Weather: 6 - Snow	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 4 - Slush
Traffic Control: 1 - Traffic Signals (Stop & Go)	
Cont. Circ. Env 1 2 - Weather Conditions	Cont. Circ. Env 2 1 - None
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)	Cont. Circ. Road 2 1 - None

Narrative

U2 was on Allen Ave facing eastbound. U2 was stopped at the red light located at the intersection of Allen Ave and Washington Ave. U2 was waiting to make a left hand turn onto Washington Ave from Allen Ave. U1 was on Washington Ave facing southbound. U1 made a right hand turn onto Allen Ave from Washington Ave. U1 crashed its front end into the driver side of U2. U1 operator stated his back end slid on the slush and snow. U1 has no visible damage. U2's front driver side door is dented and will need to be replaced.



Unit: 1 Type: 2 - (Sport) Utility Vehicle
 Most Damaged Area:
 Pre-Crash Actions: 5 - Making right turn
 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: 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	35	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area: 9 - Center 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.: 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:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	39	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/29/2013 Time: 11:23 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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

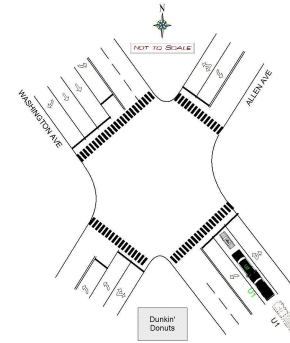
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

U2 was traveling northbound on Washington Ave. U1 was behind U2. When U2 approached the intersection of Washington Ave and Allen Ave it came to a stop at the red light. U1 also stopped. U1 then crashed into the rear of U2. U1 operator stated U2 began to move forward and then stopped. At that point U1 crashed into U2. U1 operator also informed me when he saw U2 move he reached for his soda at the same time he crashed. U2 operator stated she was not moving when she was crashed into. U2 has damage on its rear bumper including possible internal damage. U1 has significant damage to its front grill and bumper. Both will need work.

Diagram



Unit: 1 Type: 5 - Pickup

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: 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)

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	44	1 - Male	5 - No Injury

Unit: 2 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.: 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	32	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/29/2013 Time: 16:23 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

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

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

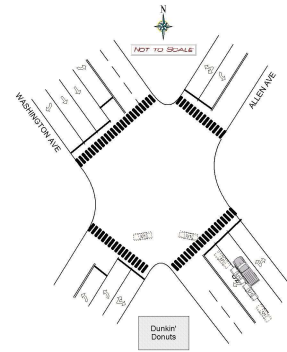
Cont. Circ. Env 1 1 - None
 Cont. Circ. Road 1 1 - None

Cont. Circ. Env 2
 Cont. Circ. Road 2

Narrative

U2 was on Washington Ave facing northbound. U2 was stopped at the red light at the intersection of Washington Ave and Allen Ave. U2 was in the middle straight lane. While U2 was stopped, U1 was traveling on Washington Ave heading northbound. U1 traveled past U2 on his right side. U1 was in the left turn only lane. While U1 passed U2, U1 sideswiped U2. U1 crashed into U2's driver side with her passenger side side mirror. U1's mirror broke off. U2's driver side has a large dent and scratch beginning from the rear and continuing the entire length to the front. After the crash occurred, U1 left the scene and went to 1344 Washington Ave. U2 followed. When we arrived we learned U1 operator did not have a license. U1 operator was summonsed for operating without a license.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 3 - Center Passenger Side
 Pre-Crash Actions: 30 - Other Vehicle Action
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3:
 Driver Distracted By: 6 - Unkown
 Driver Action 1: 15 - Failed to Keep in Proper Lane

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: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
2 - Passenger	14	2 - Female	5 - No Injury
1 - Driver	17	2 - Female	5 - No Injury

Unit: 2 Type: 5 - Pickup
 Most Damaged Area: 9 - Center 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.: 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:

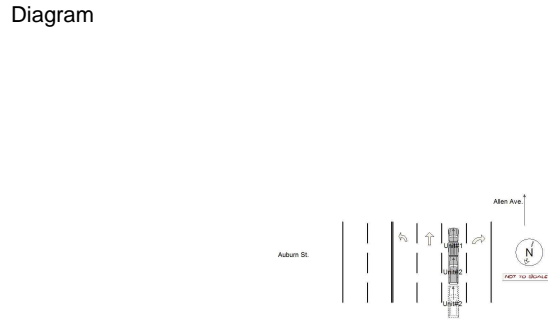
Person Type	Age	Sex	Injury Degree
1 - Driver	52	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/16/2013 Time: 12:47 City: Portland Street/Highway: Auburn St
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 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 1 - None Cont. Circ. Env 2
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2 1 - None

Narrative
 Unit #1 (Chevy) being driven by Knight was stopped at a red light southbound Auburn St. at intersection with Allen Ave. Unit #2 (Ford) was being driven by Rawcliffe and was stopped directly behind Unit #1. The light turned green and both units proceeded. Unit #1 stopped because of an approaching fire-truck. Unit #2, following Unit #1 too closely was unable to stop in time before she struck the back of Unit#1.



Unit: 1 Type: 5 - Pickup

Most Damaged Area:
 Pre-Crash Actions: 1 - Following roadway
 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.: 2 - Southbound
 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
1 - Driver	28	1 - Male	5 - No Injury
2 - Passenger	26	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car

Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 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.: 2 - Southbound
 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: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	18	2 - Female	5 - No Injury

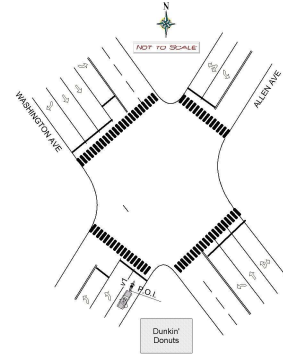
Maine Crash Report Summary

Crash Date: 7/27/2013 Time: 08:54 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 rear ended v1 while it was stopped at a red light on Allen Ave.

Diagram



Unit: 1 Type: 11 - Motorcycle	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: 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	52	2 - Female	4 - Possible Injury

Unit: 2 Type: 1 - Passenger Car	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: 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:

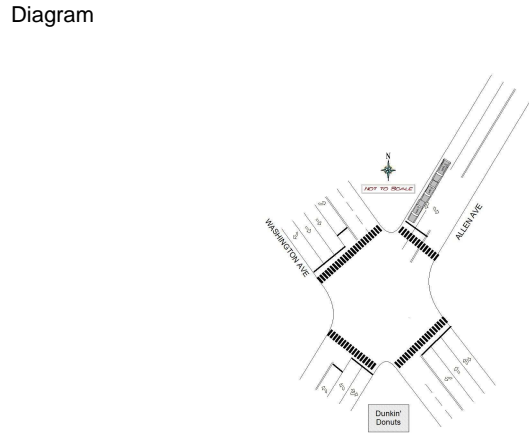
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	31	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/2/2013 Time: 16:00 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 was stopped in traffic due to traffic light heading west on Allen Ave. Unit 2 was stopped behind unit 1. Unit 3 was stopped behind unit 2. Driver of unit 3 stated that her foot was on the break but she had been looking "down" and then felt a "bump". Unit 3 pushed unit 2 into unit 1.



Unit: 1 Type: 1 - Passenger Car 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	63	2 - Female	4 - Possible Injury
2 - Passenger	7	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound
 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:
 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	51	1 - Male	5 - No Injury

Unit: 3 Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound
 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: 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.) Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 14 - Followed Too Closely Driver Action 2:

Maine Crash Report Summary

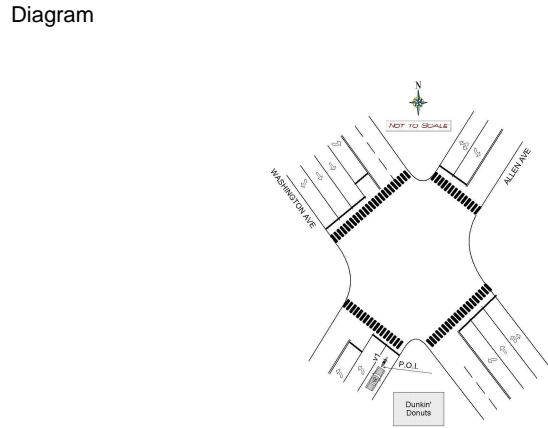
Person Type	Age	Sex	Injury Degree
1 - Driver	49	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/10/2013 Time: 11:24 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 rear ended V1 while both were stopped in traffic at Allens Corner.



Unit: 1 Type: 11 - Motorcycle
 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: 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	61	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area:
 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: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

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: 20 - Unknown

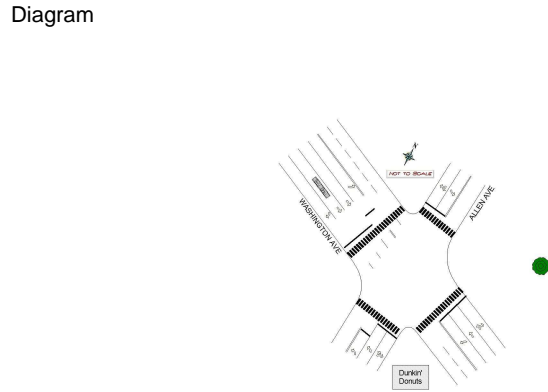
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	22	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 8/10/2013 Time: 11:40 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 13340 Int of CYPRESS ST, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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 TWO WAS STOPPED IN TRAFFIC ON WASHINGTON AVE NEAR THE INTERSECTION WITH ALLEN WHEN SHE WAS STRUCK BY VEHICLE ONE WHO FLED THE SCENE WITHOUT PROVIDING HIS INFORMATION.



VEHICLE TWO HAD MINOR REAR BUMPER DAMAGE.
 THE DRIVER OF VEHICLE TWO HAD COMPLAINT OF NECK PAIN, BUT REFUSED MEDICAL TREATMENT.
 PPD INCIDENT NUMBER 13-7230

_____ Contacted registered owner (Perkins). She states that she lent her vehicle to...

Unit: 1 Type: 1 - Passenger Car 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: 6 - Unkown Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 14 - Followed Too Closely Driver Action 2: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Nealgient or Aggressive Manner

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

Unit: 2 Type: 1 - Passenger Car 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
6 - Driver/Owner	24	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number

13-2258

Narrative / Diagram Supplemental

VEHICLE TWO WAS STOPPED IN TRAFFIC ON WASHINGTON AVE NEAR THE INTERSECTION WITH ALLEN WHEN SHE WAS STRUCK BY VEHICLE ONE WHO FLED THE SCENE WITHOUT PROVIDING HIS INFORMATION.

VEHICLE TWO HAD MINOR REAR BUMPER DAMAGE.

THE DRIVER OF VEHICLE TWO HAD COMPLAINT OF NECK PAIN, BUT REFUSED MEDICAL TREATMENT.

PPD INCIDENT NUMBER 13-7230

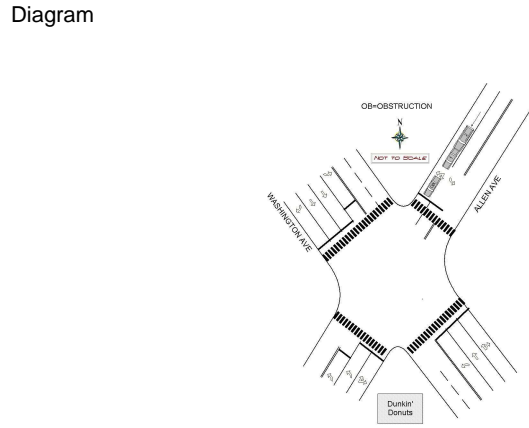
_____ Contacted registered owner (Perkins). She states that she lent her vehicle to a friend, Jason Jefferson. She does not know where he lives or what his phone number is. She was very cooperative and provided her insurance information.

Maine Crash Report Summary

Crash Date: 9/3/2013 Time: 17:30 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 NO. 1 AND UNIT NO. 2 RIGHT LANE WEST ON ALLEN AVENUE AT WASHINGTON AVENUE. UNIT NO. 1 STOPPED IN TRAFFIC. UNIT NO. 2 THOUGHT UNIT NO. 1 WAS MOVING, STARTED IN TRAFFIC, GOT DISTRACTED BY IN VEHICLE DISTRACTION AND LOOKED AWAY FROM ROAD. FRONT END OF UNIT NO. 2 STRUCK REAR END OF UNIT NO. 1. NO INJURIES.



REPORT TAKEN AT POLICE STATION TWO DAYS AFTER ACCIDENT OCCURRED. THIS OFFICER DID NOT VIEW UNIT NO. 1 BECAUSE VEHICLE WAS ALREADY BROUGHT TO BODY SHOP. I ALSO DID NOT OBSERVE UNIT NO. 2. REPORT TAKEN ON WORD OF BOTH DRIVER'S INVOLVED IN ACCIDENT.

Unit: 1 Type: 1 - Passenger Car 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
1 - Driver	73	2 - Female	5 - No Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound
 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: 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)
 Driver Action 1: 3 - Failed to Yield Right-of-Way Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2: 14 - Followed Too Closely

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	1 - Male	5 - No Injury

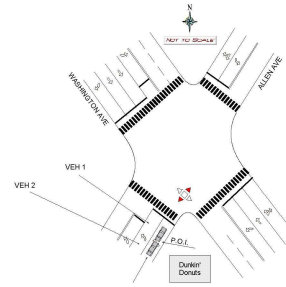
Maine Crash Report Summary

Crash Date: 9/17/2013 Time: 17:24 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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 DRIVING EASTBOUND ON ALLEN AVENUE AT THE INTERSECTION OF WASHINGTON AVENUE.
 VEHICLE 2 WAS DRIVING EASTBOUND ON ALLEN AVENUE DIRECTLY BEHIND VEHICLE 1.
 VEHICLE 1 STOPPED AT THE RED LIGHT AT THE INTERSECTION.
 VEHICLE 2 DID NOT STOP IN TIME AND COLLIDED WITH THE REAR BUMPER OF VEHICLE 1.

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.: 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	22	2 - Female	5 - No Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 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.: 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:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 9/20/2013 Time: 17:05 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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

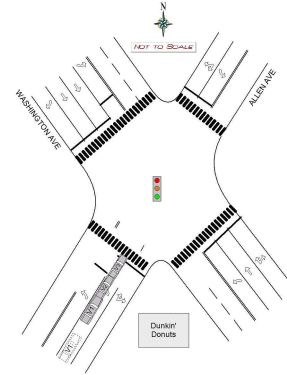
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

Narrative

V2 AND V3 WERE ON ALLEN AVE STOPPED IN TRAFFIC FACING WASHINGTON AVE. V1 WAS ALSO TRAVELING ON ALLEN AVE HEADING TOWARDS WASHINGTON AVE. CRASH OCCURRED. V2 OPERATOR TOLD ME V1 CRASHED INTO HER, CAUSING HER VEHICLE TO GO FORWARD AND CRASH INTO V3.

Diagram



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 12 - Front
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3:
 Driver Distracted By: 6 - Unkown
 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: 26 - Impact Attenuator/Crash Cushion
 Seq. Events 4:
 Cond. at Time Crash: 6 - Under the Influence of Medications/Drugs/Alcohol
 Driver Action 2: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Nealgient or Aggressive Manner

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	65	1 - Male	4 - Possible 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: 26 - Impact Attenuator/Crash Cushion
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury

Unit: 3 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: 26 - Impact Attenuator/Crash Cushion
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	2 - Female	5 - No Injury

Maine Crash Report Summary

6 - Driver/Owner

72

1 - Male

5 - No Injury

Maine Crash Report Summary

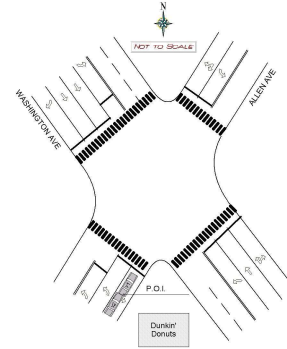
Crash Date: 9/22/2013 Time: 12:03 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17035 Int of ABBOTT ST ALLEN AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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 1 - None

Narrative
 v2 rear ended v1 while v1 was stopped in traffic on Allen Ave

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: 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
1 - Driver	43	1 - Male	5 - No Injury
8 - Passenger/Owner	48	2 - Female	4 - Possible Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area:
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 21 - Motor Vehicle In Transport
 Seq. Events 3: 50 - No Other Events
 Driver Distracted By: 6 - Unkown
 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: 50 - No Other Events
 Seq. Events 4: 50 - No Other Events
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2: 20 - Unknown

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

Maine Crash Report Summary

Crash Date: 9/23/2013 Time: 07:43 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17060 Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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

On Monday, September 23, 2013 at 07:43:00, Officer Alissa Poisson responded to a crash on WASHINGTON AV approximately 400 feet South of WASHINGTON AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

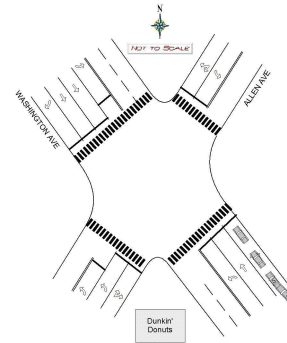
Vehicle #1, operated by Ryan Toothaker, DOB 6/12/1978 was northbound starting in traffic and followed too closely. Stated he thought the traffic had started moving. Stated he "took full responsibility" for crash. Vehicle #1 sustained minor damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: Ryan Toothaker DOB 6/12/1978 Injury: No Injury

Vehicle #2, operated by Mary Harbison, DOB 8/8/1953 was...

Diagram



Unit: 1 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:
 Driver Distracted By: 1 - Not Distracted
 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	35	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:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	60	2 - Female	4 - Possible Injury

STATE OF MAINE CRASH REPORT

Report Number

13-002683

Narrative / Diagram Supplemental

On Monday, September 23, 2013 at 07:43:00, Officer Alissa Poisson responded to a crash on WASHINGTON AV approximately 400 feet South of WASHINGTON AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Ryan Toothaker, DOB 6/12/1978 was northbound starting in traffic and followed too closely. Stated he thought the traffic had started moving. Stated he "took full responsibility" for crash. Vehicle #1 sustained minor damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: Ryan Toothaker DOB 6/12/1978 Injury: No Injury

Vehicle #2, operated by Mary Harbison, DOB 8/8/1953 was northbound stopped in traffic. Vehicle #2 sustained functional damage to the rear.

Vehicle #2 occupant(s) are listed below:

Driver: Mary Harbison DOB 8/8/1953 Injury: Possible Injury - stated lower back was sore

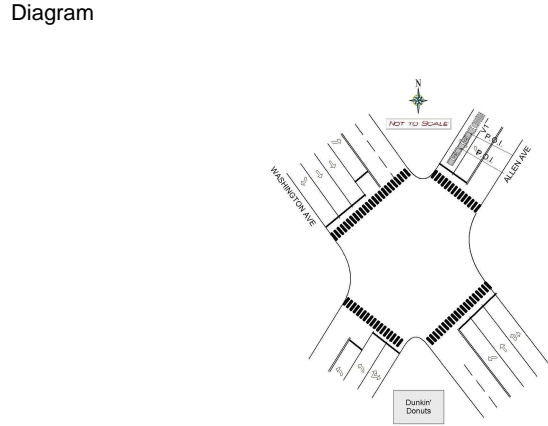
AMP

Maine Crash Report Summary

Crash Date: 11/21/2013 Time: 17:51 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 13350 No Info OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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
 V3 WAS STOPPED IN TRAFFIC AT THE REDLIGHT ON ALLEN AVE AT THE INTERSECTION WITH WASHINGTON AVE (SOUTHBOUND). V2 WAS STOPPED BEHIND V3. V1 DID NOT BRAKE IN TIME, AND RAN INTO THE BACK OF V2 CAUSING V2 TO HIT V3.
 THERE WAS NO DAMAGE TO V1.
 THERE WAS MODERATE DAMAGE TO THE REAR BUMPER AND TRUNK OF V2.
 THERE WAS MINOR DAMAGE, SMALL DENTS, TO THE REAR BUMPER OF V3.
 11-21-13 jte



Unit: 1 Type: 5 - Pickup Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 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
1 - Driver	38	2 - Female	5 - No Injury

Unit: 2 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: 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	17	2 - Female	5 - No Injury

Unit: 3 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: 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			

Maine Crash Report Summary

1 - Driver

33

1 - Male

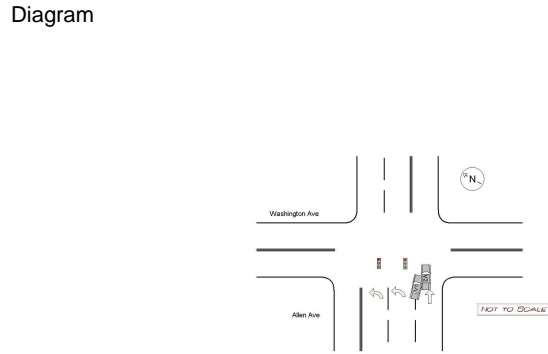
4 - Possible Injury

Maine Crash Report Summary

Crash Date: 12/14/2013 Time: 11:00 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
 Weather: 10 - Other Light: 1 - Daylight
 Road Grade: 1 - Level Surface Condition: 4 - Slush
 Traffic Control: 1 - Traffic Signals (Stop & Go)
 Cont. Circ. Env 1 6 - Other Cont. Circ. Env 2
 Cont. Circ. Road 1 11 - Other Cont. Circ. Road 2

Narrative
 V2 was traveling northeast on Allen Ave, crossing the intersection of Washington Ave. V1 was in the left turn only lane of Allen Ave, next to V2. The light for the left turn lane turned red, but the light to continue straight was green. V2 continued straight and V1 attempted to change lanes to go straight.



V1 failed to yield to the right of way and struck V2 on the driver's side door.
 The drivers exchanged information and agreed to make a report at another time. The driver of V2 got an estimate of \$1,900.00 in damage. The driver of V1 will no longer return calls. Phone number 207-632-8979

*** Amendment ***

The driver of V1 came to the police station to convey his version of...

Unit: 1 Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 3 - Eastbound
 Most Damaged Area: Most Harmful Event: 13 - Motor Vehicle in Transport
 Pre-Crash Actions: 17 - Changing Lanes Contrib Circ. - Vehicle: 15 - Other
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: 6 - Unkown Cond. at Time Crash: 7 - Other
 Driver Action 1: 3 - Failed to Yield Right-of-Way Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	47	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound
 Most Damaged Area: 10 - Front Driver Quarter Panel 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: 1 - No Contributing Action Driver Action 2:

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

STATE OF MAINE CRASH REPORT

Report Number

14-000189

Narrative / Diagram Supplemental

V2 was traveling northeast on Allen Ave, crossing the intersection of Washington Ave. V1 was in the left turn only lane of Allen Ave, next to V2. The light for the left turn lane turned red, but the light to continue straight was green. V2 continued straight and V1 attempted to change lanes to go straight.

V1 failed to yield to the right of way and struck V2 on the driver's side door.

The drivers exchanged information and agreed to make a report at another time. The driver of V2 got an estimate of \$1,900.00 in damage. The driver of V1 will no longer return calls. Phone number 207-632-8979

***** Amendment *****

The driver of V1 came to the police station to convey his version of the crash. The driver of V1 stated both vehicles were in the left turn only lane and were both moving over to the right lane. He said V2 was behind him and began to attempt to pass him as he was also changing lanes. He said when V2 tried to pass him on the right, he struck V2. V1 said he then got stopped by the red light and lost sight of V2, which did not pull over. V1 located V2 in the parking lot of Shaw's Northgate. V1 said the driver of V2 was shouting at him, so he simply exchanged information with him and contacted his insurance. The driver of V1 said his insurance contacted the driver of V2, which prompted V2 to come to the police station. The driver of V1 said he in fact did not return V2's calls because he did not feel comfortable doing so and wanted it resolved through insurance.

Maine Crash Report Summary

Crash Date: 12/21/2013 Time: 12:45 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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: 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

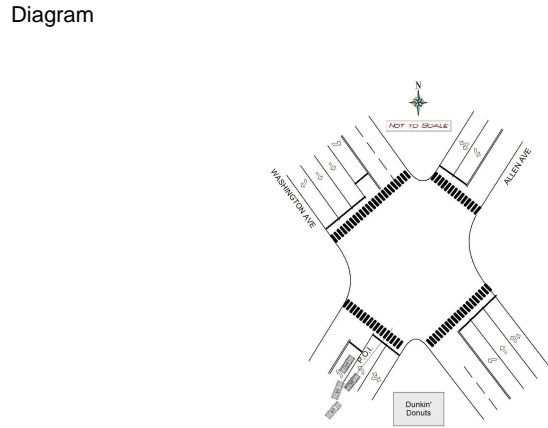
Narrative

V1 CAME INTO THE POLICE DEPARTMENT TO REPORT THAT SHE HIT ANOTHER VEHICLE ON ALLEN AVENUE NEAR WASHINGTON AVENUE. V1 STATED THAT SHE WAS TRYING TO GO INTO THE FAR LEFT HAND TURN LANE ON ALLEN AVENUE AND HIT V2'S REAR BUMPER WITH THE PASSENGER SIDE OF HER CAR. V1 STATED THAT V2 CONTINUED TO DRIVE AWAY.

I INSPECTED V1 FOR DAMAGE AND SAW A DARK SCRAPE MARK DOWN THE PASSENGER SIDE DOORS. I ALSO SAW THAT THE PASSENGER SIDE MIRROR WAS GONE AND IN THE PASSENGER SIDE SEAT. V1 STATED THAT SHE HIT HER PASSENGER SIDE MIRROR LAST NIGHT AGAINST A CONSTRUCTION CONE.

V1 DID NOT REMEMBER ANY IDENTIFYING FEATURES OF THE VEHICLE SHE HIT.

IT IS UNKNOWN IF V2 REALIZED THAT THEY WERE HIT BY V1



Unit: 1 Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound
 Most Damaged Area: 3 - Center Passenger Side 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: 7 - Separation of Units
 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: 15 - Failed to Keep in Proper Lane Driver Action 2: 1 - No Contributing Action

Person Type	Age	Sex	Injury Degree
1 - Driver	24	2 - Female	5 - No Injury

Unit: 2 Type: 25 - Other 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
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Maine Crash Report Summary

Crash Date: 1/6/2014 Time: 07:54 City: Portland Street/Highway: WASHINGTON AVE
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 13340 Int of CYPRESS ST, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
 Weather: 4 - Rain Light: 1 - Daylight
 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

Narrative

UNIT 1 DRIVEN BY YAVARONE WAS SOUTHBOUND ON WASHINGTON AVENUE STOPPED IN TRAFFIC AT THE INTERSECTION OF WASHINGTON AVENUE AND ALLEN AVENUE MAKING A RIGHT TURN ONTO ALLEN AVENUE. UNIT 2 DRIVEN BY EVANS WAS FOLLOWING TOO CLOSE BEHIND UNIT 1, ALSO MAKING A RIGHT TURN ONTO ALLEN AVENUE. EVANS STATED THAT HE THOUGHT UNIT 1 WAS MOVING AND EVANS LOOKED LEFT AS HE WAS TURNING BEFORE REAR ENDING UNIT 1. INSURANCE INFORMATION WAS EXCHANGED BETWEEN UNITS, THE INSURANCE INFORMATION FOR UNIT 1 WAS NOT RECORDED BY ME FOR THE CRASH REPORT.

Diagram



EMN

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.: 2 - Southbound
 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	58	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car
 Most Damaged Area:
 Pre-Crash Actions: 5 - Making right turn
 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.: 2 - Southbound
 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:

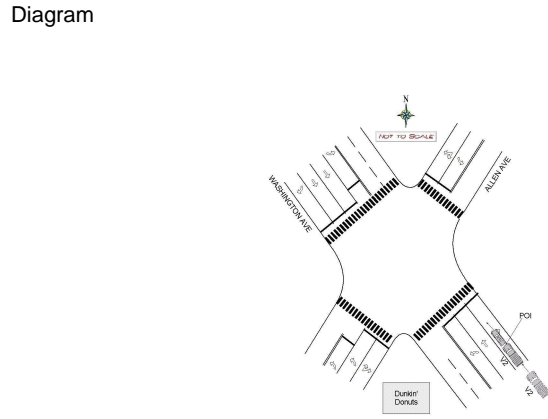
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	59	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/6/2014 Time: 11:58 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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: 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 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.) Cont. Circ. Road 2

Narrative
 V1 was travelling North on Washington Ave.
 V2 was travelling North on Washington Ave. behind V1.
 V1 stopped for the traffic at the light. V2 was following too closely and was unable to avoid V1.



Unit: 1 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: 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: 1 - No Contributing Action Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	68	1 - Male	5 - No Injury

Unit: 2 Type: 5 - Pickup 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:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	24	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 2/15/2014 Time: 12:30 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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: 11 - Unknown

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

Cont. Circ. Env 1 6 - Other

Cont. Circ. Env 2

Cont. Circ. Road 1 11 - Other

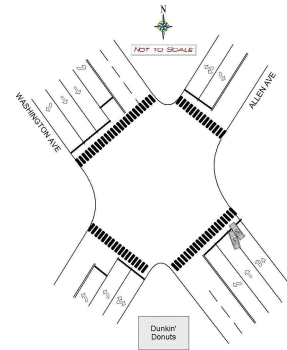
Cont. Circ. Road 2

Narrative

V1 and V2 were traveling north on Washington Ave and were stopped at the light at Allen Ave. V1 was in the middle lane and V2 was in the right lane, waiting to turn right. The driver of V2 stated as he proceeded forward, V1 changed lanes into his, striking his vehicle on the front driver's side quarter panel.

The driver of V1 refused to give insurance information and only provided a phone number and a credit card. The driver of V2 came to the police station to report the incident. See case # 14-1349 for the details

Diagram



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

Most Damaged Area: 1 - Front Passenger Corner

Pre-Crash Actions: 17 - Changing Lanes

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 6 - Unkown

Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 15 - Other

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 7 - Other

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	32	2 - Female	5 - No Injury

Unit: 2 Type: 1 - Passenger Car

Most Damaged Area: 10 - Front Driver Quarter Panel

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.: 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	22	1 - Male	5 - No Injury

Maine Crash Report Summary

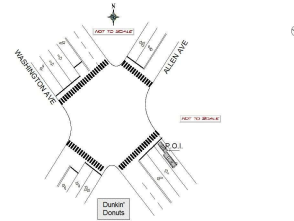
Crash Date: 2/19/2014 Time: 17:08 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
 Weather: 6 - Snow Light: 4 - Dark - Lighted
 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

On Wednesday, February 19, 2014 at 17:08:00, Officer Nicholas A. Gowen responded to a crash at the intersection of WASHINGTON AV and ALLEN AVE in Portland Maine. At the time of the crash, the weather was snowy and the road surface was snowy.

Diagram



Vehicles...

Vehicle #1, operated by Sara Hunter, DOB 3/16/1982 was southbound stopped in traffic at a red light. Vehicle #1 sustained functional damage to the rear driver quarter panel. vehicle 1 was able to be driven from the scene.

Vehicle #1 occupant(s) are listed below:

Driver: Sara Hunter DOB 3/16/1982 Injury: No Injury

Vehicle #2, operated by Satyavan Singh, DOB 10/26/1979 was southbound following the roadway and followed too closely for the slippery road conditions. Vehicle #2 sustained functional damage...

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.: 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	31	2 - Female	5 - No Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle
 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: 14 - Followed Too Closely

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	26	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

14-000684

Narrative / Diagram Supplemental

On Wednesday, February 19, 2014 at 17:08:00, Officer Nicholas A. Gowen responded to a crash at the intersection of WASHINGTON AV and ALLEN AVE in Portland Maine. At the time of the crash, the weather was snowy and the road surface was snowy.

Vehicles...

Vehicle #1, operated by Sara Hunter, DOB 3/16/1982 was southbound stopped in traffic at a red light.

Vehicle #1 sustained functional damage to the rear driver quarter panel. vehicle 1 was able to be driven from the scene.

Vehicle #1 occupant(s) are listed below:

Driver: Sara Hunter DOB 3/16/1982 Injury: No Injury

Vehicle #2, operated by Satyavan Singh, DOB 10/26/1979 was southbound following the roadway and followed too closely for the slippery road conditions. Vehicle #2 sustained functional damage to the front passenger corner. The front light, bumper and blinker on the passenger side all sustained damage. Vehicle 2 was able to be driven from the scene.

Vehicle #2 occupant(s) are listed below:

Driver: Satyavan Singh DOB 10/26/1979 Injury: No Injury

The operator of vehicle 1 stated that when she tried to stop at the intersection of Washington and Allen, she slid to a stop just prior to the red light. The operator of vehicle 2 also slid, but was unable to stop before impacting with vehicle 1. The Front right bumper of vehicle 2 struck the rear passenger side bumper of vehicle 1. The accident was due to the slippery roads, and vehicle 2 was following too closely.

Maine Crash Report Summary

Crash Date: 3/11/2014 Time: 15:30 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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

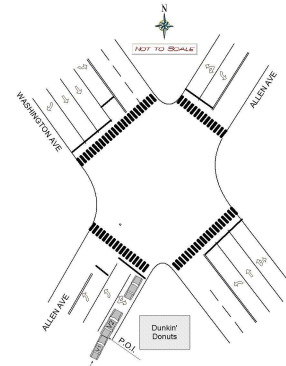
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2 1 - None

Narrative

UNIT 2 WAS STOPPED AT A RED LIGHT. UNIT 1 WAS STOPPED BEHIND UNIT 2. THE LIGHT TURNED GREEN AND UNIT 1 PULLED FORWARD BEFORE UNIT 2 HAD STARTED MOVING. UNIT 1 STRUCK UNIT 2 CAUSING MINOR DAMAGE TO THE REAR OF UNIT 2. THE FRONT BUMPER OF UNIT 1 WAS DAMAGED. NO INJURIES. BOTH VEHICLES WERE DRIVABLE.

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: 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:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	26	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.: 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	72	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 4/24/2014 Time: 15:23 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

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

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

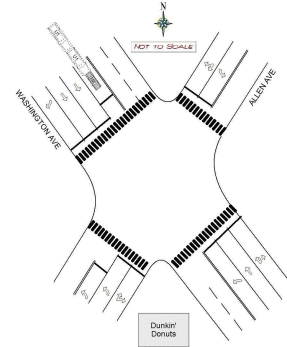
Cont. Circ. Env 1 1 - None
 Cont. Circ. Road 1 1 - None

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

Narrative

BOTH UNITS SOUTHBOUND ON WASHINTON AV. U2 STOPPED AT ALLEN AV WAITING TO TURN LEFT ONTO ALLEN AV. U1 REAR ENDED U2.

Diagram



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

Most Damaged Area:

Pre-Crash Actions: 10 - Slowing 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.: 2 - Southbound

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: 3 - Failed to Yield Right-of-Way

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	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: 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: 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:

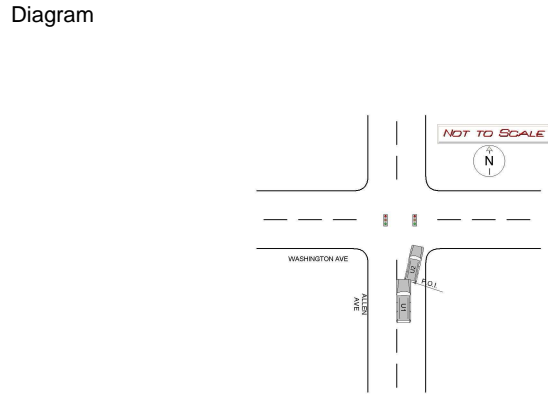
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	64	2 - Female	5 - No Injury
2 - Passenger	52	1 - Male	4 - Possible Injury

Maine Crash Report Summary

Crash Date: 6/3/2014 Time: 17:20 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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: 2 - On Grade 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 BOTH AT STARTING IN TRAFFIC AT A GREEN LIGHT AT THE INTERSECTION OF WASHINGTON AND ALLEN AVE. UNIT 1 WAS FOLLOWING TOO CLOSELY TO UNIT 2. UNIT 2 SLOWED DOWN WHILE TRAFFIC STARTED TO BACK UP AND UNIT 1 REAR ENDED UNIT 2. UNIT 1 SUSTAINED FUNCTIONAL DAMAGE TO THE FRONT PASSENGER SIDE AND WAS TOWED BY AAA. UNIT 2 SUSTAINED MINOR DAMAGE TO THE REAR PASSENGER SIDE. NO INJURIES WERE REPORTED.



Unit: 1 Type: 2 - (Sport) Utility Vehicle
 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: 6 - Unkown
 Driver Action 1: 14 - Followed Too Closely

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	22	1 - Male	5 - No Injury
2 - Passenger	21	2 - Female	5 - No Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle
 Most Damaged Area: 7 - Rear Driver Side
 Pre-Crash Actions: 5 - Making right turn
 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
1 - Driver	47	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 7/9/2014 Time: 23:40 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV OE End Node:

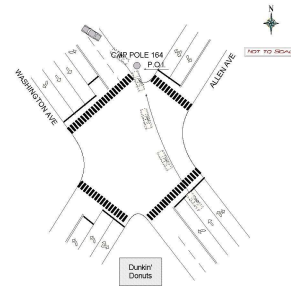
Type of Crash: 7 - Went Off Road Type of Location: 4 - Four Leg Intersection
 Weather: 1 - Clear Light: 4 - Dark - Lighted
 Road Grade: 1 - Level Surface Condition: 1 - Dry
 Traffic Control: 1 - Traffic Signals (Stop & Go)
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative

DRIVER OF UNIT 1 STATED HE WAS STOPPED AT A RED LIGHT ON WASHINGTON AVE. AT THE INTERSECTION OF ALLEN AVE. ACCORDING TO THE DRIVER, THE LIGHT TURNED GREEN AND HE PROCEEDED STRAIGHT THROUGH THE INTERSECTION HEADING NORTH. HE STATED A GREEN SUV CAME THROUGH THE INTERSECTION FROM ALLEN AVE HEADING EAST, AND HE HAD TO ACCELERATE AND TURN TO AVOID IT. THIS CAUSED HIM TO GO UP OVER THE CURB AND STRIKE THE TELEPHONE POLE.

BASED ON THE DAMAGE TO THE POLE AND VEHICLE, THE STORY GIVEN BY THE DRIVER OF UNIT 1 IS NOT CONSISTENT WITH THE CRASH. THE VEHICLE CROSSED AN ADJACENT LANE BEFORE LEAVING THE ROADWAY, CAUSED SIGNIFICANT DAMAGE TO THE UTILITY POLE, AND CAME TO REST APPROXIMATELY 30-40 FEET AWAY. HIS SPEED THROUGH THE INTERSECTION IS NOT REASONABLE IF HE STARTED FROM A...

Diagram



Unit: 1 Type: 1 - Passenger Car Veh. Travel Dir.: 1 - Northbound
 Most Damaged Area: 1 - Front Passenger Corner Most Harmful Event: 32 - Utility Pole / Light Support
 Pre-Crash Actions: 1 - Following roadway Contrib Circ. - Vehicle: 1 - None
 Seq. Events 1: 8 - Went Off Roadway Right Seq. Events 2: 32 - Curb
 Seq. Events 3: 40 - Utility Pole/Light Support Seq. Events 4: 50 - No Other Events
 Driver Distracted By: 6 - Unkown Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 2 - Ran Off Roadway Driver Action 2: 18 - Over-Correcting/Over-Steering

Person Type	Age	Sex	Injury Degree
1 - Driver	26	1 - Male	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

14-001982

Narrative / Diagram Supplemental

DRIVER OF UNIT 1 STATED HE WAS STOPPED AT A RED LIGHT ON WASHINGTON AVE. AT THE INTERSECTION OF ALLEN AVE. ACCORDING TO THE DRIVER, THE LIGHT TURNED GREEN AND HE PROCEEDED STRAIGHT THROUGH THE INTERSECTION HEADING NORTH. HE STATED A GREEN SUV CAME THROUGH THE INTERSECTION FROM ALLEN AVE HEADING EAST, AND HE HAD TO ACCELERATE AND TURN TO AVOID IT. THIS CAUSED HIM TO GO UP OVER THE CURB AND STRIKE THE TELEPHONE POLE.

BASED ON THE DAMAGE TO THE POLE AND VEHICLE, THE STORY GIVEN BY THE DRIVER OF UNIT 1 IS NOT CONSISTENT WITH THE CRASH. THE VEHICLE CROSSED AN ADJACENT LANE BEFORE LEAVING THE ROADWAY, CAUSED SIGNIFICANT DAMAGE TO THE UTILITY POLE, AND CAME TO REST APPROXIMATELY 30-40 FEET AWAY. HIS SPEED THROUGH THE INTERSECTION IS NOT REASONABLE IF HE STARTED FROM A STOPPED POSITION. NO VEHICLE MATCHING HIS DESCRIPTION WAS FOUND IN THE AREA.

Maine Crash Report Summary

Crash Date: 8/6/2014 Time: 13:25 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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

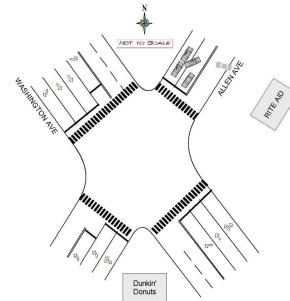
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

On Wednesday, August 06, 2014 at 13:25:00, Officer Marjory Clavet responded to a crash at the intersection of WASHINGTON AV and ALLEN AVE In Portland Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

Diagram



Vehicles...

Vehicle #1, operated by Nyachuol Biliew, DOB 1/1/1989 was westbound stopped in traffic. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:

Driver: Nyachuol Biliew DOB 1/1/1989 Injury: No Injury

Vehicle #2, operated by Paul Lafavore, DOB 1/27/1965 was westbound stopped in traffic. Vehicle #2 sustained minor damage to the rear driver...

Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area: 11 - Front Driver Corner
 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	25	2 - Female	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.: 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	49	1 - Male	5 - No Injury

Unit: 3 Type: 1 - Passenger Car
 Most Damaged Area: 2 - Front Passenger Quarter Panel
 Pre-Crash Actions: 6 - Making left turn
 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.: 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
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Maine Crash Report Summary

6 - Driver/Owner

63

2 - Female

5 - No Injury

2 - Passenger

44

2 - Female

5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number

14-002291

Narrative / Diagram Supplemental

On Wednesday, August 06, 2014 at 13:25:00, Officer Marjory Clavet responded to a crash at the intersection of WASHINGTON AV and ALLEN AVE In Portland Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

Vehicles...

Vehicle #1, operated by Nyachuol Biliew, DOB 1/1/1989 was westbound stopped in traffic. Vehicle #1 sustained minor damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:

Driver: Nyachuol Biliew DOB 1/1/1989 Injury: No Injury

Vehicle #2, operated by Paul Lafavore, DOB 1/27/1965 was westbound stopped in traffic. Vehicle #2 sustained minor damage to the rear driver side.

Vehicle #2 occupant(s) are listed below:

Driver: Paul Lafavore DOB 1/27/1965 Injury: No Injury

Vehicle #3, operated by Wilson Valerie, DOB 6/9/1951 was westbound making left turn and followed too closely. Vehicle #3 sustained minor damage to the front driver corner.

Vehicle #3 occupant(s) are listed below:

Driver: Wilson Valerie DOB 6/9/1951 Injury: No Injury

Veh 3 pulled out of the parking lot into the left lane. Veh 3 went to straighten her vehicle in the left lane. Veh 1 and Veh 2 were in the right lane. As the driver of Veh 3 went to straighten into the lane, Veh 3 struck Veh 1 and then Veh 2

Maine Crash Report Summary

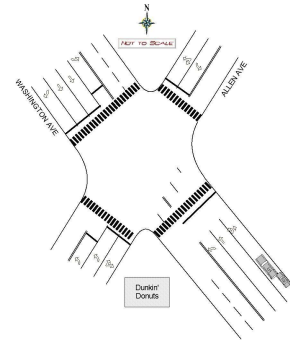
Crash Date: 9/18/2014 Time: 08:21 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17060 Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

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

U1 was heading Northbound on Washington Ave in the right lane approaching the intersection of Washington and Allen. U2 was directly behind U1. U1 began slowing for the line of traffic in front of him preparing to stop for the red light. U2 was following to closely and did not notice the vehicle coming to a stop. U2 attempted to avoid a crash by swerving to the right. U2 hit U1 in the rear passenger corner bumper.

Diagram



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

Most Damaged Area: 6 - Rear

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: 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	64	1 - Male	5 - No Injury
2 - Passenger	13	1 - Male	5 - No Injury
2 - Passenger	11	1 - Male	5 - No Injury
2 - Passenger	11	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: 1 - Not Distracted

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: 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	40	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 11/24/2014 Time: 09:27 City: Portland Street/Highway: WASHINGTON AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17060 Int of MAPLEWOOD ST, NORTHPORT BUSINESS PARK Z RD, WASHINGTON AV OE End Node: 17061 Int of ALLEN AV WASHINGTON AV

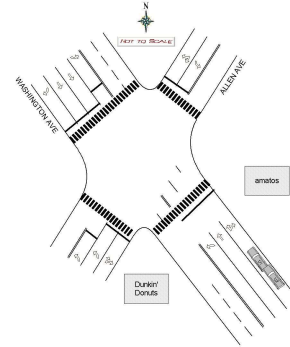
Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
 Weather: 4 - Rain Light: 1 - Daylight
 Road Grade: 1 - Level Surface Condition: 2 - Wet
 Traffic Control: 1 - Traffic Signals (Stop & Go)
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
 Cont. Circ. Road 1 1 - None Cont.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

Narrative

U1 was heading Westbound on Washington ave stopped at the red light behind traffic at Allens Corner. U2 was slowing directly behind U1 preparing to stop. U2's foot slipped off the brake. U2 hit U1 in the center rear door of U1 causing the door to dent in.

Driver to U1 had a complaint of back pain and was checked by Med Cu but refused to go to hospital with Med Cu and planned to call a friend.

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.: 4 - Westbound
 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	58	2 - Female	4 - Possible Injury

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

Veh. Travel Dir.: 4 - Westbound
 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:

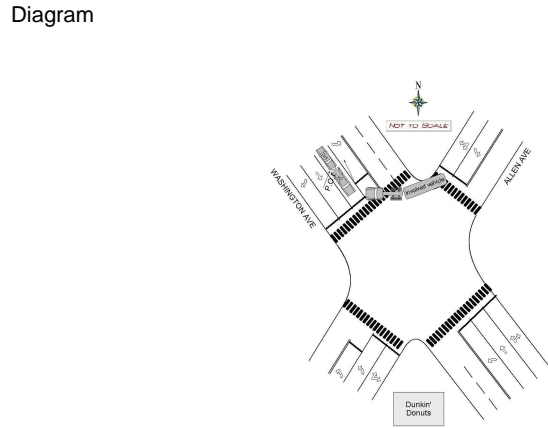
Person Type	Age	Sex	Injury Degree
1 - Driver	28	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: 12/12/2014 Time: 20:05 City: Portland Street/Highway: ALLEN AV
 Start Node: 17061 Int of ALLEN AV WASHINGTON AV End Node: 0 Offset: 0
 OE Start Node: 17061 Int of ALLEN AV WASHINGTON AV 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
 On Friday, December 12, 2014 at 20:05:00, Officer Nicholas A. Gowen responded to a crash at the intersection of ALLEN AV and WASHINGTON AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.



Vehicles...
 Vehicle #1, operated by David Daniel, DOB 5/2/1965 was southbound stopped in traffic. Vehicle #1 sustained functional damage to the front.
 Vehicle #1 occupant(s) are listed below:
 Driver: David Daniel DOB 5/2/1965 Injury: Possible Injury. David complained of severe pain throughout his entire body, but refused medical attention.

Vehicle #2, operated by Brian Jenson, DOB 8/4/1954 was...

Unit: 1 Type: 1 - Passenger Car Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 12 - Front 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: 21 - Motor Vehicle In Transport
 Seq. Events 3: 21 - Motor Vehicle In Transport Seq. Events 4: 21 - Motor Vehicle In Transport
 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	1 - Male	4 - Possible Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 2 - Southbound
 Most Damaged Area: 6 - Rear Most Harmful Event: 13 - Motor Vehicle in Transport
 Pre-Crash Actions: 20 - Backing Contrib Circ. - Vehicle: 1 - None
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2: 21 - Motor Vehicle In Transport
 Seq. Events 3: 21 - Motor Vehicle In Transport Seq. Events 4: 21 - Motor Vehicle In Transport
 Driver Distracted By: 5 - External Distraction (outside the vehicle) Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 1: 11 - Improper Backing Driver Action 2:

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

STATE OF MAINE CRASH REPORT

Report Number

14-003678

Narrative / Diagram Supplemental

On Friday, December 12, 2014 at 20:05:00, Officer Nicholas A. Gowen responded to a crash at the intersection of ALLEN AV and WASHINGTON AV in Portland Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by David Daniel, DOB 5/2/1965 was southbound stopped in traffic. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: David Daniel DOB 5/2/1965 Injury: Possible Injury. David complained of severe pain throughout his entire body, but refused medical attention.

Vehicle #2, operated by Brian Jenson, DOB 8/4/1954 was southbound backing and improper backing. Vehicle #2 sustained minor damage to the rear.

Vehicle #2 occupant(s) are listed below:

Driver: Brian Jenson DOB 8/4/1954 Injury: No Injury

A tractor trailer truck made a very wide right turn onto Auburn Street from Allen Avenue, and ended up crossing over the yellow line. Vehicle 2 attempted to give the truck operator room to navigate, and back up while sitting at a red light. Vehicle 2 backed improperly and struck vehicle 1 which was approximately 6 inches behind vehicle 2. Vehicle 2 suffered very minimal damage to its rear bumper. Vehicle 1 suffered damage to its front bumper and hood.