

Appendix A

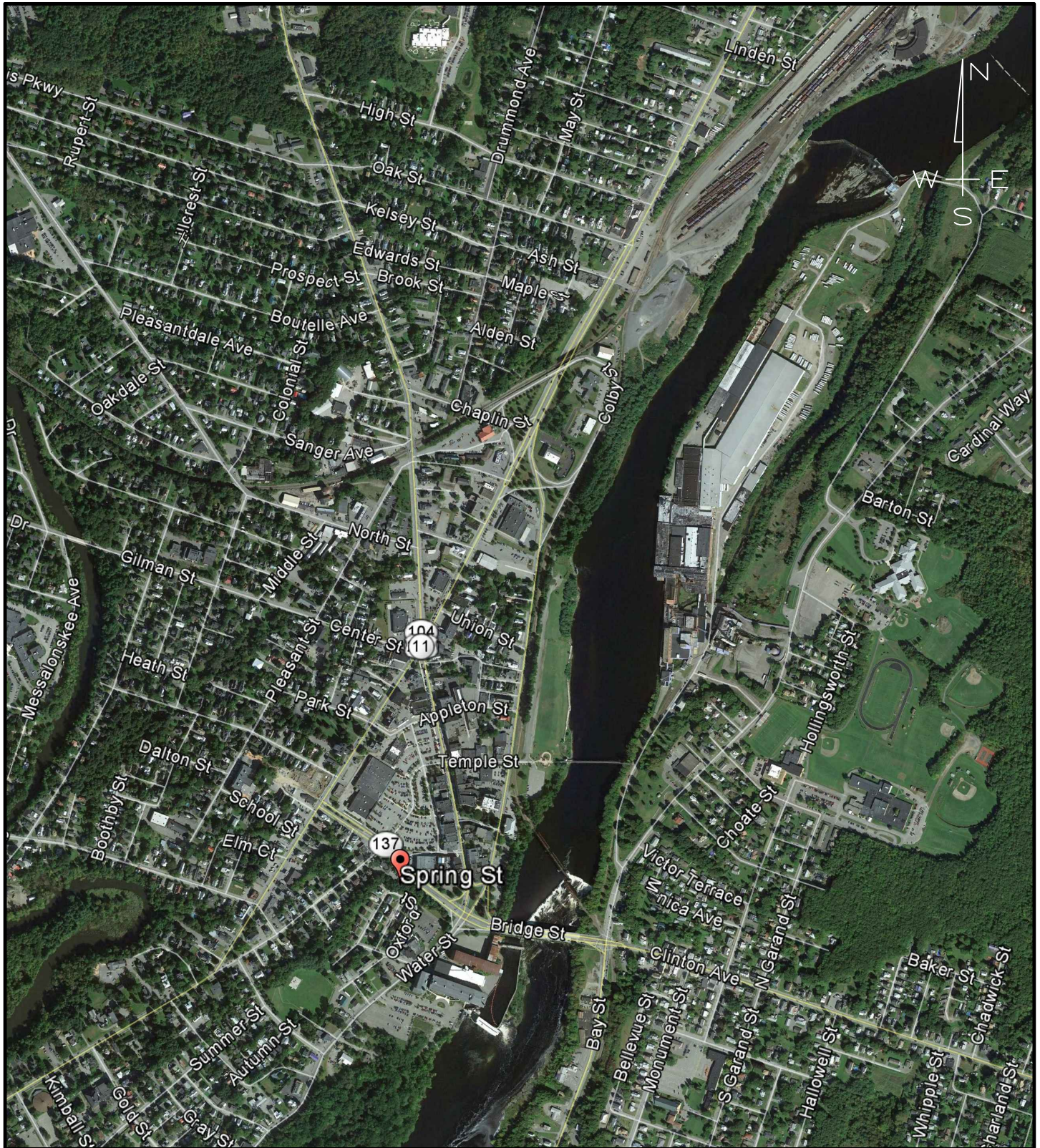
Location Map

Turning Movement Diagrams

Location Map

Figure No.

1



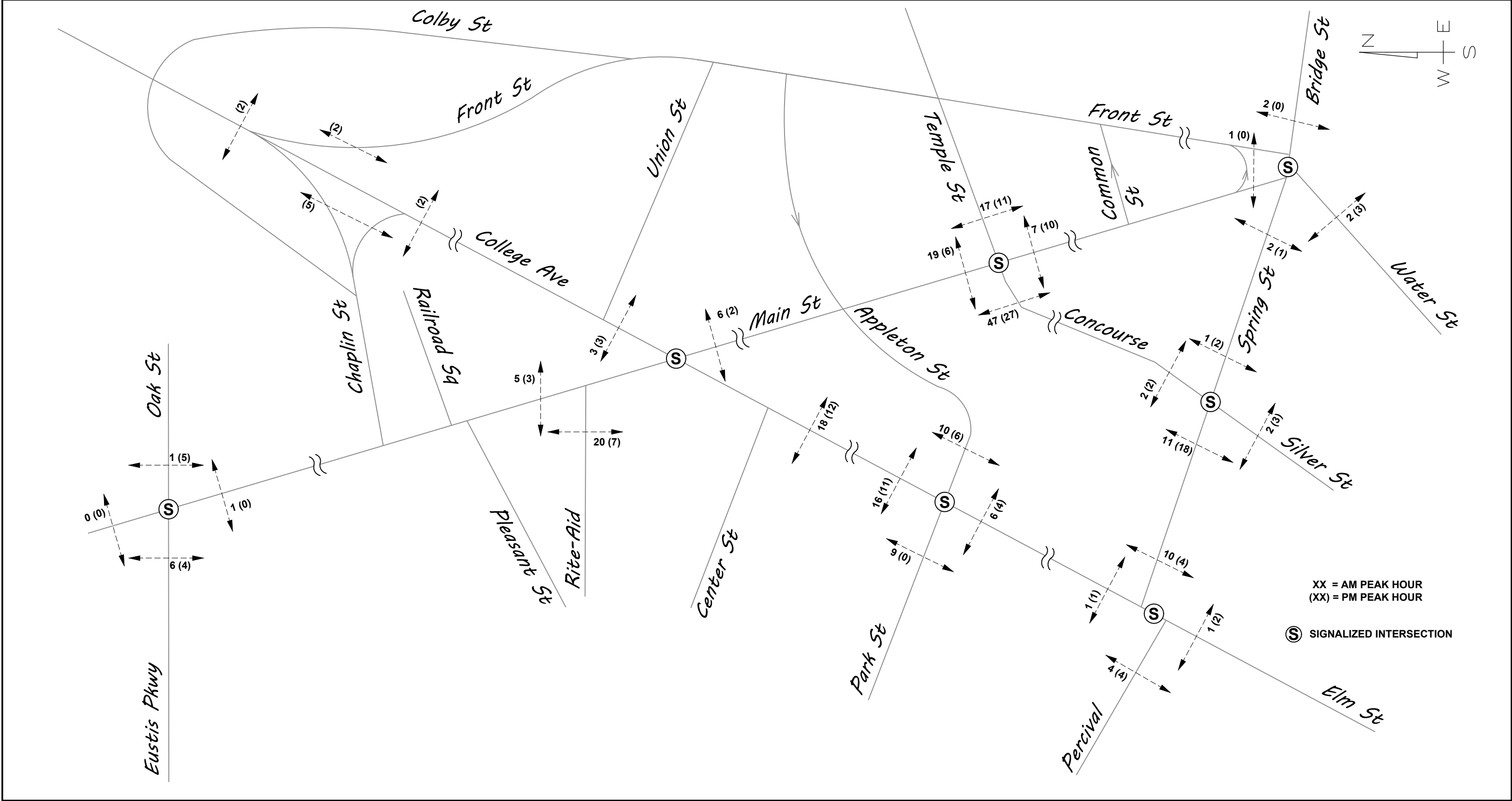
DOWNTOWN TRANSPORTATION STUDY WATERVILLE, MAINE

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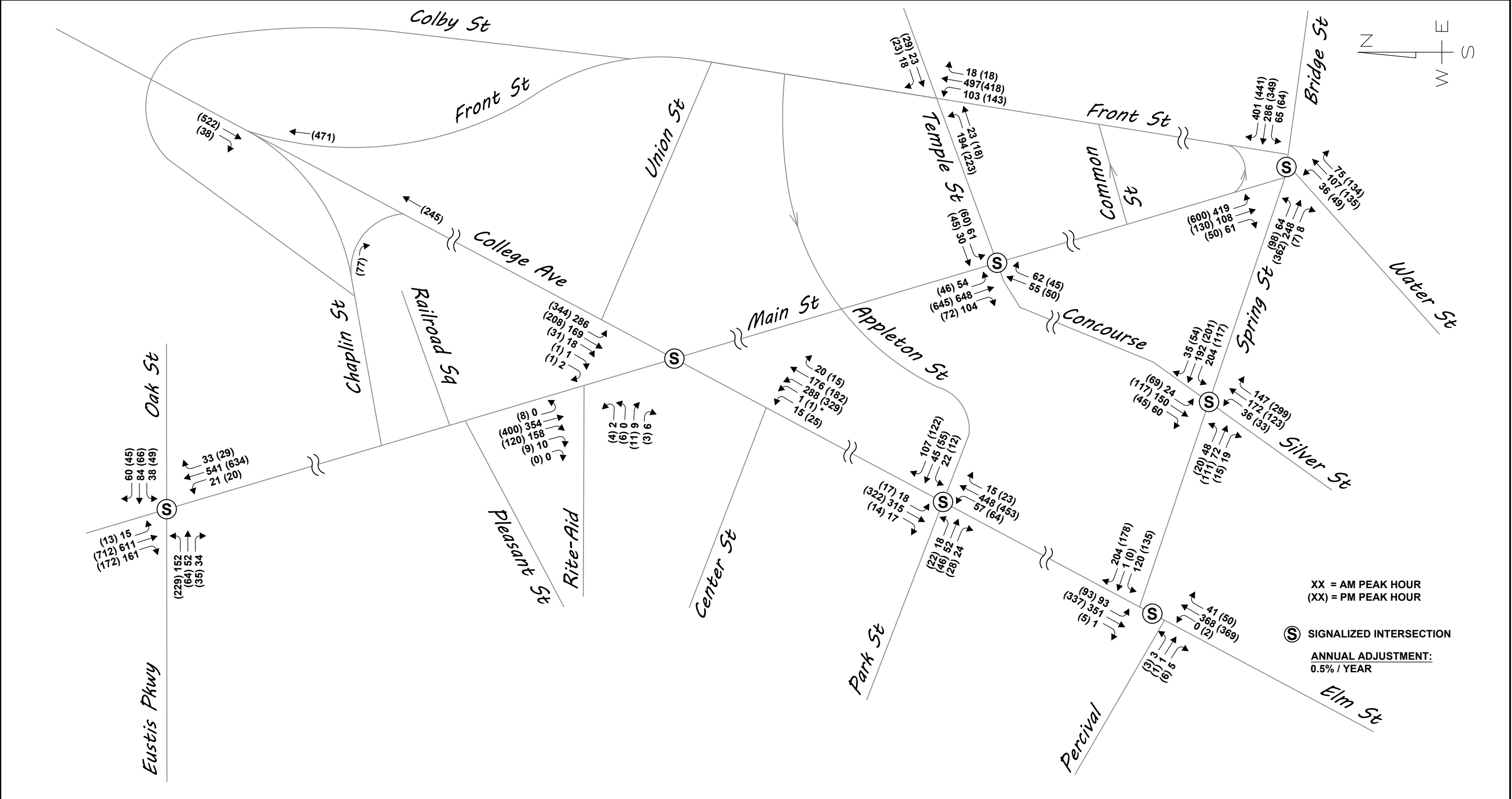


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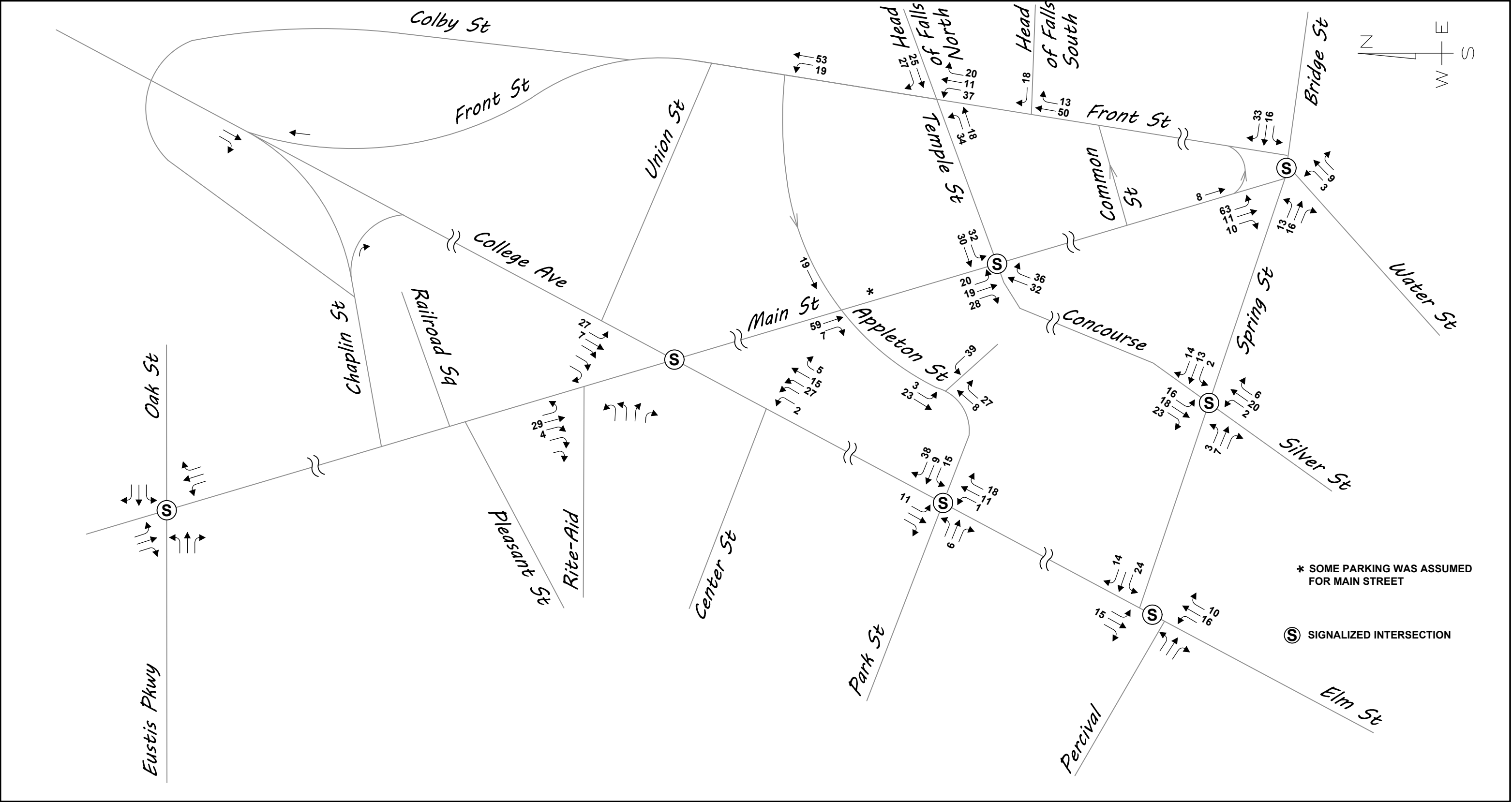
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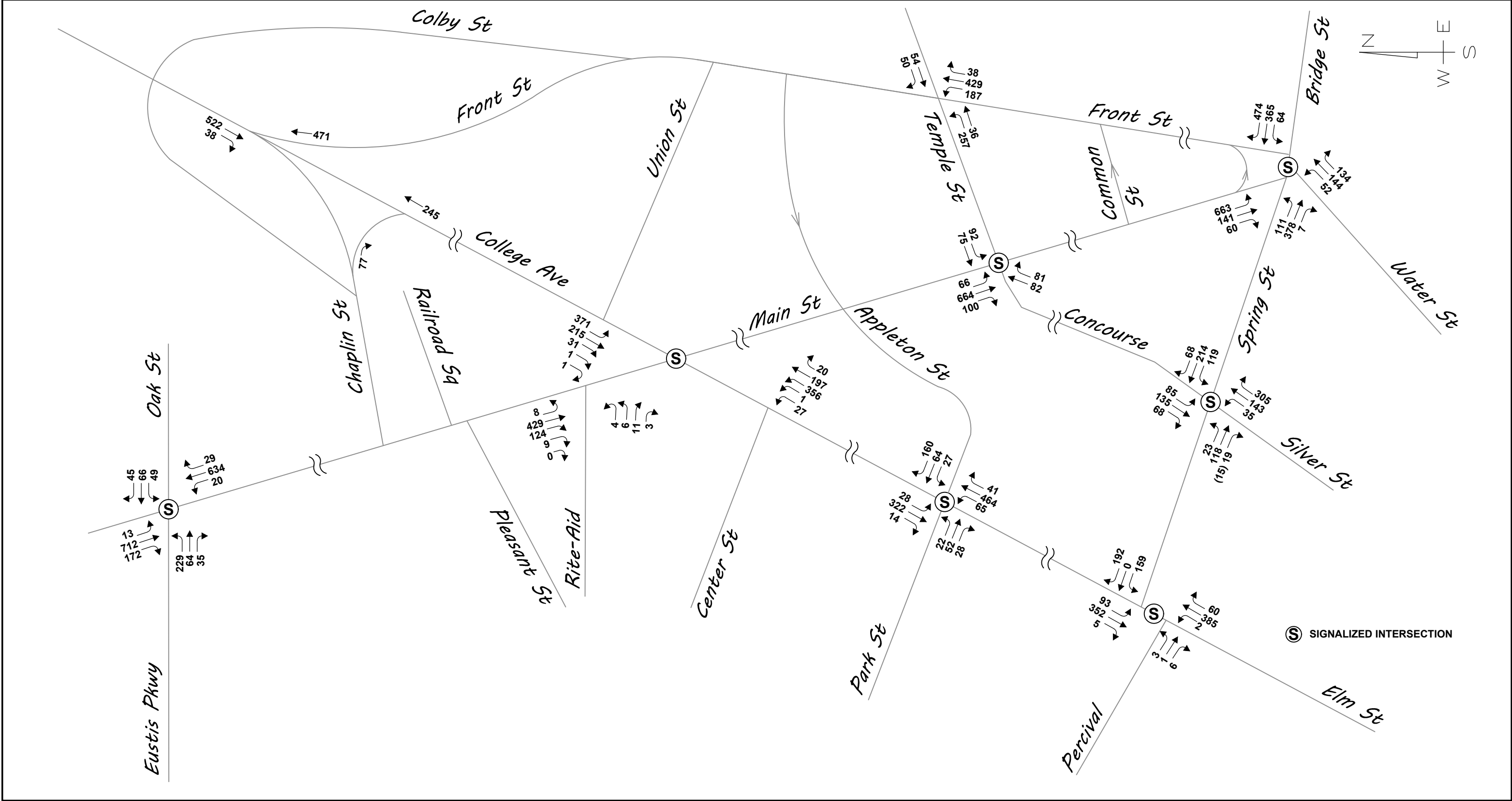
DOWNTOWN TRANSPORTATION STUDY
WATERVILLE, MAINE



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WATERVILLE, MAINE

Appendix B

Capacity Analyses: Existing Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4240	4233	4312	4378	4175	4267
Vehs Exited	4233	4210	4282	4355	4140	4244
Starting Vehs	140	115	128	115	122	120
Ending Vehs	147	138	158	138	157	149
Denied Entry Before	3	2	3	1	1	0
Denied Entry After	2	2	1	3	2	2
Travel Distance (mi)	2304	2331	2332	2367	2248	2316
Travel Time (hr)	146.3	148.3	149.2	150.8	143.7	147.7
Total Delay (hr)	47.7	48.8	49.0	49.8	47.5	48.6
Total Stops	5474	5576	5528	5674	5420	5534
Fuel Used (gal)	90.9	91.9	92.1	94.0	88.7	91.5

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	4240	4233	4312	4378	4175	4267
Vehs Exited	4233	4210	4282	4355	4140	4244
Starting Vehs	140	115	128	115	122	120
Ending Vehs	147	138	158	138	157	149
Denied Entry Before	3	2	3	1	1	0
Denied Entry After	2	2	1	3	2	2
Travel Distance (mi)	2304	2331	2332	2367	2248	2316
Travel Time (hr)	146.3	148.3	149.2	150.8	143.7	147.7
Total Delay (hr)	47.7	48.8	49.0	49.8	47.5	48.6
Total Stops	5474	5576	5528	5674	5420	5534
Fuel Used (gal)	90.9	91.9	92.1	94.0	88.7	91.5

1: Water St/Main St & Spring St/Bridge St & Front Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.2	2.1	0.0	1.1
Total Del/Veh (s)	25.5	13.8	22.7	16.9	17.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Main St & Concourse/Temple Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	7.2	16.8	5.1	6.8
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Front Street & Temple Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	7.9	7.0	9.4	8.9
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

11: Silver St/Concourse & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	1.8	0.3	0.7
Total Del/Veh (s)	18.4	16.9	11.5	13.8	14.8
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: Center St/College Ave & Elm St & Main St Performance by approach

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Del/Veh (s)	63.2	37.4	29.4	43.4	36.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Elm St & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.8	0.7	0.5
Total Del/Veh (s)	11.5	10.8	12.2	8.8	10.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

18: Main St & Eustis Pkwy/Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.5	0.6	1.4	1.0
Total Del/Veh (s)	17.4	13.4	17.7	9.0	13.5
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

21: Elm St & Park St/Appleton St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.2	0.5
Total Del/Veh (s)	8.8	6.8	7.6	7.3	7.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Denied Del/Veh (s)	1.3	
Total Del/Veh (s)	38.5	
Denied Entry Before	0	
Denied Entry After	2	

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	L	T	T	L	R	R	L	L	TR
Maximum Queue (ft)	78	117	124	108	151	123	78	113	45	190	198	132
Average Queue (ft)	34	46	48	36	78	52	23	53	6	86	102	54
95th Queue (ft)	69	95	94	81	134	100	58	97	28	154	167	103
Link Distance (ft)		667	667		902	902		694			1050	1050
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			160			100		150	200		
Storage Blk Time (%)	0	1	1	0	0		0	1		0	0	
Queuing Penalty (veh)	0	0	0	0	0		0	2		0	0	

Intersection: 4: Main St & Concourse/Temple

Movement	EB	EB	WB	SB	SB	SB	SB
Directions Served	T	R	LT	L	T	T	R
Maximum Queue (ft)	76	60	120	69	179	155	63
Average Queue (ft)	28	21	51	15	66	52	22
95th Queue (ft)	60	47	92	54	136	120	64
Link Distance (ft)	751		418		746	746	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		95		45			40
Storage Blk Time (%)	0	0		1	7	6	1
Queuing Penalty (veh)	0	0		2	4	5	3

Intersection: 5: Front Street & Temple

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	129	48
Average Queue (ft)	57	23
95th Queue (ft)	97	46
Link Distance (ft)	418	249
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Silver St/Concourse & Spring St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	86	51	83	180	79	119	144	49	126	178
Average Queue (ft)	28	14	35	82	25	44	69	22	20	73
95th Queue (ft)	67	41	72	153	61	94	122	45	65	135
Link Distance (ft)			464		667	667	686			751
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75	75		285				300	70	
Storage Blk Time (%)	1	0	1						0	8
Queuing Penalty (veh)	0	0	1						0	2

Intersection: 12: Center St/College Ave & Elm St & Main St

Movement	EB	EB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<L	R>	<LT	R>	<L	L	TR	<	<LTR>
Maximum Queue (ft)	18	66	368	305	183	251	155	256	286
Average Queue (ft)	1	22	201	113	78	86	72	100	159
95th Queue (ft)	10	55	321	219	145	177	145	194	254
Link Distance (ft)	241	241	562		3462	3462		721	721
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				350			105		
Storage Blk Time (%)			0	0		8	6		
Queuing Penalty (veh)			1	0		12	10		

Intersection: 14: Elm St & Spring St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	55	97	102	223	119	69	171
Average Queue (ft)	9	40	44	88	6	20	58
95th Queue (ft)	36	78	84	173	55	51	140
Link Distance (ft)	216	464	464	661		600	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					60		140
Storage Blk Time (%)				12			1
Queuing Penalty (veh)				4			1

Intersection: 18: Main St & Eustis Pkwy/Oak St

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	122	77	95	44	100	365	50	314	186
Average Queue (ft)	57	28	24	4	13	155	13	132	43
95th Queue (ft)	105	59	65	20	62	286	39	232	110
Link Distance (ft)	490	490	700			3462		472	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)				130	170		390		150
Storage Blk Time (%)			0			5		4	
Queuing Penalty (veh)			0			1		6	

Intersection: 21: Elm St & Park St/Appleton St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	73	63	56	224	32	124	174
Average Queue (ft)	32	24	22	95	4	14	63
95th Queue (ft)	61	52	44	174	19	64	138
Link Distance (ft)	356	305		600		562	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			85		125		80
Storage Blk Time (%)		0	0	3		0	3
Queuing Penalty (veh)		0	0	0		0	0

Network Summary

Network wide Queuing Penalty: 56

AM Existing

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Phase	1	2	3	4	5	6
Movement(s) Served	WBL	EBT	NBL	SBTL	EBL	WBT
Maximum Green (s)	12.0	28.0	24.0	28.0	13.0	27.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Min	None	None	None	C-Min
Avg. Green (s)	7.6	18.8	10.1	17.3	10.0	17.6
g/C Ratio	-0.01	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	14	0	0	0	17	0
Cycles @ Minimum (%)	0	0	0	0	0	2
Cycles Maxed Out (%)	0	2	0	0	0	100
Cycles with Peds (%)	0	14	0	19	0	16

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 4: Main St & Concourse/Temple

Phase	2	4	6	8
Movement(s) Served	SBTL	EBT	Ped	WBTL
Maximum Green (s)	26.0	23.0	26.0	23.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	None
Avg. Green (s)	44.8	9.3	0.0	9.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	7	7	100	7
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	93	0	0	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

AM Existing

Intersection: 11: Silver St/Concourse & Spring St

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	23.0	43.0	33.0	15.0	51.0	33.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min	None
Avg. Green (s)	12.5	8.0	13.7	7.3	18.7	13.7
g/C Ratio	NA	NA	NA	-0.01	NA	NA
Cycles Skipped (%)	0	0	0	23	0	0
Cycles @ Minimum (%)	2	36	0	0	3	0
Cycles Maxed Out (%)	0	100	0	0	0	0
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 12: Center St/College Ave & Elm St & Main St

Phase	1	2	3	4
Movement(s) Served	EBL	NBTL	SWTL	SBTL
Maximum Green (s)	17.0	32.0	21.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	None	C-Min
Avg. Green (s)	7.3	31.2	27.0	34.8
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	55	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	21	13	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

AM Existing

Intersection: 14: Elm St & Spring St

Phase	1	2	3	4	6
Movement(s) Served	SBL	NBTL	WBTL	EBTL	SBTL
Maximum Green (s)	10.0	43.0	23.0	19.0	60.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min
Avg. Green (s)	9.0	15.1	10.9	5.5	25.6
g/C Ratio	-0.01	NA	NA	-0.01	NA
Cycles Skipped (%)	7	0	0	86	0
Cycles @ Minimum (%)	7	1	1	3	0
Cycles Maxed Out (%)	5	100	0	0	1
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 18: Main St & Eustis Pkwy/Oak St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	28.5	18.5	28.5	18.5
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	25.3	12.5	25.3	12.5
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	1	0	1
Cycles Maxed Out (%)	100	6	24	6
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 21: Elm St & Park St/Appleton St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	30.0	20.0	30.0	20.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	21.6	7.8	21.6	7.8
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	2	8	2	8
Cycles Maxed Out (%)	100	0	13	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4749	4680	4693	4613	4645	4678
Vehs Exited	4704	4698	4684	4575	4604	4655
Starting Vehs	138	158	151	123	133	139
Ending Vehs	183	140	160	161	174	162
Denied Entry Before	1	3	3	0	3	1
Denied Entry After	2	2	3	1	4	2
Travel Distance (mi)	2652	2657	2619	2591	2626	2629
Travel Time (hr)	174.4	174.3	172.4	168.4	171.6	172.2
Total Delay (hr)	60.7	60.7	60.0	57.8	59.0	59.7
Total Stops	6610	6519	6385	6204	6359	6417
Fuel Used (gal)	105.8	106.0	104.3	103.4	104.4	104.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	4749	4680	4693	4613	4645	4678
Vehs Exited	4704	4698	4684	4575	4604	4655
Starting Vehs	138	158	151	123	133	139
Ending Vehs	183	140	160	161	174	162
Denied Entry Before	1	3	3	0	3	1
Denied Entry After	2	2	3	1	4	2
Travel Distance (mi)	2652	2657	2619	2591	2626	2629
Travel Time (hr)	174.4	174.3	172.4	168.4	171.6	172.2
Total Delay (hr)	60.7	60.7	60.0	57.8	59.0	59.7
Total Stops	6610	6519	6385	6204	6359	6417
Fuel Used (gal)	105.8	106.0	104.3	103.4	104.4	104.8

1: Water St/Main St & Spring St/Bridge St & Front St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	2.0	2.4	0.0	1.0
Total Del/Veh (s)	28.9	18.2	22.6	26.0	23.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Main St & Concourse/Temple St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	14.1	5.0	6.6
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Front St & Temple St Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0
Total Del/Veh (s)	8.0	6.7	9.9	9.3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

11: Silver St/Concourse & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.6	0.6	1.1
Total Del/Veh (s)	19.1	11.7	7.8	14.7	11.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	1	0	1

12: Center St/College Ave & Elm St & Main St Performance by approach

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Del/Veh (s)	57.2	41.0	31.2	40.6	37.3
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Elm St & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.8	0.6	0.5
Total Del/Veh (s)	13.6	11.5	12.1	8.7	10.7
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

18: Main St & Eustis Pkwy/Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.3	0.7	1.5	1.0
Total Del/Veh (s)	20.7	12.5	22.5	10.8	16.4
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	0	0	0

21: Elm St & Park St/Appleton St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.3	0.5
Total Del/Veh (s)	9.5	7.0	9.0	7.6	8.3
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Denied Del/Veh (s)		1.4
Total Del/Veh (s)		43.2
Denied Entry Before		1
Denied Entry After		2

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	R	R	>	L	L
Maximum Queue (ft)	123	138	140	102	194	180	106	153	145	58	224	355
Average Queue (ft)	53	68	78	40	99	80	30	66	15	2	127	153
95th Queue (ft)	99	119	127	85	169	145	73	122	68	29	217	264
Link Distance (ft)		667	667		902	902		694				1049
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			160			100		150	150	200	
Storage Blk Time (%)	2	2	4	0	2	0	0	3	0	0	0	3
Queuing Penalty (veh)	3	2	0	0	1	0	1	7	0	0	1	8

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	206
Average Queue (ft)	65
95th Queue (ft)	134
Link Distance (ft)	1049
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Main St & Concourse/Temple St

Movement	EB	EB	WB	SB	SB	SB	SB
Directions Served	T	R	LT	L	T	T	R
Maximum Queue (ft)	55	44	110	61	185	140	61
Average Queue (ft)	25	17	48	10	66	40	16
95th Queue (ft)	51	38	90	43	149	102	54
Link Distance (ft)	751		426		746	746	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		95		45			40
Storage Blk Time (%)				0	7	4	1
Queuing Penalty (veh)				1	3	2	2

Intersection: 5: Front St & Temple St

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	118	57	18
Average Queue (ft)	58	25	2
95th Queue (ft)	93	52	13
Link Distance (ft)	426	236	1074
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Silver St/Concourse & Spring St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	57	58	87	122	111	124	124	85	82	130
Average Queue (ft)	13	19	41	51	26	45	56	39	34	58
95th Queue (ft)	39	47	75	99	72	101	105	72	64	102
Link Distance (ft)			464		667	667	686			751
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75	75		285				300	70	
Storage Blk Time (%)	0	0	1						1	4
Queuing Penalty (veh)	0	0	1						1	3

Intersection: 12: Center St/College Ave & Elm St & Main St

Movement	EB	EB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<L	R>	<LT	R>	<L	L	TR	<	<LTR>
Maximum Queue (ft)	41	57	382	318	231	243	155	308	376
Average Queue (ft)	12	18	222	109	110	111	72	131	184
95th Queue (ft)	37	47	338	221	187	194	155	238	291
Link Distance (ft)	270	270	562		3462	3462		721	721
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				350			105		
Storage Blk Time (%)			1			17	2		
Queuing Penalty (veh)			1			19	3		

Intersection: 14: Elm St & Spring St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	34	115	114	179	19	170	168
Average Queue (ft)	9	46	45	84	1	26	54
95th Queue (ft)	32	95	89	152	9	86	125
Link Distance (ft)	216	464	464	661		600	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					60		140
Storage Blk Time (%)				13	0		1
Queuing Penalty (veh)				6	0		0

Intersection: 18: Main St & Eustis Pkwy/Oak St

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	182	88	71	15	160	453	115	374	190
Average Queue (ft)	88	31	23	1	15	213	12	170	63
95th Queue (ft)	150	66	59	7	80	376	72	293	163
Link Distance (ft)	490	490	700			3462		472	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)				130	170		390		150
Storage Blk Time (%)						12		7	
Queuing Penalty (veh)						2		12	

Intersection: 21: Elm St & Park St/Appleton St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	86	54	72	218	37	79	168
Average Queue (ft)	36	23	24	102	6	10	73
95th Queue (ft)	67	50	51	175	26	48	137
Link Distance (ft)	356	305		600		562	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			85		125		80
Storage Blk Time (%)			0	3		0	4
Queuing Penalty (veh)			0	1		0	1

Network Summary

Network wide Queuing Penalty: 82

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front St

Phase	1	2	3	4	5	6
Movement(s) Served	WBL	EBT	NBL	SBTL	EBL	WBT
Maximum Green (s)	12.0	28.0	24.0	28.0	13.0	27.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Min	None	None	None	C-Min
Avg. Green (s)	8.1	22.9	11.9	24.9	11.6	19.1
g/C Ratio	-0.01	NA	-0.01	NA	-0.01	NA
Cycles Skipped (%)	15	0	3	0	9	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	0	5	0	3	3	100
Cycles with Peds (%)	0	18	0	23	0	15

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Main St & Concourse/Temple St

Phase	2	4	6	8
Movement(s) Served	SBTL	EBT	Ped	WBTL
Maximum Green (s)	26.0	23.0	26.0	23.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	None
Avg. Green (s)	46.5	8.7	0.0	8.7
g/C Ratio	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	10	10	100	10
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	90	0	0	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 11: Silver St/Concourse & Spring St

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	23.0	43.0	33.0	15.0	51.0	33.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min	None
Avg. Green (s)	11.3	8.1	12.6	6.2	22.2	12.6
g/C Ratio	NA	NA	NA	-0.01	NA	NA
Cycles Skipped (%)	0	0	0	48	0	0
Cycles @ Minimum (%)	7	24	0	0	4	0
Cycles Maxed Out (%)	0	100	0	0	1	0
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 12: Center St/College Ave & Elm St & Main St

Phase	1	2	3	4
Movement(s) Served	EBL	NBTL	SWTL	SBTL
Maximum Green (s)	17.0	32.0	21.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	None	C-Min
Avg. Green (s)	6.9	31.1	32.2	28.0
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	41	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	34	23	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

AM Existing

Intersection: 14: Elm St & Spring St

Phase	1	2	3	4	6
Movement(s) Served	SBL	NBTL	WBTL	EBTL	SBTL
Maximum Green (s)	10.0	43.0	23.0	19.0	60.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min
Avg. Green (s)	8.4	16.2	10.9	5.6	27.1
g/C Ratio	-0.01	NA	NA	-0.01	NA
Cycles Skipped (%)	7	0	0	79	0
Cycles @ Minimum (%)	7	1	3	3	0
Cycles Maxed Out (%)	0	100	0	0	3
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 18: Main St & Eustis Pkwy/Oak St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	28.5	18.5	28.5	18.5
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	28.7	15.1	28.7	15.1
g/C Ratio	-0.01	NA	-0.01	NA
Cycles Skipped (%)	2	0	2	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	98	22	42	22
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA

Number of Complete Cycles : 0

Intersection: 21: Elm St & Park St/Appleton St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	30.0	20.0	30.0	20.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	20.9	7.9	20.9	7.9
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	1	9	1	9
Cycles Maxed Out (%)	100	0	13	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Appendix C

2013-2015 Crash Report

Collision Diagrams

Pedestrian and Bicycle Collision Locations

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
25750	1150110 - 0.29	1102466 WAT,DRUMMOND AVE,HIGH ST.	2	8	0	2	0	4	2	75.0	0.854	3.12	0.55	5.71
												Statewide Crash Rate:	0.14	
27276	1150110 - 0.38	1104111 WAT,MAY,HIGH ST.	2	3	0	0	0	0	3	0.0	0.544	1.84	0.59	3.13
												Statewide Crash Rate:	0.14	
27105	0104X - 18.60	Int of ELM ST PERCIVAL CT	2	0	0	0	0	0	0	0.0	3.938	0.00	0.40	0.00
												Statewide Crash Rate:	0.15	
26380	0104X - 18.61	Int of ELM ST SPRING ST	9	5	0	0	1	1	3	40.0	4.226	0.39	1.22	0.00
												Statewide Crash Rate:	0.67	
26381	0104X - 18.65	Int of ELM ST WINTER ST	2	3	0	0	0	0	3	0.0	3.743	0.27	0.40	0.00
												Statewide Crash Rate:	0.15	
26382	0104X - 18.74	Int of APPLETON ST ELM ST PARK ST	9	11	0	0	1	2	8	27.3	3.922	0.93	1.24	0.00
												Statewide Crash Rate:	0.67	
28601	0104X - 18.82	Int of ELM ST ELM TERR	2	0	0	0	0	0	0	0.0	3.431	0.00	0.41	0.00
												Statewide Crash Rate:	0.15	
27140	0104X - 18.85	Int of CENETR ST, ELM ST	2	1	0	0	0	0	1	0.0	3.397	0.10	0.41	0.00
												Statewide Crash Rate:	0.15	
27851	0104X - 18.87	Int of COLLEGE AV ELM ST MAIN ST	9	14	0	0	1	1	12	14.3	4.571	1.02	1.20	0.00
												Statewide Crash Rate:	0.67	
27402	0104X - 19	Int of MAIN ST, NORTH ST	2	11	0	1	3	2	5	54.5	4.074	0.90	0.39	2.28
												Statewide Crash Rate:	0.15	
27403	0104X - 19.03	Int of GETCHELL ST MAIN ST	2	0	0	0	0	0	0	0.0	3.548	0.00	0.41	0.00
												Statewide Crash Rate:	0.15	
27405	0104X - 19.13	Int of MAIN ST PLEASANT ST	2	3	0	0	0	0	3	0.0	4.902	0.20	0.38	0.00
												Statewide Crash Rate:	0.15	
27241	0104X - 19.15	Int of MAIN ST, SANGER AV	2	2	0	0	0	0	2	0.0	5.071	0.13	0.37	0.00
												Statewide Crash Rate:	0.15	
27406	0104X - 19.16	Int of DUNBAR CT MAIN ST	2	1	0	0	0	1	0	100.0	4.759	0.07	0.38	0.00
												Statewide Crash Rate:	0.15	
27407	0104X - 19.21	Int of MAIN ST WENTWORTH CT	2	0	0	0	0	0	0	0.0	4.907	0.00	0.38	0.00
												Statewide Crash Rate:	0.15	
27333	0104X - 19.23	Int of CHAPLIN ST MAIN ST	2	3	0	0	0	1	2	33.3	5.937	0.17	0.36	0.00
												Statewide Crash Rate:	0.15	
27408	0104X - 19.27	Int of HILLSIDE AV MAIN ST	2	2	0	0	1	0	1	50.0	5.029	0.13	0.37	0.00
												Statewide Crash Rate:	0.15	
27409	0104X - 19.35	Int of BOUTELLE AV MAIN ST	2	2	0	0	0	0	2	0.0	5.063	0.13	0.37	0.00
												Statewide Crash Rate:	0.15	
27410	0104X - 19.41	Int of BROOK ST MAIN ST PROSPECT ST	2	1	0	0	0	0	1	0.0	5.157	0.06	0.37	0.00
												Statewide Crash Rate:	0.15	
27411	0104X - 19.45	Int of EDWARDS ST MAIN ST	2	4	0	0	0	1	3	25.0	5.201	0.26	0.37	0.00
												Statewide Crash Rate:	0.15	
27412	0104X - 19.48	Int of MAIN ST ROOSEVELT AV	2	0	0	0	0	0	0	0.0	5.166	0.00	0.37	0.00
												Statewide Crash Rate:	0.15	
P27336	0104X - 19.52	Int of KELSEY ST, MAIN ST	2	6	0	1	0	2	3	50.0	5.407	0.37	0.37	1.01
												Statewide Crash Rate:	0.15	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
A27413	0104X - 19.53	Int of JOHNSON HTS MAIN ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	0.00
											Statewide Crash Rate:	0.15			
27455	0104X - 19.58	Int of EUSTIS PKY MAIN ST OAK ST	9	20	0	0	0	6	14	30.0	7.580	0.88	1.09	0.00	0.00
											Statewide Crash Rate:	0.67			
27415	0104X - 19.69	Int of HIGH ST, MAIN ST	2	3	0	0	0	0	3	0.0	6.604	0.15	0.35	0.00	0.00
											Statewide Crash Rate:	0.15			
27343	0201X - 50.05	Int of FRONT ST SPRING ST	2	0	0	0	0	0	0	0.0	3.123	0.00	0.42	0.00	0.00
											Statewide Crash Rate:	0.15			
27340	0201X - 50.12	Non Int FRONT ST	2	10	0	0	0	3	7	30.0	2.652	1.26	0.44	2.85	0.00
											Statewide Crash Rate:	0.15			
27834	0201X - 50.19	Int of COMMON ST FRONT ST	2	2	0	1	0	1	0	100.0	3.066	0.22	0.42	0.00	0.00
											Statewide Crash Rate:	0.15			
27835	0201X - 50.28	Int of FRONT ST TEMPLE ST	9	8	0	0	0	0	8	0.0	3.449	0.77	1.28	0.00	0.00
											Statewide Crash Rate:	0.67			
27836	0201X - 50.35	1107121 WAT,FRONT,APPLETON ST.	2	2	0	0	0	0	2	0.0	2.994	0.22	0.43	0.00	0.00
											Statewide Crash Rate:	0.15			
27837	0201X - 50.39	Int of FRONT ST LEIGHTON ST	2	1	0	0	0	1	0	100.0	2.613	0.13	0.44	0.00	0.00
											Statewide Crash Rate:	0.15			
27150	0201X - 50.41	Int of DEEB ST FRONT ST	2	0	0	0	0	0	0	0.0	2.634	0.00	0.44	0.00	0.00
											Statewide Crash Rate:	0.15			
27838	0201X - 50.44	Int of FRONT ST, UNION ST	2	5	0	0	0	0	5	0.0	2.560	0.65	0.44	1.46	0.00
											Statewide Crash Rate:	0.15			
27839	0201X - 50.51	Int of FRONT PL FRONT ST	2	0	0	0	0	0	0	0.0	2.353	0.00	0.45	0.00	0.00
											Statewide Crash Rate:	0.15			
28603	0201X - 50.52	Int of FRONT CT FRONT ST	2	0	0	0	0	0	0	0.0	2.338	0.00	0.46	0.00	0.00
											Statewide Crash Rate:	0.15			
27842	0201X - 50.58	Int of COLBY ST FRONT ST	2	0	0	0	0	0	0	0.0	2.328	0.00	0.46	0.00	0.00
											Statewide Crash Rate:	0.15			
27843	0201X - 50.67	Int of COLBY ST FRONT ST	2	5	0	1	0	0	4	20.0	2.065	0.81	0.47	1.72	0.00
											Statewide Crash Rate:	0.15			
29049	0201X - 50.71	Int of COLBY ST FRONT ST	2	1	0	0	0	0	1	0.0	2.157	0.15	0.46	0.00	0.00
											Statewide Crash Rate:	0.15			
27845	0201X - 50.76	Int of COLLEGE AV, FRONT ST	2	2	0	0	0	0	2	0.0	5.609	0.12	0.36	0.00	0.00
											Statewide Crash Rate:	0.15			
27856	0201X - 50.77	Int of COLBY ST COLLEGE AV	2	0	0	0	0	0	0	0.0	4.623	0.00	0.38	0.00	0.00
											Statewide Crash Rate:	0.15			
27846	0201X - 51	Int of ASH ST, COLLEGE AV	2	2	0	0	0	2	0	100.0	4.904	0.14	0.38	0.00	0.00
											Statewide Crash Rate:	0.15			
27857	0201X - 51.05	Int of COLLEGE AV OAK ST	2	9	0	0	0	2	7	22.2	5.102	0.59	0.37	1.58	0.00
											Statewide Crash Rate:	0.15			
27858	0201X - 51.12	Int of COLLEGE AV HIGH ST	2	4	0	0	0	1	3	25.0	4.631	0.29	0.38	0.00	0.00
											Statewide Crash Rate:	0.15			
27854	0201S - 0.71	Int of CHAPLIN ST COLLEGE AV	2	0	0	0	0	0	0	0.0	4.419	0.00	0.39	0.00	0.00
											Statewide Crash Rate:	0.15			

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Crash Summary I

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
27841	0201S - 0.74	Int of COLLEGE AV FRONT ST	2	0	0	0	0	0	0	0.0	3.089	0.00	0.42	0.00	
												Statewide Crash Rate:	0.15		
27153	0201S - 0.75	Int of COLLEGE AV, COLLEGE PLACE	2	0	0	0	0	0	0	0.0	3.180	0.00	0.42	0.00	
												Statewide Crash Rate:	0.15		
27853	0201S - 0.83	Int of COLLEGE AV GETCHELL ST	2	3	0	0	1	0	2	33.3	3.380	0.30	0.41	0.00	
												Statewide Crash Rate:	0.15		
27852	0201S - 0.93	Int of COLLEGE AV UNION ST	2	3	0	0	1	0	2	33.3	3.159	0.32	0.42	0.00	
												Statewide Crash Rate:	0.15		
27851	0201S - 0.98	Int of COLLEGE AV ELM ST MAIN ST	9	14	0	0	1	1	12	14.3	4.571	1.02	1.20	0.00	
												Statewide Crash Rate:	0.67		
27149	0201S - 1.01	Int of HATHAWAY ST MAIN ST	2	0	0	0	0	0	0	0.0	2.251	0.00	0.46	0.00	
												Statewide Crash Rate:	0.15		
27850	0201S - 1.08	Int of APPLETON ST MAIN ST	2	7	0	0	1	3	3	57.1	3.465	0.67	0.41	1.64	
												Statewide Crash Rate:	0.15		
27849	0201S - 1.15	Int of CONCOURSE MAIN ST TEMPLE ST	9	0	0	0	0	0	0	0.0	3.442	0.00	1.28	0.00	
												Statewide Crash Rate:	0.67		
27143	0201S - 1.23	Int of COMMON ST MAIN ST	2	4	0	0	0	0	3	0.0	2.504	0.53	0.45	1.19	
												Statewide Crash Rate:	0.15		
27847	0201S - 1.28	Int of MAIN ST SILVER ST	2	2	0	0	0	0	2	0.0	2.689	0.25	0.44	0.00	
												Statewide Crash Rate:	0.15		
27341	0201S - 1.32	Int of FRONT ST MAIN ST	2	1	0	0	0	0	1	0.0	2.689	0.12	0.44	0.00	
												Statewide Crash Rate:	0.15		
27833	0201S - 1.37	Int of FRONT ST MAIN ST SPRING ST WATER ST	9	11	0	0	1	2	8	27.3	6.010	0.61	1.14	0.00	
												Statewide Crash Rate:	0.67		
64953	0201S - 1.42	Int of SPRING ST WATER ST	2	1	0	0	0	0	1	0.0	3.074	0.11	0.42	0.00	
												Statewide Crash Rate:	0.15		
27343	0137B - 1.84	Int of FRONT ST SPRING ST	2	0	0	0	0	0	0	0.0	3.123	0.00	0.42	0.00	
												Statewide Crash Rate:	0.15		
27833	0137B - 1.89	Int of FRONT ST MAIN ST SPRING ST WATER ST	9	11	0	0	1	2	8	27.3	6.010	0.61	1.14	0.00	
												Statewide Crash Rate:	0.67		
27342	0137B - 1.93	Int of MAIN ST SPRING ST	2	0	0	0	0	0	0	0.0	1.635	0.00	0.50	0.00	
												Statewide Crash Rate:	0.15		
64003	0137B - 1.99	Int of SILVER ST SPRING ST	2	0	0	0	0	0	0	0.0	1.635	0.00	0.50	0.00	
												Statewide Crash Rate:	0.15		
28044	0137B - 2.04	Int of ENT TO CONCOURS SILVER ST SPRING ST	9	7	0	1	0	2	4	42.9	3.287	0.71	1.29	0.00	
												Statewide Crash Rate:	0.67		
64946	137BE - 0.14	Int of RAMP E, SPRING ST	2	0	0	0	0	0	0	0.0	1.563	0.00	0.50	0.00	
												Statewide Crash Rate:	0.15		
27099	1150224 - 0.06	Int of SPRING PLACE SPRING ST	2	0	0	0	0	0	0	0.0	0.409	0.00	0.56	0.00	
												Statewide Crash Rate:	0.13		
27344	3200843 - 0.06	Int of RAMP E WATER ST	2	0	0	0	0	0	0	0.0	1.822	0.00	0.49	0.00	
												Statewide Crash Rate:	0.15		
27146	1150006 - 0.16	1103959 WAT,HATHAWAY,APPLETON ST.	2	0	0	0	0	0	0	0.0	0.548	0.00	0.59	0.00	
												Statewide Crash Rate:	0.14		

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
27137	1150179 - 0.06	Int of PARK PL PARK ST	2	0	0	0	0	0	0	0.0	0.444	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
27138	1150178 - 0.05	End of PARK PL	2	0	0	0	0	0	0	0.0	0.012	0.00	-8.98	0.00
												Statewide Crash Rate:	0.14	
27139	1150038 - 0	End of CENTER PL	2	0	0	0	0	0	0	0.0	0.008	0.00	-13.64	0.00
												Statewide Crash Rate:	0.14	
27147	1150103 - 0.04	1103960 WAT,HATHAWAY,LEIGHTON ST.	2	1	0	0	0	1	0	100.0	0.189	1.76	0.54	3.27
												Statewide Crash Rate:	0.14	
27148	1150003 - 0.05	Int of DEEB ST HATHAWAY ST	2	0	0	0	0	0	0	0.0	0.185	0.00	0.53	0.00
												Statewide Crash Rate:	0.14	
27141	1150039 - 0.08	Int of CENETR ST CENTER PL	2	0	0	0	0	0	0	0.0	0.184	0.00	0.53	0.00
												Statewide Crash Rate:	0.14	
25682	1150039 - 0.09	Int of CENETR ST PLEASANT PL	2	0	0	0	0	0	0	0.0	0.172	0.00	0.51	0.00
												Statewide Crash Rate:	0.14	
P25683	1150039 - 0.15	Int of CENETR ST, PLEASANT ST	2	6	0	0	1	0	5	16.7	1.582	1.26	0.45	2.80
												Statewide Crash Rate:	0.13	
27151	1150241 - 0.07	Int of UNION PL UNION ST	2	0	0	0	0	0	0	0.0	0.366	0.00	0.56	0.00
												Statewide Crash Rate:	0.13	
28605	1150242 - 0.06	End of FRONT PL	2	0	0	0	0	0	0	0.0	0.025	0.00	-2.94	0.00
												Statewide Crash Rate:	0.14	
27844	11E0083 - 0.11	Non Int COLBY ST	2	0	0	0	0	0	0	0.0	0.438	0.00	0.64	0.00
												Statewide Crash Rate:	0.15	
29050	11E0083 - 0.12	Non Int COLBY ST	2	0	0	0	0	0	0	0.0	0.747	0.00	0.59	0.00
												Statewide Crash Rate:	0.15	
63322	11E0083 - 0.45	Non Int COLBY ST	2	0	0	0	0	0	0	0.0	0.616	0.00	0.61	0.00
												Statewide Crash Rate:	0.15	
27334	11E0083 - 0.49	Int of CHAPLIN ST COLBY ST	2	0	0	0	0	0	0	0.0	1.809	0.00	0.49	0.00
												Statewide Crash Rate:	0.15	
27855	11A0042 - 0.01	Int of CHAPLIN ST COLBY ST	2	0	0	0	0	0	0	0.0	1.170	0.00	0.54	0.00
												Statewide Crash Rate:	0.15	
63321	11C0083 - 0.04	Int of CHAPLIN ST COLBY ST	2	1	0	0	0	0	1	0.0	0.587	0.57	0.62	0.00
												Statewide Crash Rate:	0.15	
63320	11D0083 - 0.03	Non Int CHAPLIN ST	2	0	0	0	0	0	0	0.0	1.623	0.00	0.50	0.00
												Statewide Crash Rate:	0.15	
27334	1150042 - 0	Int of CHAPLIN ST COLBY ST	2	0	0	0	0	0	0	0.0	1.809	0.00	0.49	0.00
												Statewide Crash Rate:	0.15	
25742	1150042 - 0.04	Int of CHAPLIN ST, TICONIC ST	2	0	0	0	0	0	0	0.0	1.990	0.00	0.47	0.00
												Statewide Crash Rate:	0.15	
28203	1150049 - 0.06	1107535 WAT,COLLEGE PL,END	2	0	0	0	0	0	0	0.0	0.012	0.00	-8.63	0.00
												Statewide Crash Rate:	0.14	
27454	1150187 - 0.12	Int of NORTH ST PLEASANT ST	2	3	0	0	0	1	2	33.3	2.493	0.40	0.40	1.00
												Statewide Crash Rate:	0.13	
27142	1150187 - 0.19	Int of PLEASANT PL PLEASANT ST	2	0	0	0	0	0	0	0.0	1.311	0.00	0.47	0.00
												Statewide Crash Rate:	0.13	

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Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
A27155	1150187 - 0.26	Int of GILMAN ST PLEASANT ST	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	0.00
											Statewide Crash Rate:	0.13			
27239	1150166 - 0.85	Int of HARRIS ST NORTH ST	2	0	0	0	0	0	0	0.0	1.619	0.00	0.45	0.00	0.00
											Statewide Crash Rate:	0.13			
27452	1150166 - 0.89	Int of NORTH ST WEST ST	2	2	0	1	0	0	1	50.0	1.723	0.39	0.44	0.00	0.00
											Statewide Crash Rate:	0.13			
27453	1150166 - 1.01	Int of MIDDLE ST NORTH ST	2	1	0	0	0	0	1	0.0	0.955	0.35	0.50	0.00	0.00
											Statewide Crash Rate:	0.13			
27240	1150209 - 0.10	1104075 WAT,SANGER AVE,HARRIS ST.	2	0	0	0	0	0	0	0.0	0.387	0.00	0.60	0.00	0.00
											Statewide Crash Rate:	0.14			
27243	1150209 - 0.12	1104078 WAT,COLONIAL ST,SANGER AVE.	2	0	0	0	0	0	0	0.0	0.375	0.00	0.60	0.00	0.00
											Statewide Crash Rate:	0.14			
27242	1150209 - 0.30	1104077 WAT,SANGER AVE,LUBLOW CT	2	0	0	0	0	0	0	0.0	0.337	0.00	0.60	0.00	0.00
											Statewide Crash Rate:	0.14			
27245	1150052 - 0.05	1104080 WAT,ELMWOOD AVE,COLONIAL ST.	2	0	0	0	0	0	0	0.0	0.108	0.00	0.29	0.00	0.00
											Statewide Crash Rate:	0.14			
27248	1150052 - 0.10	1104083 WAT,COLONIAL ST,PLEASANTDALE	2	0	0	0	0	0	0	0.0	0.060	0.00	-0.35	0.00	0.00
											Statewide Crash Rate:	0.14			
27249	1150017 - 0.33	1104084 WAT,BOUTELLE AVE,COLONIAL ST.	2	0	0	0	0	0	0	0.0	0.136	0.00	0.42	0.00	0.00
											Statewide Crash Rate:	0.14			
27257	1150192 - 0.18	Int of JENNESS ST PROSPECT ST	2	0	0	0	0	0	0	0.0	0.108	0.00	0.29	0.00	0.00
											Statewide Crash Rate:	0.14			
27266	1150238 - 0.07	Int of BUTLER CT TICONIC ST	2	2	0	0	0	1	1	50.0	0.522	1.28	0.59	2.16	2.16
											Statewide Crash Rate:	0.14			
25743	1150238 - 0.11	1102459 WAT,TICONIC,ALDEN ST.	2	0	0	0	0	0	0	0.0	0.513	0.00	0.59	0.00	0.00
											Statewide Crash Rate:	0.14			
25744	1150238 - 0.15	1102460 WAT,TICONIC,BROOK ST.	2	0	0	0	0	0	0	0.0	0.485	0.00	0.60	0.00	0.00
											Statewide Crash Rate:	0.14			
P25745	1150238 - 0.18	1102461 WAT,EDWARDS,TICONIC ST	2	2	0	0	0	0	2	0.0	0.594	1.12	0.58	1.93	1.93
											Statewide Crash Rate:	0.14			
A27267	1150238 - 0.19	1104102 WAT,MAPLE,TICONIC ST.	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	0.00
											Statewide Crash Rate:	0.14			
A27265	1150238 - 0.23	1104100 WAT,TICONIC,KELSEY ST.	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00	0.00
											Statewide Crash Rate:	0.14			
P25746	1150238 - 0.24	Int of ASH ST, TICONIC ST	2	0	0	0	0	0	0	0.0	0.698	0.00	0.57	0.00	0.00
											Statewide Crash Rate:	0.14			
27273	1150002 - 0.05	1104108 WAT,ALDEN,BIRCH ST.	2	0	0	0	0	0	0	0.0	0.074	0.00	-0.06	0.00	0.00
											Statewide Crash Rate:	0.14			
27272	1150002 - 0.08	1104107 WAT,ALDEN,TOWARD ST.	2	0	0	0	0	0	0	0.0	0.020	0.00	-4.12	0.00	0.00
											Statewide Crash Rate:	0.14			
27268	1150141 - 0.05	1104103 WAT,MAPLE,BIRCH ST.	2	0	0	0	0	0	0	0.0	0.067	0.00	-0.20	0.00	0.00
											Statewide Crash Rate:	0.14			
27269	1150141 - 0.09	Int of MAPLE ST, TOWARD ST	2	0	0	0	0	0	0	0.0	0.070	0.00	-0.14	0.00	0.00
											Statewide Crash Rate:	0.14			

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
63094	1150008 - 0.11	Int of ASH ST, MAPLE ST	2	0	0	0	0	0	0	0.0	0.111	0.00	0.31	0.00
												Statewide Crash Rate:	0.14	
25749	1150170 - 0.24	Int of DRUMMOND AV OAK ST	2	3	0	0	0	1	2	33.3	1.298	0.77	0.47	1.63
												Statewide Crash Rate:	0.13	
25747	1150170 - 0.26	Int of OAK ST, TICONIC ST	2	2	0	0	0	0	2	0.0	1.202	0.55	0.48	1.15
												Statewide Crash Rate:	0.13	
25748	1150170 - 0.31	Int of MAY ST OAK ST	2	1	0	0	0	0	1	0.0	1.042	0.32	0.50	0.00
												Statewide Crash Rate:	0.13	
27264	1150024 - 0.06	1104099 WAT,HILLSIDE AVE,BROOK ST.	2	0	0	0	0	0	0	0.0	0.093	0.00	0.18	0.00
												Statewide Crash Rate:	0.14	
27254	1150257 - 0	1104089 WAT,WENTWORTH CT,END	2	0	0	0	0	0	0	0.0	0.024	0.00	-3.19	0.00
												Statewide Crash Rate:	0.14	
27253	1150063 - 0	1104088 WAT,DUNBAR CT,END	2	0	0	0	0	0	0	0.0	0.037	0.00	-1.48	0.00
												Statewide Crash Rate:	0.14	
27252	1150136 - 0.04	1104087 WAT,LUBLOW CT,END	2	0	0	0	0	0	0	0.0	0.011	0.00	-10.20	0.00
												Statewide Crash Rate:	0.14	
27145	1150235 - 0	1103958 WAT,TEMPLE ST,END	2	0	0	0	0	0	0	0.0	0.020	0.00	-4.41	0.00
												Statewide Crash Rate:	0.14	
Study Years: 3.00			NODE TOTALS:	242	0	8	14	45	174	27.7	264.647	0.30	0.29	1.07

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
25750	27415	202862	0 - 0.29	1150110 - 0	0.29	2	2	0	0	0	1	1	50.0	0.00122	548.63	1082.86	0.00
1102466 WAT,DRUMMOND AVE,HIGH ST.				RD INV 11 50110	Statewide Crash Rate: 383.98												
25750	27276	202861	0 - 0.09	1150110 - 0.29	0.09	2	0	0	0	0	0	0	0.0	0.00031	0.00	1503.33	0.00
1102466 WAT,DRUMMOND AVE,HIGH ST.				RD INV 11 50110	Statewide Crash Rate: 383.98												
27276	27858	204842	0 - 0.14	1150110 - 0.38	0.14	2	2	0	0	0	1	1	50.0	0.00053	1260.51	1336.09	0.00
1104111 WAT,MAY,HIGH ST.				RD INV 11 50110	Statewide Crash Rate: 383.98												
26380	27105	3131837	0 - 0.01	0104X - 18.60	0.01	2	0	0	0	0	0	0	0.0	0.00039	0.00	830.99	0.00
Int of ELM ST SPRING ST				ST RTE 104	Statewide Crash Rate: 198.38												
26380	26381	3108329	0 - 0.04	0104X - 18.61	0.04	2	0	0	0	0	0	0	0.0	0.00144	0.00	634.95	0.00
Int of ELM ST SPRING ST				ST RTE 104	Statewide Crash Rate: 198.38												
26381	26382	3108331	0 - 0.09	0104X - 18.65	0.09	2	2	0	0	0	1	1	50.0	0.00327	203.90	513.75	0.00
Int of ELM ST WINTER ST				ST RTE 104	Statewide Crash Rate: 198.38												
26382	28601	3108332	0 - 0.08	0104X - 18.74	0.08	2	11	0	0	1	1	9	18.2	0.00260	1407.59	544.83	2.58
Int of APPLETON ST ELM ST PARK ST				ST RTE 104	Statewide Crash Rate: 198.38												
27140	28601	3108399	0 - 0.03	0104X - 18.82	0.03	2	0	0	0	0	0	0	0.0	0.00107	0.00	682.36	0.00
Int of CENETR ST, ELM ST				ST RTE 104	Statewide Crash Rate: 198.38												
27140	27851	3108398	0 - 0.02	0104X - 18.85	0.02	2	0	0	0	0	0	0	0.0	0.00064	0.00	765.40	0.00
Int of CENETR ST, ELM ST				ST RTE 104	Statewide Crash Rate: 198.38												
27402	27851	3108457	0 - 0.13	0104X - 18.87	0.13	2	3	0	0	0	0	3	0.0	0.00438	228.08	476.73	0.00
Int of MAIN ST, NORTH ST				ST RTE 104	Statewide Crash Rate: 198.38												
27402	27403	3108455	0 - 0.03	0104X - 19	0.03	2	0	0	0	0	0	0	0.0	0.00104	0.00	686.97	0.00
Int of MAIN ST, NORTH ST				ST RTE 104	Statewide Crash Rate: 198.38												
27403	27405	3944043	0 - 0.10	0104X - 19.03	0.10	2	2	0	0	1	1	0	100.0	0.00331	201.58	512.24	0.00
Int of GETCHELL ST MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27241	27405	3131855	0 - 0.02	0104X - 19.13	0.02	2	8	0	0	1	0	7	12.5	0.00101	2631.82	691.97	3.80
Int of MAIN ST, SANGER AV				ST RTE 104	Statewide Crash Rate: 198.38												
27241	27406	3121706	0 - 0.01	0104X - 19.15	0.01	2	0	0	0	0	0	0	0.0	0.00048	0.00	808.53	0.00
Int of MAIN ST, SANGER AV				ST RTE 104	Statewide Crash Rate: 198.38												
27406	27407	3108459	0 - 0.05	0104X - 19.16	0.05	2	3	0	0	0	0	3	0.0	0.00234	426.48	559.90	0.00
Int of DUNBAR CT MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27333	27407	3108433	0 - 0.02	0104X - 19.21	0.02	2	0	0	0	0	0	0	0.0	0.00102	0.00	691.67	0.00
Int of CHAPLIN ST MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27333	27408	3108434	0 - 0.04	0104X - 19.23	0.04	2	2	0	0	0	1	1	50.0	0.00199	334.18	583.83	0.00
Int of CHAPLIN ST MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27408	27409	3108460	0 - 0.08	0104X - 19.27	0.08	2	4	0	0	0	0	4	0.0	0.00401	332.47	487.60	0.00
Int of HILLSIDE AV MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27409	27410	3108461	0 - 0.06	0104X - 19.35	0.06	2	1	0	0	0	0	1	0.0	0.00299	111.60	525.87	0.00
Int of BOUTELLE AV MAIN ST				ST RTE 104	Statewide Crash Rate: 198.38												
27410	27411	3108462	0 - 0.04	0104X - 19.41	0.04	2	1	0	0	0	1	0	100.0	0.00206	161.83	579.02	0.00
Int of BROOK ST MAIN ST PROSPECT ST				ST RTE 104	Statewide Crash Rate: 198.38												

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
27411	27412	3108463	0 - 0.03	0104X - 19.45 ST RTE 104	0.03	2	0	0	0	0	0	0.0	0.00154	0.00	624.15	0.00
Int of EDWARDS ST MAIN ST														Statewide Crash Rate: 198.38		
27336	27412	3131858	0 - 0.04	0104X - 19.48 ST RTE 104	0.04	2	1	0	0	1	0	100.0	0.00204	163.39	580.46	0.00
Int of KELSEY ST, MAIN ST														Statewide Crash Rate: 198.38		
27336	27413	3108436	0 - 0.01	0104X - 19.52 ST RTE 104	0.01	2	0	0	0	0	0	0.0	0.00055	0.00	787.37	0.00
Int of KELSEY ST, MAIN ST														Statewide Crash Rate: 198.38		
27413	27455	3937913	0 - 0.05	0104X - 19.53 ST RTE 104	0.05	2	1	0	0	1	0	100.0	0.00274	121.63	537.71	0.00
Int of JOHNSON HTS MAIN ST														Statewide Crash Rate: 198.38		
27415	27455	3108466	0 - 0.11	0104X - 19.58 ST RTE 104	0.11	2	5	0	0	1	3	80.0	0.00697	238.99	425.32	0.00
Int of HIGH ST, MAIN ST														Statewide Crash Rate: 198.38		
27340	27343	3108437	0 - 0.07	0201X - 50.05 US 201	0.07	2	1	0	0	1	0	100.0	0.00113	295.70	674.44	0.00
Non Int FRONT ST														Statewide Crash Rate: 198.38		
27340	27834	3108438	0 - 0.07	0201X - 50.12 US 201	0.07	2	2	0	0	0	2	0.0	0.00186	359.16	594.80	0.00
Non Int FRONT ST														Statewide Crash Rate: 198.38		
27835	27834	3939914	0 - 0.09	0201X - 50.19 US 201	0.09	2	6	0	0	1	1	33.3	0.00276	724.62	536.72	1.35
Int of FRONT ST TEMPLE ST														Statewide Crash Rate: 198.38		
27835	27836	205477	0 - 0.07	0201X - 50.28 US 201	0.07	2	5	0	0	0	5	0.0	0.00210	795.22	576.42	1.38
Int of FRONT ST TEMPLE ST														Statewide Crash Rate: 198.38		
27836	27837	205479	0 - 0.04	0201X - 50.35 US 201	0.04	2	0	0	0	0	0	0.0	0.00103	0.00	689.83	0.00
1107121 WAT,FRONT,APPLETON ST.														Statewide Crash Rate: 198.38		
27150	27837	3118731	0 - 0.02	0201X - 50.39 US 201	0.02	2	0	0	0	0	0	0.0	0.00051	0.00	800.30	0.00
Int of DEEB ST FRONT ST														Statewide Crash Rate: 198.38		
27150	27838	204705	0 - 0.03	0201X - 50.41 US 201	0.03	2	1	0	0	0	1	0.0	0.00073	454.96	744.79	0.00
Int of DEEB ST FRONT ST														Statewide Crash Rate: 198.38		
27838	27839	3108629	0 - 0.07	0201X - 50.44 US 201	0.07	2	1	0	0	0	0	0.0	0.00163	204.55	615.02	0.00
Int of FRONT ST, UNION ST														Statewide Crash Rate: 198.38		
27839	28603	3108630	0 - 0.01	0201X - 50.51 US 201	0.01	2	0	0	0	0	0	0.0	0.00023	0.00	855.37	0.00
Int of FRONT PL FRONT ST														Statewide Crash Rate: 198.38		
28603	27842	3944362	0 - 0.06	0201X - 50.52 US 201	0.06	2	1	0	0	0	1	0.0	0.00140	238.64	639.55	0.00
Int of FRONT CT FRONT ST														Statewide Crash Rate: 198.38		
27842	27843	3117481	0 - 0.09	0201X - 50.58 US 201	0.09	2	1	0	0	1	0	100.0	0.00178	187.29	601.27	0.00
Int of COLBY ST FRONT ST														Statewide Crash Rate: 198.38		
27843	29049	3117480	0 - 0.04	0201X - 50.67 US 201	0.04	2	1	0	0	0	1	0.0	0.00079	421.39	732.48	0.00
Int of COLBY ST FRONT ST														Statewide Crash Rate: 198.38		
27845	29049	3130168	0 - 0.05	0201X - 50.71 US 201	0.05	2	0	0	0	0	0	0.0	0.00108	0.00	681.69	0.00
Int of COLLEGE AV, FRONT ST														Statewide Crash Rate: 198.38		
27845	27856	3108635	0 - 0.01	0201X - 50.76 US 201	0.01	2	0	0	0	0	0	0.0	0.00043	0.00	820.17	0.00
Int of COLLEGE AV, FRONT ST														Statewide Crash Rate: 198.38		
27846	27856	3108636	0 - 0.23	0201X - 50.77 US 201	0.23	2	1	0	0	0	1	0.0	0.01131	29.48	380.64	0.00
Int of ASH ST, COLLEGE AV														Statewide Crash Rate: 198.38		

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
27846	27857	3130070	0 - 0.05	0201X - 51	0.05	2	2	0	1	0	0	1	50.0	0.00237	281.60	558.50	0.00
Int of ASH ST, COLLEGE AV				US 201										Statewide Crash Rate: 198.38			
27857	27858	3108640	0 - 0.07	0201X - 51.05	0.07	2	5	0	0	2	2	1	80.0	0.00317	525.00	517.66	1.01
Int of COLLEGE AV OAK ST				US 201										Statewide Crash Rate: 198.38			
27845	27854	3108634	0 - 0.07	0201S - 0.64	0.07	2	0	0	0	0	0	0	0.0	0.00180	0.00	599.31	0.00
Int of COLLEGE AV, FRONT ST				US 201 SB										Statewide Crash Rate: 198.38			
27841	27854	3108633	0 - 0.03	0201S - 0.71	0.03	2	6	0	0	0	4	2	66.7	0.00091	2209.37	710.50	3.11
Int of COLLEGE AV FRONT ST				US 201 SB										Statewide Crash Rate: 198.38			
27153	27841	3120036	0 - 0.01	0201S - 0.74	0.01	2	0	0	0	0	0	0	0.0	0.00032	0.00	849.34	0.00
Int of COLLEGE AV, COLLEGE PLACE				US 201 SB										Statewide Crash Rate: 198.38			
27153	27853	3108405	0 - 0.08	0201S - 0.75	0.08	2	5	0	0	2	0	3	40.0	0.00254	656.06	548.38	1.20
Int of COLLEGE AV, COLLEGE PLACE				US 201 SB										Statewide Crash Rate: 198.38			
27852	27853	3119409	0 - 0.10	0201S - 0.83	0.10	2	0	0	0	0	0	0	0.0	0.00328	0.00	513.42	0.00
Int of COLLEGE AV UNION ST				US 201 SB										Statewide Crash Rate: 198.38			
27851	27852	3108639	0 - 0.05	0201S - 0.93	0.05	2	0	0	0	0	0	0	0.0	0.00128	0.00	653.83	0.00
Int of COLLEGE AV ELM ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27149	27851	3108403	0 - 0.03	0201S - 0.98	0.03	2	0	0	0	0	0	0	0.0	0.00067	0.00	758.66	0.00
Int of HATHAWAY ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27149	27850	3108402	0 - 0.07	0201S - 1.01	0.07	2	11	0	0	1	1	8	20.0	0.00192	1910.91	589.73	3.24
Int of HATHAWAY ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27849	27850	3108638	0 - 0.07	0201S - 1.08	0.07	2	4	0	0	0	0	4	0.0	0.00188	709.04	592.81	1.20
Int of CONCOURSE MAIN ST TEMPLE ST				US 201 SB										Statewide Crash Rate: 198.38			
27143	27849	3944065	0 - 0.08	0201S - 1.15	0.08	2	14	0	0	2	0	12	14.3	0.00200	2329.70	583.21	3.99
Int of COMMON ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27143	27847	3120860	0 - 0.05	0201S - 1.23	0.05	2	11	0	0	0	0	10	0.0	0.00118	3110.11	667.09	4.66
Int of COMMON ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27341	27847	3118047	0 - 0.04	0201S - 1.28	0.04	2	0	0	0	0	0	0	0.0	0.00108	0.00	682.13	0.00
Int of FRONT ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
27341	27833	3131859	0 - 0.05	0201S - 1.32	0.05	2	0	0	0	0	0	0	0.0	0.00115	0.00	671.62	0.00
Int of FRONT ST MAIN ST				US 201 SB										Statewide Crash Rate: 198.38			
64953	27833	3118585	0 - 0.05	0201S - 1.37	0.05	2	0	0	0	0	0	0	0.0	0.00137	0.00	643.12	0.00
Int of SPRING ST WATER ST				US 201 SB										Statewide Crash Rate: 198.38			
27343	27833	3121536	0 - 0.05	0137B - 1.84	0.05	2	0	0	0	0	0	0	0.0	0.00076	0.00	739.76	0.00
Int of FRONT ST SPRING ST				ST RTE 137B										Statewide Crash Rate: 198.38			
27342	27833	3509108	0 - 0.04	0137B - 1.89	0.04	2	0	0	0	0	0	0	0.0	0.00055	0.00	788.52	0.00
Int of MAIN ST SPRING ST				ST RTE 137B										Statewide Crash Rate: 198.38			
27342	64003	3123085	0 - 0.06	0137B - 1.93	0.06	2	0	0	0	0	0	0	0.0	0.00098	0.00	697.31	0.00
Int of MAIN ST SPRING ST				ST RTE 137B										Statewide Crash Rate: 198.38			
64003	28044	3116239	0 - 0.05	0137B - 1.99	0.05	2	1	0	0	0	0	1	0.0	0.00065	511.48	763.20	0.00
Int of SILVER ST SPRING ST				ST RTE 137B										Statewide Crash Rate: 198.38			

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
28044	64945	3116370	0 - 0.03	0137B - 2.04	0.03	2	0	0	0	0	0	0.0	0.00043	0.00	820.96	0.00
Int of ENT TO CONCOURS SILVER ST SPRING ST														Statewide Crash Rate: 198.38		
64945	28044	3120229	0 - 0.03	137BE - 0	0.03	2	0	0	0	0	0	0.0	0.00043	0.00	820.96	0.00
Non Int SILVER ST														Statewide Crash Rate: 198.38		
28044	64946	2752500	0 - 0.11	137BE - 0.03	0.11	2	0	0	0	0	0	0.0	0.00172	0.00	606.61	0.00
Int of ENT TO CONCOURS SILVER ST SPRING ST														Statewide Crash Rate: 198.38		
64946	27833	2752501	0 - 0.04	137BE - 0.14	0.04	2	0	0	0	0	0	0.0	0.00058	0.00	780.03	0.00
Int of RAMP E, SPRING ST														Statewide Crash Rate: 198.38		
28044	26380	3119908	0 - 0.11	3201848 - 0	0.11	2	1	0	0	0	1	0.0	0.00051	652.18	798.86	0.00
Int of ENT TO CONCOURS SILVER ST SPRING ST														Statewide Crash Rate: 198.38		
26380	27099	3108330	0 - 0.06	1150224 - 0	0.06	2	0	0	0	0	0	0.0	0.00024	0.00	673.28	0.00
Int of ELM ST SPRING ST														Statewide Crash Rate: 158.69		
27099	28044	3121347	0 - 0.05	1150224 - 0.06	0.05	2	0	0	0	0	0	0.0	0.00022	0.00	662.69	0.00
Int of SPRING PLACE SPRING ST														Statewide Crash Rate: 158.69		
64953	27344	3116375	0 - 0.08	3201509 - 0	0.08	2	0	0	0	0	0	0.0	0.00027	0.00	682.10	0.00
Int of SPRING ST WATER ST														Statewide Crash Rate: 158.69		
64946	27344	3116372	0 - 0.06	3200843 - 0	0.06	2	0	0	0	0	0	0.0	0.00006	0.00	198.12	0.00
Int of RAMP E, SPRING ST														Statewide Crash Rate: 198.38		
27344	27833	3108442	0 - 0.05	1150255 - 1.90	0.05	2	0	0	0	0	0	0.0	0.00075	0.00	621.13	0.00
Int of RAMP E WATER ST														Statewide Crash Rate: 158.69		
27340	27833	3130567	0 - 0.06	3201508 - 0	0.06	2	0	0	0	0	0	0.0	0.00054	0.00	790.36	0.00
Non Int FRONT ST														Statewide Crash Rate: 198.38		
27340	27341	3119385	0 - 0.04	3201507 - 0	0.04	2	0	0	0	0	0	0.0	0.00005	0.00	-19.10	0.00
Non Int FRONT ST														Statewide Crash Rate: 198.38		
27341	27342	3108439	0 - 0.06	11F0100 - 0	0.06	2	0	0	0	0	0	0.0	0.00016	0.00	806.72	0.00
Int of FRONT ST MAIN ST														Statewide Crash Rate: 198.38		
27847	64003	2724836	0 - 0.10	1150270 - 0	0.10	2	0	0	0	0	0	0.0	0.00033	0.00	1481.94	0.00
Int of MAIN ST SILVER ST														Statewide Crash Rate: 383.98		
27143	27834	204689	0 - 0.06	1150054 - 0	0.06	2	0	0	0	0	0	0.0	0.00025	0.00	1561.74	0.00
Int of COMMON ST MAIN ST														Statewide Crash Rate: 383.98		
27835	27849	3120884	0 - 0.09	1150235 - 0.06	0.09	2	0	0	0	0	0	0.0	0.00065	0.00	636.50	0.00
Int of FRONT ST TEMPLE ST														Statewide Crash Rate: 158.69		
27146	27850	204697	0 - 0.06	1150006 - 0.10	0.06	2	0	0	0	0	0	0.0	0.00028	0.00	1527.92	0.00
1103959 WAT,HATHAWAY,APPLETON ST.														Statewide Crash Rate: 383.98		
27146	27836	204696	0 - 0.05	1150006 - 0.16	0.05	2	0	0	0	0	0	0.0	0.00024	0.00	1575.43	0.00
1103959 WAT,HATHAWAY,APPLETON ST.														Statewide Crash Rate: 383.98		
26382	27850	3122394	0 - 0.10	1150006 - 0	0.10	2	4	0	0	0	1	33.3	0.00051	2629.93	662.02	3.97
Int of APPLETON ST ELM ST PARK ST														Statewide Crash Rate: 158.69		

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
26382	27137	3130564	0 - 0.06	1150179 - 0	0.06	2	0	0	0	0	0	0.0	0.00027	0.00	681.45	0.00
Int of APPLETON ST ELM ST PARK ST				RD INV 11 50179										Statewide Crash Rate: 158.69		
27137	27138	204682	0 - 0.05	1150178 - 0	0.05	2	0	0	0	0	0	0.0	0.00001	0.00	-5358.00	0.00
Int of PARK PL PARK ST				RD INV 11 50178										Statewide Crash Rate: 383.98		
27139	27141	204683	0 - 0.05	1150038 - 0	0.05	2	0	0	0	0	0	0.0	0.00001	0.00	-9410.70	0.00
End of CENTER PL				RD INV 11 50038										Statewide Crash Rate: 383.98		
27146	27147	204695	0 - 0.04	1150103 - 0	0.04	2	0	0	0	0	0	0.0	0.00006	0.00	1391.72	0.00
1103959 WAT,HATHAWAY,APPLETON ST.				RD INV 11 50103										Statewide Crash Rate: 383.98		
27147	27148	204698	0 - 0.01	1150103 - 0.04	0.01	2	0	0	0	0	0	0.0	0.00001	0.00	-4284.34	0.00
1103960 WAT,HATHAWAY,LEIGHTON ST.				RD INV 11 50103										Statewide Crash Rate: 383.98		
27147	27837	204699	0 - 0.05	1150130 - 0	0.05	2	0	0	0	0	0	0.0	0.00005	0.00	1085.92	0.00
1103960 WAT,HATHAWAY,LEIGHTON ST.				RD INV 11 50130										Statewide Crash Rate: 383.98		
27148	27150	204701	0 - 0.05	1150003 - 0	0.05	2	2	0	0	0	0	0.0	0.00011	6341.96	1640.97	3.86
Int of DEEB ST HATHAWAY ST				RD INV 11 50003										Statewide Crash Rate: 383.98		
27148	27149	204700	0 - 0.08	1150003 - 0.05	0.08	2	0	0	0	0	0	0.0	0.00002	0.00	-720.92	0.00
Int of DEEB ST HATHAWAY ST				RD INV 11 50003										Statewide Crash Rate: 383.98		
27140	27141	204684	0 - 0.08	1150039 - 0	0.08	2	0	0	0	0	0	0.0	0.00014	0.00	1656.52	0.00
Int of CENETR ST, ELM ST				RD INV 11 50039										Statewide Crash Rate: 383.98		
25682	27141	202698	0 - 0.01	1150039 - 0.08	0.01	2	0	0	0	0	0	0.0	0.00001	0.00	-3461.88	0.00
Int of CENETR ST PLEASANT PL				RD INV 11 50039										Statewide Crash Rate: 383.98		
25682	25683	202697	0 - 0.06	1150039 - 0.09	0.06	2	0	0	0	0	0	0.0	0.00009	0.00	1611.42	0.00
Int of CENETR ST PLEASANT PL				RD INV 11 50039										Statewide Crash Rate: 383.98		
27151	27852	3108404	0 - 0.07	1150241 - 0	0.07	2	2	0	0	0	0	0.0	0.00034	1976.71	684.69	2.89
Int of UNION PL UNION ST				RD INV 11 50241										Statewide Crash Rate: 158.69		
27151	27838	204707	0 - 0.06	1150241 - 0.07	0.06	2	0	0	0	0	0	0.0	0.00014	0.00	553.94	0.00
Int of UNION PL UNION ST				RD INV 11 50241										Statewide Crash Rate: 158.69		
27839	28605	205482	0 - 0.06	1150242 - 0	0.06	2	0	0	0	0	0	0.0	0.00003	0.00	191.05	0.00
Int of FRONT PL FRONT ST				RD INV 11 50242										Statewide Crash Rate: 383.98		
27841	27843	3130167	0 - 0.05	11A0083 - 0	0.05	2	0	0	0	0	0	0.0	0.00004	0.00	-441.62	0.00
Int of COLLEGE AV FRONT ST				RD INV 11 A0083										Statewide Crash Rate: 198.38		
27843	27844	3117474	0 - 0.05	11A0083 - 0.05	0.05	2	0	0	0	0	0	0.0	0.00004	0.00	-441.62	0.00
Int of COLBY ST FRONT ST				RD INV 11 A0083										Statewide Crash Rate: 198.38		
27842	27844	3117476	0 - 0.11	11E0083 - 0	0.11	2	0	0	0	0	0	0.0	0.00039	0.00	832.95	0.00
Int of COLBY ST FRONT ST				RD INV 11 E0083										Statewide Crash Rate: 198.38		
27844	29050	3140237	0 - 0.01	11E0083 - 0.11	0.01	2	0	0	0	0	0	0.0	0.00004	0.00	-441.62	0.00
Non Int COLBY ST				RD INV 11 E0083										Statewide Crash Rate: 198.38		
63322	29050	3944045	0 - 0.33	11E0083 - 0.12	0.33	2	2	0	0	1	0	50.0	0.00204	327.12	580.61	0.00
Non Int COLBY ST				RD INV 11 E0083										Statewide Crash Rate: 198.38		
27334	63322	3120010	0 - 0.04	11E0083 - 0.45	0.04	2	0	0	0	0	0	0.0	0.00012	0.00	736.24	0.00
Int of CHAPLIN ST COLBY ST				RD INV 11 E0083										Statewide Crash Rate: 198.38		

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
27334	27855	3117479	0 - 0.01	11A0042 - 0	0.01	2	0	0	0	0	0	0.0	0.00013	0.00	765.00	0.00
Int of CHAPLIN ST COLBY ST				RD INV 11 A0042										Statewide Crash Rate: 198.38		
29049	29050	3117475	0 - 0.08	11B0083 - 0	0.08	2	0	0	0	0	0	0.0	0.00014	0.00	785.94	0.00
Int of COLBY ST FRONT ST				RD INV 11 B0083										Statewide Crash Rate: 198.38		
27855	63322	3129850	0 - 0.03	3201487 - 0	0.03	2	0	0	0	0	0	0.0	0.00008	0.00	415.24	0.00
Int of CHAPLIN ST COLBY ST				RD INV 3201487										Statewide Crash Rate: 198.38		
63321	27856	3121458	0 - 0.04	11C0083 - 0	0.04	2	1	0	0	0	1	0.0	0.00023	1420.72	855.59	1.66
Int of CHAPLIN ST COLBY ST				RD INV 11 C0083										Statewide Crash Rate: 198.38		
27855	63321	3139423	0 - 0.03	11C0083 - 0.04	0.03	2	0	0	0	0	0	0.0	0.00015	0.00	796.91	0.00
Int of CHAPLIN ST COLBY ST				RD INV 11 C0083										Statewide Crash Rate: 198.38		
63321	63320	3139424	0 - 0.01	3201488 - 0	0.01	2	0	0	0	0	0	0.0	0.00000	0.00	-	0.00
Int of CHAPLIN ST COLBY ST				RD INV 3201488										Statewide Crash Rate: 198.38		
63321	63322	3097324	0 - 0.04	3201486 - 0	0.04	2	0	0	0	0	0	0.0	0.00002	0.00	-3240.13	0.00
Int of CHAPLIN ST COLBY ST				RD INV 3201486										Statewide Crash Rate: 198.38		
63320	27855	3139422	0 - 0.03	11D0083 - 0	0.03	2	0	0	0	0	0	0.0	0.00048	0.00	808.34	0.00
Non Int CHAPLIN ST				RD INV 11 D0083										Statewide Crash Rate: 198.38		
27854	63320	3116001	0 - 0.06	11D0083 - 0.03	0.06	2	0	0	0	0	0	0.0	0.00097	0.00	698.52	0.00
Int of CHAPLIN ST COLLEGE AV				RD INV 11 D0083										Statewide Crash Rate: 198.38		
25742	27334	3108140	0 - 0.04	1150042 - 0	0.04	2	0	0	0	0	0	0.0	0.00066	0.00	760.85	0.00
Int of CHAPLIN ST, TICONIC ST				RD INV 11 50042										Statewide Crash Rate: 198.38		
25742	27333	3108139	0 - 0.08	1150042 - 0.04	0.08	2	0	0	0	0	0	0.0	0.00145	0.00	633.60	0.00
Int of CHAPLIN ST, TICONIC ST				RD INV 11 50042										Statewide Crash Rate: 198.38		
27153	28203	204711	0 - 0.06	1150049 - 0	0.06	2	0	0	0	0	0	0.0	0.00001	0.00	-3481.26	0.00
Int of COLLEGE AV, COLLEGE PLACE				RD INV 11 50049										Statewide Crash Rate: 383.98		
27403	27853	205021	0 - 0.07	1150085 - 0	0.07	2	0	0	0	0	0	0.0	0.00021	0.00	1596.47	0.00
Int of GETCHELL ST MAIN ST				RD INV 11 50085										Statewide Crash Rate: 383.98		
27405	27454	3130570	0 - 0.12	1150187 - 0	0.12	2	0	0	0	0	0	0.0	0.00172	0.00	513.70	0.00
Int of MAIN ST PLEASANT ST				RD INV 11 50187										Statewide Crash Rate: 158.69		
27142	27454	3120859	0 - 0.07	1150187 - 0.12	0.07	2	0	0	0	0	0	0.0	0.00091	0.00	595.95	0.00
Int of PLEASANT PL PLEASANT ST				RD INV 11 50187										Statewide Crash Rate: 158.69		
27142	27155	3119383	0 - 0.07	1150187 - 0.19	0.07	2	0	0	0	0	0	0.0	0.00088	0.00	600.61	0.00
Int of PLEASANT PL PLEASANT ST				RD INV 11 50187										Statewide Crash Rate: 158.69		
25683	27155	3108111	0 - 0.01	1150187 - 0.26	0.01	2	0	0	0	0	0	0.0	0.00007	0.00	28.86	0.00
Int of CENETR ST, PLEASANT ST				RD INV 11 50187										Statewide Crash Rate: 158.69		
25682	27142	202699	0 - 0.10	1150186 - 0	0.10	2	0	0	0	0	0	0.0	0.00006	0.00	1285.59	0.00
Int of CENETR ST PLEASANT PL				RD INV 11 50186										Statewide Crash Rate: 383.98		
27402	27454	3108456	0 - 0.08	1150166 - 1.07	0.08	2	0	0	0	0	0	0.0	0.00103	0.00	580.04	0.00
Int of MAIN ST, NORTH ST				RD INV 11 50166										Statewide Crash Rate: 158.69		
27239	27452	3124087	0 - 0.04	1150166 - 0.85	0.04	2	0	0	0	0	0	0.0	0.00065	0.00	637.56	0.00
Int of HARRIS ST NORTH ST				RD INV 11 50166										Statewide Crash Rate: 158.69		

Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
27452	27453	3122408	0 - 0.12	1150166 - 0.89	0.12	2	1	0	0	0	0	1	0.0	0.00107	310.75	575.36	0.00
Int of NORTH ST WEST ST				RD INV 11 50166											Statewide Crash Rate: 158.69		
27453	27454	3108480	0 - 0.06	1150166 - 1.01	0.06	2	0	0	0	0	0	0	0.0	0.00057	0.00	650.59	0.00
Int of MIDDLE ST NORTH ST				RD INV 11 50166											Statewide Crash Rate: 158.69		
27239	27240	204792	0 - 0.07	1150102 - 0	0.07	2	0	0	0	0	0	0	0.0	0.00008	0.00	1536.65	0.00
Int of HARRIS ST NORTH ST				RD INV 11 50102											Statewide Crash Rate: 383.98		
27240	27243	204794	0 - 0.02	1150209 - 0.10	0.02	2	0	0	0	0	0	0	0.0	0.00007	0.00	1490.35	0.00
1104075 WAT,SANGER AVE,HARRIS ST.				RD INV 11 50209											Statewide Crash Rate: 383.98		
27242	27243	204799	0 - 0.18	1150209 - 0.12	0.18	2	0	0	0	0	0	0	0.0	0.00060	0.00	1298.15	0.00
1104077 WAT,SANGER AVE,LUBLOW CT				RD INV 11 50209											Statewide Crash Rate: 383.98		
27241	27242	204796	0 - 0.02	1150209 - 0.30	0.02	2	0	0	0	0	0	0	0.0	0.00006	0.00	1427.41	0.00
Int of MAIN ST, SANGER AV				RD INV 11 50209											Statewide Crash Rate: 383.98		
27243	27245	204801	0 - 0.05	1150052 - 0	0.05	2	0	0	0	0	0	0	0.0	0.00003	0.00	449.91	0.00
1104078 WAT,COLONIAL ST,SANGER AVE.				RD INV 11 50052											Statewide Crash Rate: 383.98		
27245	27248	204803	0 - 0.05	1150052 - 0.05	0.05	2	0	0	0	0	0	0	0.0	0.00004	0.00	562.70	0.00
1104080 WAT,ELMWOOD AVE,COLONIAL ST.				RD INV 11 50052											Statewide Crash Rate: 383.98		
27248	27249	204806	0 - 0.05	1150052 - 0.10	0.05	2	0	0	0	0	0	0	0.0	0.00003	0.00	-426.49	0.00
1104083 WAT,COLONIAL ST,PLEASANTDALE				RD INV 11 50052											Statewide Crash Rate: 383.98		
27249	27251	204807	0 - 0.04	1150017 - 0.29	0.04	2	0	0	0	0	0	0	0.0	0.00003	0.00	481.33	0.00
1104084 WAT,BOUTELLE AVE,COLONIAL ST.				RD INV 11 50017											Statewide Crash Rate: 383.98		
27249	27409	204808	0 - 0.11	1150017 - 0.33	0.11	2	0	0	0	0	0	0	0.0	0.00015	0.00	1652.75	0.00
1104084 WAT,BOUTELLE AVE,COLONIAL ST.				RD INV 11 50017											Statewide Crash Rate: 383.98		
27251	27257	204812	0 - 0.06	1150124 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00002	0.00	-1138.62	0.00
Int of BOUTELLE AV JENNESS ST				RD INV 11 50124											Statewide Crash Rate: 383.98		
27257	27410	204818	0 - 0.11	1150192 - 0.18	0.11	2	0	0	0	0	0	0	0.0	0.00011	0.00	1651.19	0.00
Int of JENNESS ST PROSPECT ST				RD INV 11 50192											Statewide Crash Rate: 383.98		
25742	27266	202841	0 - 0.07	1150238 - 0	0.07	2	2	0	0	0	1	1	50.0	0.00036	1850.54	1456.79	1.27
Int of CHAPLIN ST, TICONIC ST				RD INV 11 50238											Statewide Crash Rate: 383.98		
25743	27266	202845	0 - 0.04	1150238 - 0.07	0.04	2	0	0	0	0	0	0	0.0	0.00020	0.00	1614.38	0.00
1102459 WAT,TICONIC,ALDEN ST.				RD INV 11 50238											Statewide Crash Rate: 383.98		
25743	25744	202844	0 - 0.04	1150238 - 0.11	0.04	2	0	0	0	0	0	0	0.0	0.00019	0.00	1624.00	0.00
1102459 WAT,TICONIC,ALDEN ST.				RD INV 11 50238											Statewide Crash Rate: 383.98		
25744	25745	202847	0 - 0.03	1150238 - 0.15	0.03	2	1	0	0	0	0	1	0.0	0.00014	2443.13	1657.43	1.47
1102460 WAT,TICONIC,BROOK ST.				RD INV 11 50238											Statewide Crash Rate: 383.98		
25745	27267	202849	0 - 0.01	1150238 - 0.18	0.01	2	0	0	0	0	0	0	0.0	0.00005	0.00	1228.00	0.00
1102461 WAT,EDWARDS,TICONIC ST				RD INV 11 50238											Statewide Crash Rate: 383.98		
27265	27267	204829	0 - 0.04	1150238 - 0.19	0.04	2	0	0	0	0	0	0	0.0	0.00022	0.00	1591.08	0.00
1104100 WAT,TICONIC,KELSEY ST.				RD INV 11 50238											Statewide Crash Rate: 383.98		
25746	27265	202852	0 - 0.01	1150238 - 0.23	0.01	2	0	0	0	0	0	0	0.0	0.00005	0.00	1251.00	0.00
Int of ASH ST, TICONIC ST				RD INV 11 50238											Statewide Crash Rate: 383.98		

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
25746	25747	202851	0 - 0.06	1150238 - 0.24	0.06	2	0	0	0	0	0	0.0	0.00035	0.00	1467.12	0.00
Int of ASH ST, TICONIC ST				RD INV 11 50238										Statewide Crash Rate: 383.98		
25743	27273	202846	0 - 0.05	1150002 - 0	0.05	2	0	0	0	0	0	0.0	0.00003	0.00	422.93	0.00
1102459 WAT,TICONIC,ALDEN ST.				RD INV 11 50002										Statewide Crash Rate: 383.98		
27272	27273	204837	0 - 0.03	1150002 - 0.05	0.03	2	0	0	0	0	0	0.0	0.00001	0.00	-4884.01	0.00
1104107 WAT,ALDEN,TOWARD ST.				RD INV 11 50002										Statewide Crash Rate: 383.98		
27269	27272	204836	0 - 0.07	1150239 - 0	0.07	2	0	0	0	0	0	0.0	0.00003	0.00	7.71	0.00
Int of MAPLE ST, TOWARD ST				RD INV 11 50239										Statewide Crash Rate: 383.98		
27268	27273	204834	0 - 0.07	1150016 - 0	0.07	2	0	0	0	0	0	0.0	0.00003	0.00	61.89	0.00
1104103 WAT,MAPLE,BIRCH ST.				RD INV 11 50016										Statewide Crash Rate: 383.98		
27267	27268	204832	0 - 0.05	1150141 - 0	0.05	2	0	0	0	0	0	0.0	0.00003	0.00	31.21	0.00
1104102 WAT,MAPLE,TICONIC ST.				RD INV 11 50141										Statewide Crash Rate: 383.98		
27268	27269	204833	0 - 0.04	1150141 - 0.05	0.04	2	0	0	0	0	0	0.0	0.00001	0.00	-3893.38	0.00
1104103 WAT,MAPLE,BIRCH ST.				RD INV 11 50141										Statewide Crash Rate: 383.98		
27269	63094	2524840	0 - 0.07	1150141 - 0.09	0.07	2	0	0	0	0	0	0.0	0.00005	0.00	1040.78	0.00
Int of MAPLE ST, TOWARD ST				RD INV 11 50141										Statewide Crash Rate: 383.98		
25746	63094	2524838	0 - 0.11	1150008 - 0	0.11	2	0	0	0	0	0	0.0	0.00017	0.00	1636.95	0.00
Int of ASH ST, TICONIC ST				RD INV 11 50008										Statewide Crash Rate: 383.98		
63094	27846	2524839	0 - 0.05	1150008 - 0.11	0.05	2	0	0	0	0	0	0.0	0.00008	0.00	1548.88	0.00
Int of ASH ST, MAPLE ST				RD INV 11 50008										Statewide Crash Rate: 383.98		
25749	27455	3108142	0 - 0.24	1150170 - 0	0.24	2	1	0	1	0	0	100.0	0.00316	105.35	439.08	0.00
Int of DRUMMOND AV OAK ST				RD INV 11 50170										Statewide Crash Rate: 158.69		
25747	25749	3108141	0 - 0.02	1150170 - 0.24	0.02	2	0	0	0	0	0	0.0	0.00018	0.00	625.63	0.00
Int of OAK ST, TICONIC ST				RD INV 11 50170										Statewide Crash Rate: 158.69		
25747	25748	3122379	0 - 0.05	1150170 - 0.26	0.05	2	0	0	0	0	0	0.0	0.00047	0.00	668.40	0.00
Int of OAK ST, TICONIC ST				RD INV 11 50170										Statewide Crash Rate: 158.69		
25748	27857	202857	0 - 0.14	1150170 - 0.31	0.14	2	1	0	0	0	1	0.0	0.00131	254.91	549.34	0.00
Int of MAY ST OAK ST				RD INV 11 50170										Statewide Crash Rate: 158.69		
25748	27276	202856	0 - 0.06	1150147 - 0	0.06	2	2	0	0	0	1	0.0	0.00013	5275.81	1657.59	3.18
Int of MAY ST OAK ST				RD INV 11 50147										Statewide Crash Rate: 383.98		
25749	25750	202858	0 - 0.06	1150062 - 0	0.06	2	1	0	0	0	1	0.0	0.00024	1415.88	1575.43	0.00
Int of DRUMMOND AV OAK ST				RD INV 11 50062										Statewide Crash Rate: 383.98		
27265	27336	204830	0 - 0.22	1150121 - 0	0.22	2	1	0	0	0	0	0.0	0.00024	1397.68	1572.28	0.00
1104100 WAT,TICONIC,KELSEY ST.				RD INV 11 50121										Statewide Crash Rate: 383.98		
25745	27411	202850	0 - 0.18	1150069 - 0	0.18	2	2	0	0	0	2	0.0	0.00022	2967.00	1586.44	1.87
1102461 WAT,EDWARDS,TICONIC ST				RD INV 11 50069										Statewide Crash Rate: 383.98		
25744	27264	202848	0 - 0.06	1150024 - 0	0.06	2	0	0	0	0	0	0.0	0.00003	0.00	-8.21	0.00
1102460 WAT,TICONIC,BROOK ST.				RD INV 11 50024										Statewide Crash Rate: 383.98		
27264	27410	204828	0 - 0.11	1150024 - 0.06	0.11	2	1	0	0	0	1	0.0	0.00009	3689.87	1605.28	2.30
1104099 WAT,HILLSIDE AVE,BROOK ST.				RD INV 11 50024										Statewide Crash Rate: 383.98		

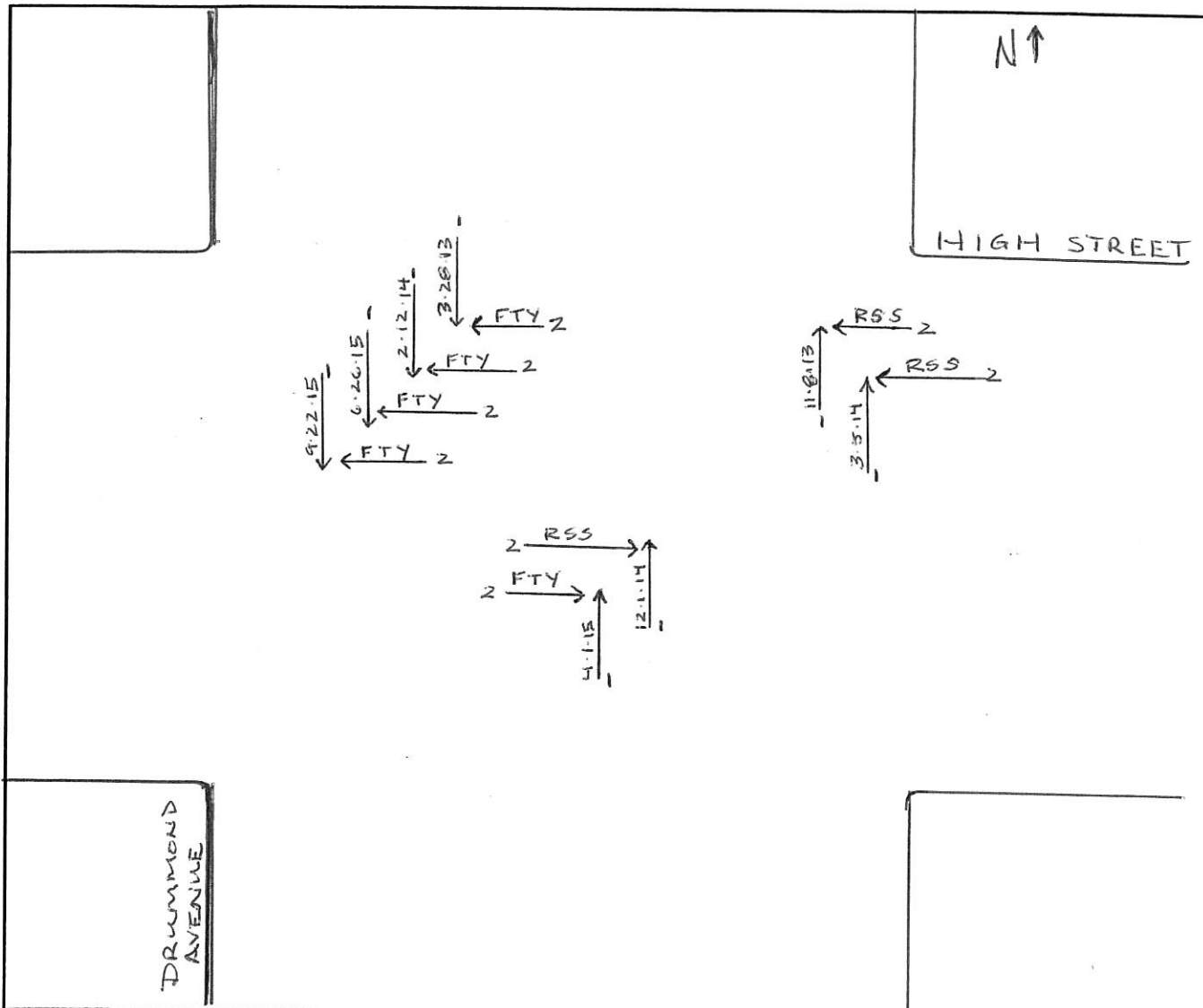
Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
27264	27408	204827	0 - 0.13	1150114 - 0	0.13	2	0	0	0	0	0	0.0	0.00007	0.00	1519.74	0.00	
1104099 WAT,HILLSIDE AVE,BROOK ST.				RD INV 11 50114	Statewide Crash Rate: 383.98												
27254	27407	204814	0 - 0.06	1150257 - 0	0.06	2	0	0	0	0	0	0.0	0.00003	0.00	38.95	0.00	
1104089 WAT,WENTWORTH CT,END				RD INV 11 50257	Statewide Crash Rate: 383.98												
27253	27406	204813	0 - 0.07	1150063 - 0	0.07	2	0	0	0	0	0	0.0	0.00005	0.00	1211.35	0.00	
1104088 WAT,DUNBAR CT,END				RD INV 11 50063	Statewide Crash Rate: 383.98												
27242	27252	204800	0 - 0.04	1150136 - 0	0.04	2	0	0	0	0	0	0.0	0.00001	0.00	-9283.00	0.00	
1104077 WAT,SANGER AVE,LUBLOW CT				RD INV 11 50136	Statewide Crash Rate: 383.98												
27145	27835	204694	0 - 0.06	1150235 - 0	0.06	2	0	0	0	0	0	0.0	0.00002	0.00	-708.09	0.00	
1103958 WAT,TEMPLE ST,END				RD INV 11 50235	Statewide Crash Rate: 383.98												
Study Years:		3.00	Section Totals:		10.57		152	0	1	16	22	106	25.7	0.14174	357.47	260.35	1.37
Grand Totals:					10.57		394	0	9	30	67	280	26.9	0.14174	926.60	371.78	2.49

SHEET 1 OF 2

TOWN Waterville, Maine NODE NO(S) 25750

YEARS REVIEWED 2013-2015 DATE PREPARED 05.17.2016



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

1. DAWN (MORNING)	2. DAYLIGHT	3. DUSK (EVENING)
4. DARK (ST. LIGHTS ON)	5. DARK (NO ST. LIGHTS)	6. DARK (ST. LIGHTS OFF)
7. OTHER		

ROAD SURFACE

1. DRY	2. WET	3. SNOW/SLUSH-SANDED
4. ICE/PAKED SNOW-SANDED	5. MUDDY	6. DEBRIS
7. OILY	8. SNOW/SLUSH-NOT SANDED	9. ICE-PKD. SNOW-NOT SANDED
10. OTHER		

1. NO IMPROPER ACTION	2. FAIL TO YLD. RIGHT OF WAY	3. ILLEGAL UNSAFE SPEED
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 INEXPERIENCE
16. PEDEST. VIOLATION ERROR	17. PHYSICAL IMPAIRMENT	18. VISION OBSCURED-WINDSHIELD GLASS
	19. VISION OBSCURED-SUN/HEADLIGHTS	
20. OTHER VISION OBSCUREMENT	30. OTHER HUMAN VIOLATION FACTOR	
31. HIT AND RUN	51. UNKNOWN	

41. DEFECTIVE BRAKES	42. DEFECTIVE TIRE/FAILURE	43. DEFECTIVE LIGHTS
44. DEFECTIVE SUSPENSION	45. DEFECTIVE STEERING	50. OTHER VEHICLE DEFECT
OR FACTOR	51. UNKNOWN	

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END			
FIXED OBJECT		SIDE SWIPE		VEHICLE (MOVING)	
HEAD ON		TURNING MOVE		BICYCLE	
OVERTURN		CHANGE LANE		ANIMAL	
PARKED VEHICLE		OUT OF CONTROL		SLED	

C - CLEAR
SL - SLEET
F - FOG
S - SNOW
R - RAIN
CL - CLOUDY
XW - CROSS WINDS

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

SHEET 2 OF 2

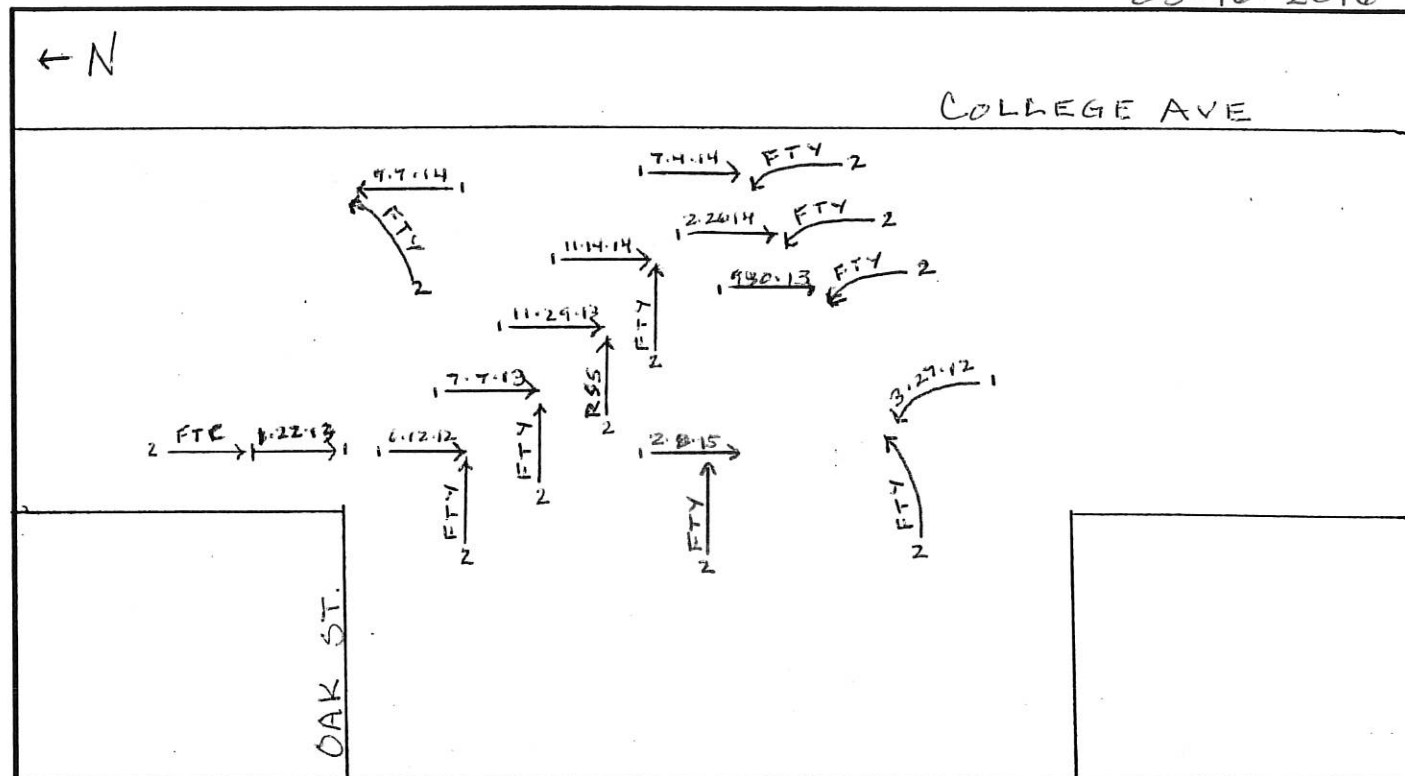
TOWN Waterville, Maine. NODE NO(S) 25750

YEARS REVIEWED 2013-2015 DATE PREPARED 05.17.2016

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COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Intersection of College Avenue & Oak StreetTOWN Waterville, MaineNODE NO(S) 27857YEARS REVIEWED 2012-2015DATE PREPARED 02.10.2016
05.16.2016 (2015)

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

LIGHT 1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING) 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF) 7. OTHER			SYMBOLS ANGLE → PEDESTRIAN → P FATAL ACCIDENT ● BACKING → REAR END → VEHICLE (MOVING) → FIXED OBJECT → SIDE SWIPE → BICYCLE --- B HEAD ON → TURNING MOVE → ANIMAL --- A OVERTURN → CHANGE LANE → SLED --- S PARKED VEHICLE □ OUT OF CONTROL →		
ROAD SURFACE 1. DRY 2. WET 3. SNOW/SLUSH-SANDED 4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. DEBRIS 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED 10. OTHER			WEATHER C = CLEAR F = FOG R = RAIN SL = SLEET S = SNOW CL = CLOUDY XW = CROSS WINDS		
APPARENT CONTRIBUTING FACTORS - HUMAN 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED 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 INEXPERIENCE 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED-WINDSHIELD GLASS 19. VISION OBSCURED-SUN/HEADLIGHTS 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR 31. HIT AND RUN 51. UNKNOWN			INJURIES K = FATAL B = NON-INCAPACITATING A = INCAPACITATING C = POSSIBLE INJURY		
- VEHICULAR 41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS 44. DEFECTIVE SUSPENSION OR FACTOR 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT 51. UNKNOWN					

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
189 AC	03.27.12	09:11					2	1	2	
343 AC	06.12.12	17:50					2	1	2	
53 AC	01.22.13	15:07				2	2	1	4	
406 AC	07.07.13	11:14					2	1	2	
590 AC	09.30.13	09:30					2	1	2	
719 AC	11.29.13	11:44					2	1	2/5	Ran Stop Sign
158 AC	02.26.14	18:50					4	3	2	
397 AC	07.04.14	17:08					2	2	2	

SHEET 2 OF 2

TOWN Waterville, Maine NODE NO(S) 27857

YEARS REVIEWED 2012 - 2015 DATE PREPARED 02.10.2016

05.16.2014 (2015)

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COLLISION DIAGRAM

SHEET 1 OF 2

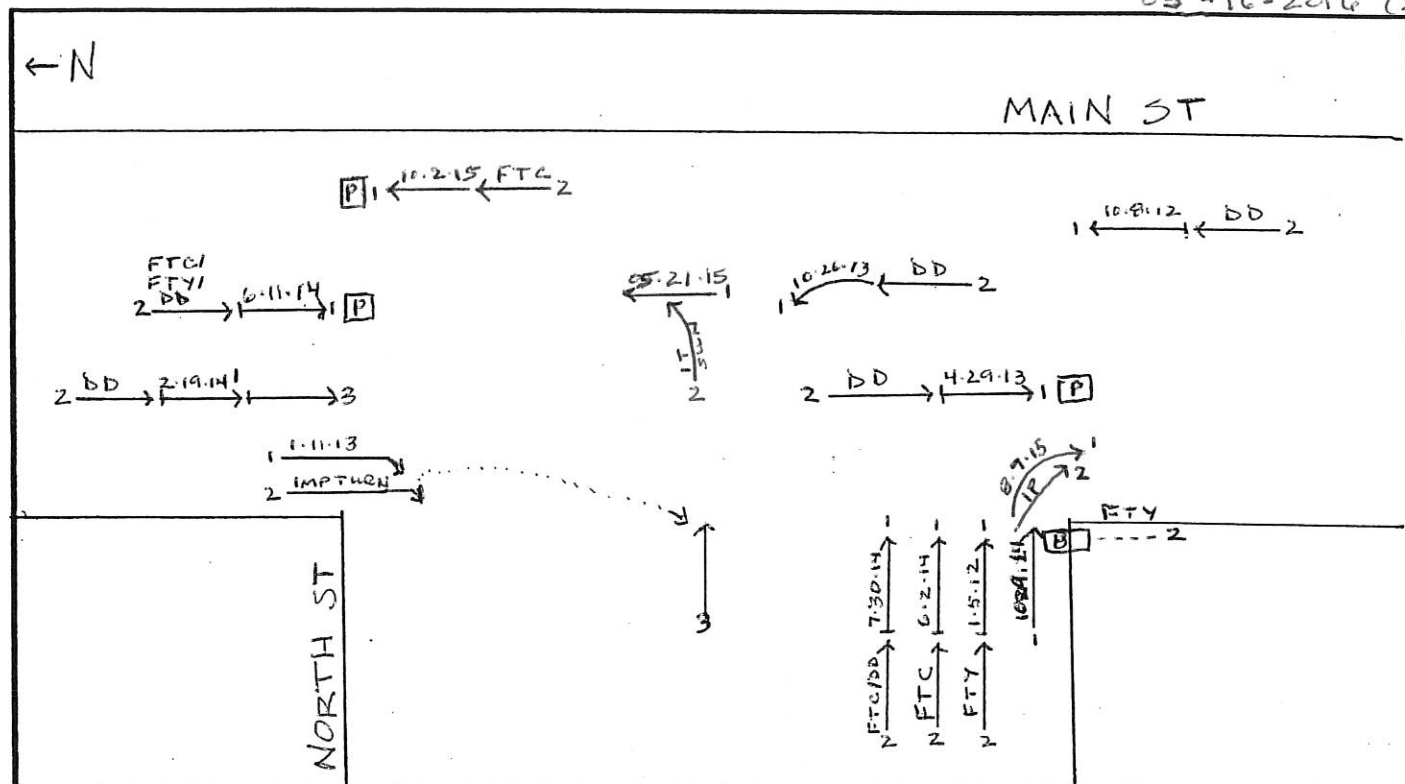
LOCATION Intersection of Main Street & North Street

TOWN Waterville, Maine

NODE NO(S) 27402

YEARS REVIEWED 2012 - 2015

DATE PREPARED 02.11.2016
05.11.2016 (2015)



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

LIGHT

1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)
4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)
7. OTHER

ROAD SURFACE

1. DRY 2. WET 3. SNOW/SLUSH-SANDED.
4. ICE/PAKED SNOW-SANDED 5. MUDDY 6. DEBRIS
7. OIL 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED
10. OTHER

APPARENT CONTRIBUTING FACTORS - HUMAN

- | | | |
|--------------------------------------|-------------------------------------|-------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 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 INEXPERIENCE | |
| 16. PEDEST. VIOLATION ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED— |
| WINDSHIELD GLASS | 19. VISION OBSCURED—SUN/HEADLIGHTS | |
| 20. OTHER VISION OBSCUREMENT | 30. OTHER HUMAN VIOLATION FACTOR | |
| 31. HIT AND RUN | 51. UNKNOWN | |

- VEHICULAR

- | | | |
|--------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION | 45. DEFECTIVE STEERING | 50. OTHER VEHICLE DEFECT |
| OR FACTOR | 51. UNKNOWN | |

SYMBOLS

- | ANGLE | PEDESTRIAN | FATAL ACCIDENT |
|----------------|----------------|------------------|
| BACKING | REAR END | |
| FIXED OBJECT | SIDE SMIPE | VEHICLE (MOVING) |
| HEAD ON | TURNING MOVE | BICYCLE |
| OVERTURN | CHANGE LANE | ANIMAL |
| PARKED VEHICLE | OUT OF CONTROL | SLED |

WEATHER

- C = CLEAR
SL = SLEET
F = FOG
S = SNOW
R = RAIN
CL = CLOUDY
XW = CROSS WINDS

INJURIES

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

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
7.AC	01.05.12	16:02					3	1	2	
611.AC	10.08.12	13:00				1	2	1	14	
26.AC	01.11.13	13:23				1	2	1	10	
259.AC	04.29.13	15:34			1		2	1	14	Pedestrian
647.AC	10.26.13	17:18					4	1	14	
141.AC	02.19.14	13:55			4		2	2	14	
346.AC	06.02.14	14:42					2	1	4	
363.AC	06.11.14	14:10			1		2	1	2/4/14	Pedestrian

SHEET 2 OF 2

TOWN Waterville, Maine NODE NO(S) 27402

YEARS REVIEWED 2012-2015 DATE PREPARED 02.11.2016
05.10.2016 (2015)

[illegible]

COLLISION DIAGRAM

SHEET 1 OF 2

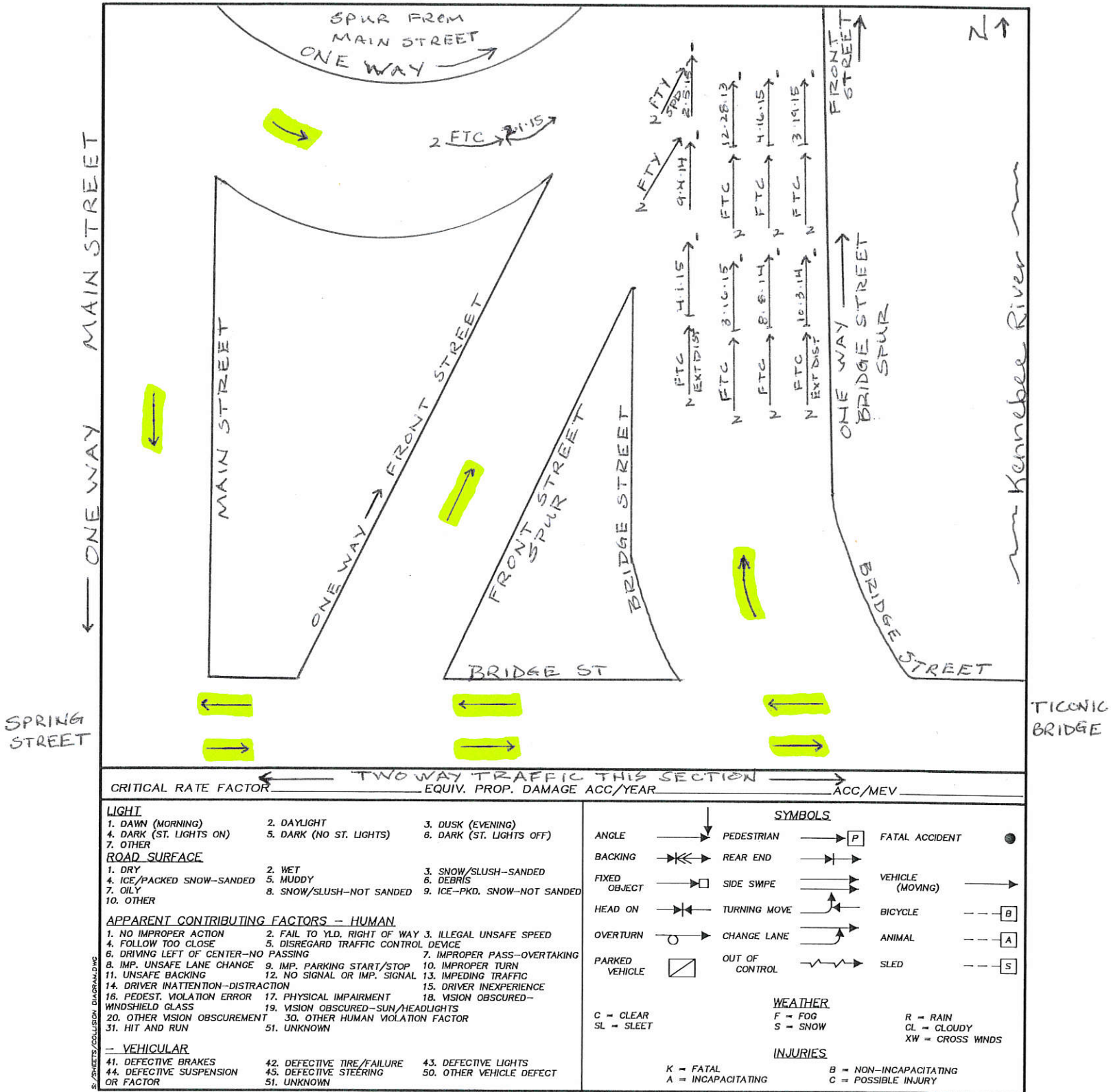
LOCATION Front Street

TOWN Waterville, Maine

NODE NO(S) 27340

YEARS REVIEWED 2013 - 2015

DATE PREPARED 05.16.2016



SHEET 2 OF 2

TOWN Waterville, Maine

NODE NO(S) 27340

YEARS REVIEWED 2013 - 2015

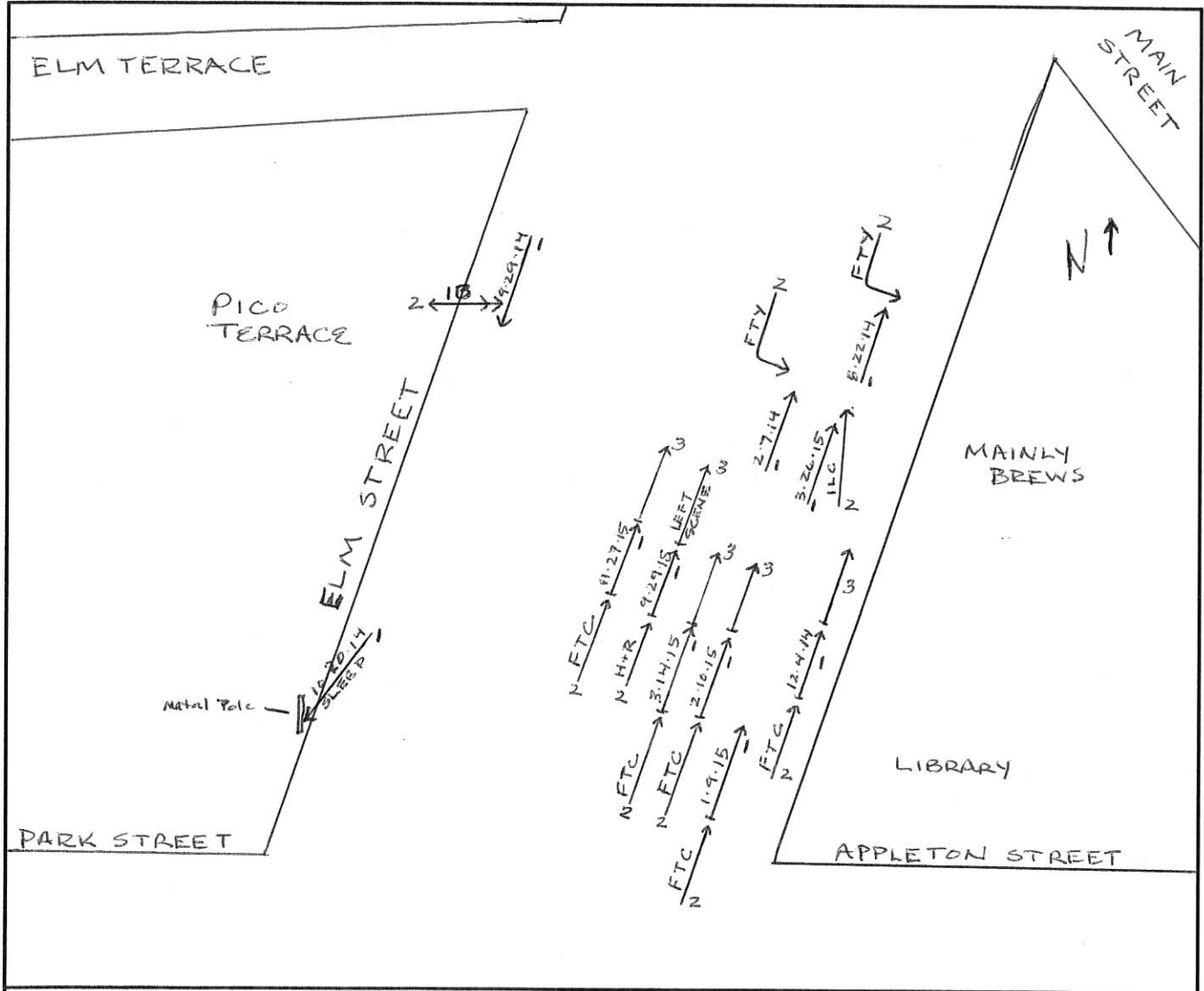
DATE PREPARED 05.16.2016

[illegible]

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Elm Street from Appleton Streets to Elm Terrace
TOWN Waterville, Maine NODE NO(S) 26382 to 28601
YEARS REVIEWED 2013 - 2015 DATE PREPARED 05.17.2016



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

LIGHT

1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)
4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)

ROAD SURFACE

- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |

APPARENT CONTRIBUTING FACTORS - HUMAN

- | | | |
|--------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 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 INEXPERIENCE | |
| 16. PEDEST. VIOLATION ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS | 20. OTHER HUMAN VIOLATION FACTOR | |
| 21. HIT AND RUN | 51. UNKNOWN | |

- VEHICULAR

- | | | |
|--------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION | 45. DEFECTIVE STEERING | 50. OTHER VEHICLE DEFECT |
| OR FACTOR | 51. UNKNOWN | |

SYMBOLS

- | | | | | | |
|----------------|--|----------------|--|------------------|--|
| ANGLE | | PEDESTRIAN | | FATAL ACCIDENT | |
| BACKING | | REAR END | | | |
| FIXED OBJECT | | SIDE SWIPE | | VEHICLE (MOVING) | |
| HEAD ON | | TURNING MOVE | | BICYCLE | |
| OVERTURN | | CHANGE LANE | | ANIMAL | |
| PARKED VEHICLE | | OUT OF CONTROL | | SLED | |

WEATHER

- | | | |
|------------|----------|------------------|
| C = CLEAR | F = FOG | R = RAIN |
| SL = SLEET | S = SNOW | CL = CLOUDY |
| | | XW = CROSS WINDS |

INJURIES

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

COLLISION DIAGRAM

Park/

SHEET 2 OF 2

LOCATION Elm Street from Appleton Streets to Elm Terrace

TOWN Waterville, Maine NODE NO(S) 26382 to 28601

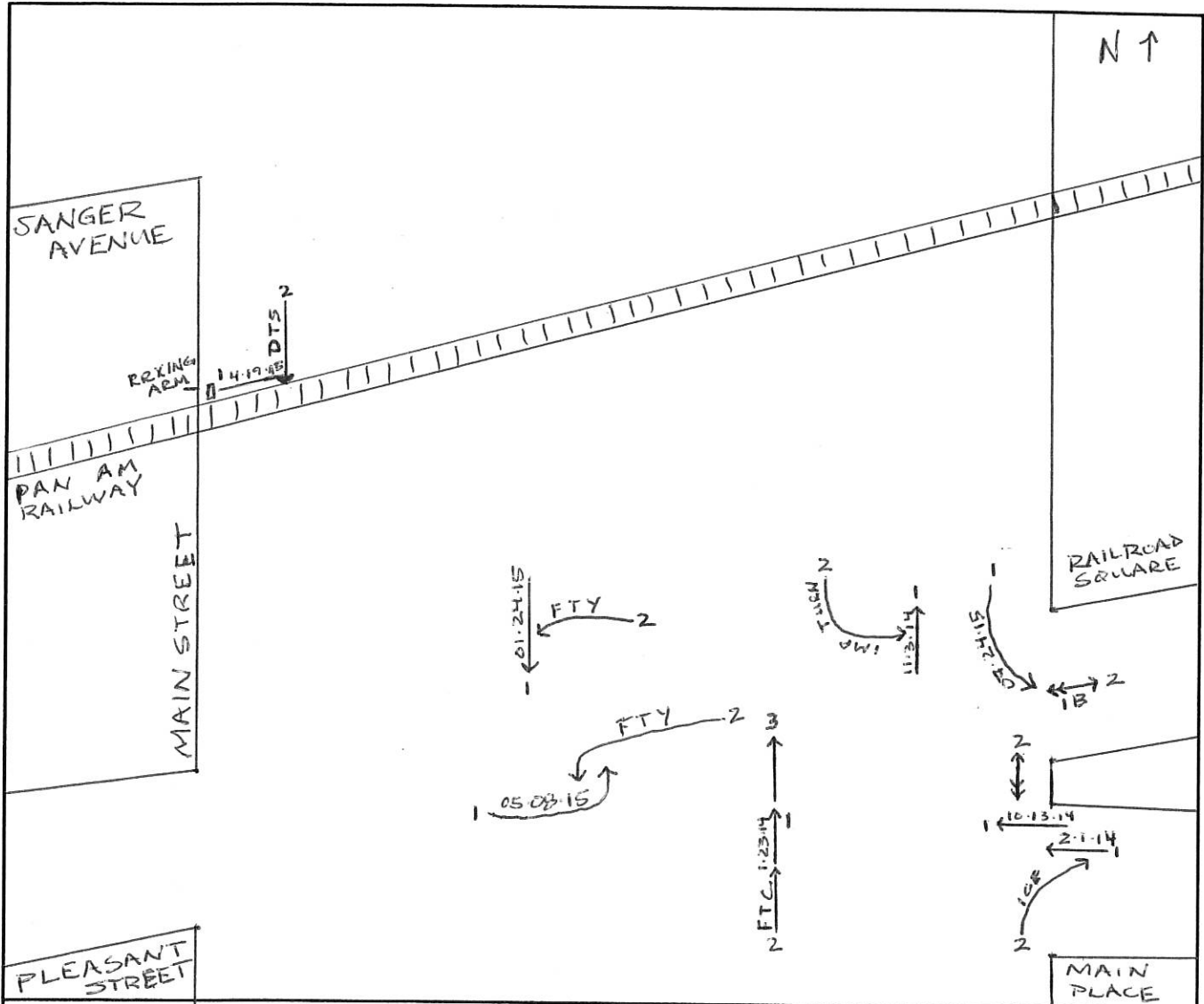
YEARS REVIEWED 2013 - 2015 DATE PREPARED 05.17.2016

[illegible]

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Main Street from Sanger Avenue to Pleasant Street
 TOWN Waterville, Maine NODE NO(S) 27241 to 27405
 YEARS REVIEWED 2013 - 2015 DATE PREPARED 05.16.2016



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

LIGHT

- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING) | 2. DAYLIGHT | 3. DUSK (EVENING) |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER | | |

ROAD SURFACE

- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |

APPARENT CONTRIBUTING FACTORS - HUMAN

- | | | |
|------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 4. FOLLOW TOO CLOSE | 5. DISREGARD TRAFFIC CONTROL DEVICE | 6. IMP. UNSAFE LANE CHANGE |
| 7. IMP. UNSAFE LANE CHANGE | 8. IMP. PARKING START/STOP | 9. IMP. PARKING START/STOP |
| 10. IMPROPER TURN | 11. IMPROPER TURN | 12. NO SIGNAL OR IMP. SIGNAL |
| 13. IMPEDING TRAFFIC | 14. DRIVER INATTENTION-DISTRACTION | 15. DRIVER INEXPERIENCE |
| 16. PEDEST. VIOLATION ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS | 20. OTHER VISION OBSCUREMENT | 21. OTHER HUMAN VIOLATION FACTOR |
| 22. UNKNOWN | 23. UNKNOWN | 24. UNKNOWN |

VEHICULAR

- | | | |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING | 46. OTHER VEHICLE DEFECT |
| 47. UNKNOWN | 48. UNKNOWN | 49. UNKNOWN |

SYMBOLS

- | | | |
|----------------|----------------|------------------|
| ANGLE | PEDESTRIAN | FATAL ACCIDENT |
| BACKING | REAR END | VEHICLE (MOVING) |
| FIXED OBJECT | SIDE SWIPE | BICYCLE |
| HEAD ON | TURNING MOVE | ANIMAL |
| OVERTURN | CHANGE LANE | SLED |
| PARKED VEHICLE | OUT OF CONTROL | |

C - CLEAR
SL - SLEET

WEATHER

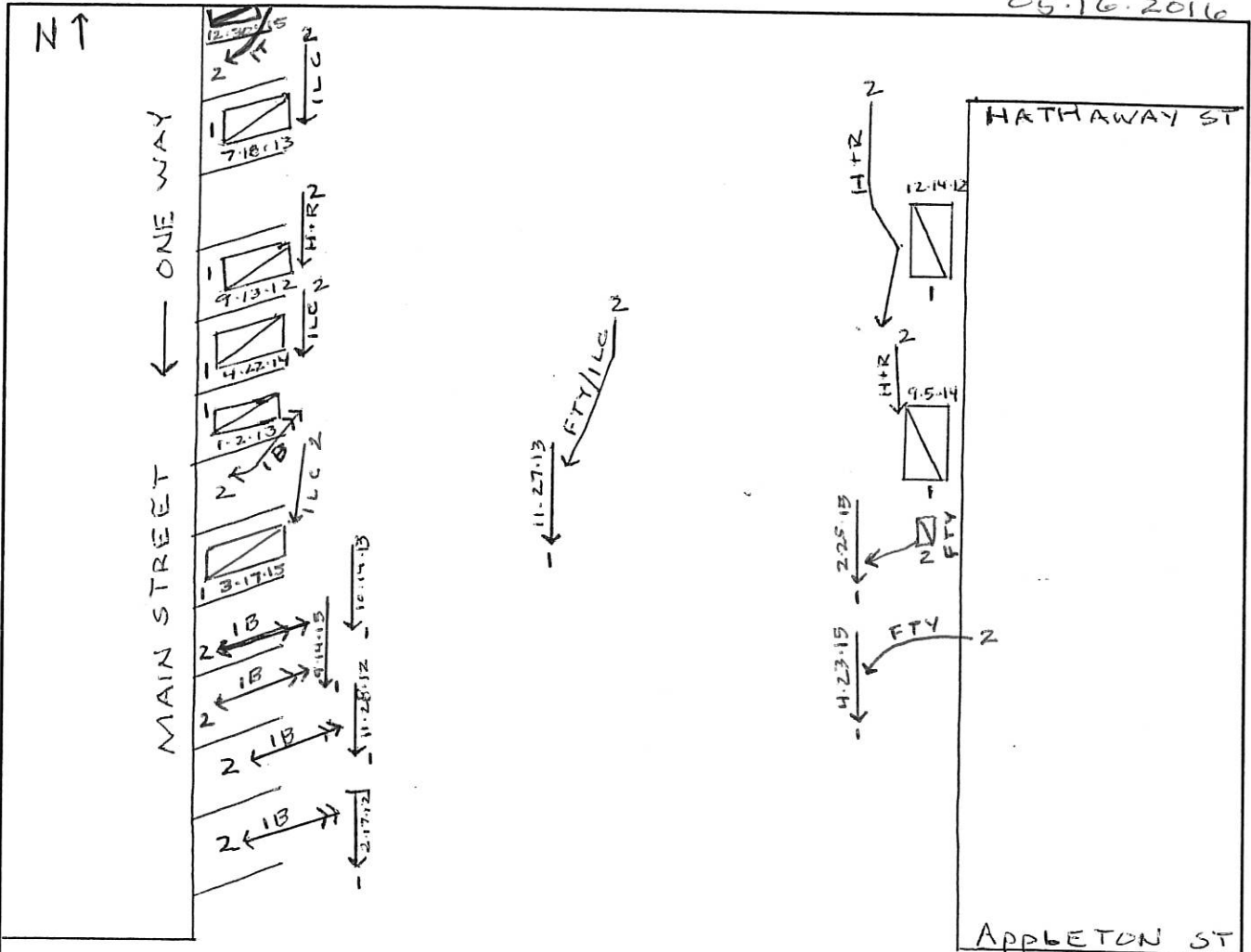
F - FOG
S - SNOW
R - RAIN
CL - CLOUDY
XW - CROSS WINDS

INJURIES

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

COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Hathaway Street / Appleton Street / Main Street AreaTOWN Waterville, Maine NODE NO(S) 27149 - 27850YEARS REVIEWED 2012 - 2015 DATE PREPARED 02.11.201605.16.2016 (2015)

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

LIGHT

- | | | |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING) | 2. DAYLIGHT | 3. DUSK (EVENING) |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER | | |

ROAD SURFACE

- | | | |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY | 2. WET | 3. SNOW/SLUSH-SANDED |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY | 6. DEBRIS |
| 7. OILY | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER | | |

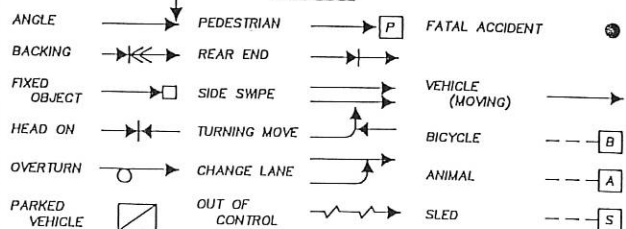
APPARENT CONTRIBUTING FACTORS - HUMAN

- | | | |
|--------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION | 2. FAIL TO YLD. RIGHT OF WAY | 3. ILLEGAL UNSAFE SPEED |
| 4. FOLLOW TOO CLOSE | 5. DISREGARD TRAFFIC CONTROL DEVICE | 6. IMPROPER PASS-OVERTAKING |
| 7. DRIVING LEFT OF CENTER-NO PASSING | 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 INEXPERIENCE |
| 16. PEDEST. VIOLATION-ERROR | 17. PHYSICAL IMPAIRMENT | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS | 20. OTHER VISION OBSCUREMENT | 30. OTHER HUMAN VIOLATION FACTOR |
| 31. HIT AND RUN | 51. UNKNOWN | |

- VEHICULAR

- | | | |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING | 50. OTHER VEHICLE DEFECT |
| | 51. UNKNOWN | |

SYMBOLS

C - CLEAR
SL - SLEET

WEATHER

F - FOG
S - SNOWR - RAIN
CL - CLOUDY
XW - CROSS WINDS

INJURIES

K - FATAL
A - INCAPACITATINGB - NON-INCAPACITATING
C - POSSIBLE INJURY

SHEET 2 OF 2

TOWN Waterville, Maine NODE NO(S) 27149-27850

YEARS REVIEWED 2012 - 2015 DATE PREPARED 02.11.2016

SHEETS/COLLISION DIAGRAM.DWG

COLLISION DIAGRAM

SHEET 2 OF 2

LOCATION Intersection of Common Street & Main Street

TOWN Waterville, Maine NODE NO(S) 27143 - 27849

YEARS REVIEWED 2012 - 2015 DATE PREPARED 02.10.2016

DATE PREPARED 02.10.2016
05.16.2016 (2015)

[illegible]

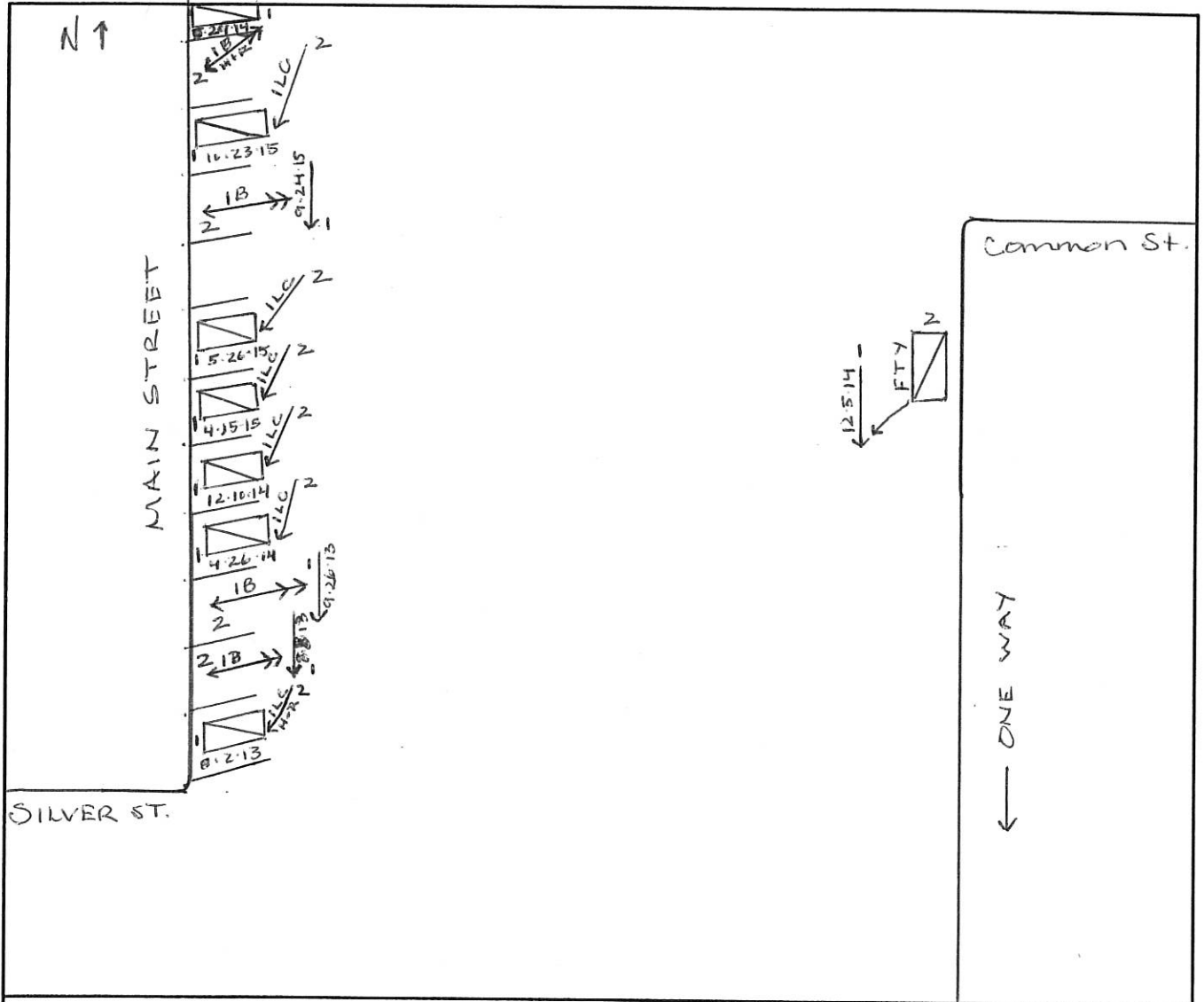
COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION Main Street from Common Street to Silver Street

TOWN Waterville, Maine NODE NO(S) 27143 to 27847

YEARS REVIEWED 2013 - 2015 DATE PREPARED 05.16.2016



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR _____ ACC/MEV _____	
LIGHT 1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING) 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF) 7. OTHER ROAD SURFACE 1. DRY 2. WET 3. SNOW/SLUSH-SANDED 4. ICE/PAKED SNOW-SANDED 5. MUDDY 6. DEBRIS 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED 10. OTHER	
APPARENT CONTRIBUTING FACTORS - HUMAN 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE 6. IMPROPER PASS-OVERTAKING 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 INEXPERIENCE 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED- WINDSHIELD GLASS 19. VISION OBSCURED-SUN/HEADLIGHTS 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR 31. HIT AND RUN 51. UNKNOWN	
- VEHICULAR 41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS 44. DEFECTIVE SUSPENSION 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT OR FACTOR 51. UNKNOWN	
SYMBOLS ANGLE: [Symbol] PEDESTRIAN: [Symbol] FATAL ACCIDENT: [Symbol] BACKING: [Symbol] REAR END: [Symbol] FIXED OBJECT: [Symbol] SIDE SWIPE: [Symbol] VEHICLE (MOVING): [Symbol] HEAD ON: [Symbol] TURNING MOVE: [Symbol] BICYCLE: [Symbol] OVERTURN: [Symbol] CHANGE LANE: [Symbol] ANIMAL: [Symbol] PARKED VEHICLE: [Symbol] OUT OF CONTROL: [Symbol] SLED: [Symbol]	
WEATHER C = CLEAR F = FOG R = RAIN SL = SLEET S = SNOW CL = CLOUDY INJURIES K = FATAL B = NON-INCAPACITATING A = INCAPACITATING C = POSSIBLE INJURY	

SHEET 2 OF 2

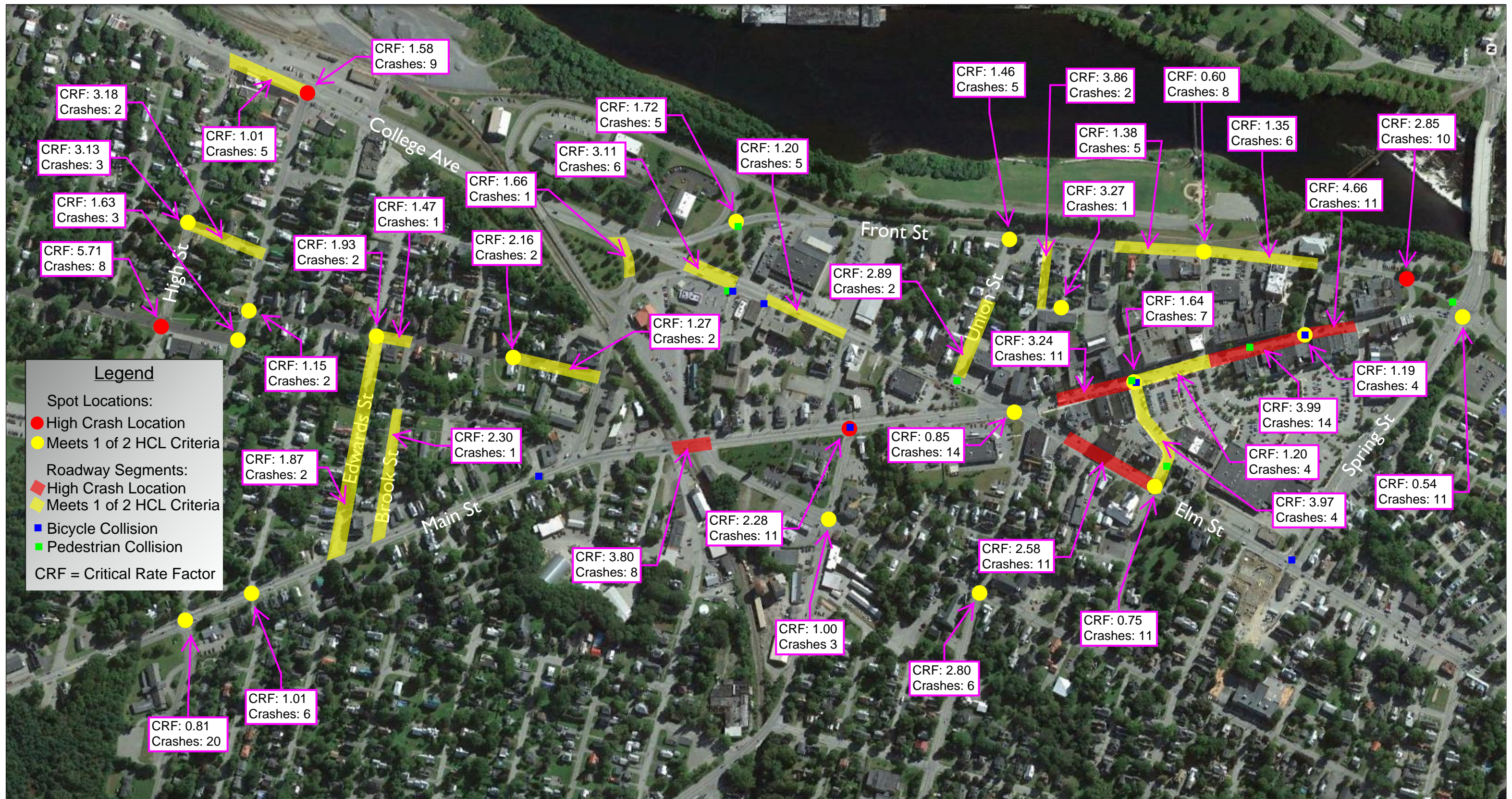
TOWN Waterville, Maine NODE NO(S) 27143 to 27847

YEARS REVIEWED 2013-2015 DATE PREPARED 05.16.2016

[illegible]

Crash Locations - Areas of Interest (2013-2015)

Figure No. X



DOWNTOWN TRANSPORTATION STUDY WATERVILLE, MAINE

Design: EAT
Draft: LAN
Checked: RED

Scale: NONE
Date: MARCH 2016
File Name: 3110-OtherDev.dwg

BFJ Planning

**Mitchell
& Associates**
LANDSCAPE ARCHITECTS

**GORRILL
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Appendix D

Sidewalk and Bicycle Path Figure



DOWNTOWN TRANSPORTATION STUDY
WATERVILLE, MAINE

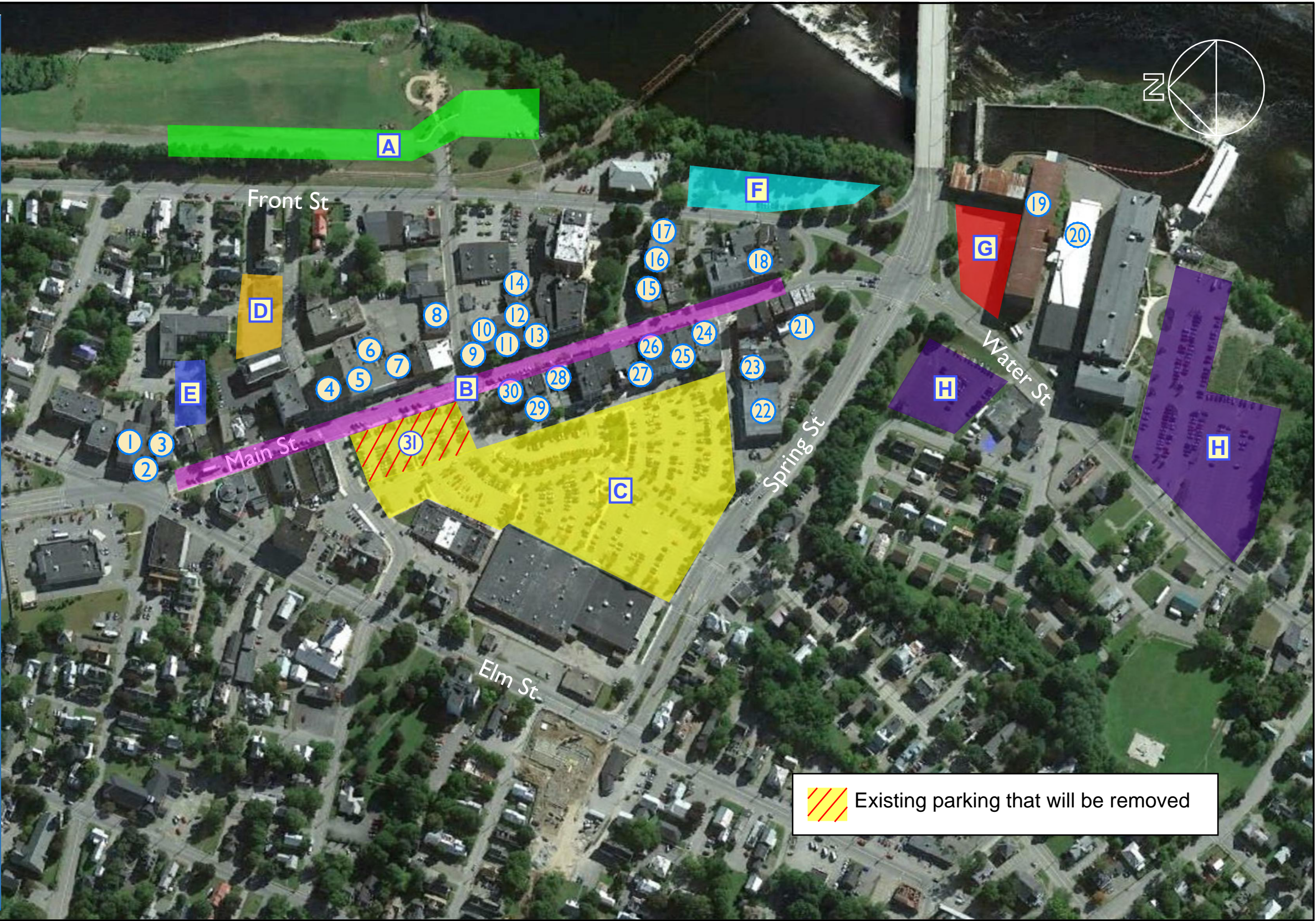
Appendix E

Potential Development Figure
ITE Trip Generation Calculations
NCHRP 684 Spreadsheet

Potential Development

POTENTIAL BUILDING USES			
Building Number	Use	Size	PM Peak Hour Adj St Trip Generation
1	Specialty Retail	14,528 SF	39
2	Office	972 SF	1
	Apartment	1 Unit	1
3	Apartment	4 Units	2
4	Office	25,000 SF	37
	Specialty Retail	4,000 SF	11
5*			71
6*			71
7	Apartment	3 Units	2
8	Specialty Retail	2,280 SF	6
9	Apartment	3 Units	2
10	Apartment	2 Units	1
11	Office	4,813 SF	7
12	Office	3,600 SF	5
13	Specialty Retail	5,884 SF	16
14	Apartment	3 Units	2
	Specialty Retail	1,736 SF	5
15	Office	4,007 SF	6
16	Office	6,232 SF	9
17	Office	2,078 SF	3
18	Hotel	50 Rooms	30
19	Mixed Use	134,000 SF	172
20	Mixed Use	38,000 SF	37
21	Mixed Use	50,000 SF	75
22	Specialty Retail	4,860 SF	13
23	Office	3,287 SF	5
24	Apartment	5 Units	3
25	Specialty Retail	1,743 SF	5
26	Specialty Retail	8,915 SF	24
27	Office	1,932 SF	3
28	Apartment	3 Units	2
29	Apartment	4 Units	2
	Office	2,256 SF	3
30	Office	4,980 SF	7
31	Apartment	64 Units	40
	Retail	20,000 SF	54
Total			772
With Reduction			444

*GIVEN THE HISTORIC USE OF THIS PROPERTY AND ADJACENT AVAILABLE PARKING, IT APPEARS THESE PROJECTS WILL NOT HAVE A NEGATIVE IMPACT ON THE DOWNTOWN



DOWNTOWN TRANSPORTATION STUDY
WATERVILLE, MAINE

Downtown Waterville Potential Development

March 2016
JN 3110

GP Building Number	Tax Map Building Number	Owner	Use	Size	Unit	LUC	PM Peak Hour Adj. St Entering	PM Peak Hour Adj. St Exiting	PM Peak Hour Adj. St Total		
1	1		Specialty Retail	14,528	SF	814	18	21	39		
2	2		Office	972	SF	710	0	1	1		
3	3		Apartment	1	Unit	220	1	0	1		
4	14	Colby	Apartment	4	Units	220	1	1	2		
			Office	25,000	SF	710	6	31	37		
			Specialty Retail	4,000	SF	814	5	6	11		
			Apartment	9	Units	220	4	2	6		
5	15	DePre	Specialty Retail	4,800	SF	814	6	7	13		
			Restaurant	4,800	SF	932	31	21	52		
			Apartment	9	Units	220	4	2	6		
6	16	DePre	Specialty Retail	4,800	SF	814	6	7	13		
			Restaurant	4,800	SF	932	31	21	52		
7	17		Apartment	3	Units	220	1	1	2		
8	23		Specialty Retail	2,280	SF	814	3	3	6		
9	32		Apartment	3	Units	220	1	1	2		
10	33		Apartment	2	Units	220	1	0	1		
11	35		Office	4,813	SF	710	1	6	7		
12	36		Office	3,600	SF	710	1	4	5		
13	37		Specialty Retail	5,884	SF	814	7	9	16		
14	31		Apartment	3	Units	220	1	1	2		
			Specialty Retail	1,736	SF	814	2	3	5		
15	42		Office	4,007	SF	710	1	5	6		
16	41		Office	6,232	SF	710	1	8	9		
17	40		Office	2,078	SF	710	0	3	3		
18	47	Colby	Hotel	50	Rooms	310	17	13	30		
19	--	Mardens	Apartment	123	Units	220	49	27	76		
			Restaurant	5,000	SF	932	33	22	55		
			Specialty Retail	15,000	SF	814	18	23	41		
20	--	CMP	Apartment	20	Units	220	8	4	12		
			Specialty Retail	5,750	SF	814	7	9	16		
			Office	5,750	SF	710	1	8	9		
21	48/49	Colby	Office	50,000	SF	710	11	64	75		
22	56		Specialty Retail	4,860	SF	814	6	7	13		
23	53		Office	3,287	SF	710	1	4	5		
24	57		Apartment	5	Units	220	2	1	3		
25	59		Specialty Retail	1,743	SF	814	2	3	5		
26	60		Specialty Retail	8,915	SF	814	11	13	24		
27	61		Office	1,932	SF	710	0	3	3		
28	65		Apartment	3	Units	220	1	1	2		
29	67		Apartment	4	Units	220	1	1	2		
			Office	2,256	SF	710	0	3	3		
30	68		Office	4,980	SF	710	1	6	7		
31	--	Colby	Apartment	64	Units	220	26	14	40		
			Retail	20,000	SF	814	24	30	54		
					Total Apartment Units	253 Units	101	56	157		
					Total Specialty Retail	94,296 SF	115	141	256		
					Total Office	114,907 SF	24	146	170		
					Total Hotel Rooms	50 Rooms	17	13	30		
					Total Restaurant	14,600 SF	95	64	159		
Downtown Total							352	420	772		

ITE 7th Edition
 Apartment 0.62*units 65% in / 35% out
 Hotel 0.59*rooms 55% in / 45% out
 Office 1.49*1000sf 15% in / 85% out
 Retail 2.71*1000sf 45% in / 55% out
 Restaurant 10.92*1000sf 60% in / 40% out

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Downtown Waterville Transportation Study	Organization:	Gorrill Palmer Team		
Project Location:	Waterville, Maine	Performed By:	Emily Tynes		
Scenario Description:	Potential Development	Date:	5/18/2016		
Analysis Year:	2016	Checked By:	Randy Dunton		
Analysis Period:	PM Street Peak Hour	Date:			

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	114,907	sf	170	24	146
Retail	814	94,296	sf	256	115	141
Restaurant	932	14,600	sf	159	95	64
Cinema/Entertainment				0		
Residential	220	253	units	157	101	56
Hotel	310	50	rooms	30	17	13
All Other Land Uses ²				0		
Total				772	352	420

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	2	0	3	0
Retail	3		28	0	37	3
Restaurant	2	26		0	12	4
Cinema/Entertainment	0	0	0		0	0
Residential	2	12	12	0		2
Hotel	0	2	5	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	772	352	420
Internal Capture Percentage	42%	47%	39%
External Vehicle-Trips ³	444	188	256
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	29%	10%
Retail	43%	50%
Restaurant	49%	69%
Cinema/Entertainment	N/A	N/A
Residential	51%	50%
Hotel	53%	54%

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Appendix F

Capacity Analysis: Postdevelopment with Existing Geometry

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	5119	5189	5180	5195	5112	5156
Vehs Exited	5050	5132	5140	5125	5075	5104
Starting Vehs	128	159	136	155	163	143
Ending Vehs	197	216	176	225	200	199
Denied Entry Before	1	2	2	0	2	1
Denied Entry After	6	2	0	3	2	2
Travel Distance (mi)	3000	3060	3050	3023	3022	3031
Travel Time (hr)	195.4	201.7	203.3	198.9	201.7	200.2
Total Delay (hr)	67.6	71.3	73.2	70.2	72.5	71.0
Total Stops	7189	7362	7393	7271	7279	7296
Fuel Used (gal)	118.7	121.3	121.7	119.9	120.3	120.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	5119	5189	5180	5195	5112	5156
Vehs Exited	5050	5132	5140	5125	5075	5104
Starting Vehs	128	159	136	155	163	143
Ending Vehs	197	216	176	225	200	199
Denied Entry Before	1	2	2	0	2	1
Denied Entry After	6	2	0	3	2	2
Travel Distance (mi)	3000	3060	3050	3023	3022	3031
Travel Time (hr)	195.4	201.7	203.3	198.9	201.7	200.2
Total Delay (hr)	67.6	71.3	73.2	70.2	72.5	71.0
Total Stops	7189	7362	7393	7271	7279	7296
Fuel Used (gal)	118.7	121.3	121.7	119.9	120.3	120.4

1: Water St/Main St & Spring St/Bridge St & Front Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.9	2.4	0.0	1.0
Total Del/Veh (s)	29.9	19.2	21.8	29.5	24.9
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Main St & Concourse/Temple Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	14.2	5.7	7.1
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

6: Front Street & Temple Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0
Total Del/Veh (s)	8.7	6.3	10.6	9.9
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

11: Silver St/Concourse & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.7	0.7	1.1
Total Del/Veh (s)	19.2	12.7	7.9	16.2	12.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: Center St/College Ave & Elm St & Main St Performance by approach

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Del/Veh (s)	56.5	42.2	33.0	46.5	40.0
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Elm St & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.9	0.7	0.6
Total Del/Veh (s)	12.6	13.3	12.8	9.2	11.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

18: Main St & Eustis Pkwy/Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	1.3	0.7	1.4	1.0
Total Del/Veh (s)	22.4	15.7	23.2	15.1	19.0
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

21: Elm St & Park St/Appleton St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.6	0.0	0.3	0.5
Total Del/Veh (s)	11.2	7.9	9.4	7.9	8.9
Denied Entry Before	0	1	0	0	1
Denied Entry After	0	0	0	0	0

Total Network Performance

Denied Del/Veh (s)		1.4
Total Del/Veh (s)		46.8
Denied Entry Before		1
Denied Entry After		2

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	L	R	R	L	L
Maximum Queue (ft)	126	191	201	38	145	224	180	80	154	140	224	336
Average Queue (ft)	59	81	89	1	46	109	94	32	69	17	146	171
95th Queue (ft)	109	148	156	27	107	181	157	69	126	72	234	278
Link Distance (ft)		667	667			902	902		694			1050
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100	160			100		150	200	
Storage Blk Time (%)	2	5	7			3	0	0	4	0	1	5
Queuing Penalty (veh)	4	5	0			2	0	1	9	0	2	14

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Movement	SB
Directions Served	TR
Maximum Queue (ft)	191
Average Queue (ft)	70
95th Queue (ft)	142
Link Distance (ft)	1050
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Main St & Concourse/Temple

Movement	EB	EB	WB	SB	SB	SB	SB
Directions Served	T	R	LT	L	T	T	R
Maximum Queue (ft)	69	44	114	69	185	151	65
Average Queue (ft)	25	16	52	16	72	46	17
95th Queue (ft)	57	36	95	56	161	123	56
Link Distance (ft)	751		416		746	746	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		95		45			40
Storage Blk Time (%)	0			1	8	5	1
Queuing Penalty (veh)	0			2	4	4	2

Intersection: 6: Front Street & Temple

Movement	EB	WB	NB
Directions Served	LT	TR	LT
Maximum Queue (ft)	133	52	18
Average Queue (ft)	63	26	1
95th Queue (ft)	103	49	9
Link Distance (ft)	416	208	1087
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Silver St/Concourse & Spring St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	49	69	87	156	121	148	123	78	104	139
Average Queue (ft)	14	24	42	60	30	59	59	41	38	62
95th Queue (ft)	38	57	79	126	81	127	108	70	79	107
Link Distance (ft)			464		667	667	686			751
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75	75		285				300	70	
Storage Blk Time (%)	0	0	2						2	6
Queuing Penalty (veh)	0	0	1						4	4

Intersection: 12: Center St/College Ave & Elm St & Main St

Movement	EB	EB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<L	R>	<LT	R>	<L	L	TR	<	<LTR>
Maximum Queue (ft)	56	60	454	352	229	248	155	304	365
Average Queue (ft)	16	15	247	130	124	127	83	147	206
95th Queue (ft)	46	46	399	247	204	218	169	257	320
Link Distance (ft)	251	251	562		3462	3462		721	721
Upstream Blk Time (%)			0						
Queuing Penalty (veh)			1						
Storage Bay Dist (ft)				350			105		
Storage Blk Time (%)			2			21	4		
Queuing Penalty (veh)			4			27	8		

Intersection: 14: Elm St & Spring St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	35	162	146	225	47	156	180
Average Queue (ft)	9	56	47	98	2	28	63
95th Queue (ft)	32	114	103	177	28	85	138
Link Distance (ft)	216	464	464	661		600	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					60		140
Storage Blk Time (%)				18	0		1
Queuing Penalty (veh)				9	0		1

Intersection: 18: Main St & Eustis Pkwy/Oak St

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	214	97	88	25	200	433	49	512	190
Average Queue (ft)	109	35	31	2	19	239	10	213	88
95th Queue (ft)	176	73	71	11	102	407	35	384	205
Link Distance (ft)	490	490	700			3462		1147	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				130	170		390		150
Storage Blk Time (%)			0			13		14	
Queuing Penalty (veh)			0			3		25	

Intersection: 21: Elm St & Park St/Appleton St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	94	73	58	254	101	30	167
Average Queue (ft)	39	26	24	115	10	9	80
95th Queue (ft)	74	56	48	201	52	28	148
Link Distance (ft)	356	305		600		562	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			85		125		80
Storage Blk Time (%)		0	0	4			5
Queuing Penalty (veh)		0	0	1			1

Network Summary

Network wide Queuing Penalty: 137

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Phase	1	2	3	4	5	6
Movement(s) Served	WBL	EBT	NBL	SBTL	EBL	WBT
Maximum Green (s)	12.0	28.0	24.0	28.0	13.0	27.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Min	None	None	None	C-Min
Avg. Green (s)	8.4	25.9	13.2	25.5	12.7	20.0
g/C Ratio	-0.01	NA	NA	NA	-0.01	NA
Cycles Skipped (%)	16	0	0	0	6	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	0	8	0	8	3	100
Cycles with Peds (%)	0	24	0	22	0	16

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Main St & Concourse/Temple

Phase	2	4	6	8
Movement(s) Served	SBTL	EBT	Ped	WBTL
Maximum Green (s)	26.0	23.0	26.0	23.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	None
Avg. Green (s)	44.6	9.2	0.0	9.2
g/C Ratio	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	8	8	100	8
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	92	0	0	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 11: Silver St/Concourse & Spring St

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	23.0	43.0	33.0	15.0	51.0	33.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min	None
Avg. Green (s)	12.3	8.0	13.2	6.1	22.4	13.2
g/C Ratio	NA	NA	NA	-0.01	NA	NA
Cycles Skipped (%)	0	0	0	47	0	0
Cycles @ Minimum (%)	5	21	0	0	1	0
Cycles Maxed Out (%)	2	100	0	0	0	0
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 12: Center St/College Ave & Elm St & Main St

Phase	1	2	3	4
Movement(s) Served	EBL	NBTL	SWTL	SBTL
Maximum Green (s)	17.0	32.0	21.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	None	C-Min
Avg. Green (s)	6.9	32.7	32.5	26.4
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	41	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	52	43	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 14: Elm St & Spring St

Phase	1	2	3	4	6
Movement(s) Served	SBL	NBTL	WBTL	EBTL	SBTL
Maximum Green (s)	10.0	43.0	23.0	19.0	60.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min
Avg. Green (s)	8.8	17.5	12.1	6.1	29.6
g/C Ratio	-0.01	NA	NA	-0.01	NA
Cycles Skipped (%)	5	0	0	82	0
Cycles @ Minimum (%)	9	0	2	4	0
Cycles Maxed Out (%)	0	100	2	0	3
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 18: Main St & Eustis Pkwy/Oak St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	28.5	18.5	28.5	18.5
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	29.7	16.4	29.7	16.4
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	40	59	40
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 21: Elm St & Park St/Appleton St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	30.0	20.0	30.0	20.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	22.1	8.2	22.1	8.2
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	1	8	1	8
Cycles Maxed Out (%)	100	0	15	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	5428	5504	5440	5367	5390	5422
Vehs Exited	5352	5472	5385	5288	5318	5363
Starting Vehs	146	166	148	176	163	154
Ending Vehs	222	198	203	255	235	218
Denied Entry Before	3	0	0	4	3	0
Denied Entry After	0	2	1	2	1	1
Travel Distance (mi)	3242	3313	3288	3175	3202	3244
Travel Time (hr)	222.1	231.2	223.9	217.8	219.6	222.9
Total Delay (hr)	83.5	90.0	83.5	82.0	82.6	84.3
Total Stops	8254	8615	8155	8158	8080	8252
Fuel Used (gal)	131.5	135.3	131.8	128.2	129.2	131.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	5428	5504	5440	5367	5390	5422
Vehs Exited	5352	5472	5385	5288	5318	5363
Starting Vehs	146	166	148	176	163	154
Ending Vehs	222	198	203	255	235	218
Denied Entry Before	3	0	0	4	3	0
Denied Entry After	0	2	1	2	1	1
Travel Distance (mi)	3242	3313	3288	3175	3202	3244
Travel Time (hr)	222.1	231.2	223.9	217.8	219.6	222.9
Total Delay (hr)	83.5	90.0	83.5	82.0	82.6	84.3
Total Stops	8254	8615	8155	8158	8080	8252
Fuel Used (gal)	131.5	135.3	131.8	128.2	129.2	131.2

1: Water St/Main St & Spring St/Bridge St & Front Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.9	2.4	0.0	1.0
Total Del/Veh (s)	32.2	20.6	25.7	31.8	27.2
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

4: Main St & Concourse/Temple Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	17.8	6.0	8.8
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

6: Front Street & Temple Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Del/Veh (s)	12.7	7.5	10.9	11.1
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

11: Silver St/Concourse & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.6	0.5	1.0
Total Del/Veh (s)	21.3	13.5	8.6	15.3	13.1
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: Center St/College Ave & Elm St & Main St Performance by approach

Approach	EB	NB	SB	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Del/Veh (s)	56.6	56.3	40.8	44.9	46.9
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Elm St & Spring St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.9	0.6	0.5
Total Del/Veh (s)	15.4	14.2	13.6	10.0	12.5
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

18: Main St & Eustis Pkwy/Oak St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.4	0.7	1.3	1.0
Total Del/Veh (s)	23.1	14.8	26.2	14.8	19.8
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

21: Elm St & Park St/Appleton St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	2.5	0.0	0.3	0.6
Total Del/Veh (s)	12.3	9.7	11.4	8.7	10.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Denied Del/Veh (s)		1.4
Total Del/Veh (s)		53.0
Denied Entry Before		0
Denied Entry After		1

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	L	R	R	>	L
Maximum Queue (ft)	151	170	184	40	152	218	201	90	147	132	25	225
Average Queue (ft)	70	88	97	1	45	121	101	35	77	23	1	174
95th Queue (ft)	130	151	163	28	98	193	166	75	132	82	18	259
Link Distance (ft)		667	667			902	902		694			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100	160			100		150	150	200
Storage Blk Time (%)	5	7	10			4	0	0	5	0		1
Queuing Penalty (veh)	9	8	1			2	0	0	14	0		4

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	443	201
Average Queue (ft)	218	82
95th Queue (ft)	362	158
Link Distance (ft)	1050	1050
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	9	
Queuing Penalty (veh)	29	

Intersection: 4: Main St & Concourse/Temple

Movement	EB	EB	WB	SB	SB	SB	SB
Directions Served	T	R	LT	L	T	T	R
Maximum Queue (ft)	98	58	171	69	200	180	65
Average Queue (ft)	40	22	84	16	84	50	20
95th Queue (ft)	81	46	139	56	181	132	61
Link Distance (ft)	751		416		746	746	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		95		45			40
Storage Blk Time (%)	1	0		1	10	5	1
Queuing Penalty (veh)	0	0		3	6	5	5

Intersection: 6: Front Street & Temple

Movement	EB	WB	NB	NB
Directions Served	LT	TR	LT	TR
Maximum Queue (ft)	195	81	29	10
Average Queue (ft)	87	38	2	0
95th Queue (ft)	153	62	14	5
Link Distance (ft)	416	208	1087	1087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Silver St/Concourse & Spring St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	68	79	89	148	129	154	149	90	104	152
Average Queue (ft)	17	27	44	60	35	60	67	40	43	73
95th Queue (ft)	46	64	81	122	91	129	120	72	80	128
Link Distance (ft)			464		667	667	686			751
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	75	75		285				300	70	
Storage Blk Time (%)	0	1	3						2	8
Queuing Penalty (veh)	0	1	3						4	7

Intersection: 12: Center St/College Ave & Elm St & Main St

Movement	EB	EB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<L	R>	<LT	R>	<L	L	TR	<	<LTR>
Maximum Queue (ft)	49	60	526	400	270	285	155	348	403
Average Queue (ft)	14	17	300	200	158	164	107	157	215
95th Queue (ft)	41	47	503	388	249	261	198	283	334
Link Distance (ft)	251	251	562		3462	3462		721	721
Upstream Blk Time (%)			1						
Queuing Penalty (veh)			9						
Storage Bay Dist (ft)				350			105		
Storage Blk Time (%)			9	0		34	6		
Queuing Penalty (veh)			20	1		45	12		

Intersection: 14: Elm St & Spring St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	34	168	144	235	115	194	185
Average Queue (ft)	10	65	55	108	4	34	61
95th Queue (ft)	34	127	113	189	47	100	146
Link Distance (ft)	216	464	464	661		600	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					60		140
Storage Blk Time (%)				19		0	1
Queuing Penalty (veh)				11		1	1

Intersection: 18: Main St & Eustis Pkwy/Oak St

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	195	99	83	36	239	482	49	444	190
Average Queue (ft)	110	35	30	4	29	267	10	215	86
95th Queue (ft)	175	76	69	20	129	449	36	358	205
Link Distance (ft)	490	490	700			3462		1147	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				130	170		390		150
Storage Blk Time (%)						16		14	
Queuing Penalty (veh)						3		26	

Intersection: 21: Elm St & Park St/Appleton St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R	L	TR
Maximum Queue (ft)	86	106	95	301	140	125	167
Average Queue (ft)	42	35	33	136	22	19	77
95th Queue (ft)	75	73	69	241	95	76	154
Link Distance (ft)	356	305		600		562	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			85		125		80
Storage Blk Time (%)		0	1	9		0	5
Queuing Penalty (veh)		0	1	3		0	1

Network Summary

Network wide Queuing Penalty: 234

Intersection: 1: Water St/Main St & Spring St/Bridge St & Front Street

Phase	1	2	3	4	5	6
Movement(s) Served	WBL	EBT	NBL	SBTL	EBL	WBT
Maximum Green (s)	12.0	28.0	24.0	28.0	13.0	27.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Min	None	None	None	C-Min
Avg. Green (s)	8.5	27.5	14.0	30.0	13.0	22.1
g/C Ratio	-0.01	-0.01	NA	NA	-0.01	-0.01
Cycles Skipped (%)	13	3	0	0	6	3
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	0	6	0	6	0	97
Cycles with Peds (%)	0	17	0	29	0	23

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 4: Main St & Concourse/Temple

Phase	2	4	6	8
Movement(s) Served	SBTL	EBT	Ped	WBTL
Maximum Green (s)	26.0	23.0	26.0	23.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	None
Avg. Green (s)	38.4	12.4	0.0	12.4
g/C Ratio	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	2	2	100	2
Cycles @ Minimum (%)	2	0	0	0
Cycles Maxed Out (%)	98	3	0	3
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 11: Silver St/Concourse & Spring St

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	23.0	43.0	33.0	15.0	51.0	33.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min	None
Avg. Green (s)	12.7	8.7	15.8	6.8	22.1	15.8
g/C Ratio	NA	NA	NA	-0.01	NA	NA
Cycles Skipped (%)	0	0	0	45	0	0
Cycles @ Minimum (%)	5	21	0	0	3	0
Cycles Maxed Out (%)	2	100	2	0	0	2
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 12: Center St/College Ave & Elm St & Main St

Phase	1	2	3	4
Movement(s) Served	EBL	NBTL	SWTL	SBTL
Maximum Green (s)	17.0	32.0	21.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	None	C-Min
Avg. Green (s)	7.1	33.0	33.8	24.6
g/C Ratio	-0.01	NA	NA	NA
Cycles Skipped (%)	41	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	83	53	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 14: Elm St & Spring St

Phase	1	2	3	4	6
Movement(s) Served	SBL	NBTL	WBTL	EBTL	SBTL
Maximum Green (s)	10.0	43.0	23.0	19.0	60.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	Min
Avg. Green (s)	9.8	17.3	13.0	5.9	29.3
g/C Ratio	-0.01	NA	NA	-0.01	NA
Cycles Skipped (%)	5	0	0	83	0
Cycles @ Minimum (%)	7	0	2	3	0
Cycles Maxed Out (%)	2	100	2	0	3
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 18: Main St & Eustis Pkwy/Oak St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	28.5	18.5	28.5	18.5
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	30.4	16.3	30.4	16.3
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	40	67	40
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Intersection: 21: Elm St & Park St/Appleton St

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBTL
Maximum Green (s)	30.0	20.0	30.0	20.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	Min	None
Avg. Green (s)	22.7	9.7	22.7	9.7
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	1	5	1	5
Cycles Maxed Out (%)	100	1	17	1
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): NA
 Number of Complete Cycles : 0

Appendix G

Concept Plans

AADT Figure

Trip Assignment

Capacity Analyses