

U.S.G.S. Location Map

Proposed Hotel, Portland, Maine

U.S.G.S. Portland West Quadrangle, Maine - 7.5 Minute Series (Topographic)

Design	ron
Drawn	ron
Check	
Date	5-18-00
Scale	not to scale
Job No.	191



Gorrill-Palmer Consulting Engineers, Inc.
Traffic and Civil Engineering Services

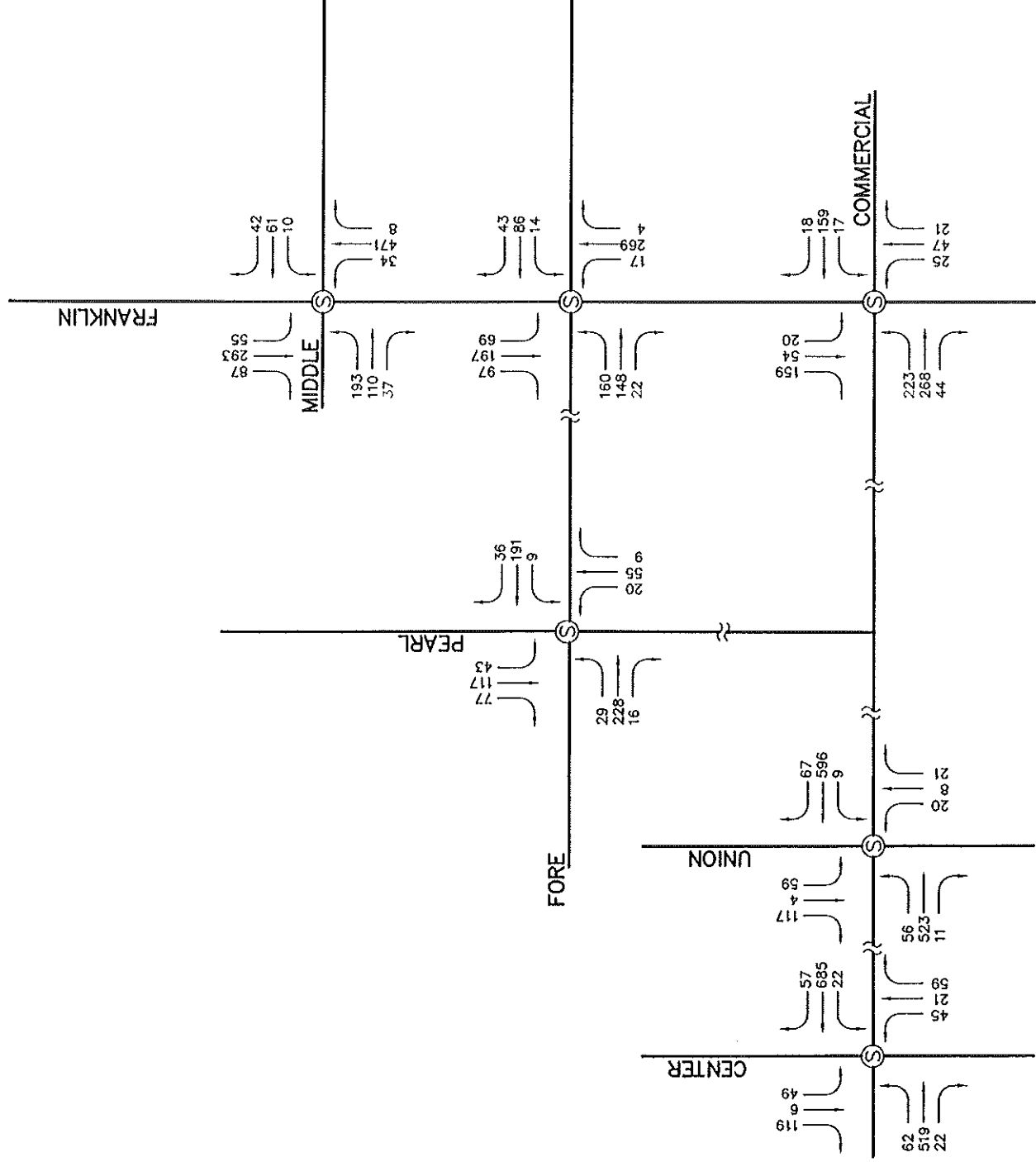
P.O. Box 1237
 31 Main Street, Gray, ME 04039
 207-657-6910
 FAX 207-657-6912
 E-Mail: gpceri@maine.net

Figure

A

Appendix B

Turning Movement Diagrams



Ⓢ DENOTES SIGNALIZED INTERSECTION

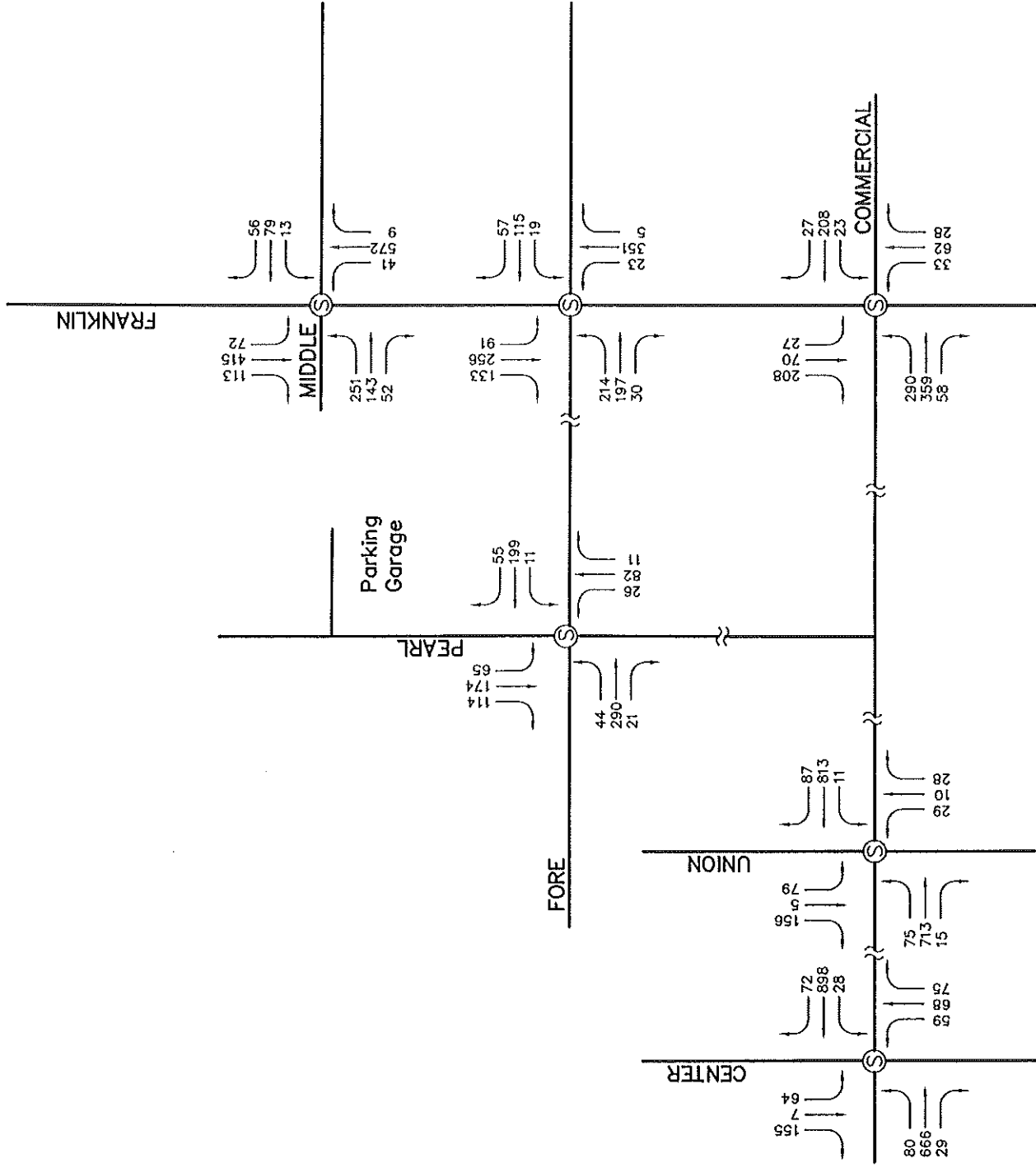
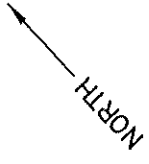
February 2000 Raw Data

Design:	RCN	Date:	MARCH 2002
Draft:	LAN	Job No.:	191
Checked:	RUB	Scale:	NTS

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 Gray, ME 04039
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Drawing Name: **Traffic Study**
 Project: **PROPOSED HOTEL**
SEBAGO TECHNICS, WESTBROOK

Figure No. **2**



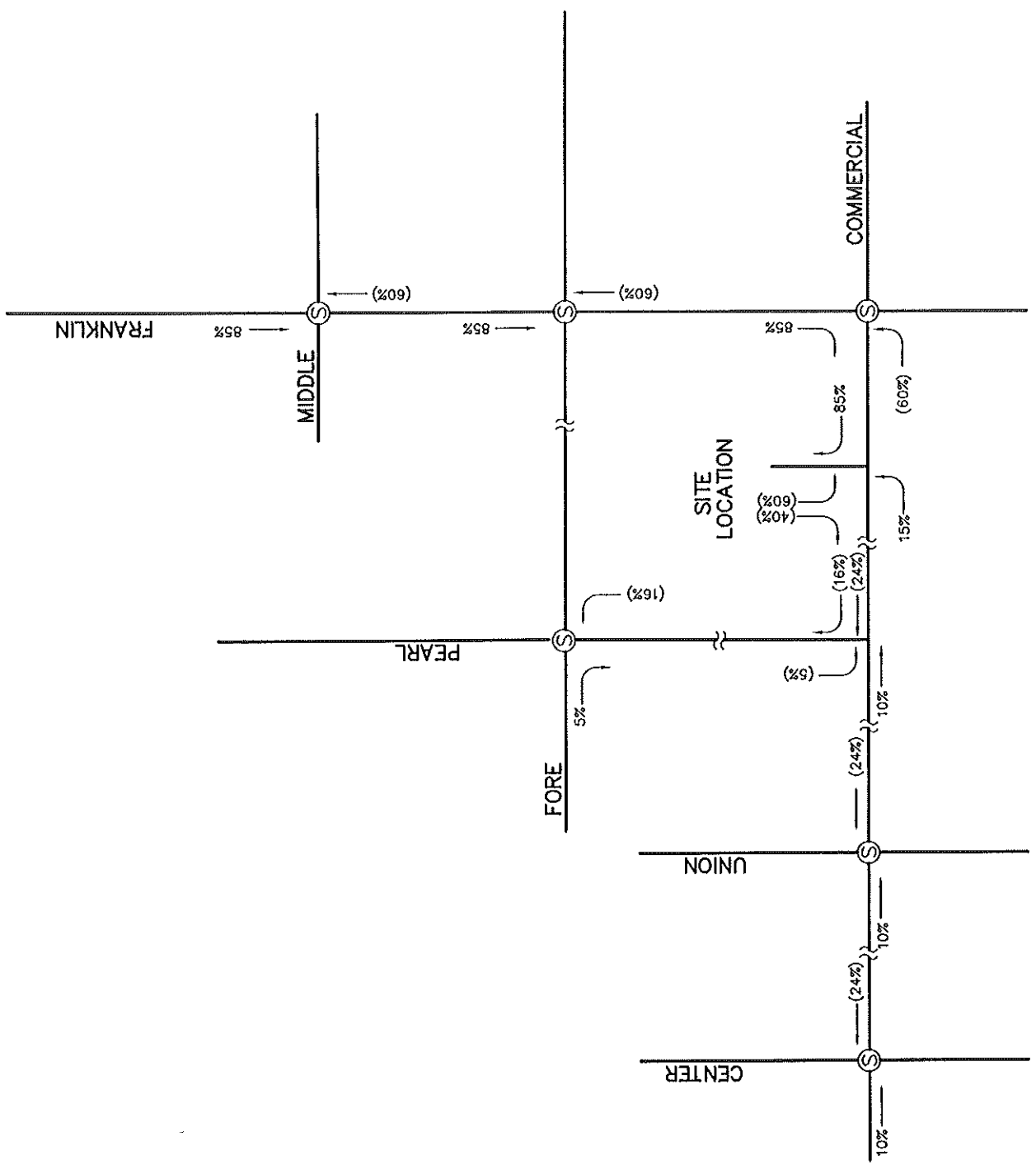
Ⓢ DENOTES SIGNALIZED INTERSECTION

2003 Design Hour Volumes
 No Build
 Balanced (Where Applicable)
 & Seasonally Adjusted
 Increased 3% Per Year

Design:	RCN	Date:	MARCH 2002
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 Project: PROPOSED HOTEL
 SEBAGO TECHNICS, WESTBROOK



XX% = ENTER
(XX%) = EXIT

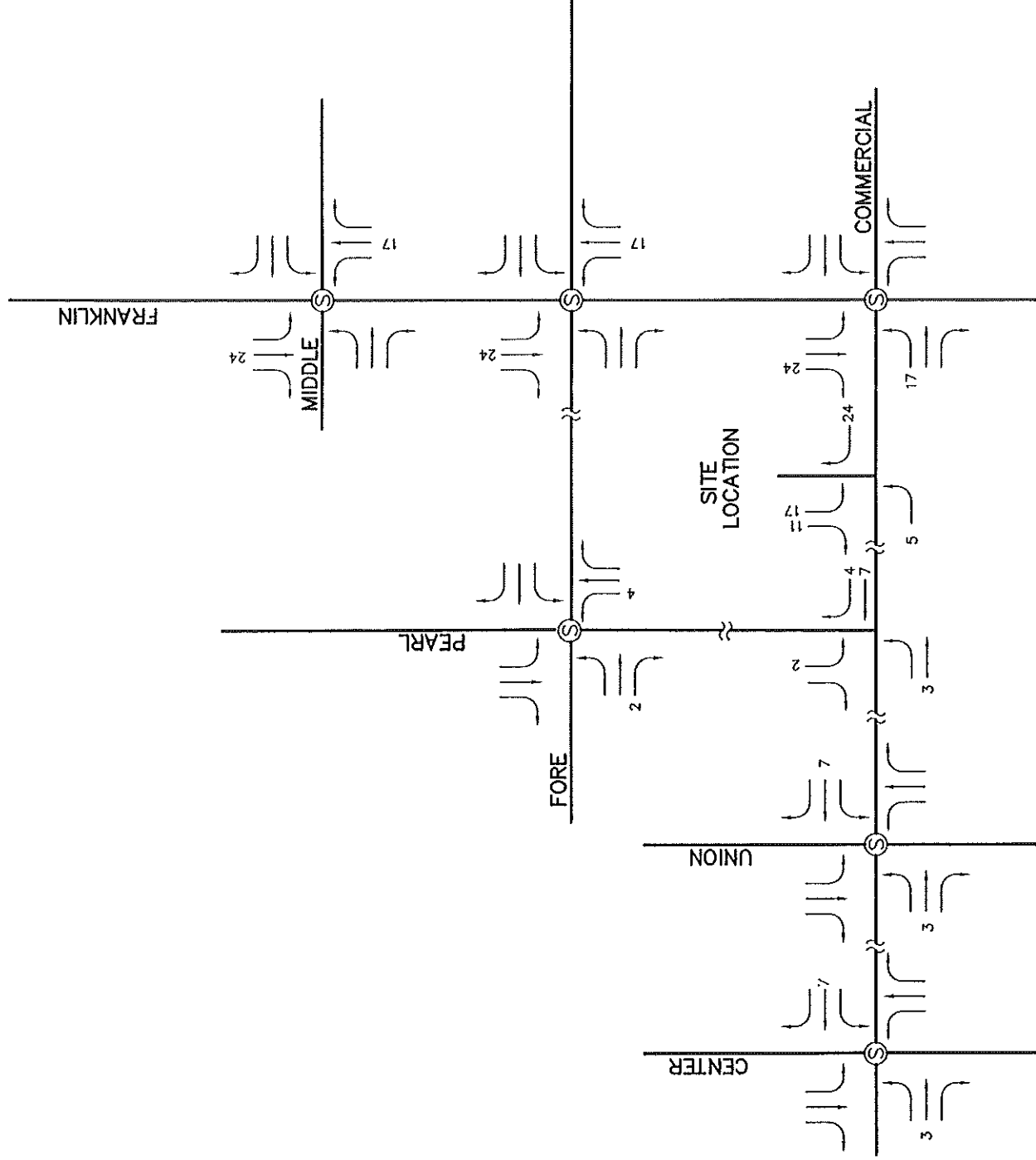
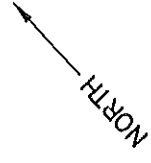
Weekday Pm Peak Trip Distribution

Ⓢ DENOTES SIGNALIZED INTERSECTION

Design:	RCN	Date:	MARCH 2002
Draft:	LAN	Job No.:	191
Checked:	RJB	Scale:	NTS

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Drawing Name: **Traffic Study**
Project: **SEBAGO TECHNICS**



SITE LOCATION

Weekday Pm Peak Trips

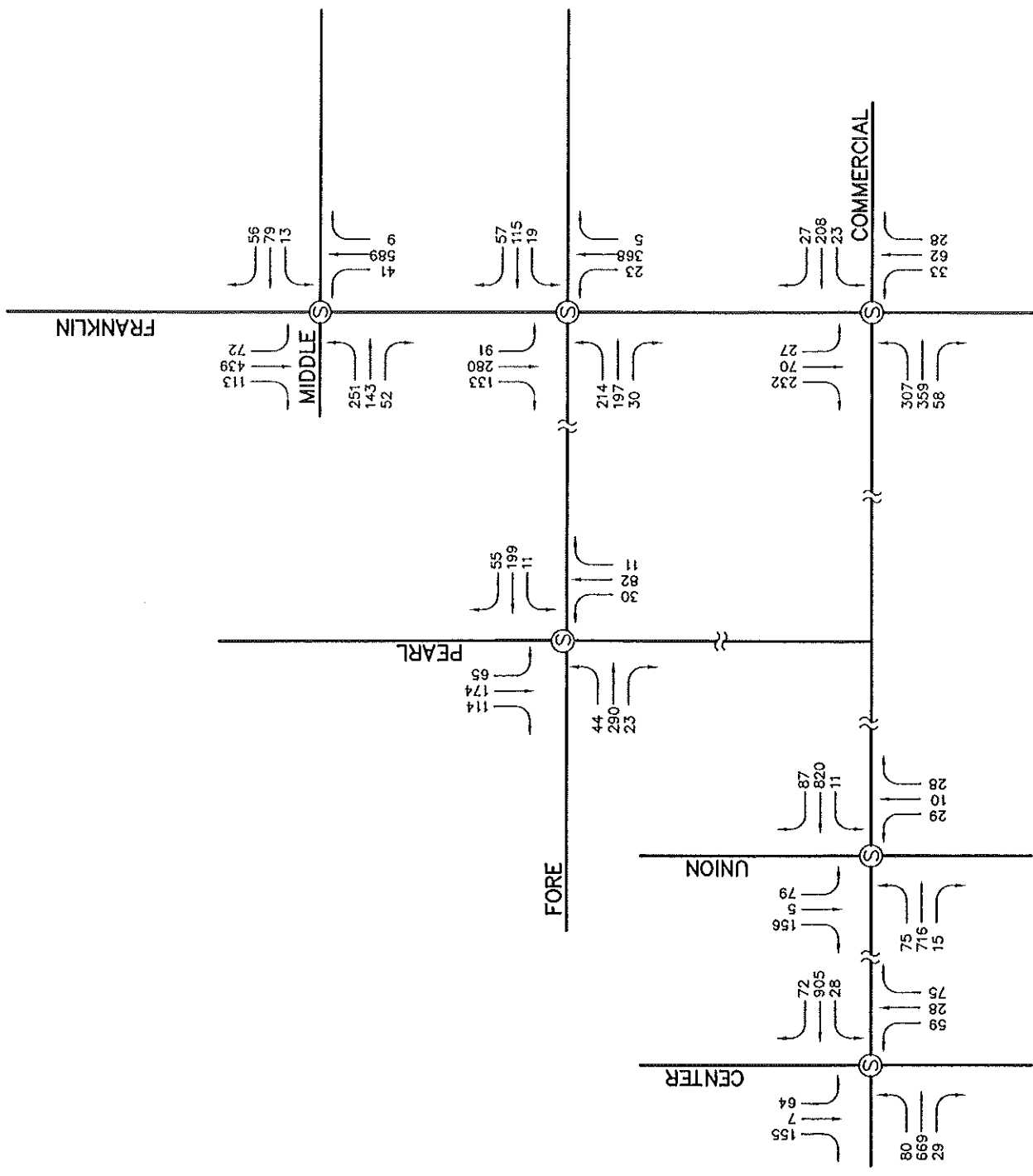
Ⓢ DENOTES SIGNALIZED INTERSECTION

Design:	RCN	Date:	MARCH 2002
Draft:	LAN	Job No.:	191
Checked:	RUB	Scale:	NTS

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 Gray, ME 04039
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Project:	SEBAGO TECHNICS

Figure No.
5



Ⓢ DENOTES SIGNALIZED INTERSECTION

2003 Post Development

Design: RCN	Date: MARCH 2002
Draft: LAN	Job No.: 191
Checked: RJB	Scale: NTS

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Drawing Name:	Traffic Study
Project:	PROPOSED HOTEL SEBAGO TECHNICS, WESTBROOK

Figure No. **6**

Appendix C

Capacity Analyses

3: Commercial & Franklin

C:\JOB NUMBERS\191\rev3-02\191prepmr3-02.sy6
3/11/2002

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	40	1	0	50	0	0	0	0	0	0	75
Storage Length (ft)	1	0	0	0	1	0	1	0	0	1	0	1
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	15	9	9	15	15	9	9	15	15	9
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Flt Protected	0.950			0.995			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	0	1853	1583	1770	1777	0	1770	1863	1583
Flt Permitted	0.950			0.939			0.702			0.667		
Satd. Flow (perm)	1770	1863	1583	0	1749	1583	1308	1777	0	1242	1863	1583
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	42	42	42	18	18	18	23	23	23	23	23	231
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25	25
Link Distance (ft)	500	500	500	200	200	200	423	423	423	390	390	390
Travel Time (s)	13.6	13.6	13.6	5.5	5.5	5.5	11.5	11.5	11.5	7.6	7.6	7.6
Volume (vph)	290	359	58	23	208	27	33	62	28	27	70	208
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	322	399	64	26	231	30	37	69	31	30	78	231
Lane Group Flow (vph)	322	399	64	0	257	30	37	100	0	30	78	231
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	1	2 1	2	2	2	2	7 3	7 3	7 3	7 3	7 3	7 3
Permitted Phases	1	2 1	2 1	2	2	2	7 3	7 3	7 3	7 3	7 3	7 3
Detector Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Minimum Split (s)	33.0	67.0	67.0	34.0	34.0	34.0	34.0	66.0	0.0	66.0	66.0	66.0
Total Split (s)	33%	67%	67%	34%	34%	34%	34%	66%	0%	66%	66%	66%
Total Split (%)	29.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	None	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Recall Mode	None	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	21.6	49.0	49.0	24.3	24.3	24.3	29.9	29.9	29.9	29.9	29.9	29.9
Act Effect Green (s)	0.25	0.58	0.58	0.29	0.29	0.29	0.35	0.35	0.35	0.35	0.35	0.35
Actuated g/C Ratio	0.72	0.37	0.07	0.52	0.52	0.06	0.08	0.16	0.07	0.12	0.12	0.33
v/c Ratio	28.8	9.6	2.6	25.3	25.3	8.7	18.3	14.3	18.2	18.6	18.6	0.0
Uniform Delay, d1	30.1	9.2	3.3	26.7	26.7	14.2	24.0	19.4	29.9	29.7	29.7	12.5
Delay	C	A	A	C	C	B	C	B	C	C	C	B
LOS	C	A	A	C	C	B	C	B	C	C	C	B
Approach Delay	17.3	25.4	25.4	25.4	25.4	25.4	20.7	20.7	20.7	18.0	18.0	18.0

Baseline

GORRILGRAY-ST51

3: Commercial & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			C			C			B		
Queue Length 50th (ft)	169	106	0	118	4	4	15	31		14	37	27
Queue Length 95th (ft)	267	157	0	208	25	25	41	76		m41	82	90
Internal Link Dist (ft)	420			120			343			310		
50th Up Block Time (%)				5%								
95th Up Block Time (%)	40			33%								
Turn Bay Length (ft)	200			50								
50th Bay Block Time %				42%								
95th Bay Block Time %	22%			54%						14%		
Queuing Penalty (veh)	51			14						7		

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 85.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 19.3

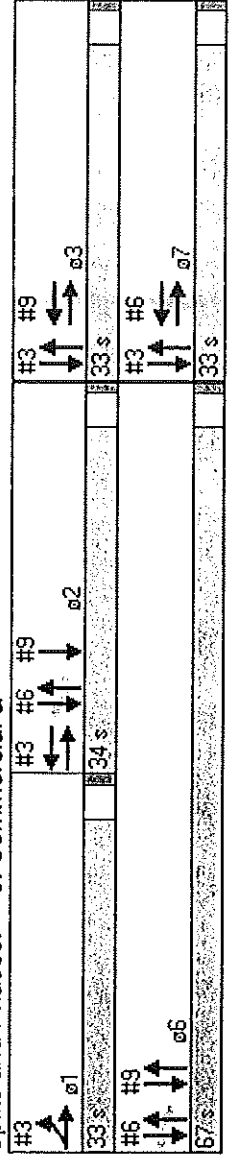
Intersection Capacity Utilization 52.9%

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 3: Commercial &



6: Fore & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	9	10	12	12	12	12	12	12	12	12	12	12
Lane Width (ft)	40	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	15	9	15	9	15	9	15	9	15	9
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Lane Util. Factor	0.980	0.960	0.995	0.997	0.991	0.998	0.958	0.958	0.958	0.958	0.958	0.958
Flt Protected	1593	1704	0	0	1779	0	0	3522	0	0	3360	0
Satd. Flow (prot)	0.497	0.958	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907	0.907
Flt Permitted	833	1704	0	0	1713	0	0	3204	0	0	2668	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	8	22	22	22	22	22	22	22	22	22	22	22
Satd. Flow (RTOR)	1.14	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	25	25	25	25	25	25	25	25	25	25	25	25
Link Speed (mph)	400	275	275	275	275	275	275	275	275	275	275	275
Link Distance (ft)	10.9	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Travel Time (s)	214	197	30	19	115	57	23	351	5	91	256	133
Volume (vph)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	238	219	33	21	128	63	26	390	6	101	284	148
Adj. Flow (vph)	238	252	0	0	212	0	0	422	0	0	533	0
Lane Group Flow (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	7	7	7	7	7	7	7	7	7	7	7	7
Protected Phases	7	7	7	7	7	7	7	7	7	7	7	7
Permitted Phases	10.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Detector Phases	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Minimum Initial (s)	29.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Split (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Split (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Total Split (%)	None	None	None	None	None	None	None	None	None	None	None	None
Maximum Green (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Yellow Time (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
All-Red Time (s)	0	0	0	0	0	0	0	0	0	0	0	0
Lead/Lag	29.9	0.35	0.81	24.9	51.3	D	24.4	C	29.9	0.35	0.81	24.9
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None	None
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9
Act Effct Green (s)	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Actuated g/C Ratio	0.81	0.42	20.1	24.4	51.3	D	24.4	C	29.9	0.35	0.81	24.9
v/c Ratio	24.9	20.1	24.4	51.3	D	24.4	C	29.9	0.35	0.81	24.9	20.1
Uniform Delay, d1	18.0	22.2	18.0	22.2	18.0	22.2	18.0	22.2	18.0	22.2	18.0	22.2
Delay	8.7	3.1	8.7	3.1	8.7	3.1	8.7	3.1	8.7	3.1	8.7	3.1
LOS	A	A	A	A	A	A	A	A	A	A	A	A

6: Fore & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.5			22.2			3.1			3.1	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	128	109			82			17			0	
Queue Length 95th (ft)	#302	204			162			25			22	
Internal Link Dist (ft)		320			195			310			205	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	40											
50th Bay Block Time %	48%											
95th Bay Block Time %	64%											
Queuing Penalty (veh)	141	121										

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 85.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 15.7

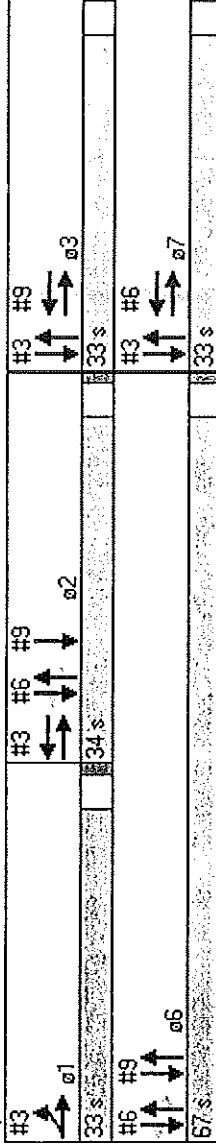
Intersection LOS: B
ICU Level of Service B

Intersection Capacity Utilization 65.9%

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Fore &



9: Middle & Franklin

	↖	→	↗	↘	←	↙	↕	↗	↘	↖	↙	↕	↗	↘	↖	↙	↕
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	9	10	12	12	12	12	12	12	12	12	12	12	1900	1900	1900	1900	1900
Lane Width (ft)	40		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40		40	40	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15		9	15		9	15		9	15		9	15		9	15	
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Util. Factor	0.960												0.998		0.972		
Frt	0.950				0.949								0.997		0.994		
Fit Protected	1593	1669	0	0	1761	0	0	3522	0	0	3419	0			3419		0
Satd. Flow (prot)	0.560				0.971			0.871			0.788				0.788		
Fit Permitted	939	1669	0	0	1716	0	0	3076	0	0	2711	0			2711		0
Satd. Flow (perm)			Yes			Yes			Yes			Yes					Yes
Right Turn on Red	19				31			3			56				56		Yes
Satd. Flow (RTOR)	1.14	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	25				25			35			35				35		1.00
Link Speed (mph)	400				400			285			420				420		1.00
Link Distance (ft)	10.9				10.9			5.6			8.2				8.2		1.00
Travel Time (s)	251	143	52	13	79	56	41	572	9	72	415	113			415		113
Volume (vph)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	279	159	58	14	88	62	46	636	10	80	461	126			461		126
Adj. Flow (vph)	279	217	0	0	164	0	0	692	0	0	667	0			667		0
Lane Group Flow (vph)	Perm		Perm		Perm		Perm		Perm		Perm				Perm		Perm
Turn Type	3				3			6			2.6				2.6		2.6
Protected Phases	3				3			6			2.6				2.6		2.6
Permitted Phases	3				3			6			2.6				2.6		2.6
Detector Phases	11.0	11.0			11.0			4.0			4.0				4.0		4.0
Minimum Initial (s)	20.0	20.0			20.0			20.0			20.0				20.0		20.0
Minimum Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	67.0	67.0	0.0	101.0	101.0	0.0			101.0		0.0
Total Split (s)	33%	33%	0%	33%	33%	0%	67%	67%	0%	101%	101%	0%			101%		0%
Total Split (%)	29.0	29.0			29.0			63.0			63.0				63.0		63.0
Maximum Green (s)	3.0	3.0			3.0			3.0			3.0				3.0		3.0
Yellow Time (s)	1.0	1.0			1.0			1.0			1.0				1.0		1.0
All-Red Time (s)																	
Lead/Lag																	
Lead-Lag Optimize?	3.0	3.0			3.0			3.0			3.0				3.0		3.0
Vehicle Extension (s)	None	None			None			None			None				None		None
Recall Mode	5.0	5.0			5.0			5.0			5.0				5.0		5.0
Walk Time (s)	11.0	11.0			11.0			11.0			11.0				11.0		11.0
Flash Dont Walk (s)	0	0			0			0			0				0		0
Pedestrian Calls (#/hr)	29.9	29.9			29.9			49.0			49.0				49.0		49.0
Act Effct Green (s)	0.35	0.35			0.35			0.58			0.58				0.58		0.58
Actuated g/C Ratio	0.85	0.36			0.26			0.39			0.42				0.42		0.42
v/c Ratio	25.3	18.5			15.7			9.7			9.0				9.0		9.0
Uniform Delay, d1	53.6	22.7			19.9			9.0			8.6				8.6		8.6
Delay	D	C			B			A			A				A		A
LOS																	

9: Middle & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	40.1			19.9				9.0			8.6	
Approach LOS	D			B				A			A	
Queue Length 50th (ft)	152	86		55				96			80	
Queue Length 95th (ft)	#346	169		119			m163	205			110	
Internal Link Dist (ft)	320			320							340	
50th Up Block Time (%)												
95th Up Block Time (%)	13%											
Turn Bay Length (ft)	40											
50th Bay Block Time %	51%	39%										
95th Bay Block Time %	65%	54%										
Queuing Penalty (veh)	126	130										

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 85.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 17.4

Intersection Capacity Utilization 76.3%

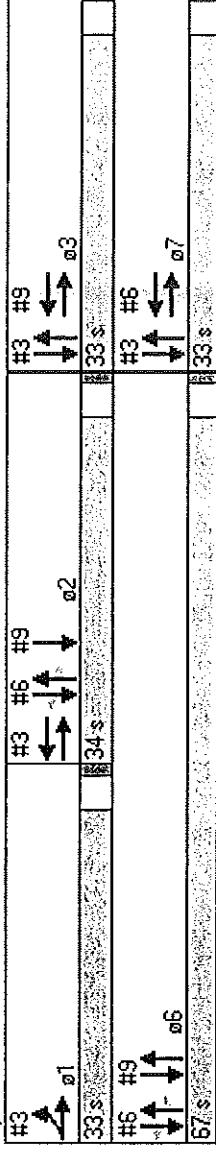
95th percentile volume exceeds capacity, queue may be longer.

m Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 9: Middle &



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	1	0	0	0	0	0	0	0	0
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	9	15	9	9	15	9	9	15	9	9
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.997	0.985	0.985	0.985	0.985	0.985	0.943	0.943	0.943	0.943	0.913	0.913
Fit	0.950	0.950	0.950	0.950	0.950	0.950	0.979	0.979	0.979	0.979	0.984	0.984
Fit Protected	1770	1857	0	1770	1835	0	0	1720	0	0	1673	0
Satd. Flow (prot)	0.108	0.207	0.207	0.207	0.207	0.207	0.862	0.862	0.862	0.862	0.881	0.881
Fit Permitted	201	1857	0	386	1835	0	0	1514	0	0	1498	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	3	17	17	3	17	17	31	31	31	31	154	154
Satd. Flow (RTOR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	25	25	25	25	25	25	25	25	25	25	25	25
Link Speed (mph)	800	700	700	800	700	700	265	265	265	265	293	293
Link Distance (ft)	21.8	19.1	19.1	21.8	19.1	19.1	7.2	7.2	7.2	7.2	8.0	8.0
Travel Time (s)	75	713	15	11	813	87	29	10	28	79	5	156
Volume (vph)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	83	792	17	12	903	97	32	11	31	88	6	173
Adj. Flow (vph)	83	809	0	12	1000	0	0	74	0	0	267	0
Lane Group Flow (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	4	8	8	4	8	8	2	2	2	2	6	6
Protected Phases	4	4	4	4	4	4	2	2	2	2	6	6
Permitted Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Detector Phases	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Initial (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	67%	67%	67%	67%	67%	67%	33%	33%	33%	33%	33%	33%
Total Split (%)	36.0	36.0	36.0	36.0	36.0	36.0	16.0	16.0	16.0	16.0	16.0	16.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Recall Mode	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	30.6	30.6	30.6	30.6	30.6	30.6	10.8	10.8	10.8	10.8	10.8	10.8
Act Effect Green (s)	0.64	0.64	0.64	0.64	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Actuated g/C Ratio	0.64	0.68	0.68	0.64	0.68	0.68	0.20	0.20	0.20	0.20	0.58	0.58
v/c Ratio	5.0	5.2	5.2	5.0	5.2	5.2	8.5	8.5	8.5	8.5	6.5	6.5
Uniform Delay, d1	25.1	6.5	6.5	4.3	12.1	12.1	11.4	11.4	11.4	11.4	8.7	8.7
Delay	C	A	A	A	B	B	B	B	B	B	A	A
LOS	8.2	8.2	8.2	8.2	8.2	8.2	11.4	11.4	11.4	11.4	8.7	8.7
Approach Delay												

15: Union & Commercial

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B			B			A		
Queue Length 50th (ft)	11	106		1	159			0				29
Queue Length 95th (ft)	#91	288		7	#541			36				83
Internal Link Dist (ft)		720			620			185				213
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	50			50								
50th Bay Block Time %		22%			25%							
95th Bay Block Time %		33%			43%							
Queuing Penalty (veh)	189	22			4							

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 47.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 10.1

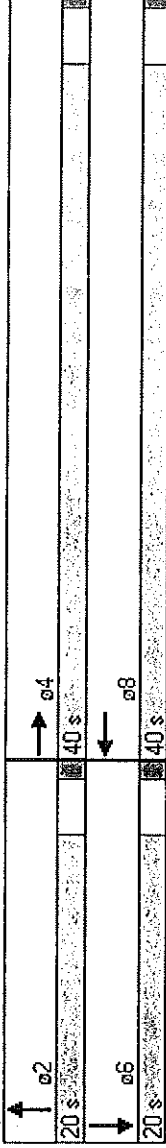
Intersection Capacity Utilization 90.5%

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

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 15: Union &

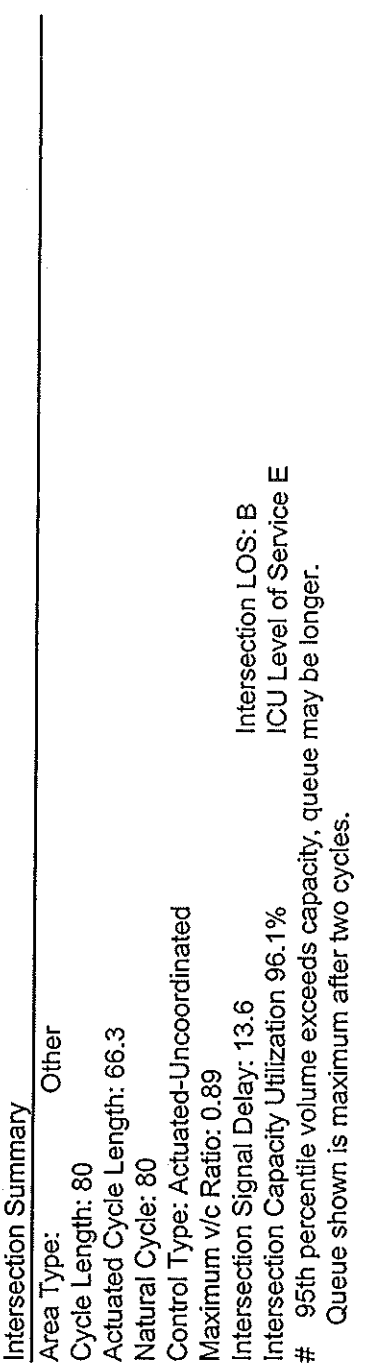


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	50	50	50	50	50	50	50	50	50	50	50
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	15	9	15	9	15	9	15	9	15	9
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Satd. Flow (prot)	0.083	0.229	0.229	0.083	0.229	0.229	0.083	0.229	0.229	0.083	0.229	0.229
Flt Permitted	155	1863	1583	427	1863	1583	427	1863	1583	427	1863	1583
Satd. Flow (perm)	Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	Satd. Flow (RTOR)	15	15	15	15	15	15	15	15	15	15	15
Satd. Flow (RTOR)	Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25
Link Speed (mph)	Link Distance (ft)	276	800	800	21.8	898	72	59	28	64	75	155
Link Distance (ft)	Travel Time (s)	7.5	21.8	21.8	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Travel Time (s)	Volume (vph)	80	666	29	28	898	72	59	28	64	75	155
Volume (vph)	Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	Adj. Flow (vph)	89	740	32	31	998	80	66	31	83	71	172
Adj. Flow (vph)	Lane Group Flow (vph)	89	740	32	31	998	80	66	31	83	71	172
Lane Group Flow (vph)	Turn Type	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt
Turn Type	Protected Phases	7	4	3	8	8	8	2	2	6	6	6
Protected Phases	Permitted Phases	4	4	8	8	8	8	2	2	6	6	6
Permitted Phases	Detector Phases	7	4	3	8	8	8	2	2	6	6	6
Detector Phases	Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	Minimum Split (s)	9.0	21.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	Total Split (s)	9.0	51.0	9.0	51.0	51.0	51.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	Total Split (%)	11%	64%	11%	64%	64%	64%	25%	25%	25%	25%	25%
Total Split (%)	Maximum Green (s)	5.0	47.0	5.0	47.0	47.0	47.0	16.0	16.0	16.0	16.0	16.0
Maximum Green (s)	Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead/Lag	Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag Optimize?	Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None
Vehicle Extension (s)	Recall Mode	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Walk Time (s)	Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0
Flash Dont Walk (s)	Pedestrian Calls (#/hr)	47.3	43.4	43.4	46.2	40.0	40.0	13.1	13.1	13.1	13.1	13.1
Pedestrian Calls (#/hr)	Act Effct Green (s)	0.68	0.65	0.65	0.63	0.60	0.60	0.20	0.20	0.20	0.20	0.20
Act Effct Green (s)	Actuated g/C Ratio	0.36	0.61	0.03	0.08	0.89	0.08	0.62	0.62	0.66	0.66	0.66
Actuated g/C Ratio	v/c Ratio	2.8	7.4	2.4	2.9	11.2	3.6	18.1	18.1	12.5	12.5	12.5
v/c Ratio	Uniform Delay, d1	5.5	8.2	4.2	3.4	17.7	4.8	21.8	21.8	15.6	15.6	15.6
Uniform Delay, d1	Delay	A	A	A	A	B	A	C	C	B	B	B
Delay	LOS	A	A	A	A	B	A	C	C	B	B	B
LOS	Approach Delay	7.8	16.4	16.4	16.4	16.4	16.4	21.8	21.8	15.6	15.6	15.6
Approach Delay												

18: Center & Commercial

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B			C			B		
Queue Length 50th (ft)	9	124	2	3	351	9		55				53
Queue Length 95th (ft)	34	340	13	10	#690	26		119				127
Internal Link Dist (ft)		196			720			214				244
50th Up Block Time (%)			21%			3%						
95th Up Block Time (%)												
Turn Bay Length (ft)	50		50	50		50						
50th Bay Block Time %					34%							
95th Bay Block Time %					38%							
Queuing Penalty (veh)			24		11							

Intersection Summary
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 66.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 13.6
Intersection Capacity Utilization 96.1%
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



24: Int Fore & Rear

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	0	0	0	60	0	0
Storage Lanes	0	0	0	0	0	0	0	0	0	1	0	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	15	9	15	15	9	15	15	9	15	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992			0.972			0.988				0.940	
Flt Protected	0.994			0.998			0.989			0.950		
Satd. Flow (prot)	0	1653	0	1626	0	0	1638	0	1593	1576	0	0
Flt Permitted	0.936			0.984			0.902		0.675			
Satd. Flow (perm)	0	1557	0	1603	0	0	1494	0	1132	1576	0	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	7			29			8			55		
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	186			233			150			183		
Travel Time (s)	4.2			5.3			3.4			4.2		
Volume (vph)	44	290	21	11	199	55	26	82	11	65	174	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	322	23	12	221	61	29	91	12	72	193	127
Lane Group Flow (vph)	0	394	0	294	0	0	132	0	72	320	0	0
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm	
Protected Phases	4			8			2			6		
Permitted Phases	4		8	8			2		6	6		
Detector Phases	4		8	8			2		6	6		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	57%	57%	0%	57%	57%	0%	43%	43%	0%	43%	43%	0%
Maximum Green (s)	36.0	36.0	36.0	36.0	36.0	36.0	26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	14.9	14.9	14.9	14.9	14.9	14.9	13.1	13.1	13.1	13.1	13.1	13.1
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.58	0.58	0.42	0.42	0.42	0.42	0.23	0.23	0.17	0.51	0.51	0.51
Uniform Delay, d1	7.0	7.0	5.8	5.8	5.8	5.8	6.5	6.5	6.8	6.4	6.4	6.4
Delay	8.2	8.2	6.8	6.8	6.8	6.8	8.4	8.4	8.9	8.1	8.1	8.1
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	8.2	8.2	6.8	6.8	6.8	6.8	8.4	8.4	8.2	8.2	8.2	8.2

Baseline

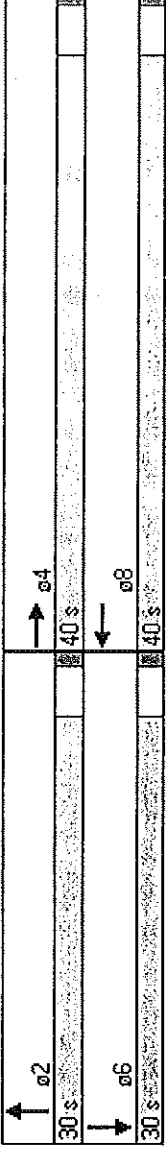
24: Int Fore & Pearl

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A											
Queue Length 50th (ft)	40			25			0			7	24	A
Queue Length 95th (ft)	149			97			49			36	105	
Internal Link Dist (ft)	106			153			70				103	
50th Up Block Time (%)	23%											
95th Up Block Time (%)	12%											
Turn Bay Length (ft)	60											
50th Bay Block Time %	29%											
95th Bay Block Time %	10											
Queuing Penalty (veh)												

Intersection Summary

Area Type: CBD
 Cycle Length: 70
 Actuated Cycle Length: 34.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 71.1%
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 24: Int



3: Commercial & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	200	40	1	0	50	1	0	0	0	0	0	75
Storage Length (ft)	1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1
Storage Lanes	40	40	40	40	40	40	40	40	40	40	40	3.0
Total Lost Time (s)	0	0	0	0	0	0	0	0	0	0	0	40
Leading Detector (ft)	15	9	15	9	9	15	15	9	15	15	9	0
Trailing Detector (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	9
Turning Speed (mph)		0.850		0.850		0.850		0.954		0.950		1.00
Lane Util. Factor												1.00
Frt												1.00
Flt Protected	0.950			0.995		0.850		0.950		0.950		0.850
Satd. Flow (prot)	1770	1863	1583	0	1853	1583	1770	1777	0	1770	1863	1583
Flt Permitted	0.950			0.939		0.702		0.667		0.667		0.667
Satd. Flow (perm)	1770	1863	1583	0	1749	1583	1308	1777	0	1242	1863	1583
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)		42		18		23		23		23		258
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25	25
Link Distance (ft)	500	500	200	200	200	423	423	423	0	390	390	390
Travel Time (s)	13.6	13.6	5.5	5.5	5.5	11.5	11.5	11.5	0	10.6	10.6	10.6
Volume (vph)	307	359	58	23	208	27	33	62	28	27	70	232
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	341	399	64	26	231	30	37	69	31	30	78	258
Lane Group Flow (vph)	341	399	64	0	257	30	37	100	0	30	78	258
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	1	2 1	2	2	2	2	2 7 3	2 7 3	2 7 3	2 7 3	2 7 3	2 7 3
Permitted Phases	1	2 1	2 1	2 1	2 1	2 1	2 7 3	2 7 3	2 7 3	2 7 3	2 7 3	2 7 3
Detector Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	8.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Minimum Split (s)	33.0	67.0	67.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	33%	67%	67%	34%	34%	34%	34%	34%	34%	34%	34%	34%
Total Split (%)	29.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead/Lag	Lead-Lag Optimize?	Vehicle Extension (s)	Recall Mode	Walk Time (s)	Flash Dont Walk (s)	Pedestrian Calls (#/hr)	Act Effct Green (s)	Actuated g/C Ratio	v/c Ratio	Uniform Delay, d1	Delay	LOS
Vehicle Extension (s)	3.0	None	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Walk Time (s)	11.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	22.6	51.2	51.2	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Actuated g/C Ratio	0.26	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.74	0.37	0.07	0.50	0.50	0.06	0.08	0.16	0.07	0.07	0.12	0.36
Uniform Delay, d1	29.6	9.4	2.6	25.3	25.3	8.7	19.3	15.1	19.3	19.3	19.6	0.0
Delay	30.7	9.0	3.3	26.9	26.9	14.3	24.5	19.9	28.9	28.9	28.6	12.0
LOS	C	A	A	C	C	B	C	B	C	C	C	B
Approach Delay		17.8		25.6	25.6		21.1	21.1		16.9		

Baseline

3: Commercial & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B											
Queue Length 50th (ft)	188	106	0	121	4	4	16	33		15	38	36
Queue Length 95th (ft)	285	157	0	208	25	25	41	76		m40	82	103
Internal Link Dist (ft)	C											
50th Up Block Time (%)	7%											
95th Up Block Time (%)	33%											
Turn Bay Length (ft)	50											
50th Bay Block Time %	42%											
95th Bay Block Time %	54%											
Queuing Penalty (veh)	14											

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 87.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 19.3

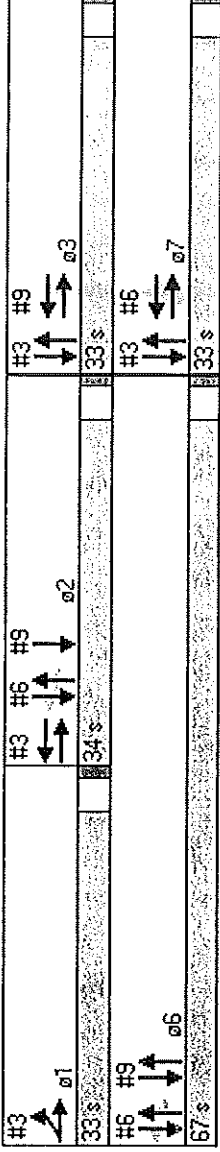
Intersection Capacity Utilization 52.9%

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 3: Commercial & Franklin



6: Fore & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	9	10	12	12	12	12	12	12	12	12	12	12
Lane Width (ft)	40	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	15	15	9	15	15	9	15	15	9	15
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Lane Util. Factor	0.980											
Frt	0.950				0.960		0.998			0.960		0.960
Fit Protected	1593	1704	0	0	1779	0	0	3522	0	0	3367	0
Satd. Flow (prot)	0.497				0.958		0.906			0.788		0
Fit Permitted	833	1704	0	0	1713	0	0	3200	0	0	2677	0
Satd. Flow (perm)		Yes			Yes		Yes		Yes		Yes	Yes
Right Turn on Red												
Satd. Flow (RTOR)	8				22		3			101		
Headway Factor	1.14	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30	30	30	30	30	30	25	25	25	25	25	25
Link Distance (ft)	400	400	400	275	275	275	390	390	285	285	285	285
Travel Time (s)	9.1	9.1	9.1	6.3	6.3	6.3	10.6	10.6	7.8	7.8	7.8	7.8
Volume (vph)	214	197	30	19	115	57	23	368	5	91	280	133
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	238	219	33	21	128	63	26	409	6	101	311	148
Lane Group Flow (vph)	238	252	0	0	212	0	0	441	0	0	560	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	7	7	7	7	7	7	2.6	2.6	2.6	2.6	2.6	2.6
Permitted Phases	7	7	7	7	7	7	2.6	2.6	2.6	2.6	2.6	2.6
Detector Phases	7	7	7	7	7	7	2.6	2.6	2.6	2.6	2.6	2.6
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
v/c Ratio	0.84	0.43	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Uniform Delay, d1	26.3	21.3	19.0	19.0	19.0	19.0	8.5	8.5	7.3	7.3	7.3	7.3
Delay	55.9	25.2	22.8	22.8	22.8	22.8	2.6	2.6	3.6	3.6	3.6	3.6
LOS	E	C	C	C	C	C	A	A	A	A	A	A

Baseline

6: Fore & Franklin

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Approach Delay	40.1				22.8			2.6			3.6	
Approach LOS	D			C			A				A	
Queue Length 50th (ft)	137	117		88			16				20	
Queue Length 95th (ft)	#302	204		162			23				23	
Internal Link Dist (ft)		320		195			310				205	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	40											
50th Bay Block Time %	50%	47%										
95th Bay Block Time %	64%	57%										
Queuing Penalty (veh)	144	123										

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 87.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 16.3

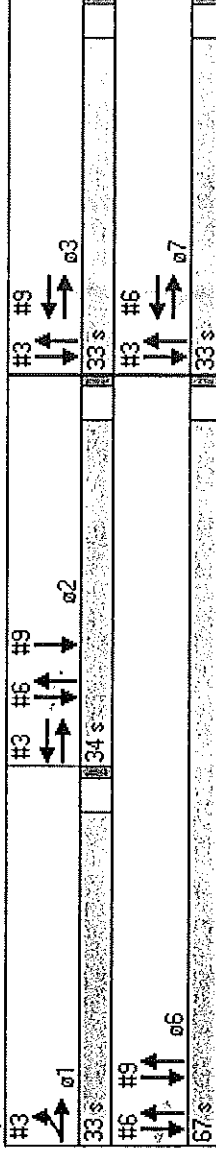
Intersection Capacity Utilization 67.1%

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

Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 6: Fore & Franklin



9: Middle & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	10	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	40	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	15	15	15	9	15	15	9	15	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	0.960			0.949			0.998			0.973		
Flt Protected	0.950			0.996			0.997			0.994		
Satd. Flow (prot)	1593	1669	0	1761	0	0	3522	0	0	3423	0	0
Flt Permitted	0.560			0.971			0.869			0.788		
Satd. Flow (perm)	939	1669	0	1716	0	0	3069	0	0	2714	0	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	19	19	31	31	31	31	3	3	3	53	53	53
Headway Factor	1.14	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25	25
Link Distance (ft)	400	400	400	400	400	400	285	285	285	420	420	420
Travel Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	7.8	7.8	7.8	11.5	11.5	11.5
Volume (vph)	251	143	52	79	79	56	41	589	9	72	439	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	279	159	58	14	88	62	46	654	10	80	488	126
Lane Group Flow (vph)	279	217	0	164	0	0	0	710	0	0	694	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	3	3	3	3	3	3	6	6	6	26	26	26
Permitted Phases	3	3	3	3	3	3	6	6	6	26	26	26
Detector Phases	3	3	3	3	3	3	6	6	6	26	26	26
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	4.0	4.0	4.0	25	25	25
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	420	420	420
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	67.0	67.0	67.0	11.5	11.5	11.5
Total Split (%)	33%	33%	33%	33%	33%	33%	67%	67%	67%	101%	101%	101%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	63.0	63.0	63.0	11.5	11.5	11.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	11.5	11.5	11.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	11.5	11.5	11.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9	29.9
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
v/c Ratio	0.87	0.37	0.27	16.6	20.4	20.4	7.8	7.8	7.8	8.6	8.6	8.6
Uniform Delay, d1	26.7	19.5	16.6	20.4	20.4	20.4	7.8	7.8	7.8	8.6	8.6	8.6
Delay	58.7	23.4	20.4	20.4	20.4	20.4	7.8	7.8	7.8	8.6	8.6	8.6
LOS	E	C	C	C	C	C	A	A	A	A	A	A

Baseline

9: Middle & Franklin

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	43.3				20.4			7.8				8.6
Approach LOS	D				C			A				A
Queue Length 50th (ft)	163	92			59			102				85
Queue Length 95th (ft)	#346	169			119			m83				116
Internal Link Dist (ft)	320				320			205				340

50th Up Block Time (%) 13%
 95th Up Block Time (%) 40
 Turn Bay Length (ft) 40
 50th Bay Block Time % 53% 41%
 95th Bay Block Time % 65% 54%
 Queuing Penalty (veh) 128 133

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 87.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 17.6

Intersection Capacity Utilization 77.5%

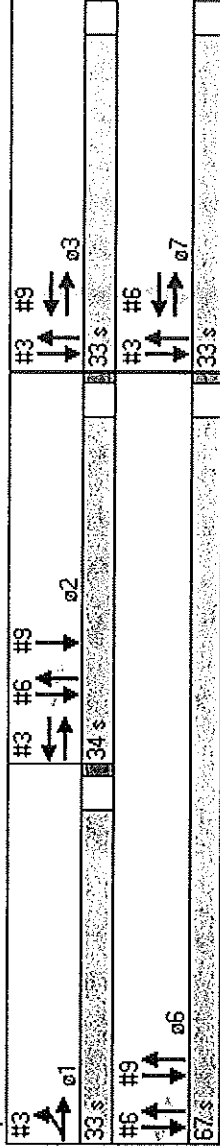
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 9: Middle & Franklin



15: Commercial & Union

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	50	1900	0	0	0	0	0	0	0
Storage Lanes	1	0	0	1	0	0	0	0	0	0	0	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	9	15	9	9	15	9	9	15	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997	0.986		0.986			0.943			0.913		
Flt Protected	0.950			0.950			0.979			0.984		
Satd. Flow (prot)	1770	1857	0	1770	1837	0	0	1720	0	0	1673	0
Flt Permitted	0.108			0.204			0.862			0.881		
Satd. Flow (perm)	201	1857	0	380	1837	0	0	1514	0	0	1498	0
Right Turn on Red	Yes	Yes	Yes	Perm	Yes	Yes	Perm	Yes	Yes	Perm	Yes	Yes
Satd. Flow (RTOR)	3	3	15	17	17	87	29	31	28	79	5	156
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25	25
Link Distance (ft)	800	700	700	700	700	700	265	265	265	293	293	293
Travel Time (s)	21.8	19.1	19.1	19.1	19.1	19.1	7.2	7.2	7.2	8.0	8.0	8.0
Volume (vph)	75	716	15	11	820	87	29	10	28	79	5	156
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	83	796	17	12	911	97	32	11	31	88	6	173
Lane Group Flow (vph)	83	813	0	12	1008	0	0	74	0	0	267	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	8	2	2	2	6	6	6	6
Permitted Phases	4	4	8	8	8	2	2	2	6	6	6	6
Detector Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (s)	67%	67%	0%	67%	67%	0%	33%	33%	0%	33%	33%	0%
Total Split (%)	36.0	36.0	36.0	36.0	36.0	36.0	16.0	16.0	16.0	16.0	16.0	16.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effect Green (s)	31.0	31.0	31.0	31.0	31.0	31.0	10.8	10.8	10.8	10.8	10.8	10.8
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.64	0.68	0.05	0.85	0.85	0.85	0.20	0.20	0.59	0.59	0.59	0.59
Uniform Delay, d1	5.0	5.2	3.0	6.3	6.3	6.3	8.6	8.6	6.6	6.6	6.6	6.6
Delay	25.1	6.5	4.3	12.4	12.4	12.4	11.4	11.4	8.8	8.8	8.8	8.8
LOS	C	A	A	B	B	B	B	B	A	A	A	A
Approach Delay	8.2	8.2	8.2	12.3	12.3	12.3	11.4	11.4	8.8	8.8	8.8	8.8

Baseline

15: Commercial & Union

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B			B			A		
Queue Length 50th (ft)	11	107		1	162			0			29	
Queue Length 95th (ft)	#91	289		7	#548			36			83	
Internal Link Dist (ft)		720			620			185			213	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	50			50								
50th Bay Block Time %		21%			24%							
95th Bay Block Time %		33%			43%							
Queuing Penalty (veh)	189	22			4							

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 48.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

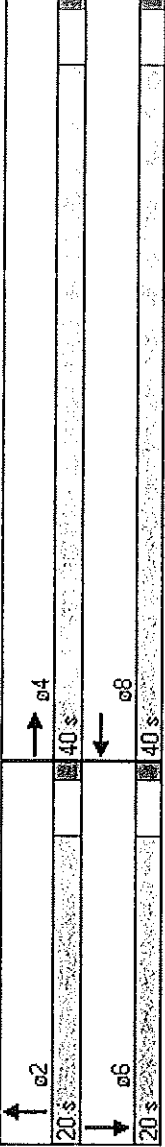
Intersection Signal Delay: 10.2

Intersection Capacity Utilization 90.9%

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

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 15: Commercial & Union



18: Commercial & Center

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	50	50	50	50	50	50	50	50	50	50	50
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	40	40	40	40	40	40	40	40	40	40	40	40
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	15	9	15	15	9	15	15	9	15	15	9	15
Turning Speed (mph)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Satd. Flow (prot)	0.083	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228
Flt Permitted	155	1863	1583	425	1863	1583	425	1863	1583	425	1863	1583
Satd. Flow (perm)	Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	Satd. Flow (RTOR)	15	15	15	15	15	15	15	15	15	15	15
Satd. Flow (RTOR)	Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	Link Speed (mph)	25	25	25	25	25	25	25	25	25	25	25
Link Speed (mph)	Link Distance (ft)	276	276	800	800	800	294	294	294	294	294	294
Link Distance (ft)	Travel Time (s)	7.5	7.5	21.8	21.8	21.8	8.0	8.0	8.0	8.0	8.0	8.0
Travel Time (s)	Volume (vph)	80	669	29	28	905	72	59	28	75	64	7
Volume (vph)	Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	Adj. Flow (vph)	89	743	32	31	1006	80	66	31	83	71	8
Adj. Flow (vph)	Lane Group Flow (vph)	89	743	32	31	1006	80	66	31	83	71	8
Lane Group Flow (vph)	Turn Type	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	Protected Phases	7	4	3	8	8	2	2	2	6	6	6
Protected Phases	Permitted Phases	4	4	4	8	8	2	2	2	6	6	6
Permitted Phases	Detector Phases	7	4	3	8	8	2	2	2	6	6	6
Detector Phases	Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	Minimum Split (s)	9.0	21.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	Total Split (s)	9.0	51.0	9.0	51.0	51.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	Total Split (%)	11%	64%	11%	64%	64%	25%	25%	25%	25%	25%	25%
Total Split (%)	Maximum Green (s)	5.0	47.0	5.0	47.0	47.0	16.0	16.0	16.0	16.0	16.0	16.0
Maximum Green (s)	Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead/Lag	Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead-Lag Optimize?	Vehicle Extension (s)	None	None	None	None	None	None	None	None	None	None	None
Vehicle Extension (s)	Recall Mode	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	Walk Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Walk Time (s)	Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0
Flash Dont Walk (s)	Pedestrian Calls (#/hr)	47.7	43.8	43.8	46.6	40.4	40.4	40.4	40.4	40.4	40.4	40.4
Pedestrian Calls (#/hr)	Act Effct Green (s)	0.68	0.66	0.66	0.63	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Act Effct Green (s)	Actuated g/C Ratio	0.36	0.61	0.03	0.08	0.89	0.08	0.08	0.08	0.08	0.08	0.08
Actuated g/C Ratio	v/c Ratio	2.8	7.4	2.4	2.9	11.3	3.6	3.6	3.6	3.6	3.6	3.6
v/c Ratio	Uniform Delay, d1	5.5	8.2	4.2	3.4	18.2	4.8	4.8	4.8	4.8	4.8	4.8
Uniform Delay, d1	Delay	A	A	A	A	B	A	A	A	A	A	A
Delay	LOS	A	A	A	A	B	A	A	A	A	A	A
LOS	Approach Delay	7.8	7.8	7.8	16.8	16.8	21.8	21.8	21.8	21.8	21.8	21.8
Approach Delay												

Baseline

18: Commercial & Center

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B			C			B	
Queue Length 50th (ft)	9	125	2	3	357	9		55				53
Queue Length 95th (ft)	34	343	13	10	#698	26		119				127
Internal Link Dist (ft)		196			720			214				244
50th Up Block Time (%)												
95th Up Block Time (%)		21%			5%							
Turn Bay Length (ft)	50		50	50		50						
50th Bay Block Time %		19%			34%							
95th Bay Block Time %		35%			38%							
Queuing Penalty (veh)		24			33							

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 66.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 13.8

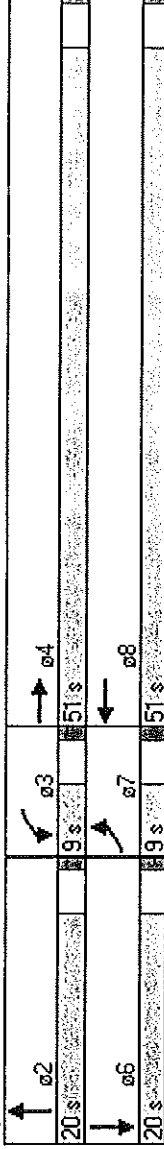
Intersection Capacity Utilization 96.5%

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

Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 18: Commercial & Center



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	0	0	0	60	0	0
Storage Lanes	0	0	0	0	0	0	0	0	0	1	0	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15	9	15	9	15	9	15	9	15	15	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991	0.972	0.972	0.988	0.988	0.988	0.988	0.988	0.988	0.950	0.950	0.940
Flt Protected												
Satd. Flow (prot)	0	1651	0	0	1626	0	0	1636	0	1593	1576	0
Flt Permitted	0	0.936	0	0	0.984	0	0	0.889	0	0.671	0.671	0
Satd. Flow (perm)	0	1555	0	0	1603	0	0	1472	0	1125	1576	0
Right Turn on Red		Yes		Yes		Yes			Yes			Yes
Satd. Flow (RTOR)	8	29	8	8	29	8	8	8	8	55	55	1.14
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	186	233	186	233	233	186	150	150	183	183	183	183
Travel Time (s)	4.2	5.3	4.2	5.3	5.3	4.2	3.4	3.4	4.2	4.2	4.2	4.2
Volume (vph)	44	290	23	11	199	55	30	82	11	65	174	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	322	26	12	221	61	33	91	12	72	193	127
Lane Group Flow (vph)	0	397	0	0	294	0	0	136	0	72	320	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	8	4	8	8	4	8	2	2	6	6	6
Permitted Phases	4	4	8	8	8	4	8	2	2	6	6	6
Detector Phases	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	20.0	20.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Minimum Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (s)	57%	57%	0%	57%	57%	0%	43%	43%	0%	43%	43%	0%
Total Split (%)	36.0	36.0	36.0	36.0	36.0	36.0	26.0	26.0	26.0	26.0	26.0	26.0
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	13.1	13.1	13.1	13.1	13.1	13.1
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.59	0.59	0.41	0.41	0.41	0.41	0.24	0.24	0.17	0.51	0.51	0.51
Uniform Delay, d1	6.9	6.9	5.8	5.8	5.8	5.8	6.6	6.6	6.9	6.5	6.5	6.5
Delay	8.2	8.2	6.8	6.8	6.8	6.8	8.5	8.5	8.9	8.1	8.1	8.1
LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay	8.2	8.2	6.8	6.8	6.8	6.8	8.5	8.5	8.9	8.3	8.3	8.3

Baseline

Synchro 5 Report

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24: Fore & Pearl

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3/11/2002

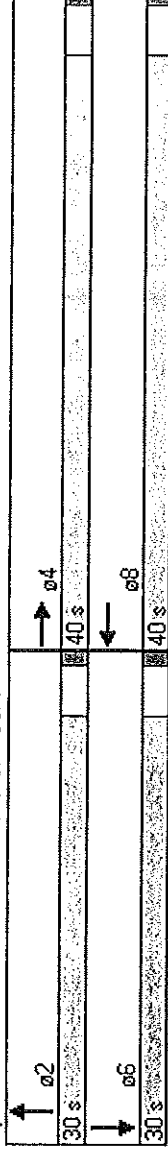
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			A			A				A	
Queue Length 50th (ft)	41			25			0			7		24
Queue Length 95th (ft)	151			97			51			36		106
Internal Link Dist (ft)	106			153			70					103
50th Up Block Time (%)		23%										12%
95th Up Block Time (%)										60		
Turn Bay Length (ft)												
50th Bay Block Time %												29%
95th Bay Block Time %												10
Queuing Penalty (veh)												

Intersection Summary

Area Type: CBD
 Cycle Length: 70
 Actuated Cycle Length: 34.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 71.3%

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 24: Fore & Pearl



Queuing and Blocking Report

Baseline

3/11/2002

Intersection: 3: Commercial & Franklin

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB	SB	SB
	L	T	R	LT	R	L	TR	L	T	R	
Directions Served	223	229	84	169	95	50	142	66	109	101	
Maximum Queue (ft)	100	102	26	116	30	17	40	27	42	59	
Average Queue (ft)	177	186	69	176	91	47	86	57	82	97	
95th Queue (ft)		438		154		376	376	313	313		
Link Distance (ft)				0.05							
Upstream Blk Time (%)				0							
Queuing Penalty (veh)	200	40			50					75	
Storage Bay Dist (ft)	0.00	0.19	0.01	0.40	0.00				0.02	0.02	
Storage Blk Time (%)	1	70	7	11	0				4	1	
Queuing Penalty (veh)											

Intersection: 4: Commercial &

Movement	SB
Directions Served	R
Maximum Queue (ft)	147
Average Queue (ft)	93
95th Queue (ft)	159
Link Distance (ft)	122
Upstream Blk Time (%)	0.05
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Fore & Franklin

Movement	EB	EB	WB	NB	NB	SB	SB
	L	TR	LTR	LT	TR	LT	TR
Directions Served	65	339	248	89	110	104	107
Maximum Queue (ft)	60	235	93	52	41	38	44
Average Queue (ft)	75	388	183	85	85	76	81
95th Queue (ft)		324	235	313	313	208	208
Link Distance (ft)		0.07	0.01				
Upstream Blk Time (%)		32	0				
Queuing Penalty (veh)	40						
Storage Bay Dist (ft)	0.42	0.42					
Storage Blk Time (%)	96	89					
Queuing Penalty (veh)							

Queuing and Blocking Report

Baseline

3/11/2002

Intersection: 7: Fore &

Movement	EB	WB	NB
Directions Served	T	L	R
Maximum Queue (ft)	90	32	82
Average Queue (ft)	7	1	25
95th Queue (ft)	42	10	71
Link Distance (ft)	167	324	67
Upstream Blk Time (%)			0.03
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Middle & Franklin

Movement	EB	EB	WB	NB	NB	SB	SB
	L	TR	LTR	LT	TR	LT	TR
Directions Served	L	TR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	65	375	164	167	151	132	172
Average Queue (ft)	64	293	80	71	60	72	86
95th Queue (ft)	69	459	146	111	105	117	146
Link Distance (ft)		360	360	208	208	387	387
Upstream Blk Time (%)		0.20					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	40						
Storage Blk Time (%)	0.56	0.37					
Queuing Penalty (veh)	109	94					

Intersection: 15: Commercial & Union

Movement	EB	EB	WB	WB	NB	NB	SB
	L	TR	L	TR	LTR	LTR	LTR
Directions Served	L	TR	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	76	674	74	385	71	147	147
Average Queue (ft)	41	207	9	206	33	81	81
95th Queue (ft)	73	414	41	349	61	123	123
Link Distance (ft)		744		644	231	259	259
Upstream Blk Time (%)							
Queuing Penalty (veh)	50		50				
Storage Bay Dist (ft)							
Storage Blk Time (%)	0.05	0.21	0.00	0.27			
Queuing Penalty (veh)	39	15	0	3			

Queuing and Blocking Report
Baseline

3/11/2002

Intersection: 18: Commercial & Center

Movement	EB		EB		WB		WB		WB		NB		SB	
	L	T	R	L	L	T	R	LTR	LTR	LTR	LTR	LTR		
Directions Served	76	263	76	76	76	764	76	200	291					
Maximum Queue (ft)	50	153	15	18	331	26	70	109						
Average Queue (ft)	82	276	51	54	641	75	134	230						
95th Queue (ft)	248				744		246	276						
Link Distance (ft)	0.02				0.01			0.06						
Upstream Blk Time (%)	0				5									
Queuing Penalty (veh)	50		50	50			50							
Storage Bay Dist (ft)	0.12	0.20	0.00	0.01	0.31	0.00	0.00							
Storage Blk Time (%)	87	21	1	6	31		3							
Queuing Penalty (veh)														

Intersection: 24: Fore & Pearl

Movement	EB		WB		NB		SB		SB	
	LTR	LTR	LTR	L	LTR	L	TR	LTR	L	TR
Directions Served	174	105	73	85	150					
Maximum Queue (ft)	90	54	39	29	66					
Average Queue (ft)	150	88	62	67	114					
95th Queue (ft)	152	167	122		154					
Link Distance (ft)	0.01				0.00					
Upstream Blk Time (%)	0				0					
Queuing Penalty (veh)					60					
Storage Bay Dist (ft)					0.00					
Storage Blk Time (%)					1					
Queuing Penalty (veh)					4					

Network Summary

Network wide Queuing Penalty: 730

Appendix D

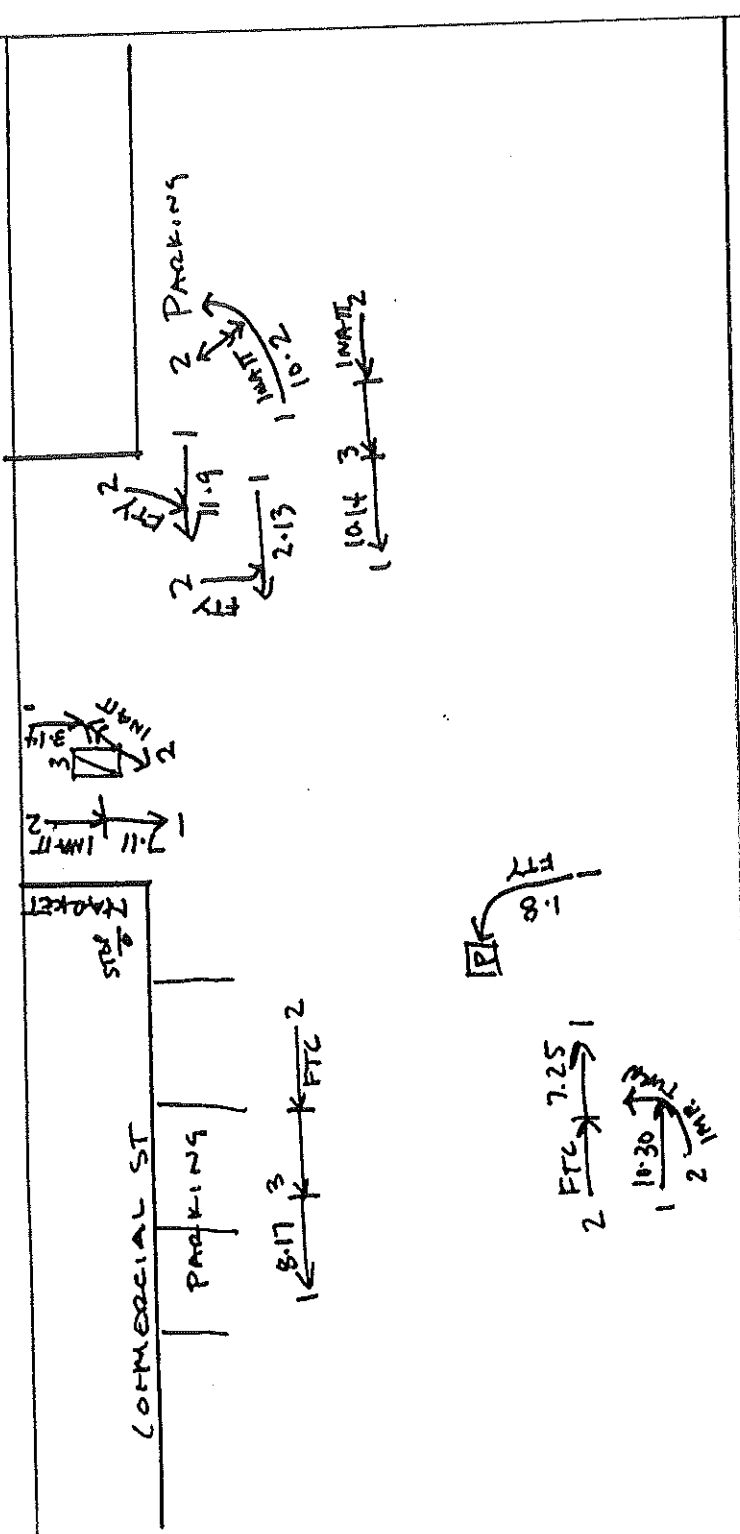
Collision Diagrams

COLLISION DIAGRAM

LOCATION Commercial St / Market St

TOWN Portland, ME NODE NO(S) 7211

YEAR(S) REVIEWED 1996-1998 DATE PREPARED 02/23/00



DIMILLO'S

CRITICAL RATE FACTOR	EQUIV. PROP. DAMAGE ACC/YEAR		ACC/MEV	
	LIGHT	TIME	ACF	OTHER
1. DAWN (MORNING) 2. DAYLIGHT 3. DARK (NO ST. LIGHTS) 4. DARK (ST. LIGHTS ON) 7. OTHER ROAD SURFACE 1. DRY 2. WET 3. SNOW/SLUSH-SANDED 4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. SNOW/SLUSH-NOT SANDED 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE/PKED SNOW-NOT SANDED 10. OTHER APPARENT CONTRIBUTING FACTORS - HUMAN 1. NO IMPROPER ACTION 2. FAIL TO YIELD/RIGHT OF WAY'S ILLEGAL UNSAFE SPEED 3. FOLLOW TOO CLOSE 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE 6. DRIVING LEFT OF CENTER - NO PASSING 7. IMPROPER PASS-OVERTAKING 8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC 14. DRIVER INATTENTION - DISTRACTION 15. DRIVER INCAPACITATED 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED - SUN/HEADLIGHTS 19. WINDSHIELD GLASS 20. OTHER VISION OBSCUREMENT 21. VISION OBSCURED - SUN/HEADLIGHTS 22. OTHER HUMAN VIOLATION FACTOR 23. HIT AND RUN 24. UNKNOWN 25. UNKNOWN 26. UNKNOWN 27. 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REPORT NO.	DATE	TIME	INJURIES			LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B				
96.28325	8-17-96	12:42		3		2	1	4	
96.38373	11-9-96	1:30				4	2	2, H	
97.01038	1-8-97	16:00			1	2	1	3, I	
97.06777	2-13-97	00:28			1	4	1	2	
97.24472	7-11-97	16:00			1	2	1	14	
97.34436	10-2-97	17:30			2	2	1	BOTH	N
97.36031	10-14-97	9:47			1	1	1	14	

SYMBOLS

ANGLE → PEDESTRIAN → FATAL ACCIDENT ●

BACKING ← REAR END →

FIXED OBJECT → SIDE SWIPE →

HEAD ON → TURNING →

OVERTURN → CHANGE LANE →

PARKED VEHICLE → OUT OF CONTROL →

WEATHER
 F = FOG
 S = SNOW

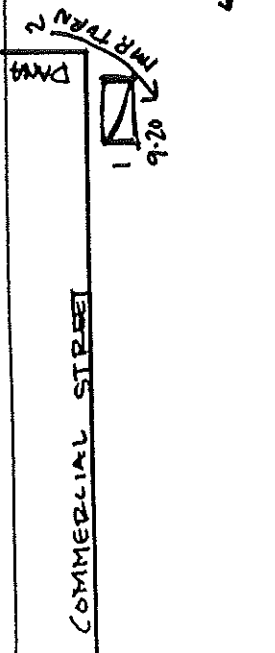
INJURIES
 K = FATAL
 A = INCAPACITATING
 B = NON-INCAPACITATING
 C = POSSIBLE INJURY

R = RAIN
 CL = CLOUDY
 XW = CROSS WINDS

LOCATION Commercial St / Dana St

TOWN Portland, ME NODE NO(S) 7209

AR(S) REVIEWED 1996-1998 DATE PREPARED 12/23/00



CRITICAL RATE FACTOR	EQUIV. PROP. DAMAGE ACC/YEAR			ACC/MEV		
	1	2	3	1	2	3
LIGHT 1. DAWN (MORNING) 2. DAYLIGHT 3. DARK (NO ST. LIGHTS) 4. DARK (ST. LIGHTS ON) 5. DARK (ST. LIGHTS OFF) 6. OTHER ROAD SURFACE 7. DRY 8. ICE/PACKED SNOW-SANDED 9. MUDDY 10. SNOW/SLUSH-HOT SANDED 11. WET 12. SNOW/SLUSH-SANDED 13. DEBRIS 14. ICE/PKD. SNOW-NOT SANDED 15. OTHER APPARENT CONTRIBUTING FACTORS - HUMAN 16. NO IMPROPER ACTION 17. FAIL TO YLD. RIGHT OF WAY 18. IMPROPER TURN 19. FOLLOW TOO CLOSE 20. DISREGARD TRAFFIC CONTROL DEVICE 21. DRIVING LEFT OF CENTER - NO PASSING 22. IMP. PARKING START/STOP 23. IMP. SIGNAL OR IMP. SIGNAL 24. IMP. UNSAFE LANE CHANGE 25. NO SIGNAL OR IMP. SIGNAL 26. DRIVER INATTENTION - DISTRACTION 27. PHYSICAL IMPAIRMENT 28. VISION OBSCURED - SUN/HEADLIGHTS 29. WINDSHIELD GLASS 30. VISION OBSCURED - SEMI-HEADLIGHTS 31. OTHER VISION OBSCUREMENT 32. OTHER HUMAN VIOLATION FACTOR 33. HIT AND RUN 34. VEHICULAR 35. DEFECTIVE BRAKES 36. DEFECTIVE TIRE/FAILURE 37. DEFECTIVE STEERING 38. DEFECTIVE SUSPENSION 39. OTHER VEHICLE DEFECT 40. FACTOR	3. DUSK (EVENING) 4. DUSK (ST. LIGHTS OFF) 5. SNOW/SLUSH-SANDED 6. DEBRIS 7. ICE/PKD. SNOW-NOT SANDED 8. WET 9. SNOW/SLUSH-SANDED 10. MUDDY 11. SNOW/SLUSH-HOT SANDED 12. SNOW/SLUSH-SANDED 13. DEBRIS 14. ICE/PKD. SNOW-NOT SANDED 15. OTHER APPARENT CONTRIBUTING FACTORS - HUMAN 16. NO IMPROPER ACTION 17. FAIL TO YLD. RIGHT OF WAY 18. IMPROPER TURN 19. FOLLOW TOO CLOSE 20. DISREGARD TRAFFIC CONTROL DEVICE 21. DRIVING LEFT OF CENTER - NO PASSING 22. IMP. PARKING START/STOP 23. IMP. SIGNAL OR IMP. SIGNAL 24. IMP. UNSAFE LANE CHANGE 25. NO SIGNAL OR IMP. SIGNAL 26. DRIVER INATTENTION - DISTRACTION 27. PHYSICAL IMPAIRMENT 28. VISION OBSCURED - SUN/HEADLIGHTS 29. WINDSHIELD GLASS 30. VISION OBSCURED - SEMI-HEADLIGHTS 31. OTHER VISION OBSCUREMENT 32. OTHER HUMAN VIOLATION FACTOR 33. HIT AND RUN 34. VEHICULAR 35. DEFECTIVE BRAKES 36. DEFECTIVE TIRE/FAILURE 37. DEFECTIVE STEERING 38. DEFECTIVE SUSPENSION 39. OTHER VEHICLE DEFECT 40. FACTOR	1. ANGLE 2. BACKING 3. FIXED OBJECT HEAD ON 4. OVERTURN 5. PARKED VEHICLE	1. PEDESTRIAN 2. REAR END 3. SIDE SWIPE 4. TURNING MOVE 5. CHANGE LANE 6. OUT OF CONTROL	1. FATAL ACCIDENT 2. VEHICLE (MOVING) 3. BICYCLE 4. ANIMAL 5. SLED	1. C - CLEAR 2. SL - SLEET 3. R - RAIN 4. CL - CLOUDY 5. SW - CROSS WINDS	1. K - FATAL 2. A - INCAPACITATING 3. B - NON-INCAPACITATING 4. C - POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES			LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B				
96.18405	5-24-96	12:11				2	1	14	BACKING FROM PARKING ON DANA ST
96.21696	6-22-96	14:00				2	2	14	
96.24430	7-15-96	8:21				2	1	BOTH 14	
96.32023	9-20-96	17:30				2	1	10	
96.38877	11-13-96	15:00				2	1	4	
98.14005	4-10-98	15:45				2	1	2, 51	
98.14626	4-17-98	22:30				4	1	4	VI DELIVERED TRUCK

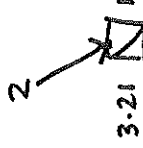
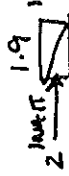
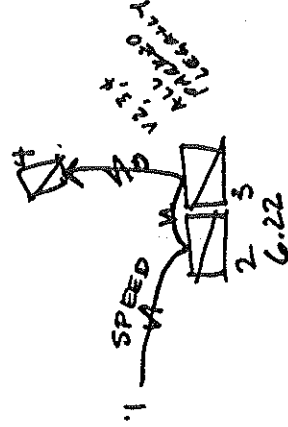
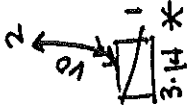
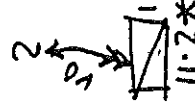
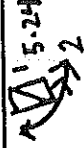
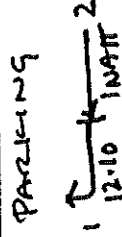
LOCATION Commercial St

TOWN Portland ME NODE NO(S) 7212-8996

DATE REVIEWED 1996.1998 DATE PREPARED 02/23/00

SCALE

COMMERCIAL ST



* * * CENTER TURNING LANE USED FOR DELIVER TRUCKS

CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____

- LIGHT**
1. DAWN (MORNING)
 2. DAYLIGHT
 3. DARK (NO ST. LIGHTS)
 4. DAWN (EVENING)
 5. DARK (ST. LIGHTS OFF)
 6. OTHER
- ROAD SURFACE**
1. DRY
 2. WET
 3. ICE/PAVED SNOW-SANDED
 4. ICE/PAVED SNOW-NOT SANDED
 5. MUDDY
 6. DEBRIS
 7. OILY
 8. SNOW/SLUSH-HOT SANDED
 9. SNOW/SLUSH-NOT SANDED
 10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
 2. FAIL TO YLD. RIGHT OF WAY
 3. DISREGARD TRAFFIC CONTROL DEVICE
 4. FOLLOWING TOO CLOSE
 5. IMP. UNSAFE LANE CHANGE
 6. IMP. PARKING START/STOP
 7. IMPROPER PASS-OVERTAKING
 8. DRIVING LEFT OF CENTER
 9. IMP. SIGNAL OR IMP. SIGNAL
 10. IMPROPER TURN
 11. UNSAFE BACKING
 12. NO SIGNAL OR IMP. SIGNAL
 13. IMPEDING TRAFFIC
 14. DRIVER INATTENTION - DISTRACTION
 15. PHYSICAL IMPAIRMENT
 16. VISION OBSCURED -
 17. PEDEST. VIOLATION ERROR
 18. VISION OBSCURED -
 19. WINDSHIELD GLASS
 20. OTHER VISION OBSCUREMENT
 21. OTHER HUMAN VIOLATION FACTOR
 22. OTHER VISION OBSCUREMENT
 23. UNKNOWN
 24. HIT AND RUN
- VEHICULAR**
41. DEFECTIVE BRAKES
 42. DEFECTIVE TIRE/FAILURE
 43. DEFECTIVE LIGHTS
 44. DEFECTIVE SUSPENSION
 45. DEFECTIVE STEERING
 46. OTHER VEHICLE DEFECT OR FACTOR
 47. UNKNOWN

SYMBOLS

- ANGLE: Arrow pointing left
- BACKING: Arrow pointing right
- FIXED OBJECT: Square with diagonal line
- HEAD ON: Arrow pointing right
- OVERTURN: Circle with diagonal line
- PARKED VEHICLE: Square with diagonal line
- PEDESTRIAN: Arrow pointing right
- REAR END: Arrow pointing right
- SIDE SWIPE: Arrow pointing right
- TURNING MOVE: Arrow pointing right
- CHANGE LANE: Arrow pointing right
- OUT OF CONTROL: Wavy arrow pointing right
- FATAL ACCIDENT: Circle with dot
- VEHICLE (MOVING): Arrow pointing right
- BICYCLE: Arrow pointing right
- ANIMAL: Arrow pointing right
- SLED: Arrow pointing right

- WEATHER**
- C = CLEAR
 - F = FOG
 - S = SNOW
 - SL = SLEET

- INJURIES**
- K = FATAL
 - A = INCAPACITATING
 - B = NON-INCAPACITATING
 - C = POSSIBLE INJURY

- R = RAIN
- CL = CLOUDY
- XW = CROSS WINDS

REPORT NO.	DATE	TIME	INJURIES			LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B				
96.01405	1.9.96	15:21	-	-	-	1	3	VI=9 V2=14	
96.11334	3.14.96	12:30	-	-	-	-	1	20	VI= PULLED OFF
97.11713	3.21.97	20:00	-	-	-	-	8	81	
97.21314	6.18.97	8:49	-	-	-	-	2	14	
97.28580	8.14.97	20:00	-	-	-	-	1	81	
98.18565	5.24.98	20:18	-	-	-	-	1	31	
98.22199	6.22.98	00:00	-	-	-	-	1	3,31	ALLOPOL RELATED

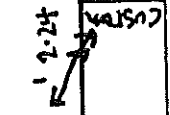
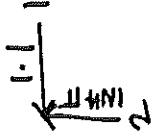
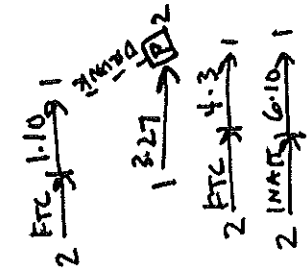
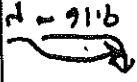
COLLISION DIAGRAM

LOCATION Commercial St / Pearl St

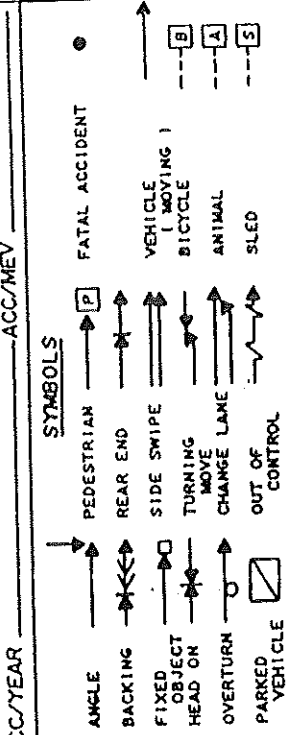
TOWN Portland, ME NODE NO(S) 212

DATE(S) REVIEWED 1/96.1998 DATE PREPARED 02/23/00

COMMERCIAL ST



REPORT NO.	DATE	TIME	INJURIES			LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B				
96.01704	1-10-96	9:15				2	B	4	
97.00008	1-1-97	12:15				2	2	14	
97.12143	3-27-97	18:47	-1			4	1	16	REG. WAS DRUNK
97.13078	4-3-97	17:05				3	1	4	
96.20193	6-10-96	12:45				2	1	14	
96.31329	9-16-96	8:00				2	1	VE=29 VF=30	
97.39492	11-8-97	18:50				4	2	31, 2	



WEATHER
 C = CLEAR
 F = FOG
 S = SNOW
 SL = SLEET

INJURIES
 K = FATAL
 A = INCAPACITATING
 B = NON-INCAPACITATING
 C = POSSIBLE INJURY

- CRITICAL RATE FACTOR
- 1. LIGHT
 - 2. DAYLIGHT
 - 3. DUSK (EVENING)
 - 4. DARK (ST. LIGHTS ON)
 - 5. DARK (NO ST. LIGHTS)
 - 6. DARK (ST. LIGHTS OFF)
 - 7. OTHER
 - 8. ROAD SURFACE
 - 9. WET
 - 10. DRY
 - 11. ICE/PACKED SNOW-SANDED
 - 12. SNOW/SLUSH-SANDED
 - 13. DEBRIS
 - 14. ICE/PKLD. SNOW-HOT SANDED
 - 15. OILY
 - 16. OTHER
 - 17. APPARENT CONTRIBUTING FACTORS - HUMAN
 - 18. NO IMPROPER ACTION
 - 19. FOLLOW TOO CLOSE
 - 20. DRIVING LEFT OF CENTER - NO PASSING
 - 21. IMP. UNSAFE LANE CHANGE
 - 22. IMP. UNSAFE BACKING
 - 23. DRIVER INATTENTION - DISTRACTION
 - 24. PEDEST. VIOLATION ERROR
 - 25. WINDSHIELD GLASS
 - 26. OTHER VISION OBSCUREMENT
 - 27. HUMAN OBSCUREMENT
 - 28. VISION OBSCURED - BLIND/HEADLIGHTS
 - 29. OTHER VISION OBSCUREMENT
 - 30. OTHER HUMAN VIOLATION FACTOR
 - 31. HIT AND RUN
 - 32. VEHICULAR
 - 33. DEFECTIVE BRAKES
 - 34. DEFECTIVE SUSPENSION
 - 35. DEFECTIVE STEERING
 - 36. OTHER VEHICLE DEFECT OR FACTOR
 - 37. EQUIV. PROP. DAMAGE
 - 38. ACC/YEAR
 - 39. PROP. DAMAGE
 - 40. ACC/YEAR
 - 41. DUSK (EVENING)
 - 42. DARK (ST. LIGHTS OFF)
 - 43. SNOW/SLUSH-SANDED
 - 44. DEBRIS
 - 45. ICE/PKLD. SNOW-HOT SANDED
 - 46. WET
 - 47. MUDDY
 - 48. SNOW/SLUSH-NOT SANDED
 - 49. FAIL TO YLD. RIGHT OF WAY
 - 50. ILLEGAL UNSAFE SPEED
 - 51. DISREGARD TRAFFIC CONTROL DEVICE
 - 52. IMPROPER PASS-OVERTAKING
 - 53. NO PARKING START/STOP
 - 54. IMPROPER TURN
 - 55. IMP. PARKING OR IMP. SIGNAL
 - 56. NO SIGNAL OR IMP. SIGNAL
 - 57. IMP. DRIVER INEXPERIENCE
 - 58. PHYSICAL IMPAIRMENT
 - 59. VISION OBSCURED - BLIND/HEADLIGHTS
 - 60. OTHER HUMAN VIOLATION FACTOR
 - 61. UNKNOWN
 - 62. DEFECTIVE TIRE/FAILURE
 - 63. DEFECTIVE LIGHTS
 - 64. DEFECTIVE STEERING
 - 65. OTHER VEHICLE DEFECT OR FACTOR
 - 66. UNKNOWN

